

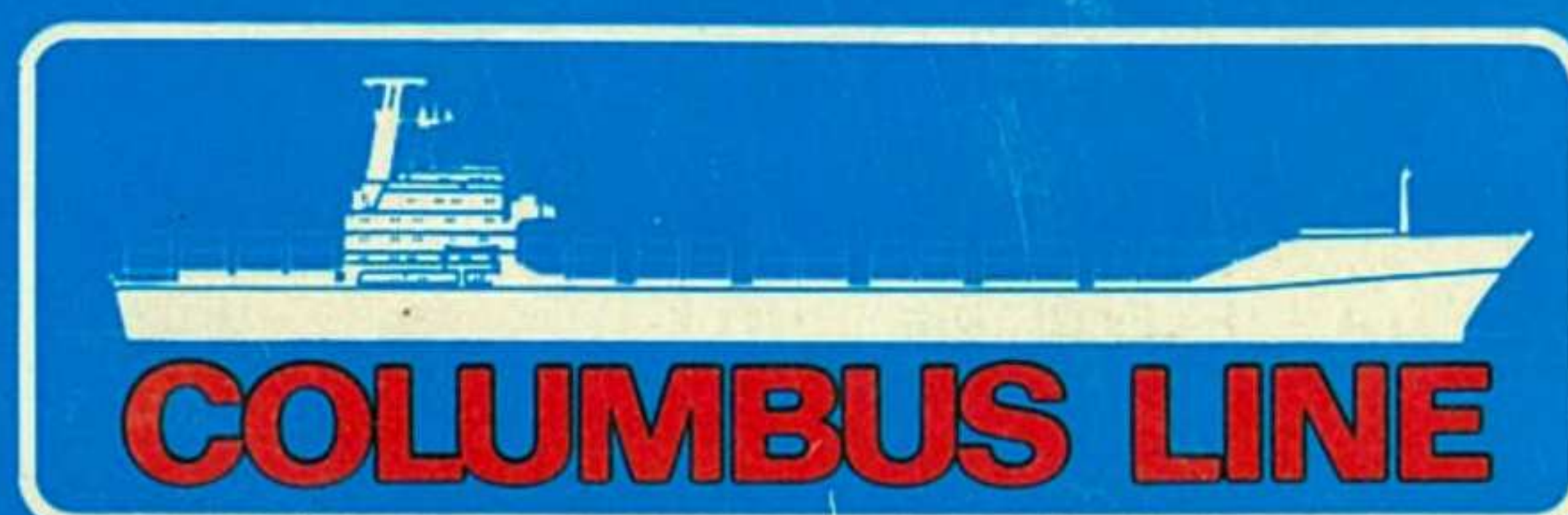
PETER STUYVESANT

series 78

SOUVENIR PROGRAMME ONE DOLLAR



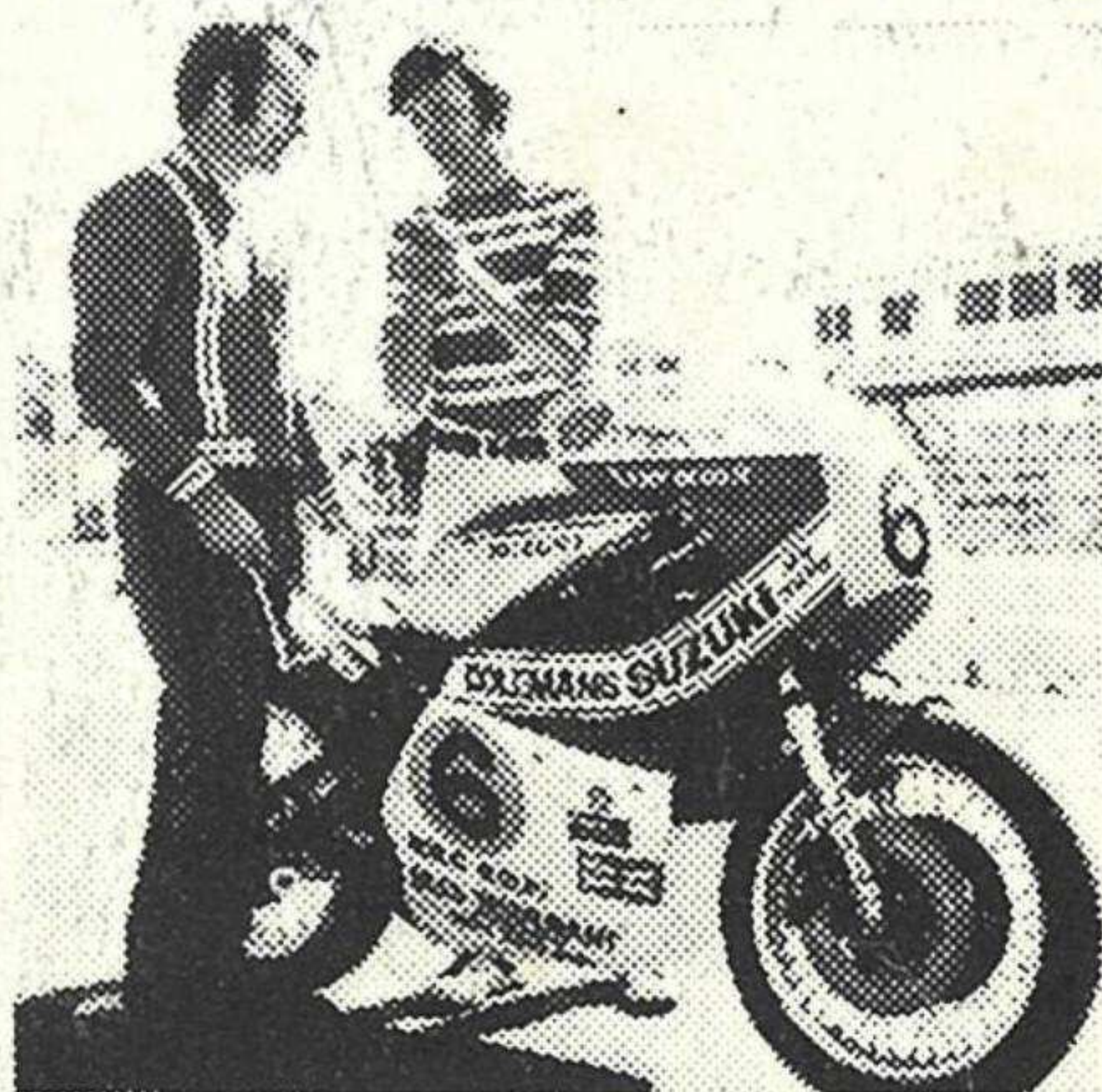
BAYPARK MONDAY 2nd JANUARY
PUKEKOHE SATURDAY 7th JANUARY
MANFEILD SUNDAY 15th JANUARY
TERETONGA SUNDAY 22nd JANUARY
WIGRAM SUNDAY 29th JANUARY



On or off the track

6 of the most successful New Zealanders rely on Shell Super Motor Oil

If 6 fast movers like John Woodley, Stu Avant, John Nicholson, Dave McMillan, Dave Oxtan and Eric Morgan got together, one thing they would agree about is that you can rely on Shell Super Motor Oil. They know that Shell Super Motor Oil gives maximum engine protection against wear and corrosion and that it cuts engine drag to give greater fuel economy. On or off the track Shell race bred oils give better protection.



John Woodley

1976 NZ 500 cc joint champion, relies on Shell oils for his race winning performances.



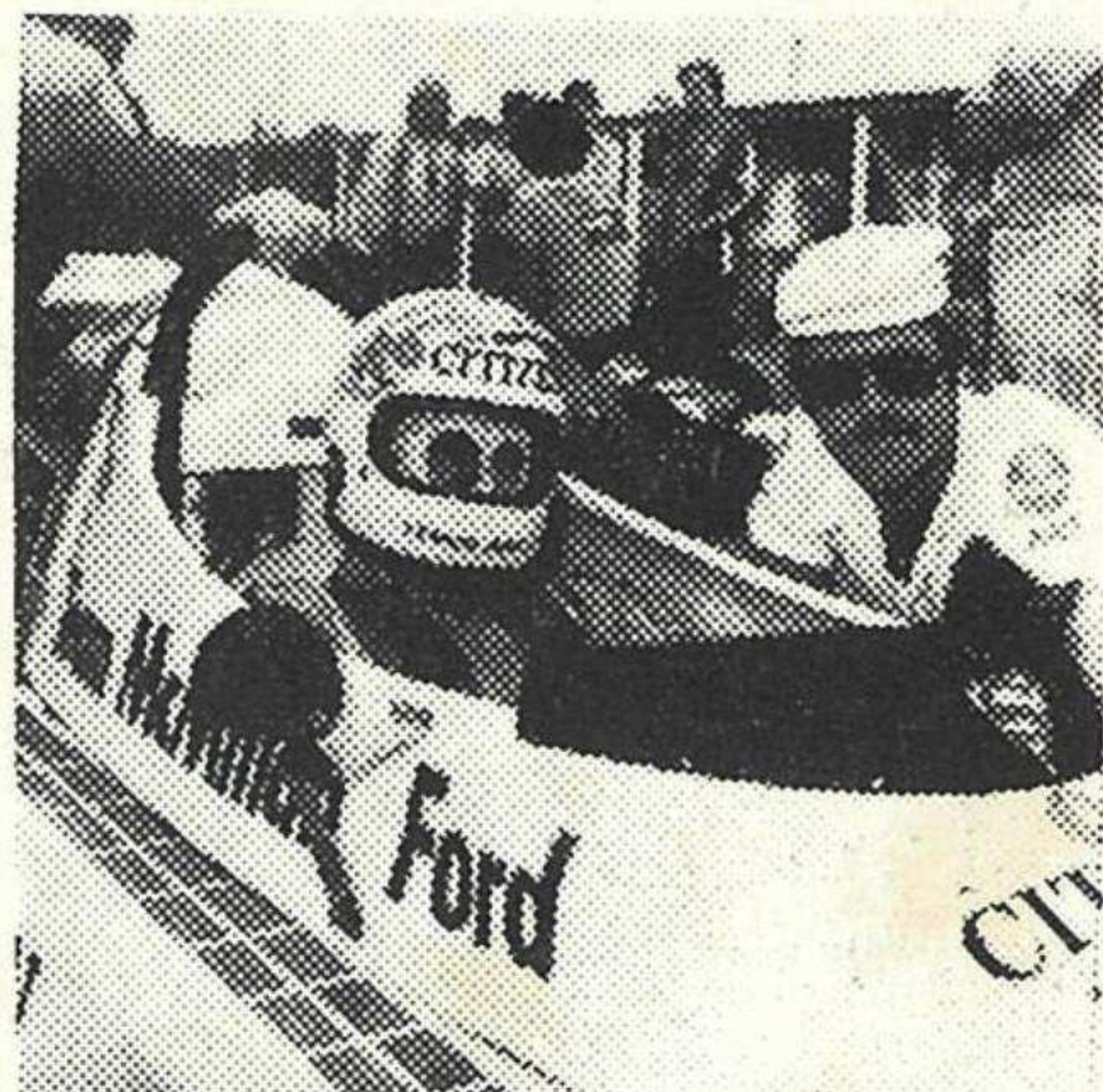
Stu Avant

1976 NZ 500 cc joint champion like his great rival leaves engine protection on his machines to Shell.



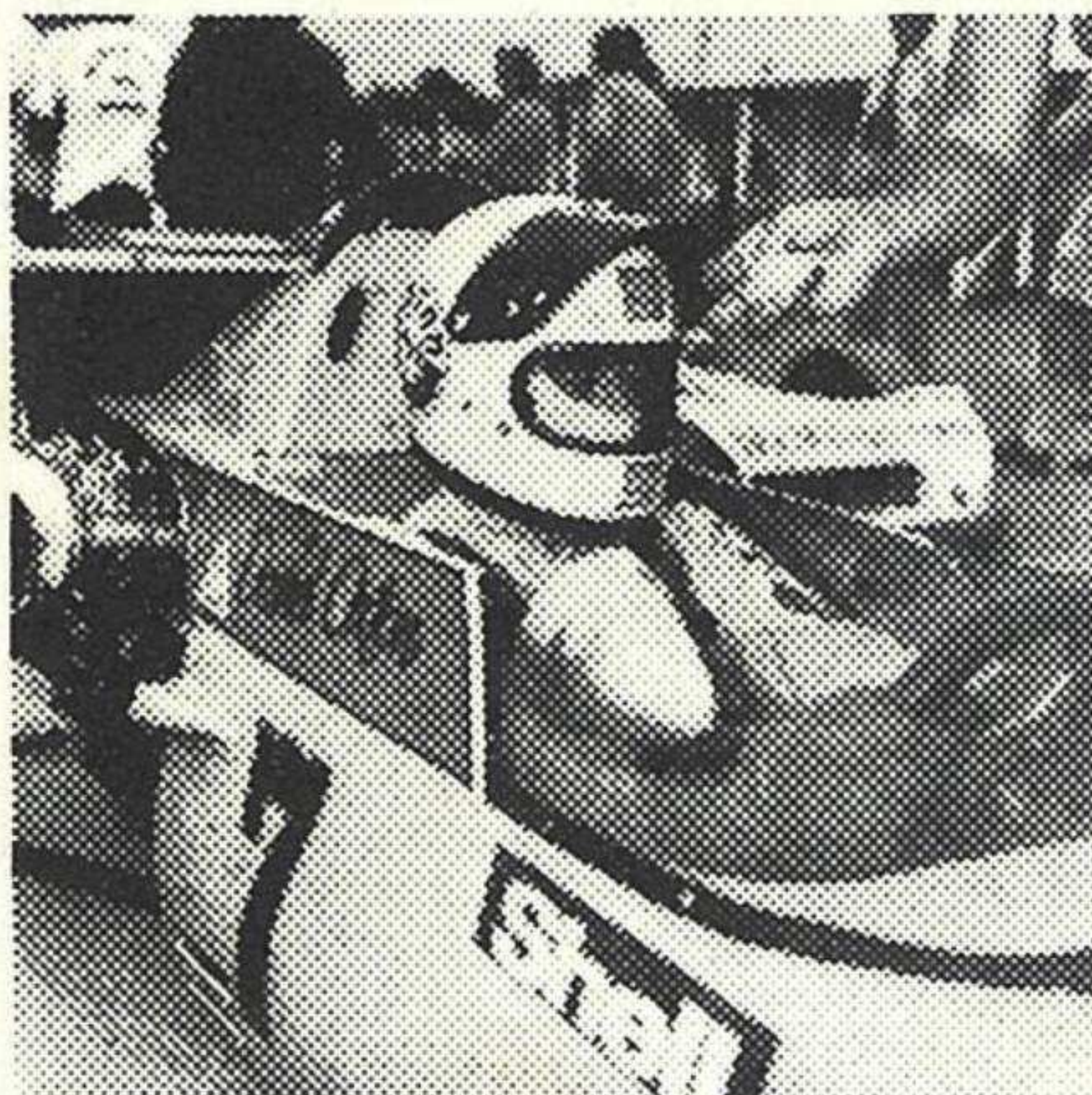
John Nicholson

Internationally recognised as one of the World's best builders of racing car engines. His reliance on Shell oils comes from a thorough understanding of the stresses a racing engine must go through.



Dave McMillan

Twice New Zealand Formula Ford champion and 1977 Gold Star Racing Champion Dave McMillan knows the protection against wear and corrosion that shell Super Motor Oil gives.



Dave Oxtan

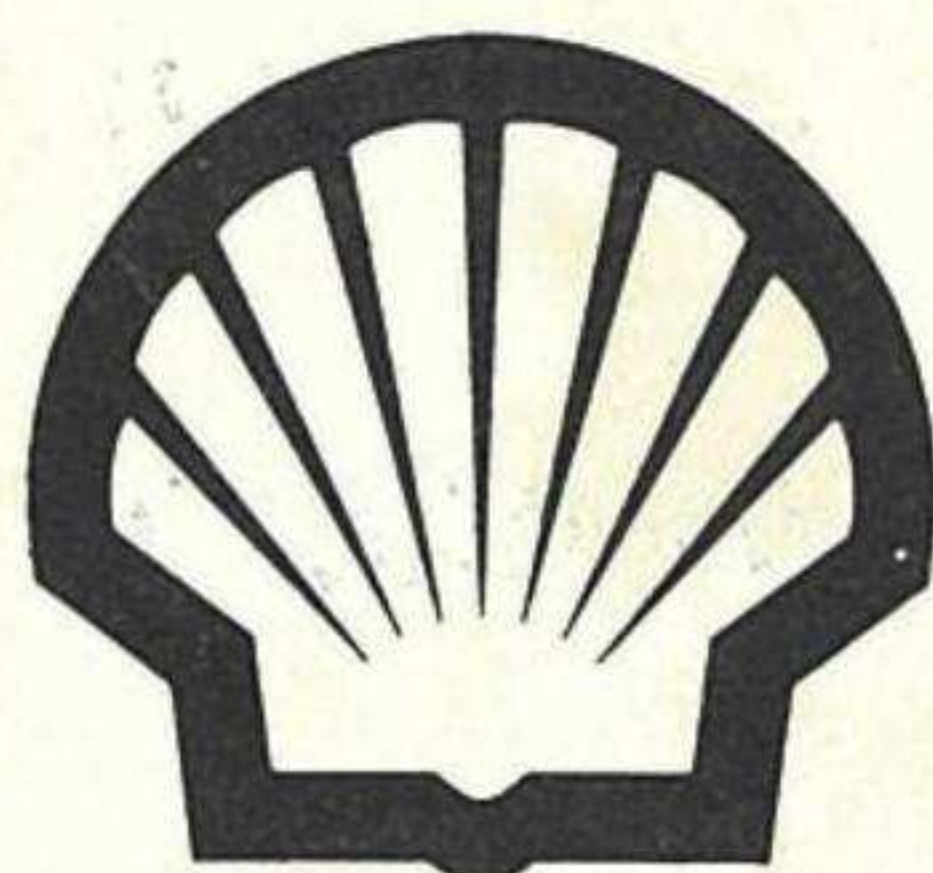
David Oxtan is one of New Zealand's most skilled, experienced and determined drivers. This 3 times winner of the New Zealand Gold Star title relies on Shell Super Motor Oil.



Eric Morgan

After a furious tussle Eric Morgan won the highly competitive 1977 Formula Ford series. Eric, who has a professional and dedicated approach to motor sport, puts his trust in Shell Super Motor Oil.

*The same oil that these six leaders in
New Zealand motor sport rely on is
available at your Shell Service Station.
Just ask for Shell Super Motor Oil.*



**Go well
Go Shell**



FORD Tracking on to No. 1

The mighty GXL Fairmont Pace Car.
It's a real winner and a real performer.
And like the others of the Ford tradition,
it's a car designed for the demands of today.

Take the European Cortina or the Streets ahead Escort —
both clear leaders in their classes.


Then of course there are the Falcons — a series of
luxury cars with the real feel of driving.

It's easy to track on to number one
when you can build them as good as us.

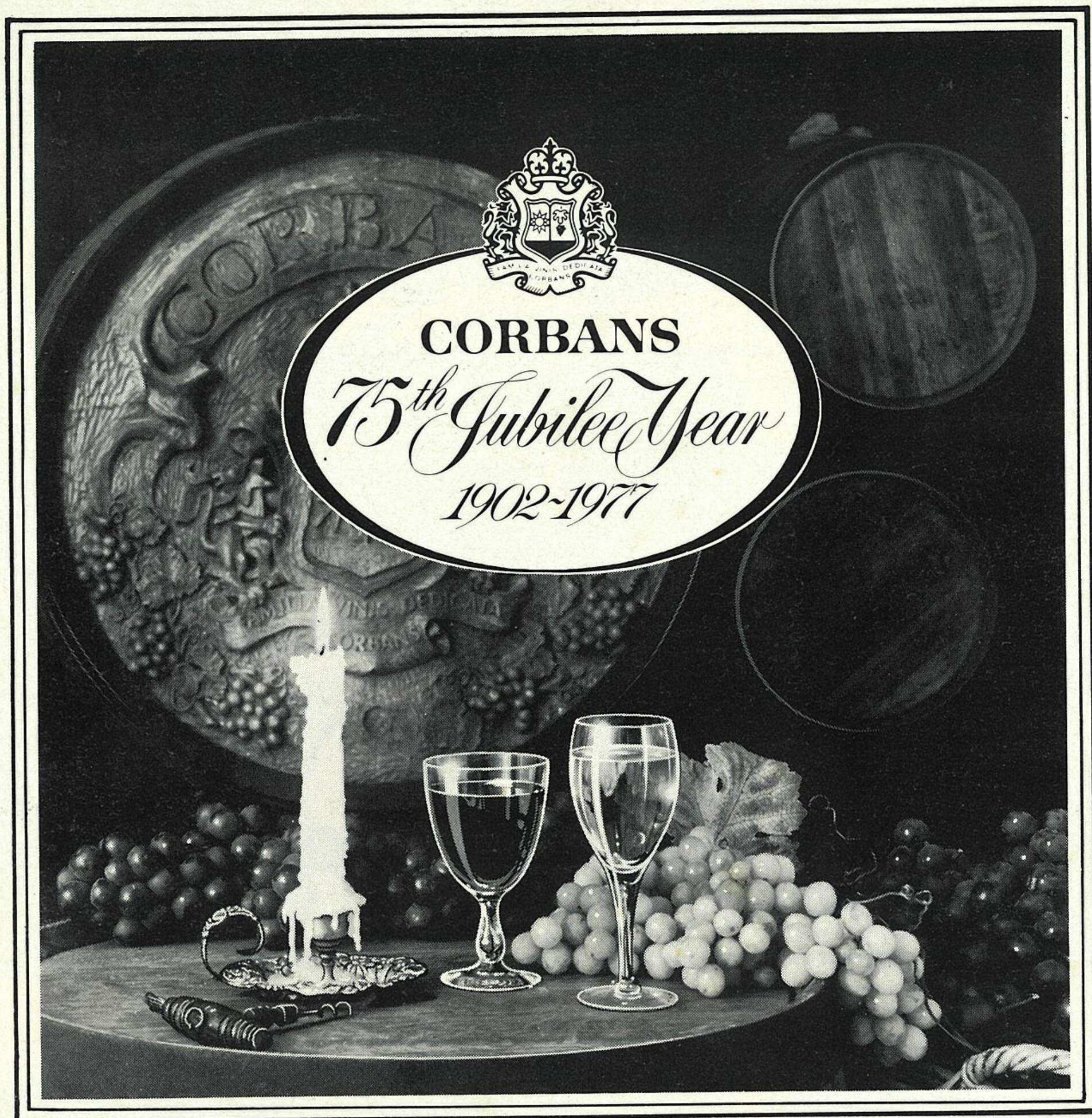
It's the cars we make
that make us Number One.

No. 1

FORD, as always streets (and tracks) ahead.

FORD 

Ford Motor Company of New Zealand Limited



A stake in the country

Seventy-five years ago, in 1902, Assid Abraham Corban planted his first vines in New Zealand. He had arrived in the young country a few years earlier, seeking the perfect place to start a vineyard.

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The Corban family came to New Zealand from the coastal vineyards of the Mediterranean, bringing with them more than 300 years of winemaking experience from a family dedicated to wine.

Today, three-quarters of a century later, their traditions and skills have produced wines recognised always by consistent quality.

In their Jubilee year, Corbans wines bring together a wealth of expertise and dedication; experience and craftsmanship keeping pace with modern winemaking techniques . . . to produce a range of sparkling, table and fortified wines commended by important wine awards in New Zealand and around the world.

For seventy-five years, Corbans has been part of New Zealand wine-making history, building a stake in the country, and a respected reputation for quality.



CORBANS

Vignerons, cellarers and shippers of fine wines for 75 years.

1978 PETER STUYVESANT MOTOR RACING SERIES

PROGRAMME

Important

Present this souvenir programme to the principal programme selling booth of the next Peter Stuyvesant round and you will be given free, a race card for that meeting.

PUKEKOHE	
MANFEILD	
TERETONGA	
WIGRAM	

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GOODYEAR

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Formula 1 motor racing. The sport where tyres can make the difference between winning. Or losing.

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The Goodyear G800 Grand Prix gives you all the mileage you expect from a radial. Mile after mile it goes on giving the plus you need in performance.

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The Goodyear G800 Grand Prix has been specially designed to cope with all weathers. On wet surfaces its unique rubber formulation will hold you firmly on the road and stop you safely.

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The Goodyear G800 Grand Prix has extra stopping power. Its ultra-low profile enables maximum braking control.

+ Extra Road Holding

The Goodyear G800 Grand Prix will give you safe, sure handling on just about any road surface. When you corner on G800 Grand Prix you can have real confidence in your tyres.

GOODYEAR



It is with some satisfaction that we look at the manner in which motor sport has developed in this country and the contribution that the Peter Stuyvesant Series has made since its inception in 1974.

This year we welcome an international field of world-class competitors driving the latest Formula Pacific machinery, many of them works-backed entries.

This 1978 Peter Stuyvesant Series promises much excitement and the New Zealand motor racing public will be delighted to see local competitors of an ex-

tremely high standard matching skills with drivers from Belgium, Finland, Great Britain, U.S.A. and Australia.

We extend the warmest of welcomes to all competitors, the public and the race organisers who have worked so hard to establish an international reputation for New Zealand's own motor racing series.

J. M. Coleman
General Manager
Peter Stuyvesant Company

Peter Stuyvesant Series Championship Points

Points counting towards the Peter Stuyvesant Series Trophy will be scored by the first six declared place getters in each series heat; on the following basis.

1st 9; 2nd 6; 3rd 4; 4th 3; 5th 2; 6th 1.

Bay Park

Jan 2

Situation: On Highway 2, 4.8 km (3 miles) from Mount Maunganui, 7 miles from Tauranga.

Number of starters: 30 for distance and Castrol GTX saloon car races, 22 for the other events. Formula Pacific 20. Formula Ford, Formula Vee, 30; Saloons 0-6000cc, 24; Production Saloons, 30; Long Distance Production Saloons, 40.

Length: 2.15 kilometres (1.3316 miles).
Surface: Macadamised straights, hot-mix corners.

Spectator facilities: View of entire track from terraced seating for 8,000; spectator viewing for 20,000, car park 3,500.

Programme: Restricted International, National Open, and Gold Star meetings throughout the year.

Proprietors: Bay Park Promotions Ltd., P.O. Box 2197, Tauranga.

Promoters: Pierce Hanna Promotions Ltd., P.O. Box 2106 Tauranga.

Graham Pierce Ph 53099 Bus. 54649 Prv. Peter Hanna Ph. 83727 Bus. 69068 Prv.

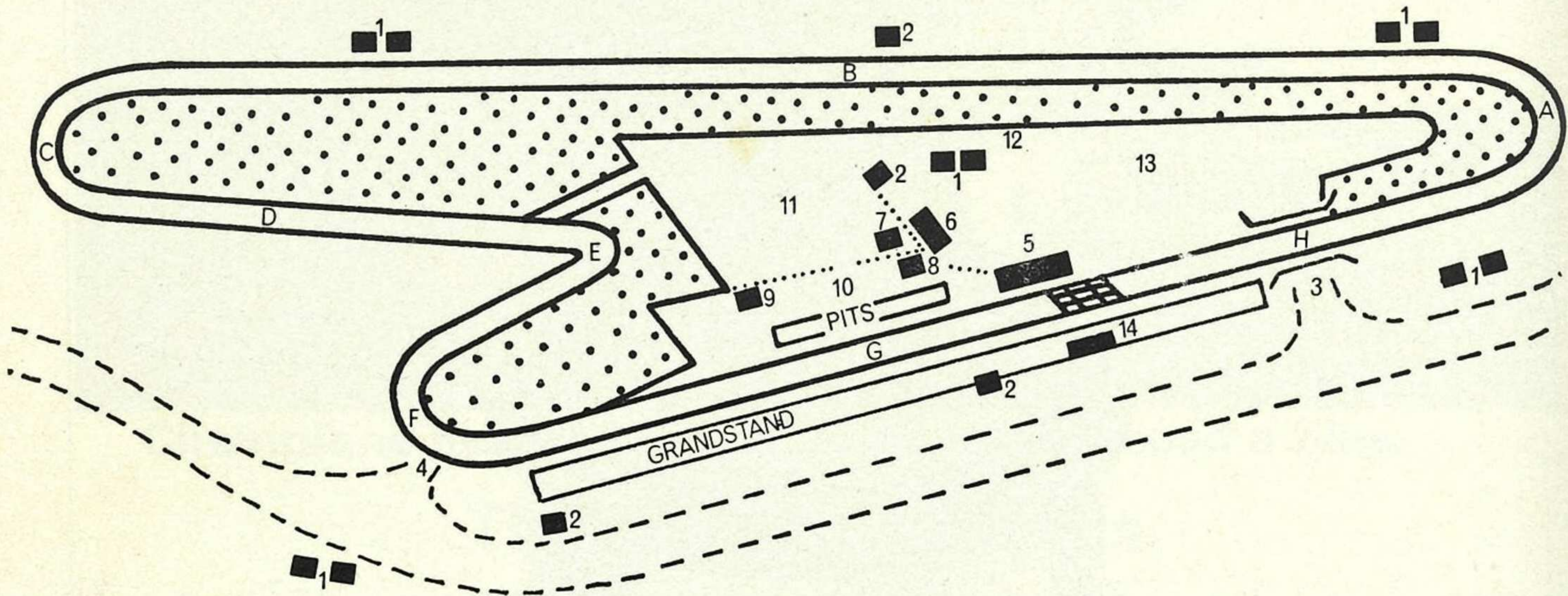
Track Hire: Mr I. Rorison, Tel. 56-210

Tauranga.

Postal Address: P.O. Box 2197 Tauranga South, Tauranga.

Promoting club for major international meeting: The Bay of Plenty Motor Racing Association Inc., and Tauranga Car Club (Inc.)

Accommodation: Hotel and motel accommodation in Tauranga and Mount Maunganui. Advisable to book early for Christmas and Easter meetings. Tauranga Public Relations Office - Ph 88103.



- | | | | | | |
|-------------------------|----------------------|---------------------|-----------------------|-------------------|---------------------|
| (1) Toilets | (5) Timekeepers | (8) Clerk of Course | (11) Shell Compound | A—Shell Curve. | E—Turn 2. |
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| (3) Pit Entrance | (6) Press Telephone | (9) Scrutineers | (13) Competitors Park | C—Castrol Corner | G—Champion straight |
| (4) Truck Entrance Only | (7) Public Relations | (10) Dummy Grid | (14) Announcer | D—Short Straight | H—Frist Flyover |

BAYPARK LAP RECORDS

Class	Driver	Car	Time
Shellsport Saloons 0-2000 c.c.	Reg Cook	Datsun Cherry	62.8
Outright Saloon Record 0-6000 c.c.	Jack Nazer	Victor V8	56.8
Production Saloons 0-2000 c.c.	Roger Hood	Ford Cortina	75.5
0-6000 c.c.	Trevor McLean	Chrysler Charger	69.4
Mini 7 850 c.c.	Jim Harvey	Mini 7	71.8
Formula Ford 1600 c.c.	Phil Foulkes	Kea FF	60.5
Formula Vee 1198 c.c.	Phil Martin	Pem FV	69.5
Formula 5000 5000 c.c.	Graeme Lawrence	Lola T300	52.3
Formula Pacific 1600 c.c.	Bruce Allison	Ralt	54.7
Sports Cars 0-2000 c.c.	Tom Donovan	Odlins Typhoon	59.6
2001 c.c. and over	Garry Pedersen	Gemco Olds	56.7
Open Motorcycles	Pat Hennen	Suzuki TR750	59.8
Production Motorcycles	Graeme Crosby	Kawasaki 750	65.0
Motorcycle Sidecar Driver	Paul Corbett	Suzuki 750	70.1
Passenger	Stu Forbes		
Go Karts	Ron Rowe	Twin Mac's	76.1

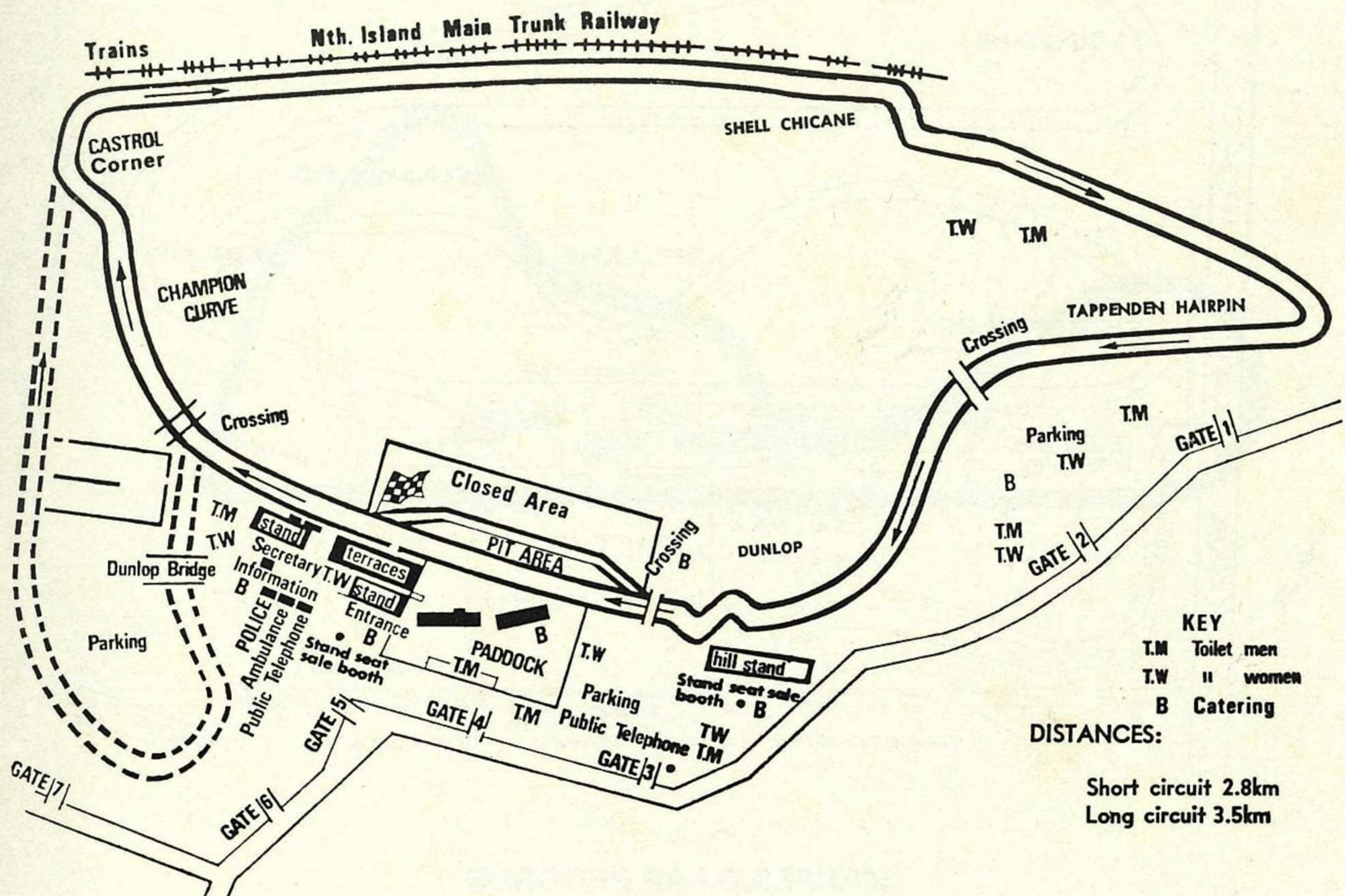
Pukekohe

Jan 7

Maximum number of starters: Long distance and Castrol GTX saloon races 40; other events 30. Length: Full track, 3.5 km (2.1773 miles); short circuit, 2.81 km (1.75 miles). Surface: Hot mix bitumen. Situation: Approximately 48.5 km (30 miles) south of Auckland, in south-eastern corner of the

borough of Pukekohe.
Address: New Zealand International Grand Prix (Auck.) Inc., P.O. Box 11-129 Ellerslie, Auckland. Telephone 593-108 Auckland. Spectator facilities: 2 covered stands and 1 open stand, capacity 10,000.

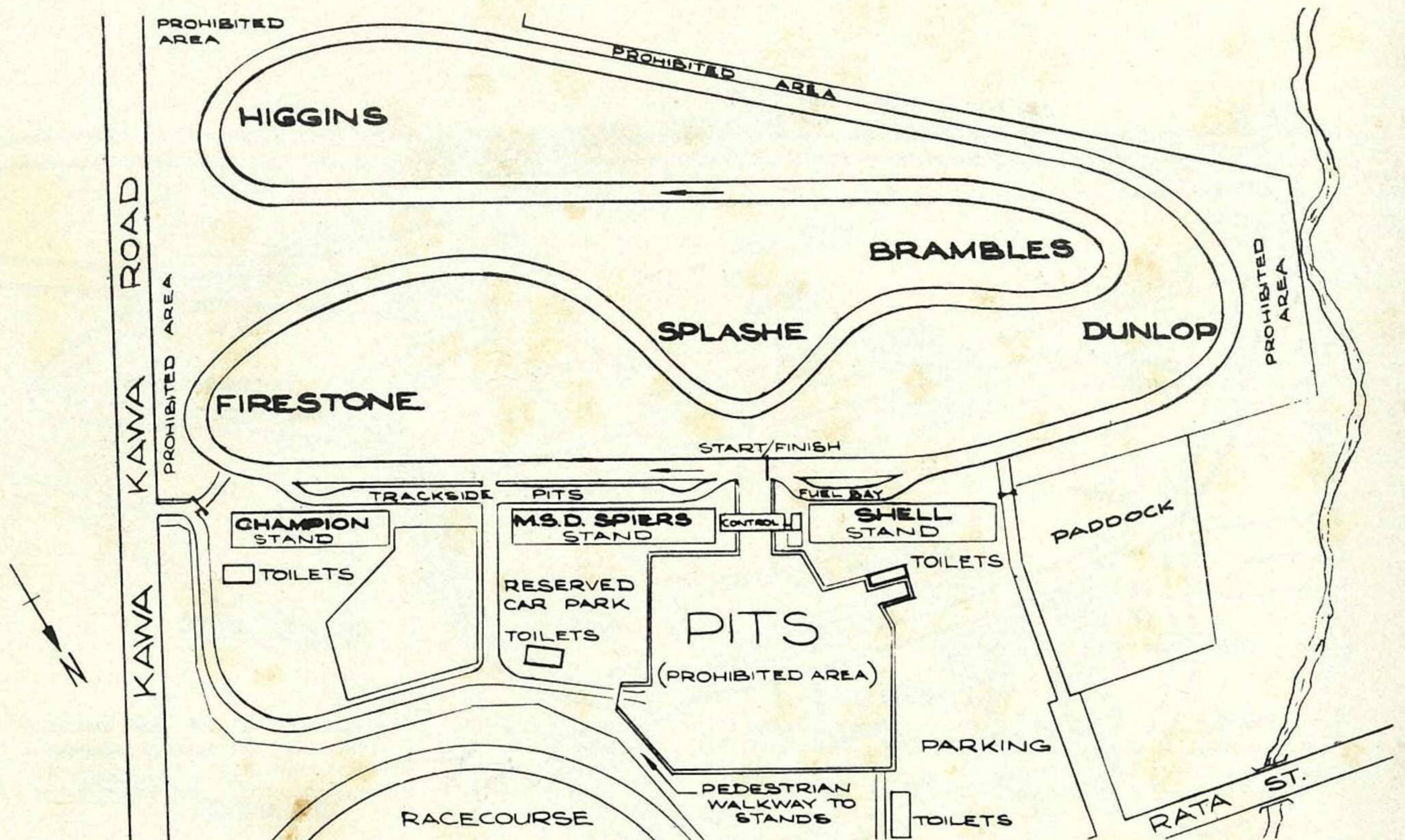
Tickets obtainable from NZIGP office. Accommodation: Numerous hotels and motels in Auckland/Papakura/Papatoetoe etc. Annual programme: Long distance saloon race October; 1 International in January; 2 National meetings in November, April.



PUKEKOHE LAP RECORDS (2.8 km Circuit)

Class	Driver	Car	Time
Formula Pacific	Dave McMillan (NZ)	Ralt RT1	1m.05.1
Formula Ford	Grant Walker	Titan Mk6B	1m.14.5
Formula Vee	Ross Martin	Formula Vee 1200	1m.27.5
Saloon Cars (Outright)	Jim Richards	Leckie Chev.	1m.11.6
Shellsport Championship (2 litre)	Reg Cook	Datsun Cherry	1m.16.6
Mini Seven	Lyn Rogers	Mini Seven	1m.29.4
Modified Production			
0-3000 c.c.	Mark Jennings	Porsche 911S	1m.21.9
3001-6000 c.c.	Rod Coppins	Holden Torana 5000	1m.20.0
Sports Cars	Bob Hyslop	JRM-Ford	1m.17.7

Maximum No. of starters: International 25, Long Distance 40, all other races 30. Length: 3.03 km (1.88 miles). Surface: Hot Mix Bitumen. Situation: 0.5 miles from Feilding Post Office. Address: Manfeild Autocourse Promotions Ltd., P.O. Box 1959 Palmerston North. Telephone 77459 Palmerston North. Access by road or rail. Spectator facilities: Terraced seating for 15,000 people.



MANFEILD LAP RECORDS

Class	Driver	Car	Time
Mini 7	Jim Harvey	Mini 863 c.c.	1m.28.9
Castrol GTX Saloons			
0-1300 c.c.	Steve Emson	Datsun B110	1m.26.5
1301-3000 c.c.	Lin Neilson	Porsche 911S	1m.24.4
3001-6000 c.c.	Dave Baker	Camaro Z28	1m.18.2
Production Saloons			
0-1300 c.c.	Steve Emson	Fiat 128	1m.41.1
1301-2000 c.c.	Kevin McNamara	Fiat 124	1m.32.2
2001-4400 c.c.	Kevin McNamara	Charger 770	1m.31.6
4401-6000 c.c.	Jim Richards	Falcon GT351	1m.27.0
Shellsport Saloons			
0-1300 c.c.	Steve Emson	Datsun B110	1m.18.3
0-4200 c.c.	Bill Leckie	Capri Chev 4100 c.c.	1m.11.7
0-6000 c.c.	Frank Gardner	Chev Corvair	1m.09.3
0-2000 c.c. Sports Cars	Colin Smith	Rhubarb 3	1m.15.4
	Jamie Aislabie	SMP Bray Sports	1m.15.4
Formula Vee	Mike King	King/Flavel	1m.28.7
Formula Ford	Grant Walker	Elfin Ford	1m.15.0
Formula Pacific	Keke Rosberg	Chevron B34	1m.05.6
Formula 5000	Graeme Lawrence	Lola T332 5000 c.c.	1m.01.7
Motorcycle Sidecars	Marshall/Sloane	Suzuki 750	1m.29.0
Production Motorcycles	Roger Freeth	Kawasaki 750	1m.24.8
Open Motor Cycles	John Woodley	Suzuki RE500	1m.15.5

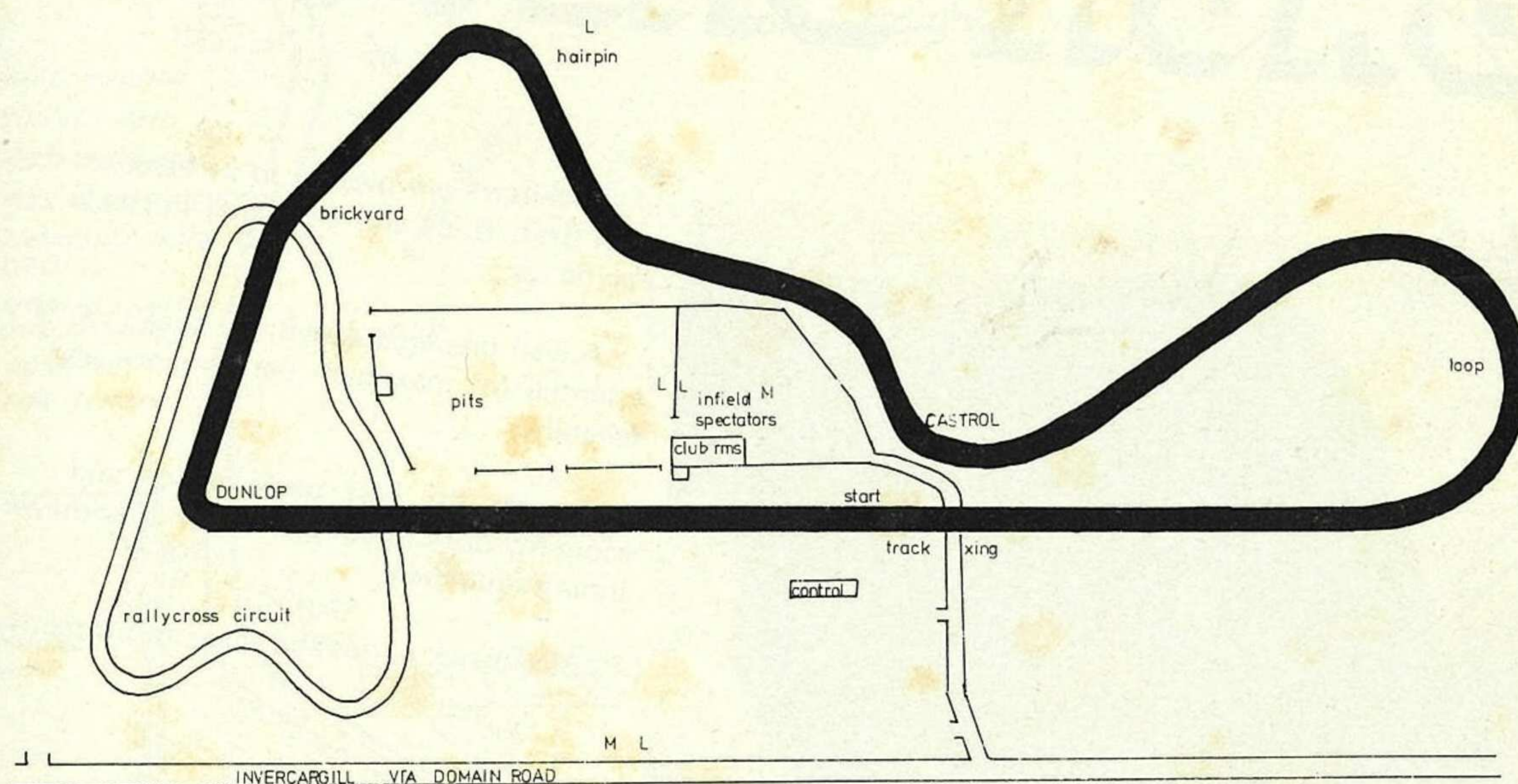
Teretonga

Jan 22

Owned and operated by the Southland Sports Car Club Inc. Opened November, 1958. Up-graded continuously since then. Maximum number of starters: 30. Length: 2.575 km (1.6 miles). Surface: Bitumen/hot mix. Situation: 8km west of Invercargill via Otatara. Entrances: Domain Road (main) Dunns Highway. Address: Southland Sports Car Club Inc., Box 543, Invercargill.

Telephones: 82959 (Secretary) 84429 (Circuit & Clubrooms) 84271 or 59267 (President). Private practises available by arrangement with Mr R. Webb (82949) or Mr Bunce (84271). Nearest airport: Invercargill (6km). Spectator facilities: Raised banking at Dunlop, Castrol, Loop. Infield Spectator area at extra charge. Fully equipped Clu-

brooms, Scrutineering Venue, Shop Infield. Programme: Peter Stuyvesant International in January. Other meetings in June and October. Clubmans meetings in March and August. Rallycross meetings in March and November. Numerous Springs and Gymkhanas throughout the year. Monthly meetings First Monday of each Month (except January) in the Clubrooms.



TERETONGA LAP RECORDS

Class	Driver	Car	Time
Shellsport and Modified Saloons			
0-1000cc	R. Cook	Cooper S 999	1.13.3
1001-1300cc	S. Emson	Datsun 1290	68.6
1301-2000cc	A. Woolf	Escort 1970	66.2
2001-3000cc	D. Brown	Torana 2996	69.2
3001-over	R. Dawson	Chev Monza 5970	62.5
Castrol GTX Saloons			
0-1300cc	S. Emson	Datsun 1290	1.16.4
1301-3000cc	N. Miles	Capri RS2600	1.14.9
3001-6000cc	I. Tulloch	Camaro 5750	1.9.4
South Island Production Saloons			
0-1600cc	B. Kilkelly	Datsun 1200SSS	1.24.5
1601-3000cc	W. Nunn	Dolomite Sprint	1.20.4
3001-6000cc	B. Lloyd	Falcon GT 5750	1.18.5
Racing and Sports			
Formula Ford	B. Riley	Begg JM1	65.1
0-2000cc	B. Redman	Chevron BMW B29	55.5
2001-3000cc	P. Courage	Brabham Ford BT24	58.0
Peter Stuyvesant			
F5000	G. Lawrence	Lola T332	53.4
Sports Cars	C. Smith	Rhubarb 2	68.3

BLACKHAWK WELCOMES BACK BRETT



Blackhawk are pleased to be associated with Brett Riley and his March Formula Pacific car.

A well prepared and finely tuned car is essential for maximum performance and reliability.

To get the best performance and economy out of your car rely on Blackhawk tuning equipment.

Blackhawk perfection for your protection.



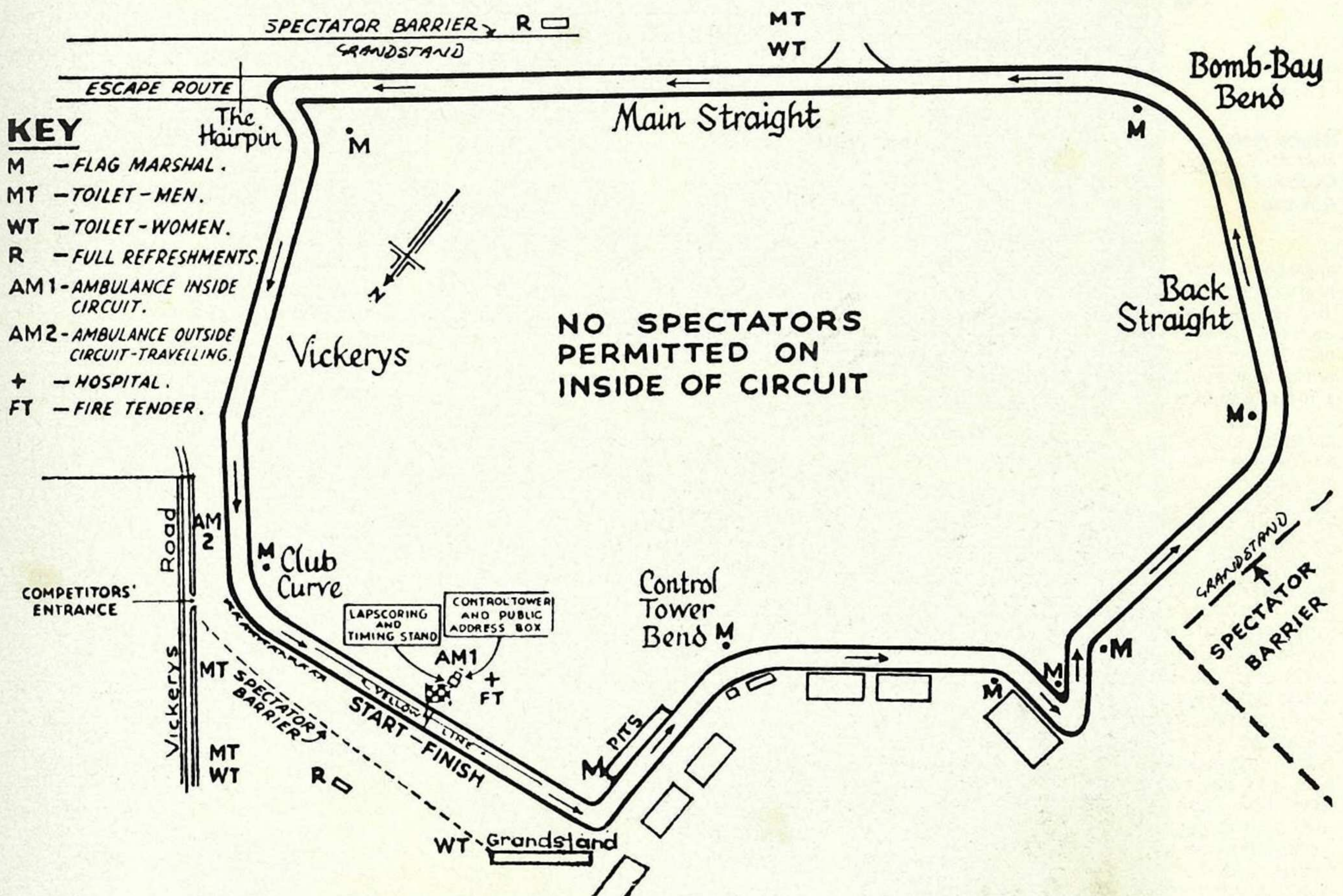
 **APPLIED POWER**
Manufacturers of
BLACKHAWK®
VANE
BEAR

Wigram

Jan 29

Maximum number of starts: Main race, 24; other events 40. Length: 3.540km (2.2 miles). Surface: Bitumen. Situation: On RNZAF Station, Wigram. Main entrance way from the Main South Road. Address of operating club: The Motor Racing Club, Mr Ian Strachan, P.O. Box 20053, Bishopdale, Ph: 599-404, Christchurch. Facilities for practice: Only on Saturday prior to the International Race Meeting. Spectator faci-

ties: Temporary stands. Accommodation: Good accommodation available in Christchurch. Other relevant information: The Wigram circuit is situated on the RNZAF Station, Wigram, and is available to the Motor Racing Club on only one occasion per year for the holding of the International Motor Race Meeting including a round of the Peter Stuyvesant Championship.



Class	Driver.	Car.	Time.
SINGLE SEATERS:			
OUTRIGHT RECORD			
Formula Pacific	Graham McRae	McRae GM2	1.02.65
Formula Ford	Keke Rosberg	Chevron B34	1.11.0
SALOON CARS:			
OUTRIGHT RECORD:			
0-6000 c.c.	Allan Moffat	Chev. Monza	1.17.6
0-2000 c.c.	Leo Leonard	Mustang	1.19.0
	Rex Hart	Ford Escort	1.25.3
		B.D.G.	
0-1600 c.c.	Robbie Francevic	Datsun	1.29.0

SÉRIE CHALLENGE
Labatt
CHALLENGE SERIES

*Bobby Rahal's
Ralt at
Quebec City
Atlantic*



A FORMULA FOR THE FUTURE

IN Europe we used to call it Indylantic, in South Africa and North America they call it Formula Atlantic and here in New Zealand you know it as Formula Pacific. But, whatever you choose to call it, this type of single seater road racing that has emerged in the seventies is a winning formula and the future for this flourishing format looks better every year. Formula Pacific has been one of the success stories of the seventies in International racing and, with ambitious plans for the future, the formula looks likely to grow in strength. There has even been talk of a World series.

Formula Pacific — the category that provides the framework for the annual Peter Stuyvesant series — was born in Britain eight years ago and soon caught on. The name Formula Atlantic was first used when an enterprising British motor racing promoter introduced it to the English enthusiasts at Brands Hatch on March 7th, 1971. It was actually a copy of the North American Formula B, but it was dressed up, given a new name and presented to the English as something new. In Canada and America it had been little more than an amateur club racing formula, overshadowed by the powerful 5-litre Formula A, which you in New Zealand came to know as Formula 5000. Formula B racing had been dominated by British-built cars, models from Brabham, Lotus and Chevron mainly, and British race organisers saw the chance to make use of the format in Britain as a less expensive alternative to the European Formula 2.

The regulations for the new Formula Atlantic were basically a straight copy from Formula B. The cars ran 1.6-litre engines but, because the Lotus twin-cam engines that were fashionable in North America weren't as readily available as they had been, the British decided to allow in other engines, in particular the Ford-based engine built by Cosworth Engineering at Northamptonshire in England. This engine was designated the Cosworth BDA and those initials stood for the Belt Driven camshafts operating the 16-valves on the Anglia block engine. The BDA, which was to become synonymous with the formula, had four valves for each of the four cylinders and had been developed from the racing Cosworth FVA to go in the new Ford Escort RS1600 road car. It was the beginning of a whole new future for the Ford engine.

The new racing package was announced late in 1970. The cars were to be practically identical to Formula 2 to look at, but the idea was to provide a championship for drivers who didn't have the resources to tackle the expensive European circuit. The big British factory teams could afford the soaring travel costs of Formula 2 but here was something for those teams that had to stay behind in Britain. The name Formula Atlantic didn't, as most people think, have anything to do with the trans-Atlantic connection, that was to come later. The title actually came from a British fuel company that traded under the brand name "Atlantic." They joined with the people that produced the Yellow Pages telephone directory to sponsor the first championship. It was

an unusual mixture, made more complicated when the fuel company started marketing under a different brand name half-way through the first season! However, the name stayed on and across the other side of the world everyone still calls it Formula Atlantic. Indylantic was a brief diversion that came later . . .

That first race, in early March, 1971 at Brands Hatch, saw Atlantic racing getting away to a shaky start. It was won by the Australian Vern Schuppan in a Palliser car, running a BRM twin-cam engine. The quickest BDA-engined car was a close second and there were murmurings in the press at the time that perhaps the new BDA wasn't going to be reliable and that drivers were a bit slow in accepting the new formula. Fortunately, neither proved right because the BDA quickly showed it was a much better prospect than the twin-cam and by the end of that first season grids were full. The following year there was a swing to the new Formula and by 1973 there was enough interest to run two sponsored championships. A number of talented drivers had accepted the challenge of Atlantic and those contesting the races included Colin Vandervell, David Purley, Alan Jones, the late Tom Pryce and a sprinkling of kiwi drivers too. John Nicholson, who had arrived in Britain a few years earlier and was then working at McLaren Racing as an engine builder, ran Bruno Drury's Lyn-car and was a front runner. "Nick" won a championship in 1973 and came back to dominate another the following year. David Oxtan had a few outings in the formula and Jim Murdoch had some good races in Allan McCall's Tui. So, even then the New Zealand interest was being nurtured and the type of racing was proving popular. Formula 5000 racing in Britain was on the decline and Atlantic was rapidly gaining favour. Its biggest rival was the FIA's Formula 3 but that category had suffered a set-back with the switch from 1.6-litre to 2-litre engines.

In 1975 Formula 3 was recovering, but Atlantic racing had its best season and the racing, particularly late in the year, was superb. Although the Formula 3 cars currently have a 2-litre four cylinder engine and look similar to an Atlantic, they are slower because of an FIA engine restrictor. Most drivers now use the Japanese Toyota engine on which the regulations call for the air inlet, to the otherwise airtight box over the fuel injection, to be just 23mm in diameter. This restricts the 'breathing' of the Formula 3 engines which rev to just over 6,000rpm and produce about 155bhp. In contrast the 1.6-litre unrestricted Formula Atlantic engine runs on carburettors, revs over 9,000rpm and produces about 205bhp. With less restriction on wheel rim sizes as well, the Atlantic cars are considerably quicker and certainly more progressive in characteristic to drive. The Atlantic/Pacific car is more akin to the current 2-litre Formula 2 car. With a top speed of about 150mph an Atlantic chassis is only 10mph slower than a Formula 2 and often they are faster through corners because the all-up weight is about 50lb less and they don't carry as much fuel for

by Murray Taylor

(European correspondent
Motoring News England)

their shorter races. Most Atlantic designs utilise Formula 2 rear wings and bodywork and the monocoques are generally similar too. However, although the Atlantic car lies midway between Formula 3 and Formula 2 in performance, cost wise it is at the bottom of the table. An Atlantic engine is nearly \$2,000 less than a Formula 3 engine!

Both Formula 2 and Formula 3 are under the control of the FIA in Paris, the international governing body of motorsports, whereas Formula Atlantic is run to a set of regulations drawn up by the various promoters across the world. In regard to safety Atlantic comes into line, but the format has proved flexible enough to move with the times and there have been some interesting variations.

But, getting back to that 1975 season of Atlantic in Britain, a year in which the racing was exceptionally good. The main championship was won by the works Modus driven by Tony Brise yet he had some stiff opposition, particularly late in the year when the Swede Gunnar Nilsson took a whole string of wins in a Chevron. Richard Morgan was also in a Chevron and showing well until New Zealand's Brett Riley emerged to take over that car and put in some impressive showings. Twice he finished runner-up to Nilsson and he was making quite a name for himself. It certainly was a fine season of Atlantic, the racing had come of age and, with two British championships again that season, the future looked assured.

However, European racing is an ever changing scene. Formulae tend to swing in and out of favour and it can very unpredictable. Formula 5000 was going down for the last time in Britain while Formula 3 was on the road to recovery after the change to 2-litre engines. Somehow Atlantic got caught in between and suddenly it had fallen from grace with the promoters. In the economic gloom of 1976 no organisers were prepared to run races for the category and, without a series sponsor, the outlook changed overnight. In desperation the teams involved in Atlantic racing tried to save the formula and launched an ambitious new idea called Indylantic. It was a brave attempt to keep the racing alive and, although there was a championship in 1976, it was a dismal failure. The idea was for an American style promotion of races with pace cars, single car qualifying, parades of drivers and cars and some forward-thinking publicity ideas. In reality there wasn't the money behind the venture to back up the bold

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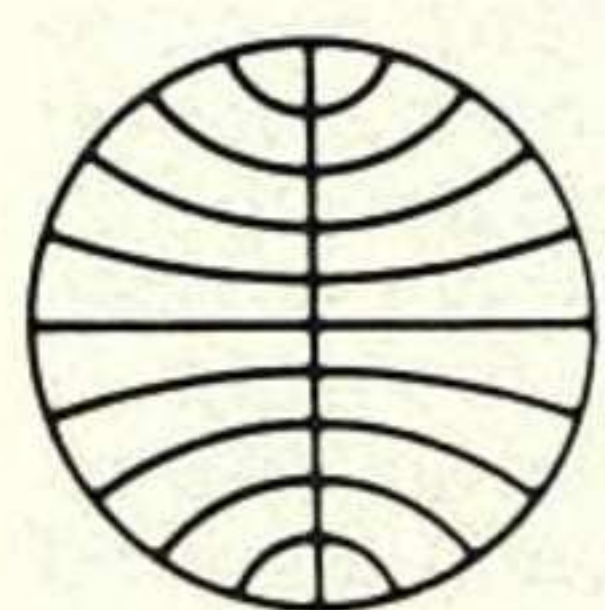
Everything about Pan Am's new high frequency Schedule - departure and arrival times, and the service on board, has been carefully planned to make New Zealander's long distance travel more comfortable than ever before. Express yourself with Pan Am, and you'll never want to fly any other way.

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Auckland					
MON	10.00 pm			9.00 am	
TUE	11.20 pm	11.20 pm	11.20 pm		
WED	10.00 pm	10.00 pm		9.00 am	
THUR				10.05 am	10.05 am
FRI	10.00 pm			9.00 am	9.00 am
SAT	11.20 pm	11.20 pm	11.20 pm	9.00 am	9.00 am
SUN				9.00 am	9.00 am

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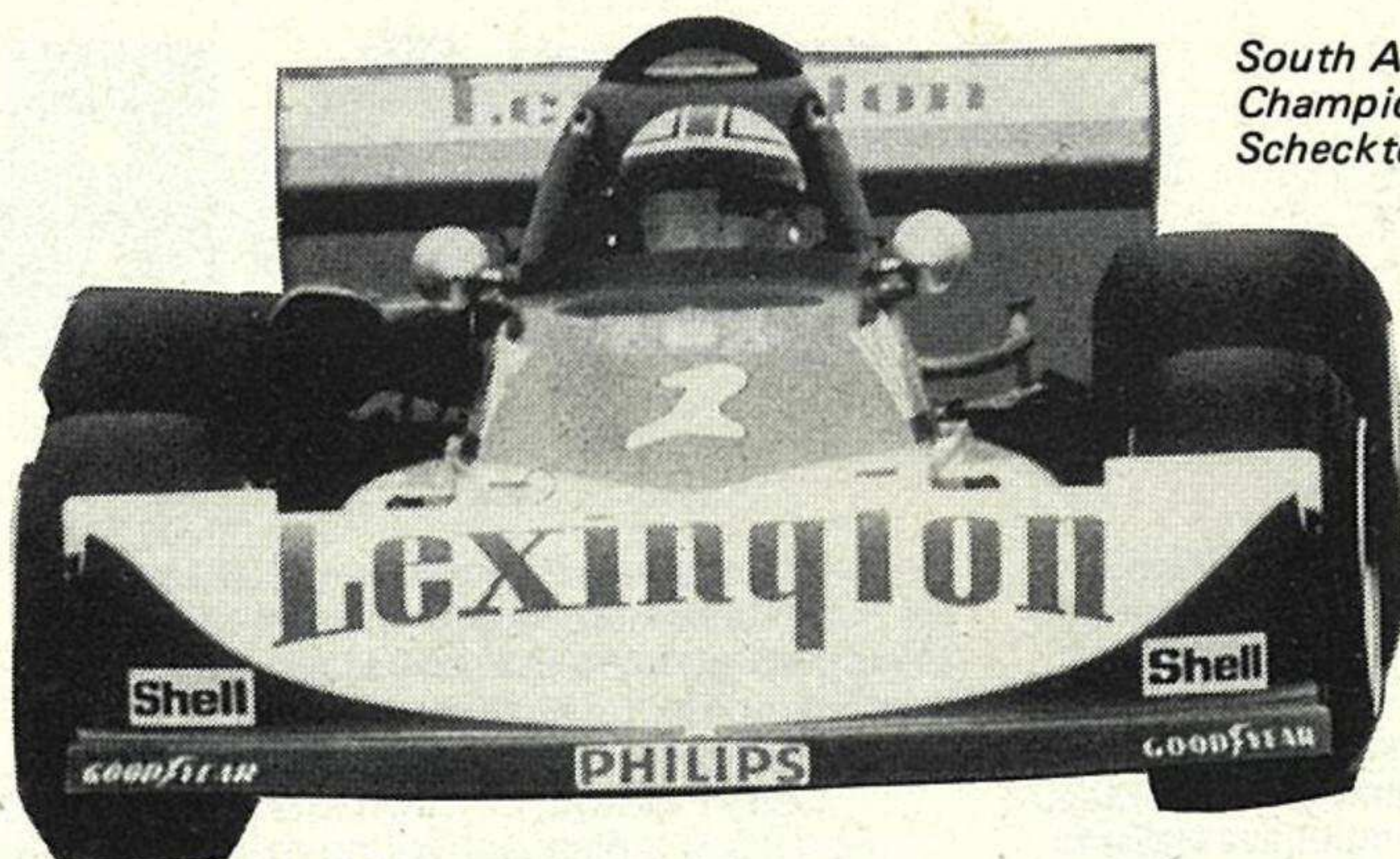
rescue attempt and, sadly, at the end of 1976, Formula Atlantic racing in Britain died. In 1977 its place had been quickly taken over by the rapidly recuperated FIA Formula 3, so for the time being anyway, British Formula Atlantic is finished.

Ironically it was just as Atlantic was fading on the British scene that the formula began to flourish everywhere else in the world. It was almost as though the category had been reborn because in South Africa, Canada and South East Asia the idea blossomed. In Europe there are perhaps a dozen different single seater formulae vying for supremacy but in other countries there tend to be just one or two main classes. Formula Atlantic was accepted by many as a sensible compromise because it gives fast, close racing at a realistic cost. That it had gone as well as it did, ranged against the traditional FIA formula in Britain, was something of a surprise yet, like Formula 5000, another outsider dreamed up by the same group of British promoters, its chance of success was always hanging in the balance.

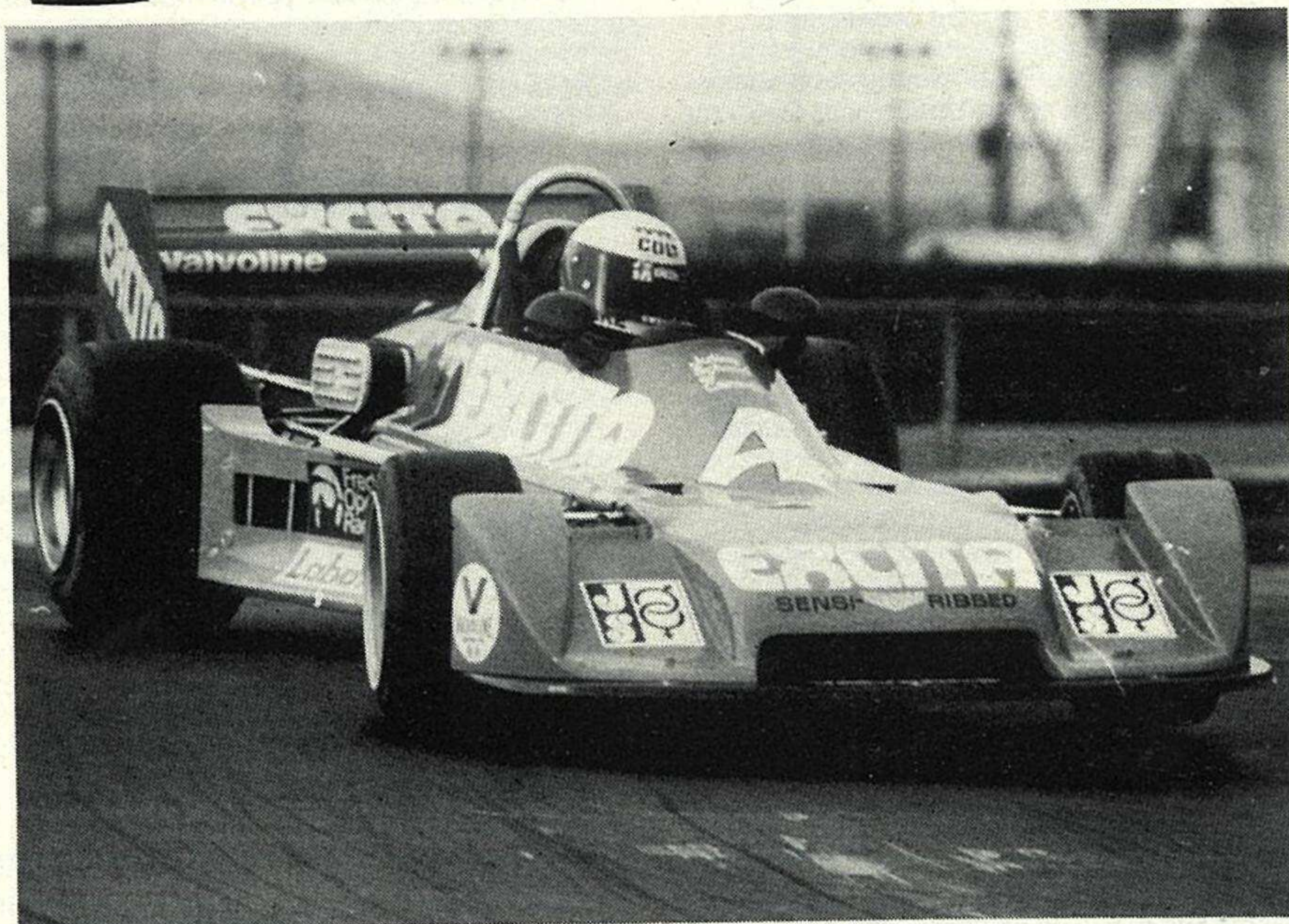
The growth of the Atlantic idea outside Britain has been staggering. In South Africa the national championship had been for Formula 1 cars — real 3-litre Grand Prix Formula 1 cars I should add — until 1975 when it was decided the cost of Formula 1 was getting too much and Formula Atlantic was adopted. Overnight the Formula 1 and Formula 2 cars that had contested the championship were gone and in their place came British built March, Chevron and Ralt Atlantic designs. It gave the young South Africans a chance at last to race against the old hands on equal terms, and the tables were soon turned. British Marches have since rather dominated the racing with all but three races in the last two years won by the successful Bicester-built model and the champion each year has been Ian Scheckter, younger brother of the talented Wolf team Grand Prix driver.

In North America, Atlantic took over from Formula B in 1974 and again the racing quickly gained favour. As American Formula 5000 floundered to be replaced by a revived Can Am sports car championship in 1977, Atlantic racing emerged as the premier professional road racing formula on the continent. In Canada the annual Atlantic championship has become a lucrative deal. There the teams must use special series Ford engines. These have a margin built into their cost which goes into the prize fund, so the racing is basically self-supporting. With rich sponsors, as well as a handsome Ford points fund, there are good pickings and the racing has been outstanding. Occasionally star drivers like James Hunt, Patrick Depailler and Jacques Laffite compete against the regular drivers and there is some tough racing. Once again March have set the pace in the last couple of years with the French Canadian Gilles Villeneuve taking the coveted title each time, but there has been strong opposition, particularly from Keke Rosberg in Fred Opert's Chevron, and some of the American drivers. This year the championship will include races in America and the rewards will rival those to be found in European Formula

Closer to home Formula Pacific is rapidly expanding in South East Asia and Japan while your own championship has reflected the merit of the change from Formula 5000 in 1975. It was the right move to adopt Formula 5000 in 1970, just as it was the right thing to do when it was abandoned. New Zealand, without its own racing car industry, can do little more than try and move with the times although in Formula Pacific there looks to be a stable future. The only place in the world where they persist with pure Formula 5000 is Australia. No-one in Britain builds cars for the category any longer, except Lola (and they built only one last year), so it can only be a matter of time before the stubborn Australians come into line and accept the inevitable. When that happens, the growth of Formula Pacific will take a giant step forward and perhaps we



South African
Champion Ian
Scheckter



Rosberg's Opert
Chevron at
Quebec City
Atlantic

can once more look forward to an annual Tasman championship.

Already the racing is truly International and there has been talk of dove-tailing the various championships into a world series. That will take a lot of planning, yet already the North American promoters have hinted that they would like to see a revival of Atlantic racing in Europe and, late in 1977, there was a flurry of interest in getting Atlantic racing into South America. In Britain there are still people working hard to bring Atlantic racing back because they must be looking enviously at the way the racing has taken off in virtually every corner of the world.

New Zealand drivers have played a prominent role in the growth of the formula. John Nicholson was the man to beat in Britain a few years ago in Formula Atlantic — and he still builds some of the best engines for the category — while Oxton, Murdoch and Riley all went well. Across in Canada the kiwis have also made their presence felt. I went to the races at Trois Rivieres and Quebec City late last year and was astounded to find so many New Zealanders taking part. Allan McCall was there with the Tui, being driven by David Oxton, and Dave McMillan was racing his Ralt, while virtually every team in the series has at least one kiwi mechanic! The races are through the streets of the cities (an idea that could well be revived in New Zealand) but, because it was Quebec, the people speak French and are rather reluctant to converse in English. During practice I was taking photographs on one of the corners when I heard a young girl marshal speaking in English. That was a surprise so I asked her whether she was from Britain. "Me?" she replied with a broad grin, "oh, no I'm from Invercargill . . ." It seems the lady was on holiday in Canada but you can see what I mean about it being International!

1978 Formula

Bobby Rahal is one of an increasing number of young Americans determined to reach the top of the motor-racing tree — Formula One.

During the past 12 months he has enhanced an already impressive reputation by finishing the ultra-competitive LaBatts Canadian Series second only to French-Canadian Gilles Villeneuve.

Villeneuve is the measuring stick against which North Americans compare their road racing drivers, and Rahal measures up very well.

Born on January 10th 1953 into a motor-racing family, Bobby competed in his first race in Ontario Canada at the age of 17. One year later in 1971, driving his father's Porsche 906, he won his first race at Mosport Park.

Through 1973/74 he raced a Lola T290 Sports Car being consistently well placed. Towards the end of 1974 the Lola gave way to a Ronde M.1 single seater racing car; a change he handled with little trouble.

The last three years have been spent tackling the Canadian Atlantic Series, each year improving his reputation, culminating in his second placing overall this past season driving a March 76B and in the last race a Ralt.

Bobby Rahal will be one man well worth

watching. The fact that he will be teaming with Keke Rosberg in an Opert Chevron does not mean that he will give way to the Finn.

Larry Perkins, 27 from Cowangie, Victoria. Perkins is a pleasant young man and a most gifted driver. After winning Australia's Formula Vee (1970) Formula Ford (1971) and Formula 2 (1972) championships, he sent to England to learn the steps to Formula 1.

He campaigned across Europe in a GRD F3 living in his truck and often setting fastest laps and winning a race now and then but it was shoe string affair privately backed in a small way from Australia.

In 1974 he joined Chris Amon in his Formula 1 project which, was still born through lack of funds and oil crisis. In 1975 he joined Tauranac and was very successful culminating in winning the European F3 championship. In 1976 he drove Formula 1 for a Dutch entered Ensign and attracted such good press that he had offers from Surtees, Shadow and the newly reformed BRM team. He had driven in North America and Japan for Ecclestone in the Brabham Alfa team following Reutemann's signing by Ferrari, and Ecclestone was keen to keep him for 1977. However, Martini, at the time Ecclestone's major sponsors, wanted a European driver to give their products the right

image and Stuck was signed.

Perkins opted for BRM on the promise of a one car-five engines team which is now history in its failure. On Tom Pryce's death in South Africa, Shadow's first choice was Perkins but BRM's boss Stanley would not release him. Later he was released and drove on a race by race basis for Surtees during part of 1977. Perkins is considered by many as the best driver to come out of Australia since Brabham and his presence in the series will add to its significance world wide. Perkins in the Ralt would be the obvious rival to the works March team, and many are tipping him as Rosberg's most serious rival.

Currently sharing the European Touring Car Champion crown with Luigi team-mate Jean Xhenceval, **Pierre Dieudonné** started his racing career after taking a degree in Engineering. His very first participation brought success as he finished 2nd of the Touring Car classification in the 1970 Tour de France, driving a works-assisted Alfa Romeo GT Am. Determined to become a single-seater driver, he spent his formative years in Formula Super Vee with Belgian constructor Aldo Celi, before driving an Horag for Swiss Markus Hotz.

His growing reputation as a fast and consistent driver brought several offers from Belgian top teams for long-distance races

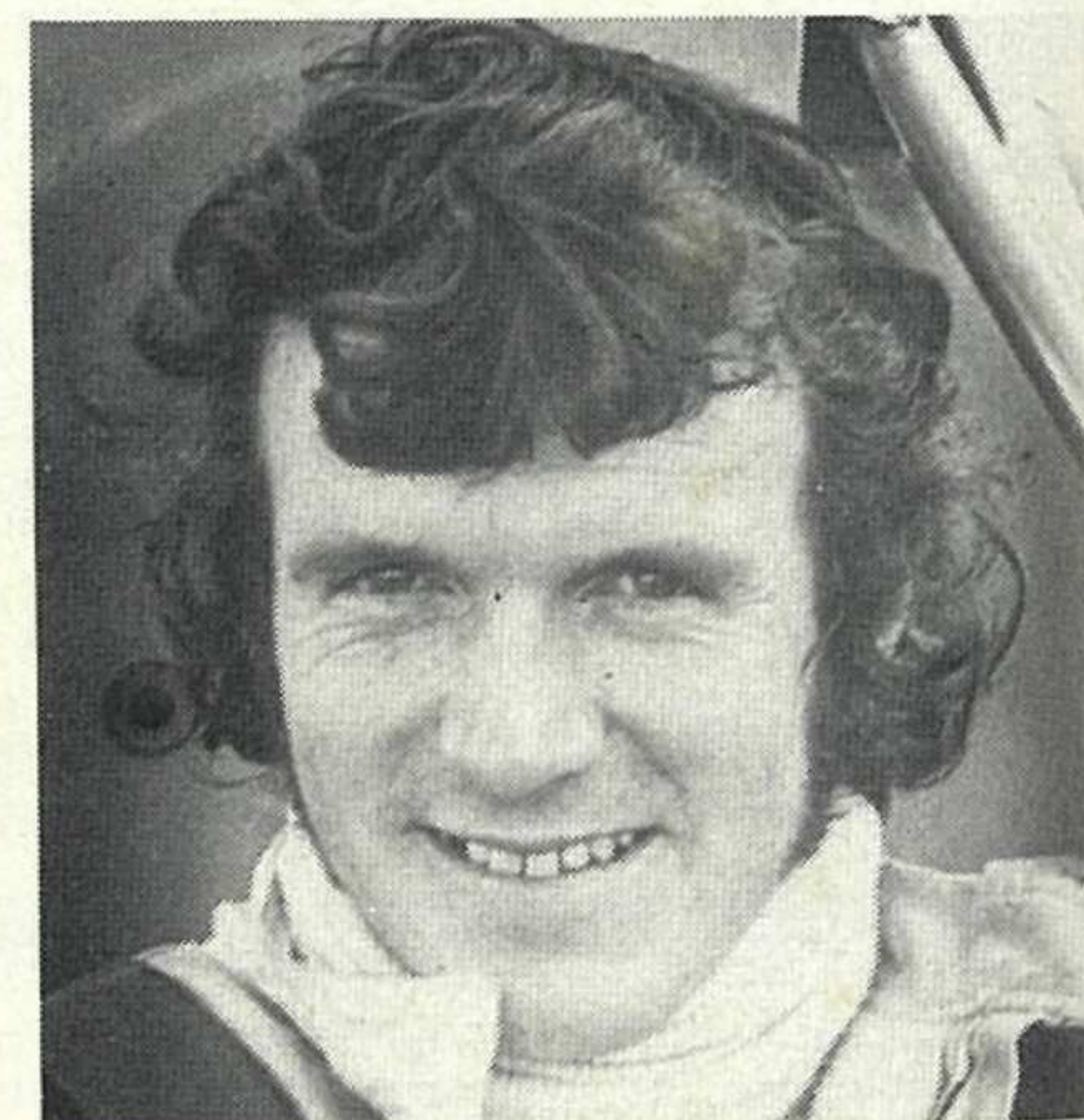
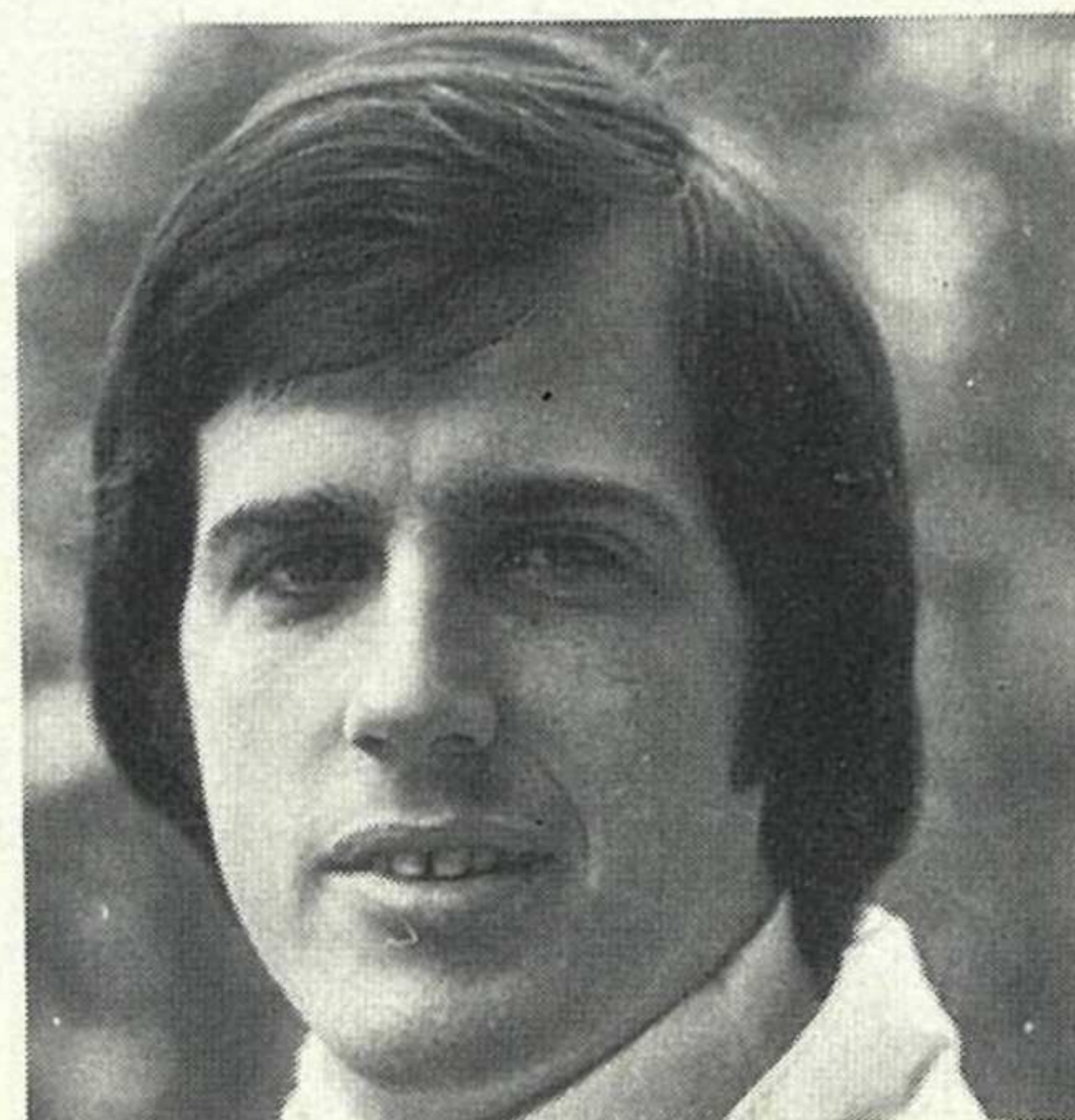
Bobby Rahal
Larry Perkins



Pierre Dieudonné
Danny Sullivan



Ian Grob
Dave Saunders



Pacific Drivers

such as the Spa 24 Hours. He drove a Welcker Group 2 Escort with Belgian Champion Freddy Semoulin at Ricard and Nivelles, whilst Luigi gave him the first taste of BMW big power at Spa.

Although scoring his first pole position and win in a wet Mexico race at Zolder in 1974, he had to wait until 75 to fulfil his ambition of entering Formula 3, thanks to the spectacular Bang & Olufsen Hi-Fi race programme. Driving one of the Brian Lewis B & O Marches 753, Pierre Dieudonné soon led the BMW challenge against the all-conquering Toyota Novamotor engines. He qualified fastest of the newcomers at Monaco and finished a close second to Gunnar Nilsson in the rain at Oulton Park. He also scored three third places, a fourth and several placings to finish ninth in the prestigious BP Championship.

When Bang & Olufsen pulled out of the racing scene at the end of the year, Pierre was soon off a seat in the Group 2 BMW Luigi team. Co-driving Jean Xhenceval, they promptly established themselves as the pair to beat, winning at Monza, Mugello, Brno, the Silverstone TT and Jarama to clinch the European Touring Car title for Luigi BMW and Castrol. In the meantime, Pierrerr returned to Formula 3 thanks to Dr Ehrlich from England, the man who has given a chance to many up-and-coming young drivers, including current

World Championship leader Jody Schekter.

Driving the then ageing all-steel Ehrlich ES 5/6 with great determination, Pierre gained more valuable experience which he will now try to put to good effect at the wheel of the new RP 3 model.

Danny Sullivan, "the Kentucky Kid" as he is referred to, arrived on the European Motor Racing scene in 1971 the same year in which he saw his first race — the Sebring 12 Hour Event.

He took a course at the Jim Russell Racing School at Snetterton before moving on to join the Elf Team Tyrrell as "gofer."

Having spent the winter back in the States, Danny wrote to Ken Tyrrell asking what he should do to further his motor racing career. The reply came back — Formula Ford.

With the assistance of Australian driver Vern Schuppan, Danny became involved in a semi-works Elden Formula Ford team. His best showing of the year was the first-ever Formula Ford Festival held at Snetterton where, he won his semi-final and led the final before jamming the car in third gear. Toward the end of that year Tom Wheatcroft gave him a try out in the late Roger Williamson's March 713 M. After a short period with Dr Ehrlich's Formula 3 organisation he managed to scrape together enough finance to buy a March 723. Regret-

tably he did not have a continuing supply of money for a season-long attack in Formula 3, but did contest the final half of the season putting up some worthwhile performances.

An invitation to join Team Modus resulted in him winning the first Formula 3 race for the marque.

During 1977 Danny Sullivan has been competing in Formula 2 Championship events for the Boxer car team and been heavily involved in development of the new March cars for 1978.

The fact that he has been engaged by March to contest the 1978 Peter Stuyvesant Series clearly underlines the high regard in which the young American is held.

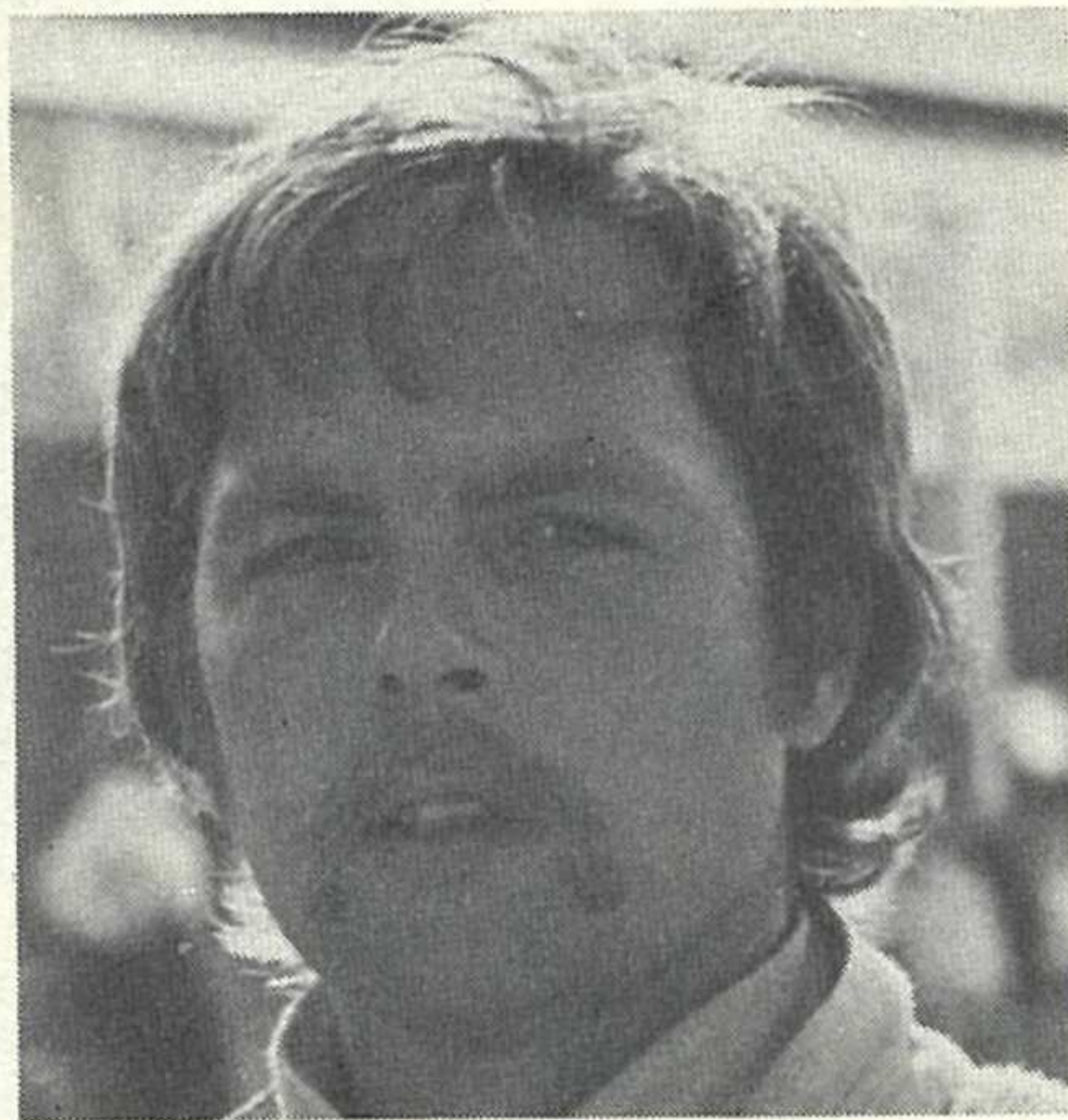
Ian Grob started racing in 1971, driving a Palliser Formula Ford at Brands Hatch. He finished 8th in his first race, and continued the season in the top 6 places, in 1972.

In 1973, Ian moved up to Sports Car racing, driving a Chevron 2 litre B23. He drove throughout Europe, and set a new record for 2 litre Sports Cars with a 33.8 at Mallroy Park.

1974, Ian continued to prove himself with consistent 1st and 2nd place wins in his B23. He was awarded "Man of the Meeting" at Brands Hatch in September.

In 1975, Ian drove a Chevron B31, finishing 1st in Mugello, Nogaro and Dijon, and 2nd at

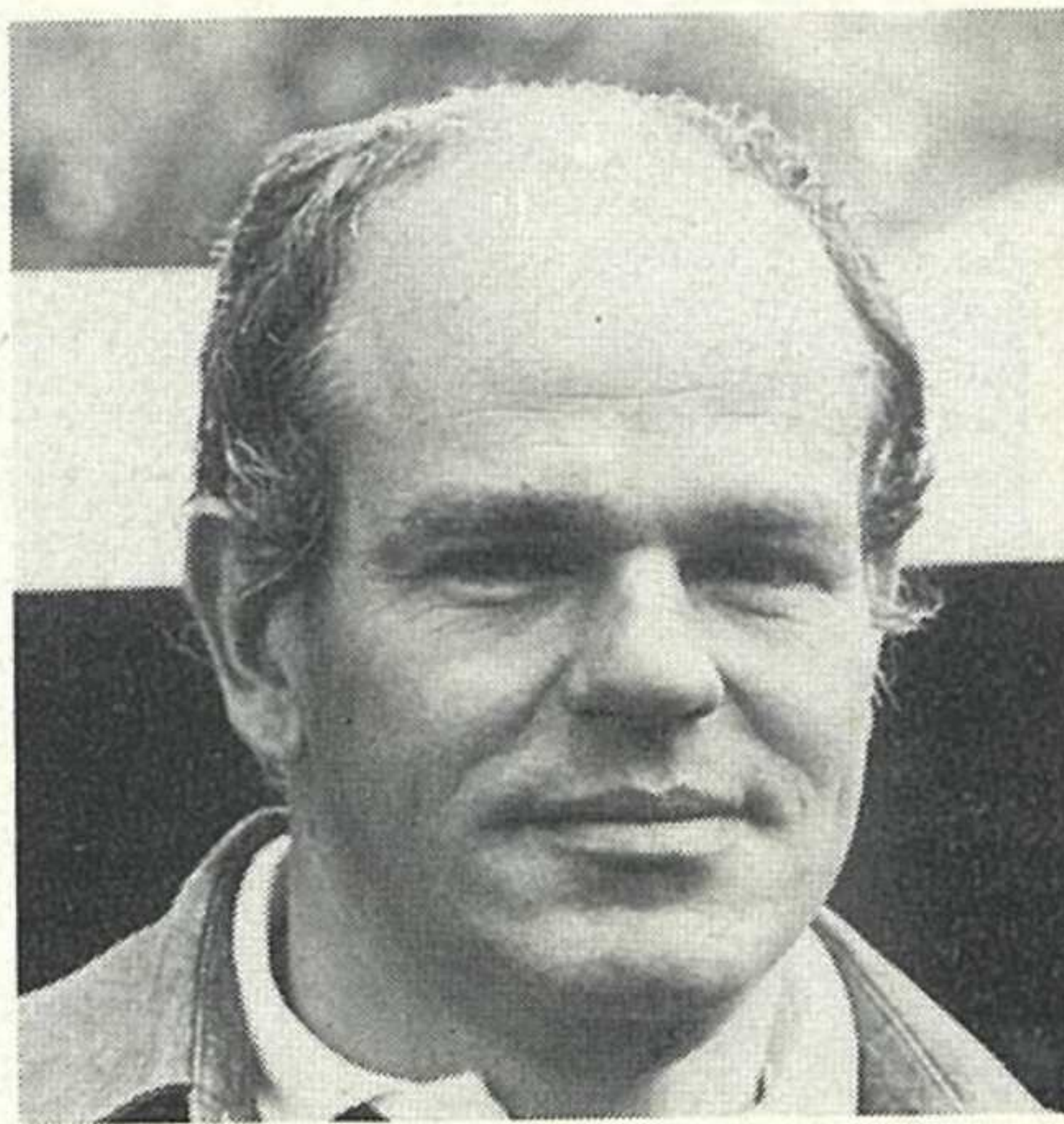
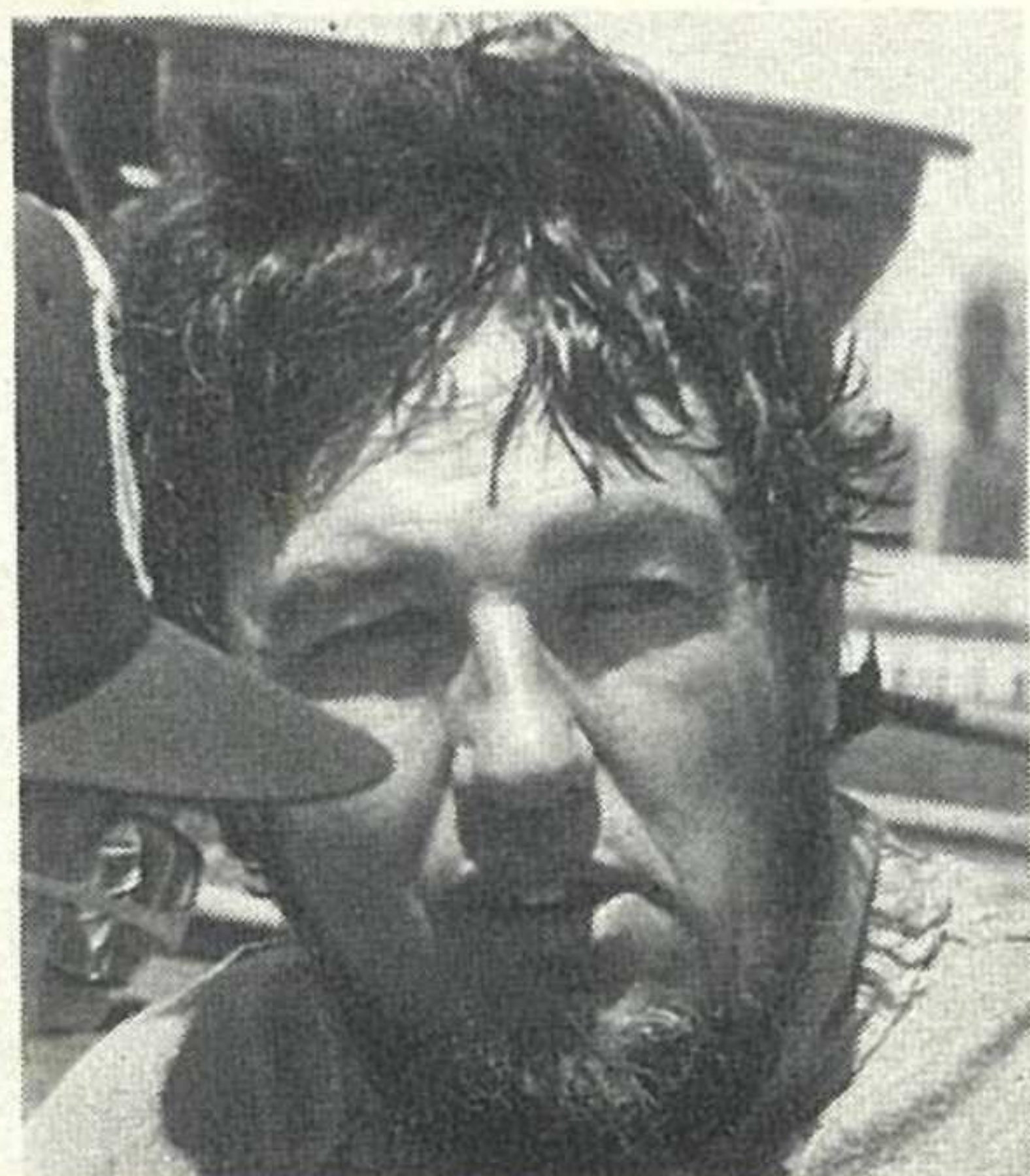
Keke Roseberg
Peter Larner



Graham Crawford
Richard Melville



Ken Smith
Ross Stone



Silverston, where he set the Lap Record for 2 litre Sports Cars at 1:23.2 and received the "Driver of the Day" Award.

He went on to finish 3rd at Spa, 2nd at Enna, 3rd at Brands Hatch, 1st at Zanvoort, 4th at Inglistan, Scotland and he captured the "pole position" at Knockhill, Scotland.

1976 found Ian Grob trying his hand at Formula 2, where he finished 5th at Nurburgring in a Modus M7.

Ian Grob may not yet be a household word, but he is a race driver on his way up.

From Feilding, **Norm. Lankshear** first gained recognition racing Formula Vee cars. He had prior to that raced a Mini Cooper S in club events.

From Formula Vee's he progressed to Formula Ford establishing himself as one of the leading contenders.

He is now the proud owner of the Chevron B34 which was driven to victory in the 1977 Stuyvesant Series by Keke Rosberg.

The change to this more powerful car is being handled well. He is a dedicated single seater driver whose reputation will be enhanced as he gains experience.

Dave Saunders returned to New Zealand from the U.K. to contest the 1977 Series. Regretably he was involved in an accident during practice for the Grand Prix which subsequently damaged the car.

Since recovering from his injuries he has been rebuilding his March 75B in preparation for this year's Peter Stuyvesant Series.

Whilst in Britain Dave worked for Nicholson McLaren Engines Ltd. and is considered one of the top tuning men for the racing engines used in Formula Pacific cars. He has continued his McLaren association working in their engine tuning and

development business in the west Auckland borough of Henderson.

Last year **Eric Morgan** won the New Zealand Formula Ford title. Like Norm. Lankshear he has progressed from the small-powered cars to the premier class of New Zealand motor racing.

Just a few months ago Eric bought from David Oxtan the Chevron B29 first raced in this country by Brian Redman. This car is certainly very different and much more advanced than his Formula Ford or the collection of saloon cars he has raced in recent years.

Until recently saloon cars have figured in **Steve Emson's** racing career and at only 21 he has more racing experiences than many drivers considerably older.

Encouraged by well-known father Ralph, Steve won the 1976/77 1300 c.c. Shellsport Championship class in his immaculate Datsun Coupe.

His first taste of single motor racing came at the Wigram Stuyvesant round last January when he leased Philip Sharp's Modus. His rapid progress was temporarily curtailed by an accident at Timaru late in 1977. He and his team will be constructing a new car to contest this year's Stuyvesant events.

Richard Melville at 38 is one of the oldest and most experienced drivers in this year's Peter Stuyvesant series. This Jamaican driver now lives in New Zealand and has added a lot of colour to our National racing in his Southplant sponsored March 76B. In 1960 Melville won the Jamaican Grand Prix, since then he has competed in many types of cars all over the world. In 1972 he moved into Formula Ford

racing in America, that year he managed to win eight out of twelve races. For 1973 to '75 he switched to professional Formula Super Vee racing and recalls that in his first race there was a New Zealander called Dave McMillan in the same race. This is the class that Melville considers to be the one that has provided the most fun. He led the series until three races from the end then he had a disastrous run and dropped to fourth in the series end.

When asked about his favourite circuit Melville quickly settles for the controversial Nurburgring where he has raced sports cars. In New Zealand he favours Teretonga and Manfield. Part of Melville's racing team is a black Chevy Blazer with its 350 cubic inch V8 motor, it is worth having a look at this unusual vehicle in the pits. With his knowledge of the local circuits Melville will score well in the points for this year's Stuyvesant Series.

As long ago as 1973, when he was driving an uncompetitive but spectacular Hustler Formula Ford, Tasmanian-born **Andrew Miedecke** was marked out as the man to watch in Australian formula racing.

Critics remarked on his smooth, flowing driving style and his insatiable will to win.

The following year Miedecke bought the last Birrana Formula Ford and established a record of victories and pole positions good enough to earn him a place in the prestigious Grace Brothers team.

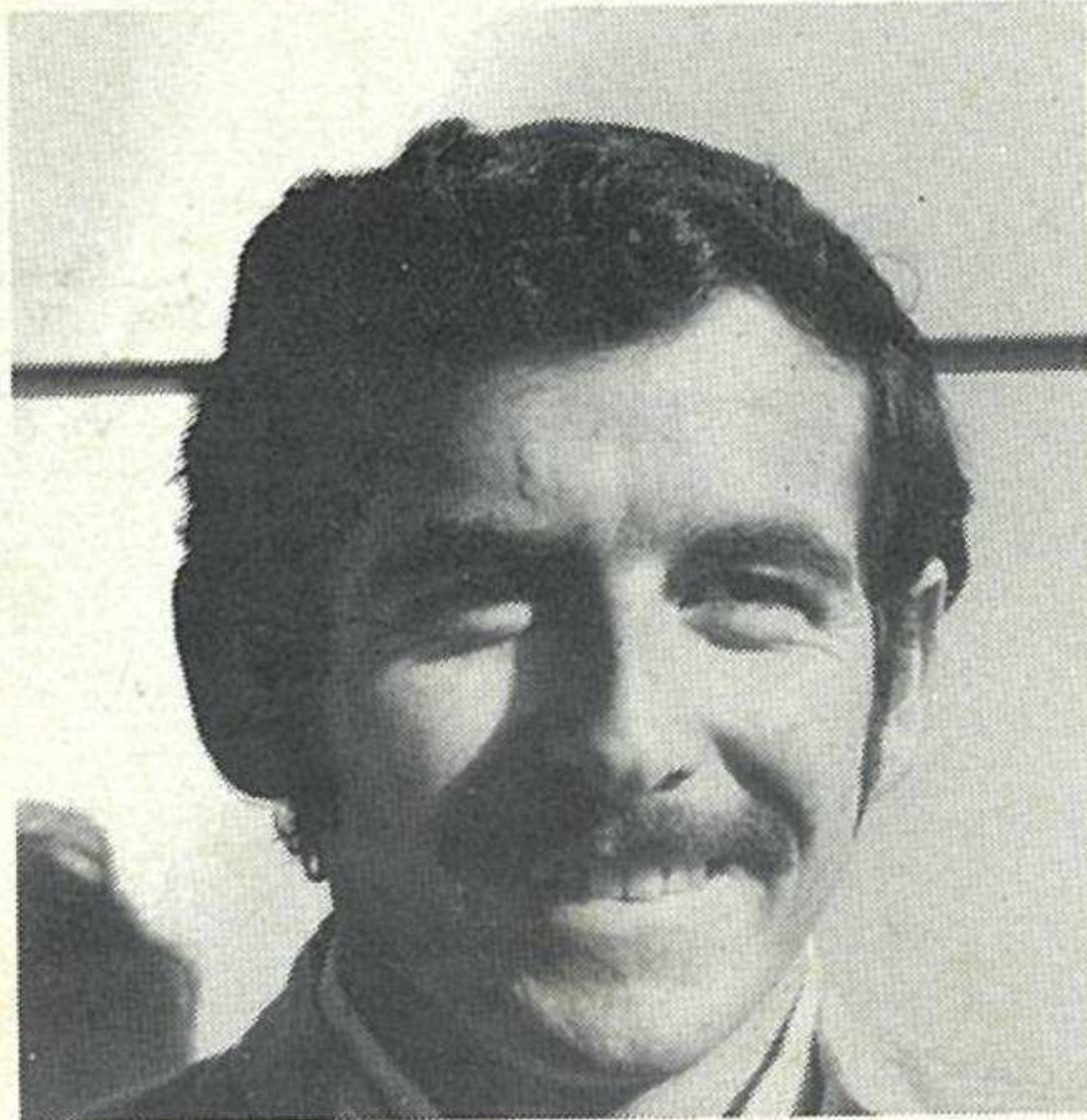
In 1975, and now clearly marked as a rising star, he moved to Australian Formula Two with an untried Rennmax. In his first race in the car, Miedecke took pole position and he won his second race brilliantly in wet conditions. Although usually the fastest man on the track, unreliability problems with the car resulted in a poor season.

Through the first half of the 1976 season,

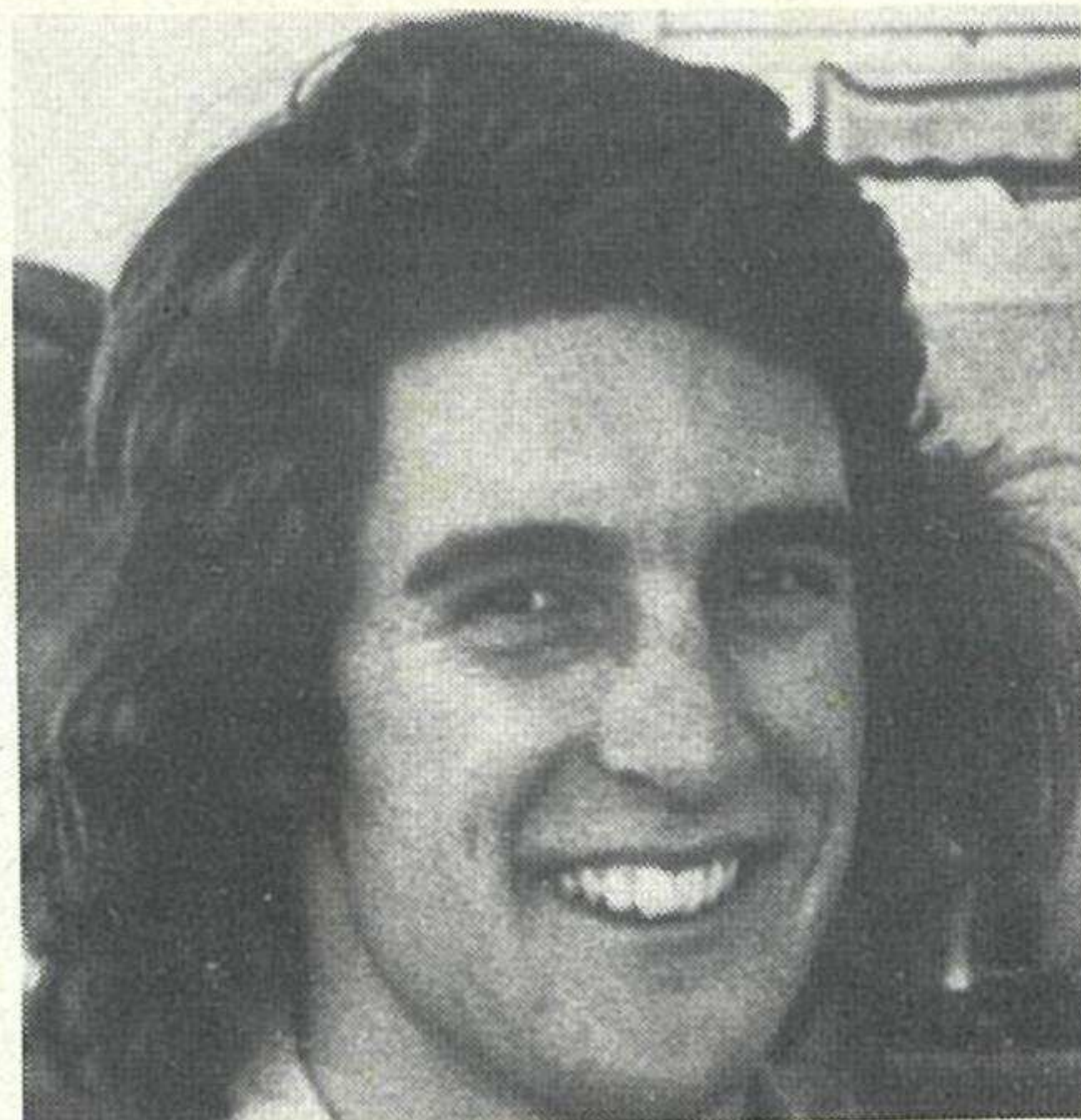
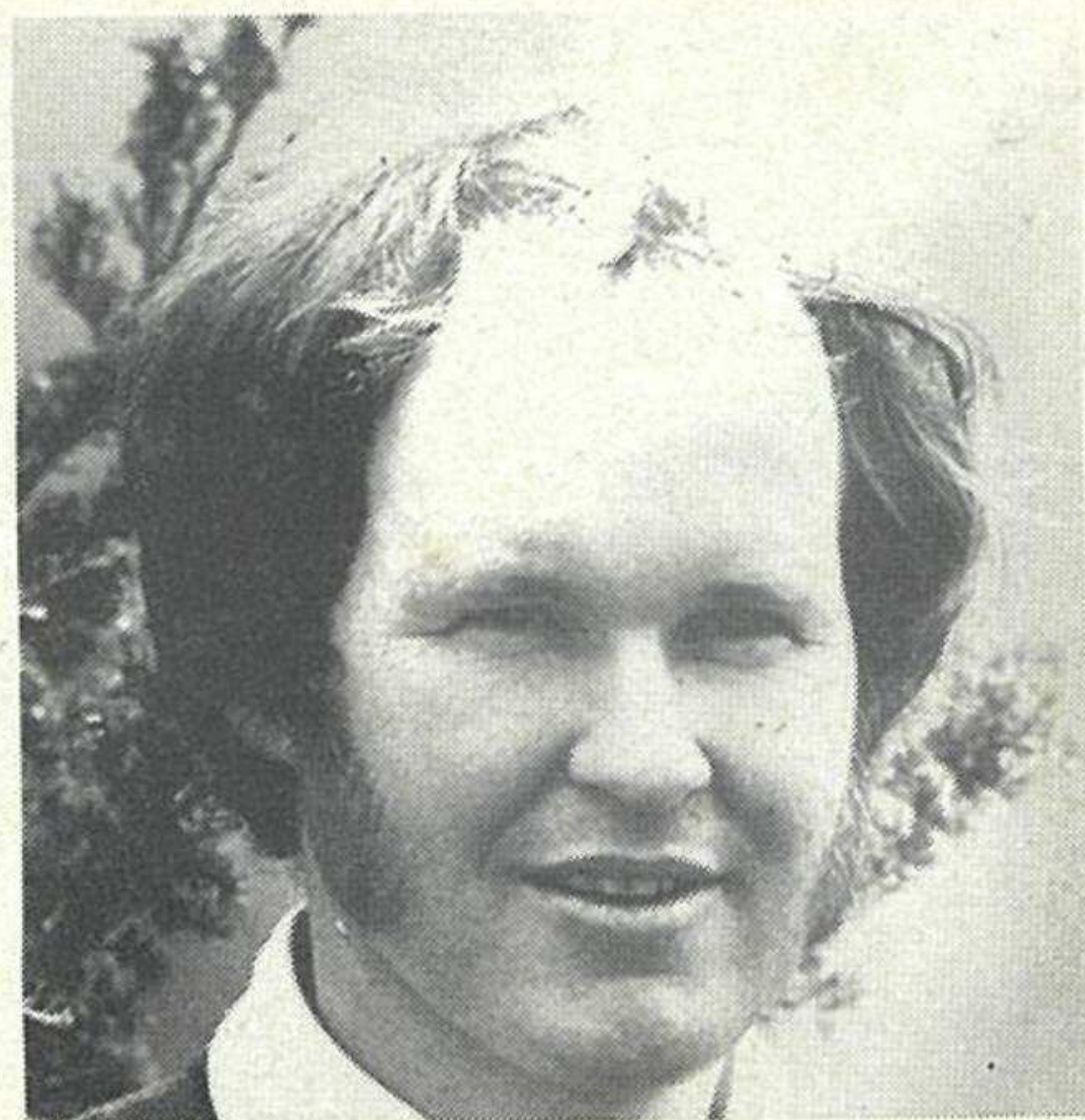
Dave McMillan
Eric Morgan



Steve Millan
Steve Emson



Reg Cook
Norm Lankshear



Miedecke won every race he finished in the Rennmax before switching to an old Brabham. In this car he finished fifth in the Australian G.P. and followed by slashing 2.5 seconds from the Oran Park lap record.

In the 1977 Series, Andrew drove a Lola T360. He proved that he has plenty of ability by being the only competitor to finish in every race. One of the most pleasant Australians to visit the motor racing circuits of New Zealand, Andrew recently finished third in the Macau Grand Prix behind Steve Millen. During 1977 he has been involved in Formula Three racing in Britain.

He will be driving a March 76B during the 1978 Stuyvesant Series.

Three times New Zealand Champion racing driver, a former Formula Ford Champion and one of this country's most experienced race drivers into the bargain.

The summary of **David Oxtan's** exploits is so short that it belies his experience. Ousting father Steve from the seat of the family Daimler S.P.250 V8 Sport Car when he began driving quicker than Steve, David showed that his ability was no "flash-in-the-pan".

New Zealand Gold Star champion and twice Formula Ford champion **Dave McMillan** has updated his Ralt to the latest specifications after racing the car in the Canadian series. McMillan has retained his sponsorship from the McMillan Ford dealership, his professional approach to his racing has also gained him sponsorship from Pan Am and Citizen watches.

McMillan started his motor racing career as a mechanic for Greame Lawrence and he has since worked for top racing teams overseas including Fred Opert. He has also been employed as an instructor at a racing drivers school and has raced Formula Ford, Super Vee and Pacific in the United States and in Canada.

When it comes to racing car preparation the McMillan team is second to no one. The white Ralt always looks immaculate and is always distinctive with its number zero. Dave McMillan can be so quick as any other driver in this years series. He holds the lap record at Pukekohe, if he can avoid the off track excursions that have often cost him races in the past then McMillan has to rate as New Zealanders top contender for the Stuyvesant championship.

In the opening round of last year's Stuyvesant series Auckland **Steve Millen** scored the victory of his life when he won the Bay Park race despite wheel to wheel dicing with Bruce Alison and Dave McMillan. This twenty-seven-year-old New Zealander has been keeping in form by racing in the South Asian series where he won the championship after he has gained good placings.

For this years series Millen has attracted the top flight motor sport sponsors Martini, the Vermouth manufacturers.

Millen has raced stock cars, production cars and rally cars. In the 1975 Heatway rally he finished second to Mike Marshall after pipping his own brother Rod for the placing in the very final stages. But somehow this versatile driver seemed destined to end up in single seaters. He occasionally drove Formula Fords but showed the greatest potential in an old 2 litre Chevron when the Stuyvesant series was for F5000 cars. In that car he acutally lowered the Bay Park lap record for the class. Provided that Steve Millen can organise a good team to keep everything together for this series there is not doubt that his driving ability can put him in the top five when the points are totalled up.

In 1974/75 it seemed as though **Ken Smith** was almost unbeatable. He became the first New Zealander resident in his country to win the Grand Prix. The LaValise/Travelodge Lola

was known to every racing fan on both sides of the Tasman as 'Smithy' won the Stuyvesant in style and then came a close second to Vern Schuppan in the Australian Rothmans series after the deciding round at Surfers Paradise was cancelled due to the floods. It seemed to many that this driver who had always done so well in the smaller F2 type cars, would be in his element when the Stuyvesant series turned to Formula Pacific. But the series was disastrous for Smith in his March 76B as he suffered engine and set-up problems and finally ended the series in the bank at Teretonga with only one championship point.

But the Smith camp does not give up easily so both engines have been rebuilt and a lot of work, put into the rebuilt car. Smith has returned to his winning form at the Pukekohe Union Travel series round. He has spent many hours and many laps testing the car and has now come to like his 'little toy'. At 36-years-old this Aucklander has been racing for more than fifteen years following his father Morrie who used to share an Austin seven that they hill-climbed. Only a lack of racing miles over the winter will put the Smith team at a disadvantage but it is certain that he won't be finishing this series with only one point. The March will carry the colours of La Valise and Travelodge and will have the small team of Morrie and Barry Miller as the mechanics. There are two Nicholson engines for the team and a new transporter to make life easier.

Of all the drivers on the New Zealand scene only one or two have been around as long as **Robbie Francevic** has.

His experience dates back to the days when Humber 80's dominated New Zealand saloon car and of course he is well remembered by many for his exploits in the grotesque Custaxie V8 car.

In the late 60's Robbie became involved in the purchase of a B.R.M. for the International Series. Regretably negotiations broke down and it was not until 1972 driving a McLaren M10 in the New Zealand Grand Prix of that year that he achieved one of the highlights of his career by being the first New Zealander to finish the event and so winning the Bruce McLaren Memorial Medallion.

An enthusiastic supporter of Formula Pacific, Robbie has been racing the Modus car driven last year by John Nicholson. At the time of writing he is involved with his Australian sponsors in constructing a new car.

Currently the leader of the Union Travel Championship to determine New Zealand's champion driver, **Ross Stone** began racing as did many of New Zealand's developing drivers in Formula Ford.

After taking over the Cuda 1 from brother Jim, he progressed to the Cuda II which they designed and constructed themselves. Ross became one of the leading contenders in the class. Having established the ability to build cars, the brothers embarked on the ambitious enterprise of constructing their current Formula Pacific car.

Whilst Ross contested the 1977 Stuyvesant Series, it was very much a shakedown exercise for both driver and vehicle. It is clear from recent performances that this policy has worked and consistency in finishing has resulted in Ross currently holding the points lead in the Union Series.

There is no doubt that having spent a season driving the car he will be far more prepared for the 1978 Series.

Reg Cook's involvement in single seater motor racing goes back to when he purchased a F5000 Lola T300 from Kevin Bartlett of Australia.

Making the transition from 1300 c.c. Minis to a 5 litre racing car is not done overnight; however Reg soon established a capability

to control the car. Unfortunately the car was involved in an accident whilst being towed back to Auckland and was burned out. Since that time Reg has devoted most of his attention to racing Datsun saloon cars. Indeed he is currently the leader of the Shellsport Championship in his Datsun Cherry.

In the 1978 Peter Stuyvesant Series, Reg will be racing a March 742 this being the car driven last year by Howard Wood.

The change from saloon cars to sports cars is no easy adjustment however it appeared to hold no problems for David for in 1968 he was runner-up in the 1.6 litre National Formula Championship in a Brabham.

The name of George Begg is often associated with David Oxtan. He drove George's FM4 and FM5 F5000 models to numerous successes in New Zealand and Britain, including his New Zealand titles.

With the change to Formula Pacific in the wind early in 1976, David took the plunge and purchased the Chevron B29 driven by Brian Redman in the 1976 Stuyvesant Series. The car was ideal for slight modification to comply with Formula Pacific. Regretably during the 1977 Peter Stuyvesant Series modifications and adjustments were still being so his performances were less than hoped for. However by the end of the National Formula Pacific Series in April 1977 David had the car in winning form.

To keep his hand in during the winter he travelled with Alan McCall to Canada for the LaBatts Series, driving McCall's Tui. Despite not having seen the circuits before, David performed most creditably showing he could foot it with the North Americans.

For this year's Stuyvesant, David is building a new Chevron B39.

Howard Wood raced Formula Ford cars in New Zealand before going to Britain two years ago.

Forceful was the way to describe his style — as well it needed to be for Formula Ford was so cut-and-thrust — indeed desperate — that only the forceful stood a chance.

Making the move into Formula Pacific last year, Howard, in conjunction with another U.K. domiciled New Zealand John Anderson, raced a March 742.

Unfortunately they took delivery of the car just in time to ship it to New Zealand for the Stuyvesant Series last year.

Having gained experience from their 1977 efforts, Wood and Anderson returned to Britain to formulate the 1978 plans.

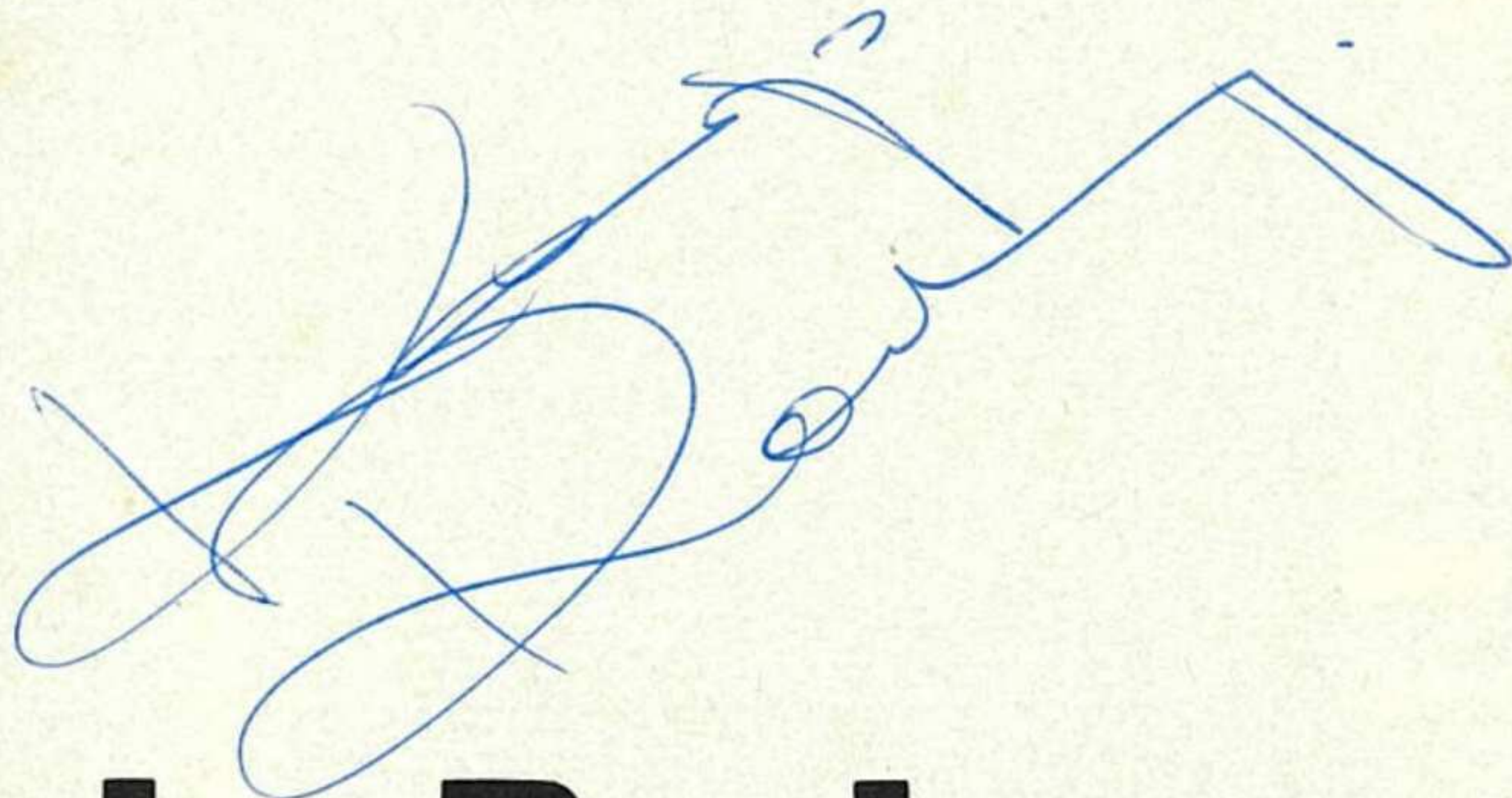
The result is a new LYNCAR racing machine, designed by Martin Slater whose cars John Nicholson drove to many victories in Britain.

Graham Crawford began his racing career in T.Q. midgets on the speedway, then in 1972-733 raced an Elfin BMW powered sports car. Following this, he moved to a Birrana 273 with which he won the 1976 Australian Formula 2 Championship.

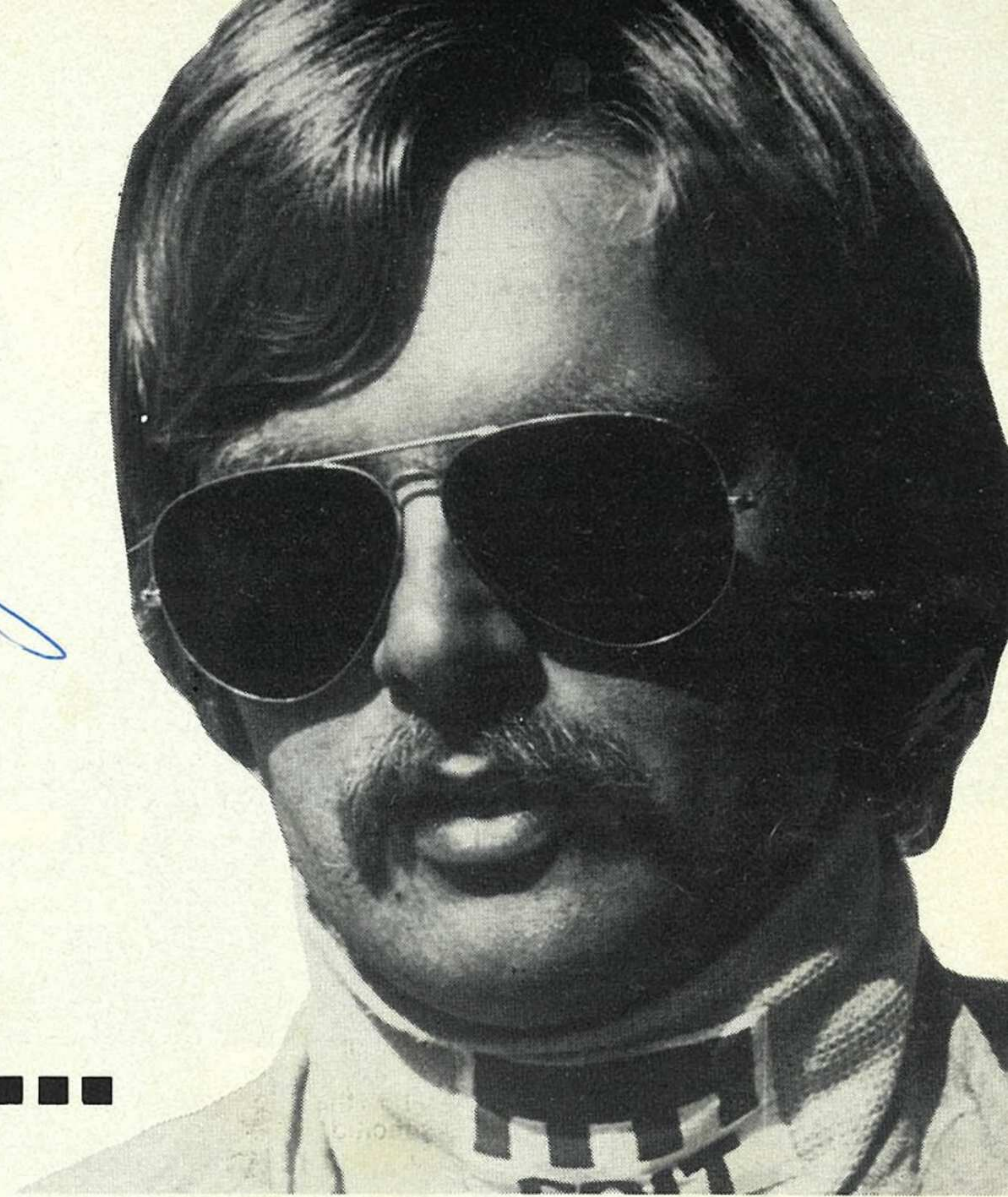
Peter Lerner began racing in 1965 with a Lotus 18 and then a Lotus, moving into a Formula 3 Brabham BT18 in which he was undefeated in 34 starts, holding every Formula 3 lap record in Australia.

Then moved into a Formula 2 Renmax, followed by an Elfin 700 which he has raced for the past 2 seasons, missing the 1976 F2 Championship by one point (beaten by Crawford), and won the 1977 Formula 2 Championship. He also raced a Formula Ford Wren and an Elfin in which he just missed the 1975 Driver to Europe Award (won by Paul Bernasconi).

Both cars powered by Paul England built BDA engines. England being a noted Australian tuning expert and Hillclimb exponent.



Keke Rosberg...



Except to a few followers of European motor-racing, the name of Keke Rosberg meant nothing to the majority of New Zealanders in December 1976. Even people who described themselves as "enthusiast" were caught short.

Racing patron Fred Opert arrived on these shores with his unmistakable grin. To those who know Fred the grin means one of two things — If he gives you "the grin" after he has spoken to you then he has won his bet — and if he gives you "the grin" before he speaks to you then he knows he is going to win the bet. It's like having the title rights to second place.

Opert arrived in Auckland in December 1976 complete with "the grin" and making mutterings about this chap Rosberg. Certainly he had a record of success well-established but in Formula Vee and Super Vee. New Zealanders on past experience were unlikely to be impressed.

To give the young Finn his due, his 1976 Formula 2 season had had only one high spot that being his single drive in one of Opert's chevrons at Estoril in Portugal. He didn't win but he did qualify third on the starting grid and was up with the leaders when forced to retire. With this record Opert was prepared to bet that Keke Rosberg would win the 1977 Peter Stuyvesant Series. The rest is history; the only race of the 1977 Series in which 'Keke' did not figure was the Bay Park event.

From that point on the Flying Finn dominated the scene. His fellow countryman Mikko Kozarowitzky, who for many years had been Rosberg's arch-rival, had the very worst of misfortune scoring only 10 points in the Championship to the 33 of his Opert team mate.

Keke Rosberg, or the Flying Finn as he has been dubbed, began racing Karts in 1965. He won his national championships in 1966, 1967 and 1969. In fact in 1966 he also won the Scandanavian Champs.

As many kart drivers had done before him, Keke made the move into racing cars. In 1972 he began a two year period in Formula Vee. During the 1973 season he won 15 races from 18 starts and four championships in the process.

A testing session in a Formula Super Vee car late in 1973 earned him a works drive in

the 1074 European Super Vee Series. He continued in Super Vee during 1975 winning the German Series but losing out to Mikko Kozarowitzky in the European Championship.

His 1976 season had all the indications of providing the breakthrough the Finn had been seeking. He was to drive for the Warsteiner brewery sponsored TOJ-BMW Formula Two team. Alas the car was just too heavy. However his performance in one of Fred Opert's Chevrons as mentioned earlier showed that he had lost none of his skill.

Since then Keke Rosberg has stayed with the Opert Team, Fred being prepared to support and nurture Rosberg's talent. This at a time when so many of today's racing drivers are buying their drives.

Through 1977 Keke Rosberg led Fred Opert's assault on the European Formula Two Championship and the LaBatts Breweries Formula Atlantic Series in Canada. Though he won only one race in Canada, at Westwood, he went to the last race in the last race in the Series with a chance of taking the Championship. As it transpired, an incident during the race resulted in suspension damage and so Rosberg finished fourth in the Championship behind Villeneuve, Rahal and Brack.

In Europe Keke led the Chevron challenge against the March hoards. For the fifth year in a row, a Frenchman, Rene Arnoux, won the European title.

In his first serious assault on Formula 2, Keke finished the season in sixth place. A most encouraging result which saw him win an Enna in Sicily, giving Opert his first-ever European victory and Chevron their first in five years.

Two seconds placings were also recorded at the demanding Nurburgring in Germany and at the recently reopened Donnington Park in England.

For this year's Peter Stuyvesant Series, Keke Rosberg will be facing a challenge no less fierce than any he has faced since he left New Zealand last February. As Gilles Villeneuve said of Rosberg after the torrid opening race in Canada in 1977 "I've got his number" — So think a number of young men determined to topple the Finn from his perch.

A champion in defence

FORMULA PACIFIC

The cars racing in this year's Peter Stuyvesant Series are Formula Pacific machines.

First introduced into New Zealand for the 1977 Peter Stuyvesant Series the Pacific Formula is compatible with what is referred to as Formula Atlantic in North America and South Africa.

What is a Formula Pacific racing car?

These cars are built to similar specification to those laid down by the International Automobile Federation (F.I.A.), which is Paris based, for International Formulae One, Two and Three. They are open-wheel purpose-built racing machines bearing little outward difference to a World Championship Formula One racer. They have big wide tyres, aerodynamically styled bodywork with noses designed to provide the maximum degree of air penetration. And of course the very important rear wing which can be adjusted to provide increased or decreased downforce on the rear of the car whichever a participant circuit may require.

The regulations for Formula Pacific set a minimum weight of 450kg. The maximum width of the vehicle must not exceed 200cm, whilst the bodywork must be no wider than 130cm.

So precise are the international rules that they even stipulate the minimum dimension of the driver cockpit opening: How far behind the back wheels the rear wing may overhang (100cm maximum) and how high the bodywork may be (90cm above the ground maximum).

Wheels are of 13 inch diameter and all cars in New Zealand must use the same type of Goodyear racing tyres. This requirement is made so nobody has an advantage over anybody else in this area.

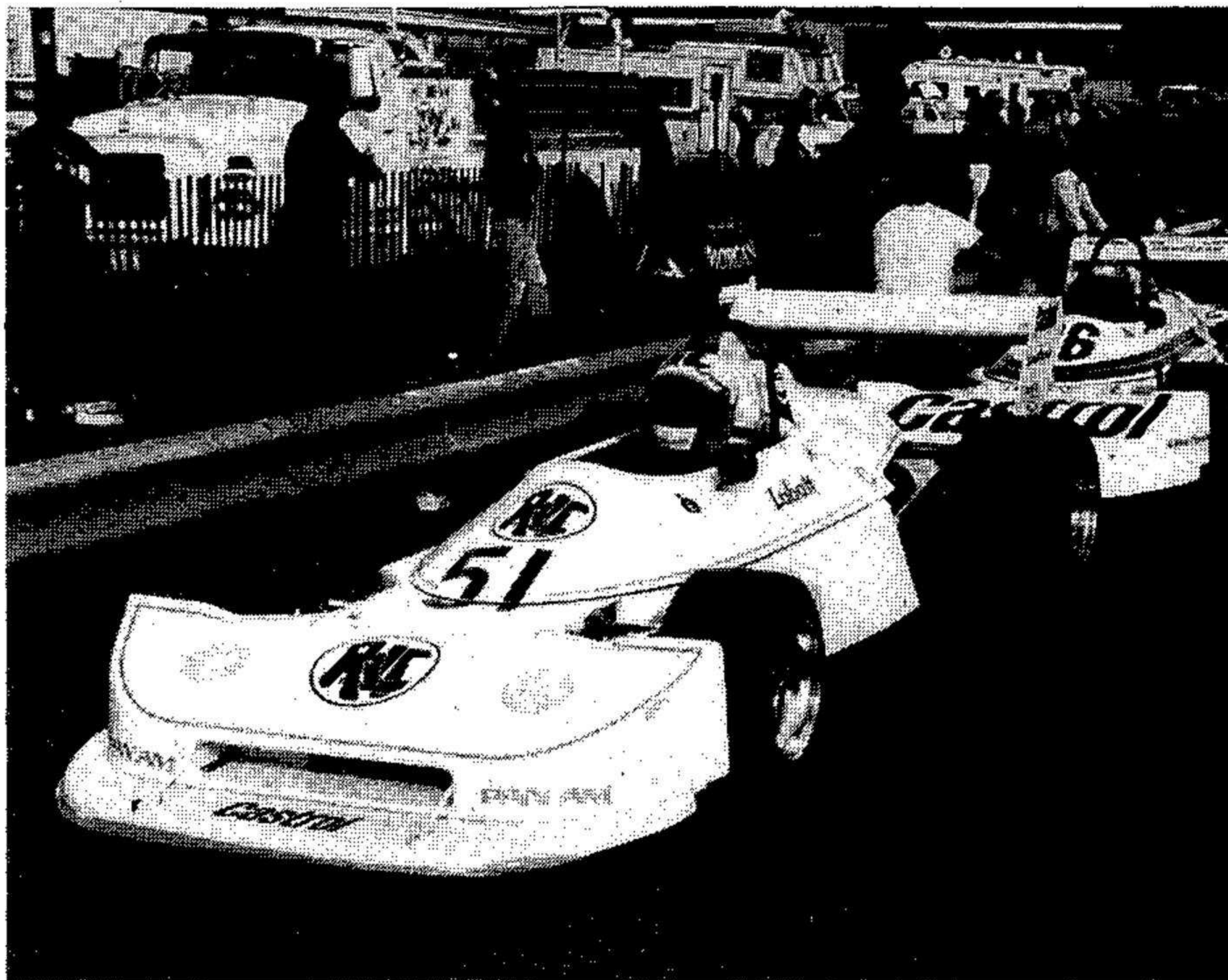
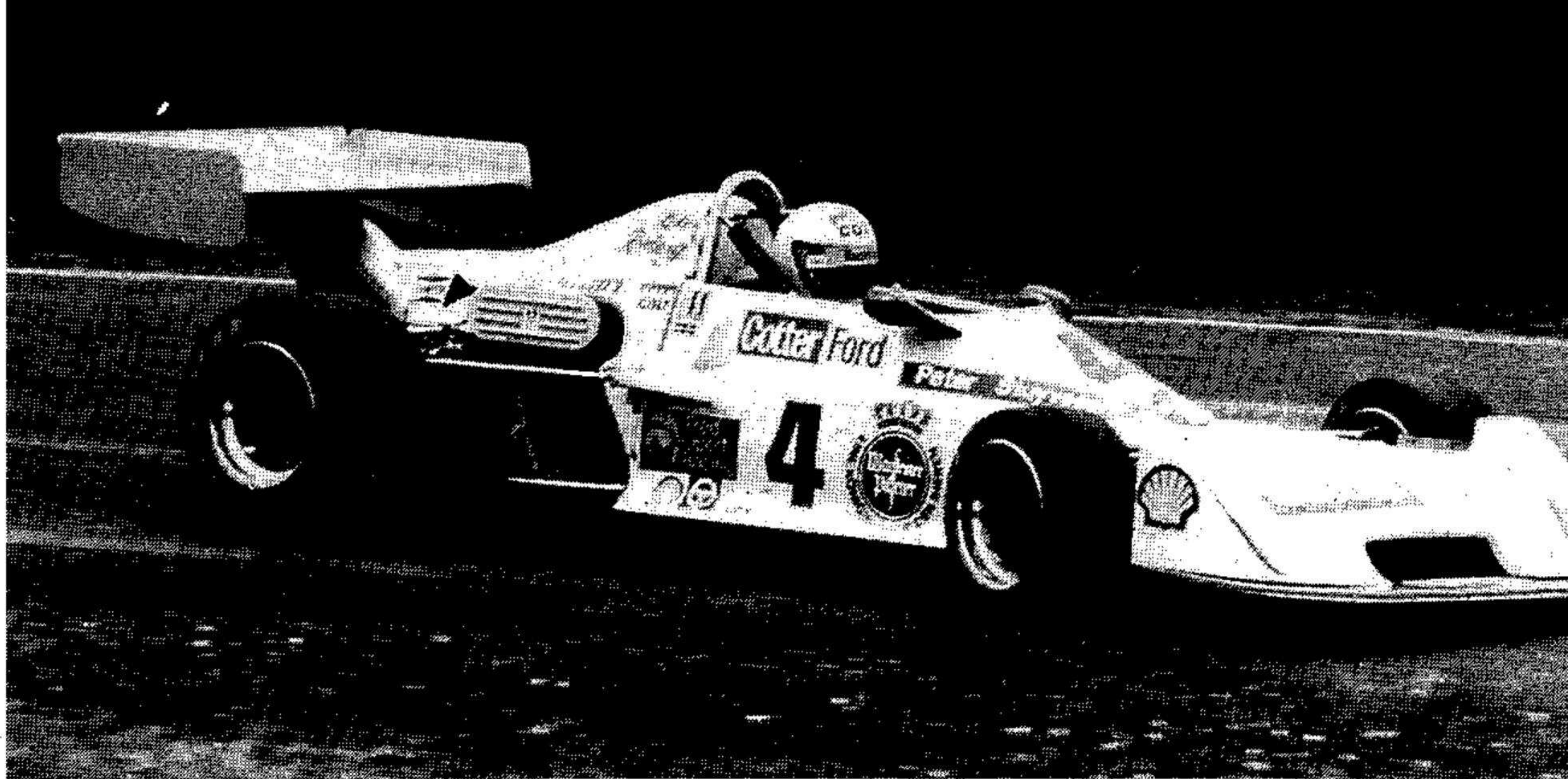
The high shrill engine note of Formula Pacific cars is made by the Ford BDA 1600 c.c. motor which is universally used in these cars in Canada, U.S.A., New Zealand and South Africa.

A variety of other motors may be used in this country; however the favoured Ford unit developed has reached a high degree of performance and reliability.

Developing the region of 210-215 brake horsepower, these motors produce an exciting exhaust note. So close is it to that of its big V8 Formula One brother only the experts can tell the difference.



The new breed and their vital statistics



Left: Ehrlich R.P.3
Top: Chevron
Bottom: Ralt.

In addition to racing in the International Series of races, Formula Pacific is New Zealand's premier national formula — if you like, New Zealand's Formula One. Spread over six races the Union Travel Championship for Formula Pacific cars will determine who is this country's top driver.

With three Union Travel races already run this season, the New Zealand drivers have had an opportunity to prepare and test their cars on some of the circuits on which they will be contesting the 1978 Peter Stuyvesant Series.

MARCH (U.K.)

Designer — Robin Herd. March Engineering, Bicester, England.

This marque burst on the international scene in 1970 when Chris Amon, Jackie Stewart and the late Jo Siffert drove their Formula One model.

During the last seven years March cars have built up an enviable reputation. They are reputedly the largest manufacturers of Formula cars in the world.

During 1977 March cars have featured prominently in Formula 2, Formula 3 and in Canada where they won the Labatt's Atlantic Series.

A selection of various March's will be racing here in New Zealand, including the works-backed car of Danny Sullivan.

March 77B — Danny Sullivan; Brett Riley;

March 76B — Richard Melville; Ian Grob; Ken Smith; Andrew Miedecke;

March 75B — Dave Saunders;

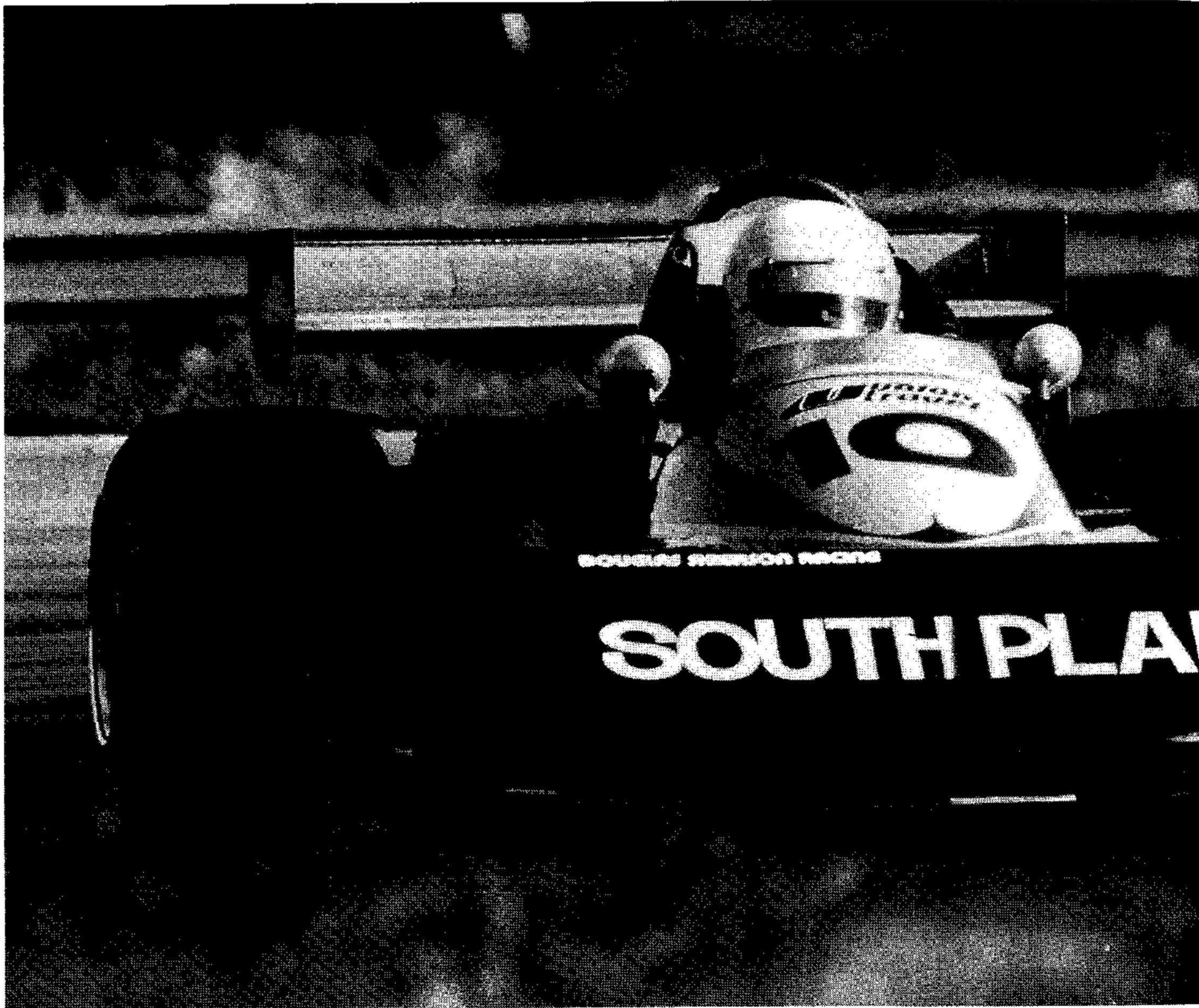
March 742 — Reg Cook.

CHEVRON (U.K.)

Designer — Derek Bennett. Chevron Cars, Bolton, England.

Driving a B34 model Chevron, Keke Rosberg won the 1977 Stuyvesant Championship Chevron first appeared in New Zealand back in 1974 when Peter Gethin and Teddy Pilette drove F5000 models in the international races.

During 1977 Chevron have been successful in winning the prestigious and highly competitive British B.P. Championship. In Formula 2 and the Canadian Series the Fred Opert team fielded Chevrons; Keke Rosberg being a contender for the championship title in Canada driving one of these cars.



SOUTH PLAIN

Included in the six Chevrons of various models which are expected to participate this year will be the very latest B42 model driven by Steve Millen. This car recently won the Macau Grand Prix in the hand of Ricardo Patrese and it is expected to have Chevron-factory staff on hand to supervise preparation.

B42 — Steve Millen;
 B39 — Keke Rosberg; Bobby Rahal;
 B34 — Norm Lankshear; David Oxton;
 B29 — Eric Morgan.

RALT (U.K.)

Designer — Ron Tauranac — Ron Tauranac Racing Ltd., Weybridge, England.

In a few short years Ralt cars have become one of the major names in Formula 2, Formula 3 and Pacific motor racing. Back in 1975 Larry Perkins won the European Formula 3 Series driving one of the Ron Tauranac cars.

Distinctive looking, the car has a front mounted radiator and wide bodywork: The cockpit surround bearing a close resemblance to the Tyrrell Formula One cars.

Last year Dave McMillan driving the Ralt was declared New Zealand Champion.

In this year's Stuyvesant events three cars of this

marque are to be raced.

Ralt RT-1 — Larry Perkins; Dave McMillan; Lloyd Owen.

EHRlich (U.K.)

Designer — Dr J. Ehrlich — Ehrlich Engineering Ltd., Bletchley, England.

Dr Joe Ehrlich is Austrian by birth and in the early 1960s was responsible for the successful E.M.C. motorcycles ridden by Mike Hailwood and Derek Minter among others.

Since 1969 Dr Ehrlich has taken an interest in Formula 3. Just two of the drivers who have driven for the Ehrlich team are Jody Scheckter and New Zealand-born Richard Hawkins.

His R.P.3. car, which will be seen in New Zealand, is a multi-purpose vehicle being suitable for Formula 3 or Formula Pacific with minor alteration.

Ehrlich R.P.3. — Pierre Dieudonne.

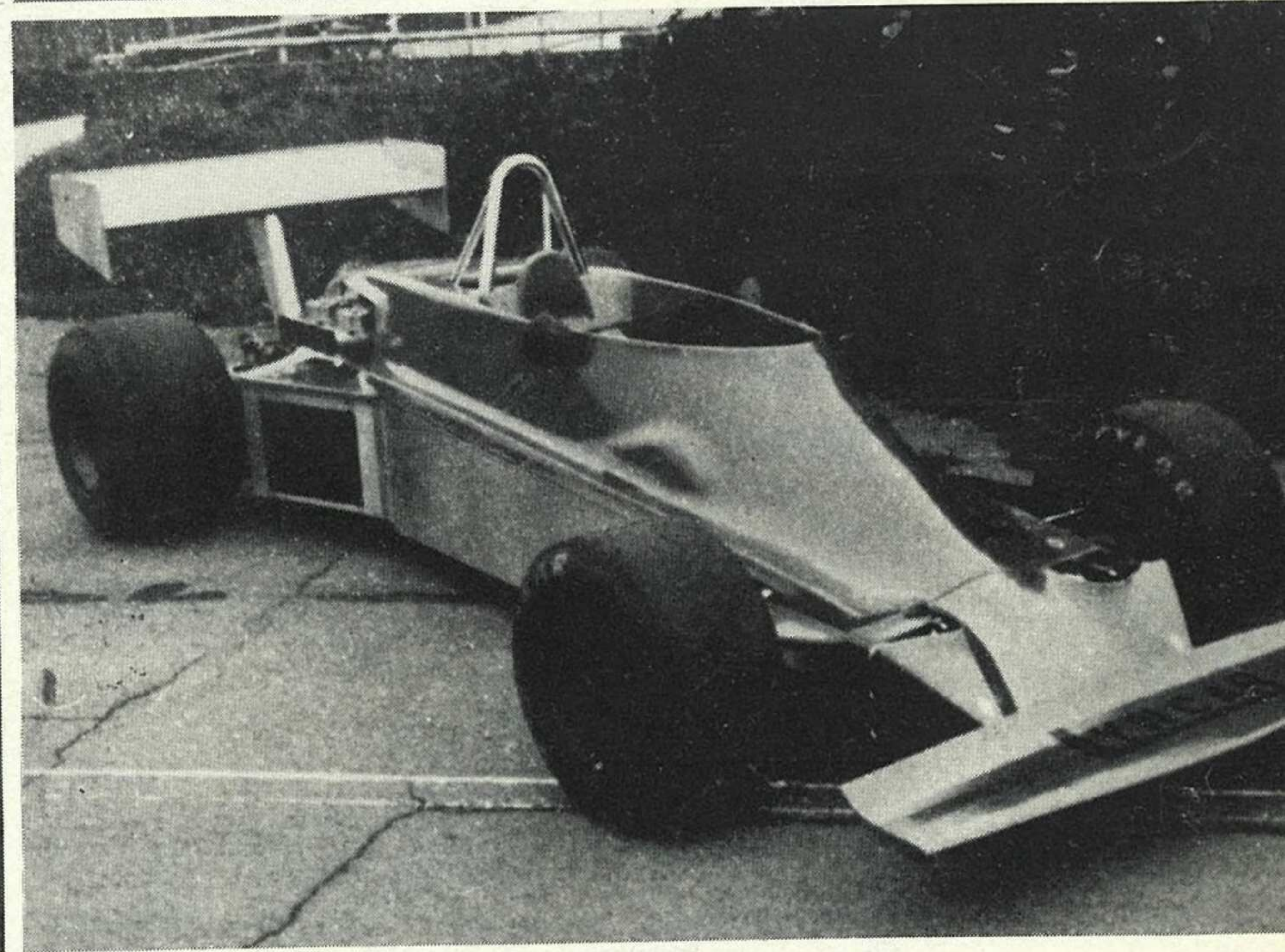
SURTEES (U.K.)

Team Surtees, Edenbridge, England.

From the organisation run by former World Motorcycle and Racing Car Champion John Surtees, the TS15 Surtees appeared in 1972-73.

In recent years the Surtees organisation has concentrated on only Formula One racing cars.

Left: March
Top: Cuda
Bottom: Lyncar



During last year's Peter Stuyvesant Grand Prix at Pukekohe, Rex Hart had the misfortune to crash his car. He is currently involved in rebuilding it for the 1978 Series.
Surtees T.S.15 — Rex Hart.

LYNCAR (U.K.)

Lyncar Engineering Ltd., Taplow, England.
This company came to prominence when Formula Atlantic was instigated in Britain in the early 1970's. John Nicholson drove one of these cars designed by Martin Slater to victory in the British Series. Lyncar produced a very good-looking Formula One car a couple of years ago. Unfortunately this model was handicapped by weight.

The car to be raced in New Zealand this year is a brand new model having recently completed testing.
Lyncar — Howard Wood.

CUDA (N.Z.)

Jim & Ross Stone, Onewhero.
Despite the mechanical ability of New Zealanders and their international involvement in formula motor racing, the Cuda is the only Formula Pacific car to be produced in New Zealand.

Jim Stone worked for a number of years for Bruce McLaren Motor Racing. The influence of these years

is clearly evident in the design and appearance of the car which is very similar to the McLaren M23 so successfully raced by Denny Hulme, Emerson Fittipaldi and James Hunt.

At the time of writing, this car and driver lead the Union Travel New Zealand Championship.
Cuda J.R.3 — Ross Stone.

BRABHAM BT36. Designed by Ron Tauranac at the time Tauranac and Jack Brabham were in partnership. The BT36 Brabham was one of a very long line of successful racing models designed for customer sale.

The car being used in this Series was raced by Andrew Miedecke a season or two ago. It has recently been rebuilt and updated. Now owned by Paul England, one of Australia's foremost engine development engineers, the car will be powered by a Paul England Ford BDA motor.

The driver is Peter Lerner, current Australian Formula 2 Champion.

BIRRANA 273. Designed by Malcolm Ramsey and the late Tony Alcock. Birrana racing cars are made in Australia. The very neat example being raced this season in New Zealand is driven by Graeme Crawford the 1976 Australian Formula 2 Champion.

GET A HEAD START ON SAFETY with POL-STAR

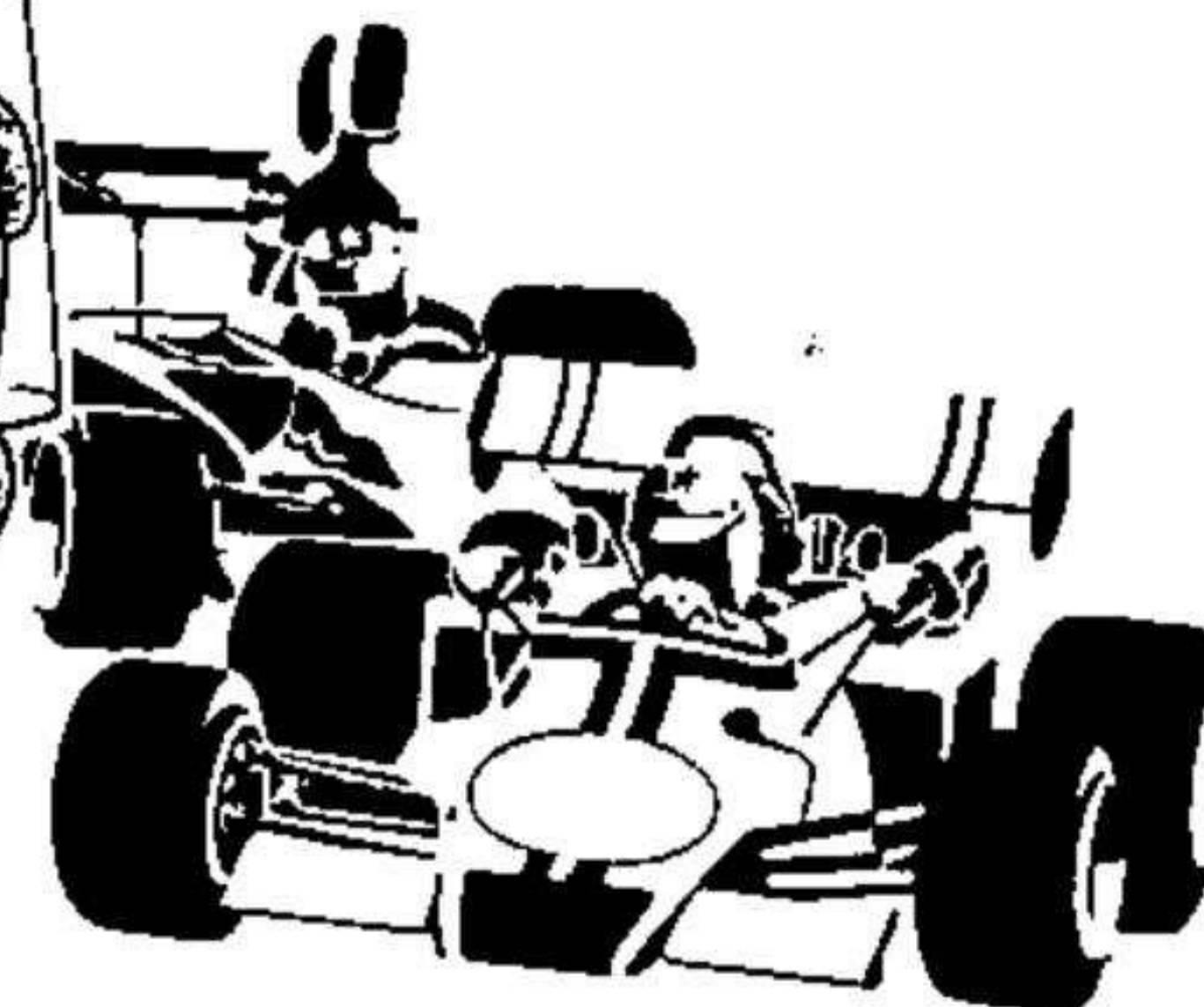
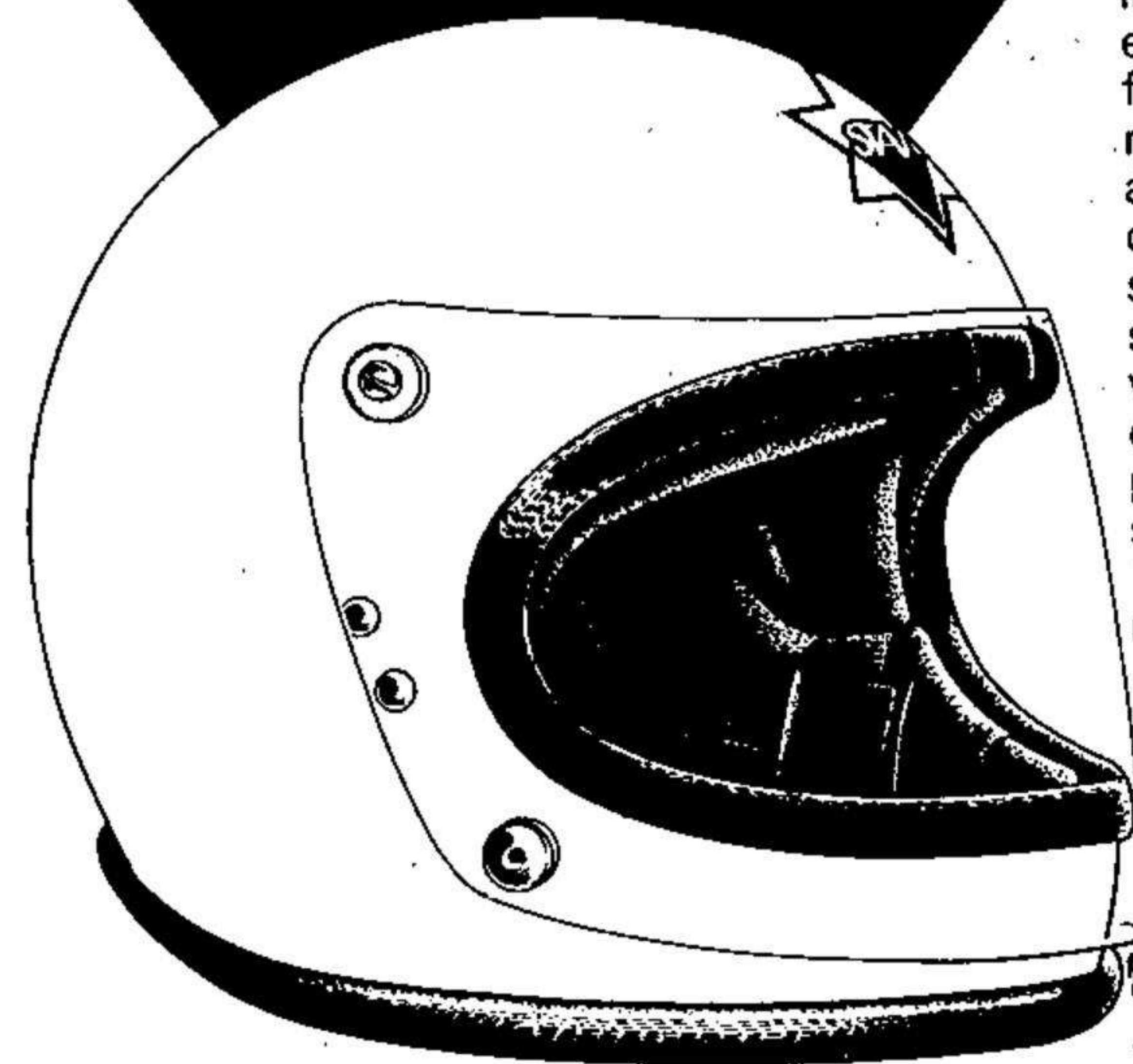
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Ford began in motorsport 74 years ago

It is especially appropriate that this year the Peter Stuyvesant Series fields will be led out by a Fairmont GXL pace car provided by Ford New Zealand.

Not only is Ford a co-sponsor of the series, but this year marks the 75th anniversary of the corporation's establishment in the United States — a beginning from which has spread the vast Ford worldwide operation. And just one year after that establishment, the company's founder, Henry Ford, broke the world land speed record when he reached 91.37 mph.

That event in the Company's infancy marked Ford's entry to motorsport and in the years since — but particularly over the past four decades — the Company has built up a reputation as the most successful of all automotive manufacturers in the competition field.

This success encompasses practically all areas of motorsport.

The Ford DFV engine has been a dominant force in Formula One, having just completed its eleventh year of competition. On May 22, 1977, it won its hundredth world championship race when it powered Jody Scheckter's Wolf Ford to victory in the Monaco Grand Prix and in its eleven years it has served the winners of eight Formula One drivers' championships and seven Formula One constructors' championships.

In saloon car racing and rallying, no car from any manufacturer has ever established a reputation comparable to that of the Ford Escort since its introduction in 1968. Many far more expensive machines have succumbed to the Escort's combination of performance, handling, strength and reliability.

It is in its capacity to provide cars and engines within reach of modest budgets that Ford has made probably its greatest contribution to motorsport.

Formula Ford has provided a point of entry to single-seater racing for thousands of drivers, many of whom have gone on to great things — including the world Formula One championship. And this current series of Formula Pacific (and its northern hemisphere counterpart, Formula Atlantic) maintains this tradition of providing highly competitive motorsport of excellent standard at a reasonable cost.

The Ford BDA engine is the choice of the overwhelming majority of Formula Pacific and Formula Atlantic drivers and for this reason alone, Ford involvement in the sponsorship of the Peter Stuyvesant Series would be eminently appropriate.

But over and beyond all that is the sense of a proud Ford tradition in motorsport and in the company's 75th year, nothing could be more apt than to have a Ford pace car leading the field.





BRETT RILEY- a champion in the making ?

You don't have to have a very long memory to remember a youngster called Brett Riley battling with Grant Walker for the Formula Ford championship, that was only in the 74/75 season. Walker headed for Australia but Brett decided that England was the only place to be if you were serious about your motor racing ambitions. He bought a Chevron B29 which he fitted with a Nicholson BDA engine and entered the then popular Formula Atlantic which Kiwi John Nicholson had been dominating. Brett did twelve races in that season managing two second places behind the now F1 Lotus driver Gunnar Nilsson and he took a third place at Brands Hatch.

Following a logical progression up the Formula tree for budding drivers, and taking notice of the decline of the Atlantic class Brett switched to Formula three. He purchased a Modus chassis and he borrowed a Ford twin cam. Despite his limited resources he managed another twelve races that year to take two third places and give some brilliant performances against the more powerful Toyota powered cars. Once again he starred at Brands Hatch until a spin on someone else's oil put him back to fifth place. But money was hard to find and Brett started work as a mechanic for Dave Price. He sold the Modus to an American buyer who wanted to run it in Formula C. At about this time a New Zealander called Peter Buckleigh, (who Brett had never met), wrote to him to say that he had been transferred by E.M.I. from New Zealand to England. As he was an avid motor racing fan he was keen to

meet Brett and see if he could help with sponsorship arrangements. Out of the gloomy depression that was prevailing after the sale of the Modus, Peter Buckleigh came to see Brett and announced that Brett had to go to the March factory to be fitted for a car. Peter had done a deal with the heavy rock group Starz and Riley was to join the team called Euroracing. As things turned out the sudden provision of a team car did not provide the expected break. Mechanical failure followed mechanical failure as the team used old components and suffered from poor preparation. Brett decided that a bad drive was doing him more harm than no drive at all so he quit the team. Euro-racing AFMP folded and it looked as though the gloom would set in once again, but careful negotiations secured the March 773 and it was taken to Dave Price's Twickenham workshops where Brett was able to work on the car himself.

Almost at once the tide turned on the Riley fortune and he caused a minor sensation by winning the Donnington Park race at the end of August and happily collected the \$2,000 prize money for his trouble. Since then he has added another win, this time at Silverstone plus a fifth, fourth and third. The Black and Gold March continued to be sponsored by Starz themselves for his European racing but for the Stuyvesant Brett has attracted sponsorship from Applied Power Ltd of Vane Tuning fame. Greame Powell will be managing the team for this series and this Christchurch resident will be looking after all sponsorship and publicity. The team were hoping to contest



last seasons Stuyvesant but lack of finance did not allow this. However, a March 76B chassis was obtained and this has been built up over the year ready for a serious challenge at the 1978 title. This car is matched with two Nicholson motors and various modifications have been made to the bodywork, suspension and wing to bring the car to full 1977 specifications. Naturally with a father like John Riley there was little chance that Brett would ever turn out to be a cricketer. His family and his wife Pauline have given him every support and they will be helping the team for the series. Kiwi mechanic Mark Freeman who has spent the last year in England will be looking

after the car and depending upon further financial support another mechanic may be flown out to help. With his experience in the most competitive racing in England and on the Continent there is little doubt that the 24-year-old Auckland-lander will be a serious contender for the championship. He rates Brands Hatch GP circuit as his favourite but also has a like of Te-retonga down in the deep south. There is no doubt either about Brett Riley's ambitions for the future, he will be returning to Europe after the Stuyvesant to arrange a drive in Formula Two, probably in a new March due to his association with that factory. From there he has his sights firmly set on Formula

One and New Zealand just might have its next world champion in the making.

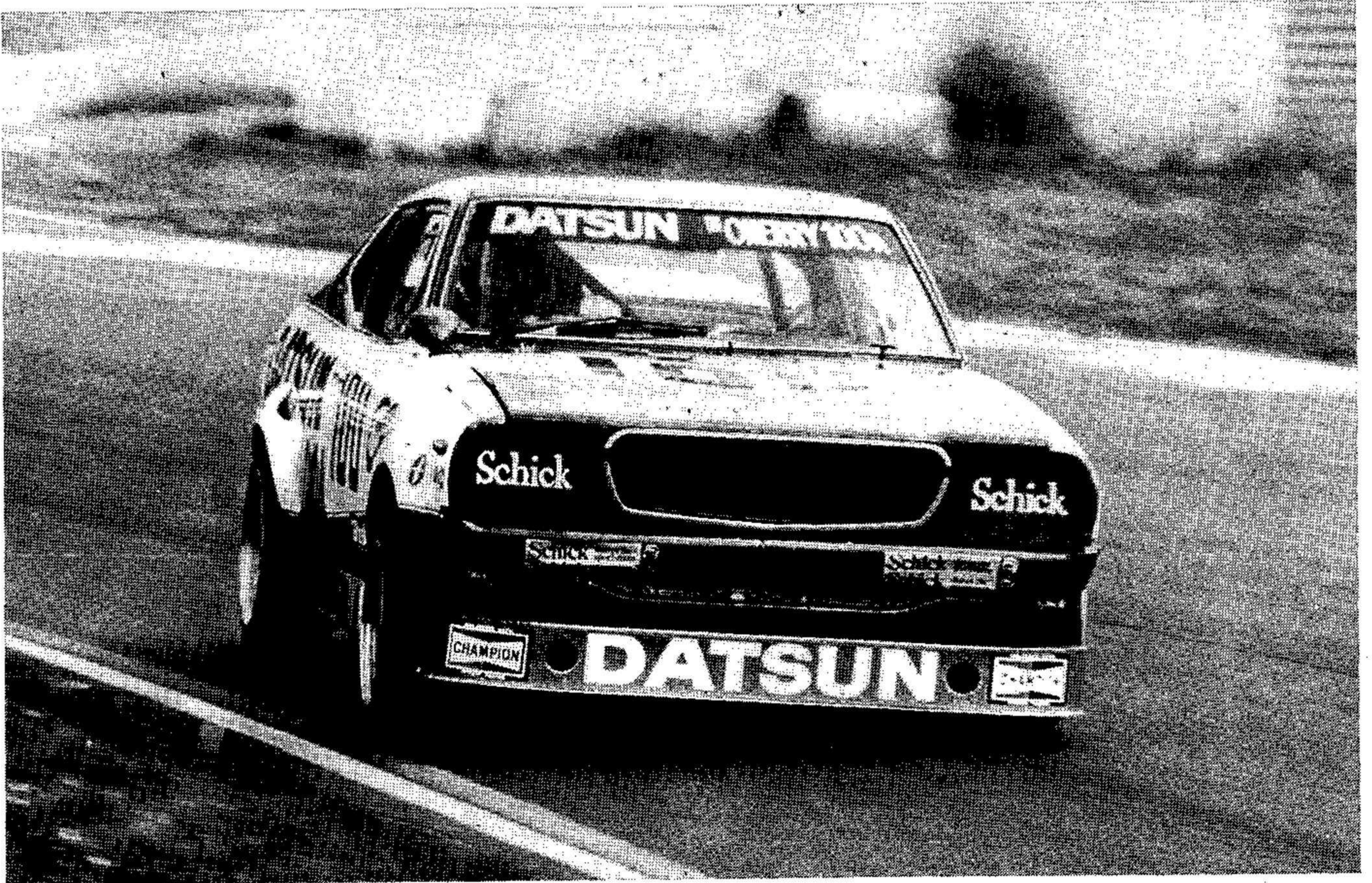
In the immediate future Brett wants to win his home series but he is well aware of the strong opposition. He thinks that if he can beat Rosberg and Larry Perkins then the title will be his. None of these drivers have raced against each other so there appears to be no psychological advantage. Rosberg knows the circuits whereas Perkins does not, but then Brett Riley learnt to race here and he has the home crowd behind him. That sort of combination has brought out outstanding performances in many drivers so Brett Riley might just keep the title at home.



From the good earth of Te Kauwhata.



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Shellsport

MOVING WITH THE TIMES

Wily Manurewa driver Reg Cook — one of the Stuyvesant series contenders — is so far this season unbeaten in the Shellsport saloon championship.

But that's a situation that is not really new to Cook, who has been either champion or a major contender for the title for the past five years.

This year Cook has adapted to the new two-litre formula more quickly than the competition, lightening his works-built Datsun Cherry towards the minimum weight level, making the most of the one advantage his 1300 c.c. car has over the mainly 2000 c.c. opposition.

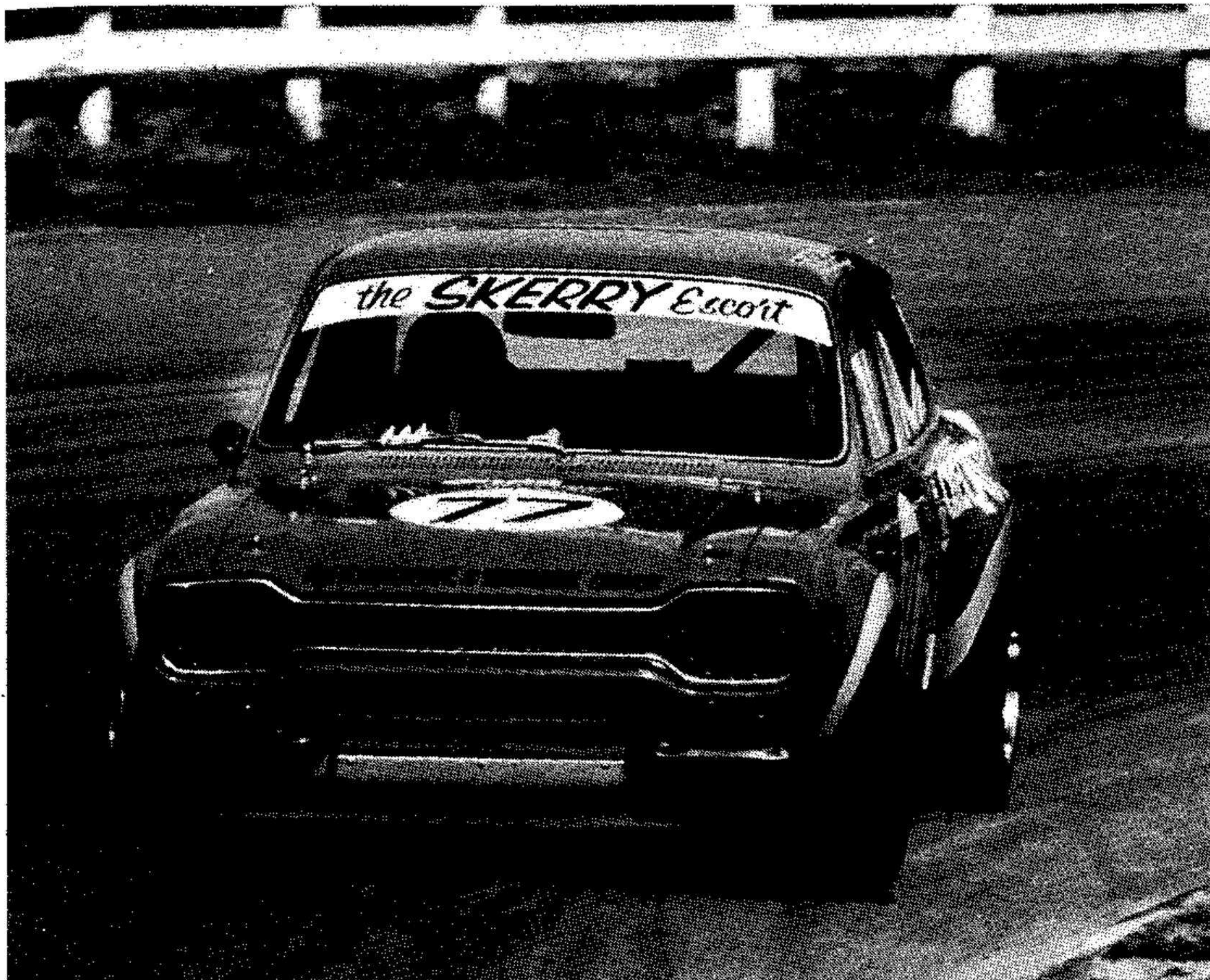
In the past, the saloon championship has been for fire-breathing six-litre V8 monster cars, but with public pressure calling for more economical road cars, it was felt in motorsport circles that the premier saloon series should move with the times. Thus the new two-litre championship was conceived.

By handicapping cars with large engines by imposing a higher minimum weight restriction, the Motorsport Association threw the new series open to cars ranging from little over one litre in engine capacity, right up to two litres.

Under 1300 c.c. cars must weigh in at 1250 lbs or more, 1301 c.c. — 1600 c.c. cars must exceed 1600 lbs and 1601 c.c. — 2000 c.c. cars have a minimum weight of 1900 lbs. The result is that the cars contesting the series, whether 1300 c.c. Datsuns or potent 1600 c.c. twin cam Escorts, have roughly similar performance owing to the minimum weight regulations.

The weight restrictions are by no means the only controls over two-litre class saloons. The original engine blocks must be retained; under most circumstances only a four-speed gearbox is allowed; the original suspension configuration must be retained and only one basic type of Dunlop tyre is allowed.

The aim of these fairly stiff regulations is both to keep costs reasonable and to keep the cars as close to each other in performance as possible. This is a formula



Left: Datsun Cherry driven by Reg Cook. Right: Bruce Platt in the Skerry Twin Cam Escort.

that has worked in other classes like Mini Seven, Formula Ford and now Formula Pacific.

So far the most successful cars in the new class are the little Datsuns and a variety of Ford Escorts, with the odd Mini taking up minor placings. However the rules are sufficiently open to allow many other cars to be made competitive.

Initial battles have been between Cook in the front-wheel-drive Datsun Cherry, and Aucklander Bryce Platt in a twin-cam Escort, with Grant Aitken in the ex-Francevic Datsun Sunny splitting them at the opening round at Baypark.

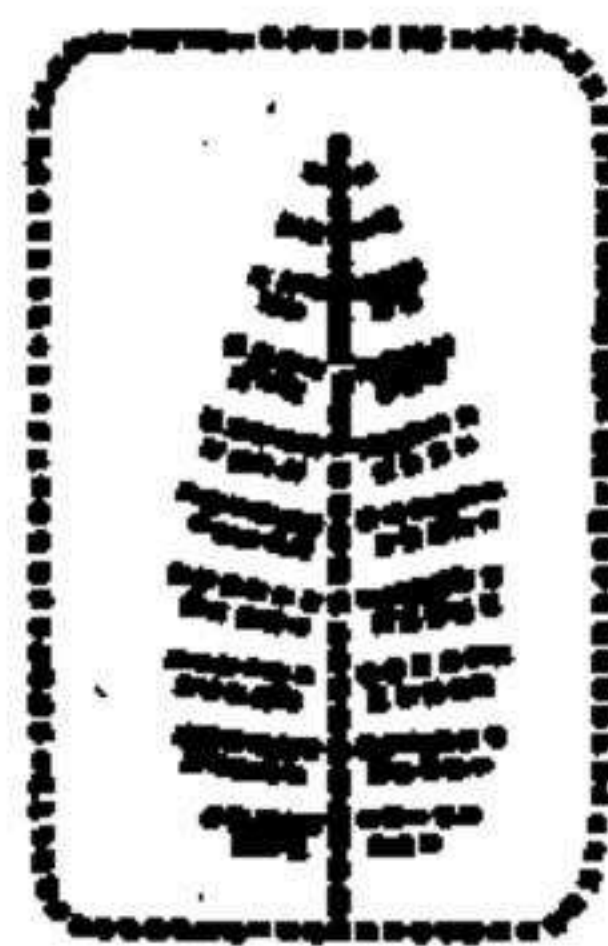
At Pukekohe Platt equalled Cook's best lap of 1m 17.7s in practice and actually led away at the start of the race. But the experienced Cook was quickly past him and won the race with fastest lap of 1m 17.3s. The second Pukekohe race saw a repeat, although the speed was up with Platt getting down to 1m 17.2s and Cook then cutting the time to 1m 16.6s — a time few six-litre cars would have matched three years ago.

Cook has said he is concentrating on the saloon series this year at the expense of his Formula Pacific racing, and he is clearly the man to beat.

But the fact that the much less-experienced Platt has a more powerful car is already close to the series leader on speed that as he gets into the swing of this type of racing he could well emerge as the champion.

Other drivers to watch in this new class include former champion Don Halliday and former single seater driver Ken Sager in Escorts and Rex Findlay in the ex-Emson Datsun Sunny.

And don't count the saloon contenders out as future grand prix stars, either. Reg Cook, Steve Emson and Rex Hart have already made the move in to Formula Pacific from this class.



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1978 PETER STUYVESANT SERIES

Supporting sponsors additional awards

The five organising clubs of the 1978 Peter Stuyvesant Series gratefully acknowledge the contribution being made by the following companies:

FORD MOTOR COMPANY OF NEW ZEALAND LTD., have donated additional prizemoney for each Round of the Series. A prize purse of \$1,000 will be distributed on the basis of \$20 per championship point.

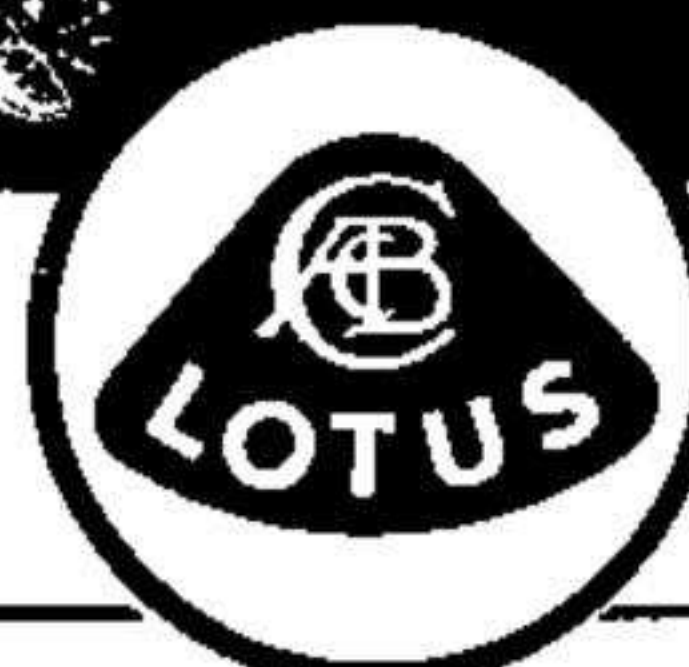
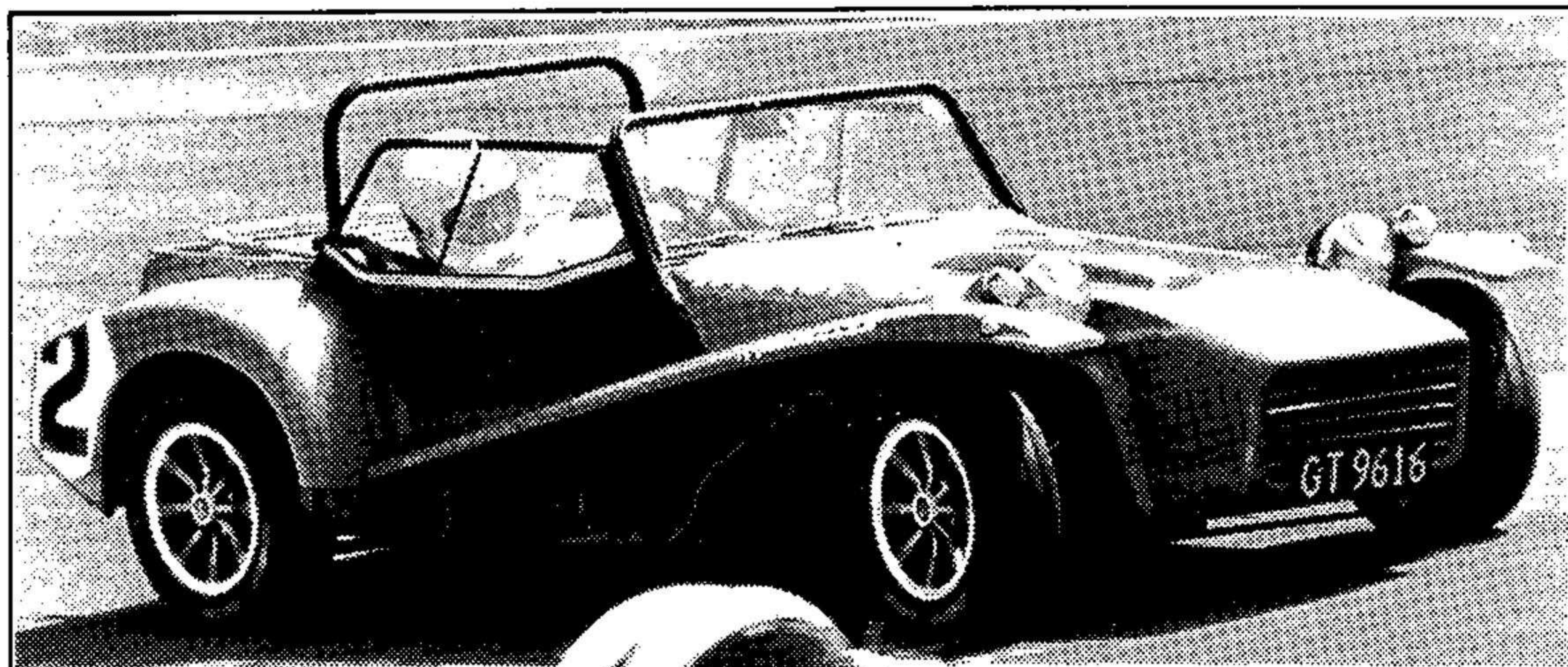
First place each heat: \$180; 2nd: \$120; 3rd: \$80; 4th: \$60; 5th: \$40; 6th: \$20. Total: \$1,000.

PAN-AM will donate Two Return Air Tickets to Australia to the highest placed resident New Zealand driver racing on an International Competition Licence issued by the Motorsport Association New Zealand.

CITIZEN WATCHES will present an Automatic model Citizen Watch to the driver who at each of the five Series Races records the fastest official practice lap, and in so doing gains the honour of starting heat one of the Peter Stuyvesant Round from the number one grid position.

NEW ZEALAND RACING DRIVERS CLUB (INC); gratefully acknowledge the donation of \$250 made by Mr T. McCall of Auckland.

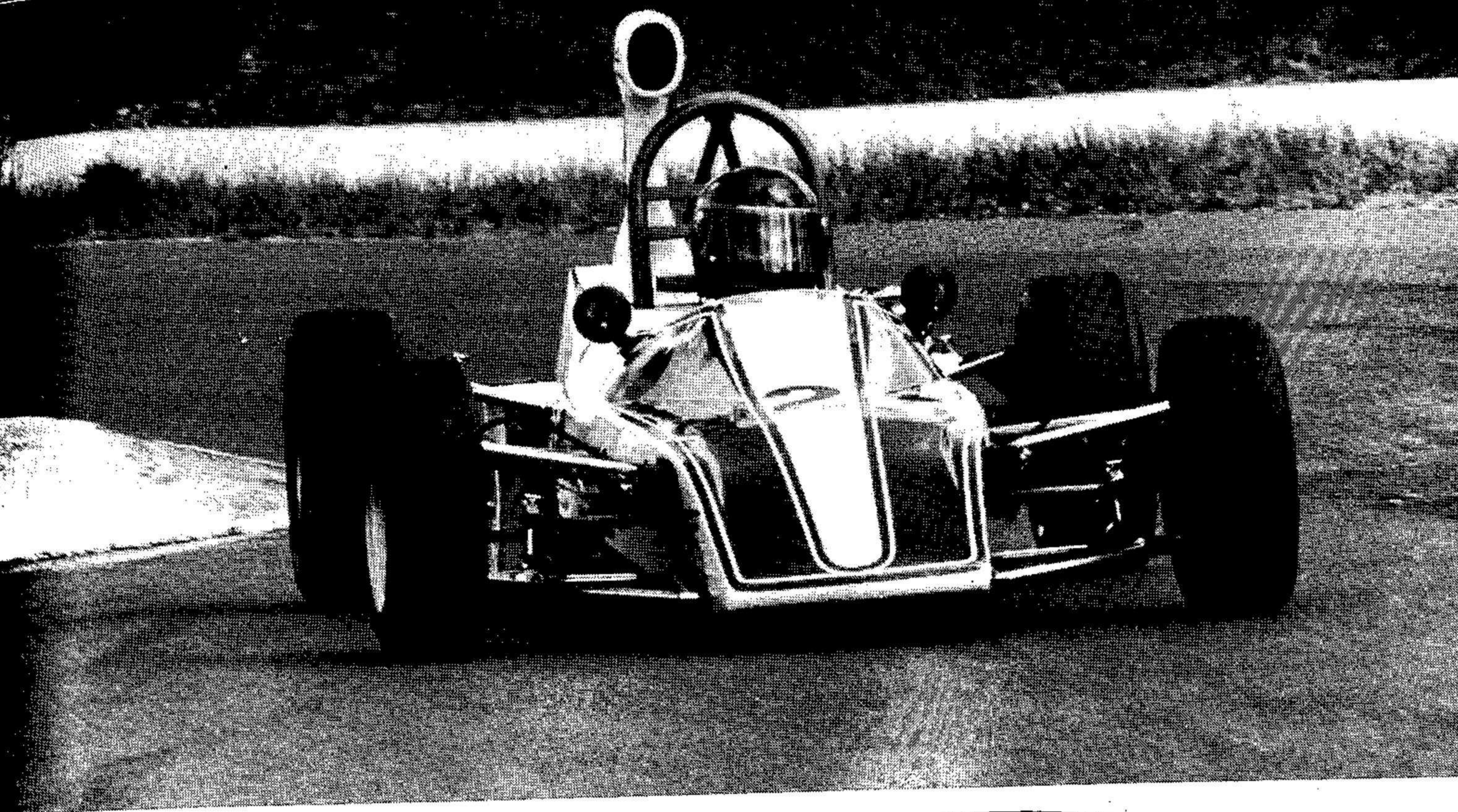
This sum will be awarded to the top point scoring New Zealander who by reason of this achievement may be deemed to be the 1978 Peter Stuyvesant Series Champion New Zealand Driver.



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Formula



It will pay to keep an eye on the drivers in today's Formula Ford event — the best of them are likely to be in the Stuyvesant races next season.

Proof of the concept of Formula Ford as a proving ground for future grand prix drivers is the fact that many of the drivers in the Stuyvesant series this year graduated from the smaller single seater class. Like Dave McMillan, Brett Riley, David Oxtan, Eric Morgan, Lloyd Owen, Norm Lankshear and Ross Stone.

Formula Ford was founded a decade ago as a cheap class of racing, with the Ford Kent cross-flow motor, a space-frame chassis and one-type tyres keeping the costs down. Although a top flight car can cost up to \$10,000 now, it is still possible to get into the class for under \$5000 — and that no longer buys much of a road car.

Although in the past a few drivers have tended to dominate the Motorcraft Formula Ford series, this year there are no clear favourites and with only three rounds run, there are already 15 drivers with points on the board.

However the pace-setters are clearly Grant Campbell and Mike Finch, both from Auckland.

Campbell, the more experienced of the two, has been close to the front in the formula for the past two seasons and is now really dialled into his new Titan. In the third round at Pukekohe he was fastest in practice and ran away with the race, finishing more than the length of the straight in front of the field.

However in the earlier rounds the young accountant didn't have it so easy. In the series opener at Ruapuna he won only one of the two heats and in the very wet second round at Manfeild he had to settle for a fourth and a second.

Meanwhile Finch, driving Ross Stone's old locally-built Cuda, took a win and a second at Ruapuna and a win and a third at Manfeild to lead the series at that point.

But an incident during private testing before the Pukekohe race cost the young Titirangi driver any chance of matching Campbell in the third round. He lost the Cuda and ran over a concrete mound near railway corner. The underside of his car hit the concrete, smashing the bell-housing and clutch, ripping the rear suspension off and bending the chassis. Although Finch got the car back in one piece, he wasn't able to get it handling right in the time available, and under the circumstances turned in a creditable performance for fourth place.

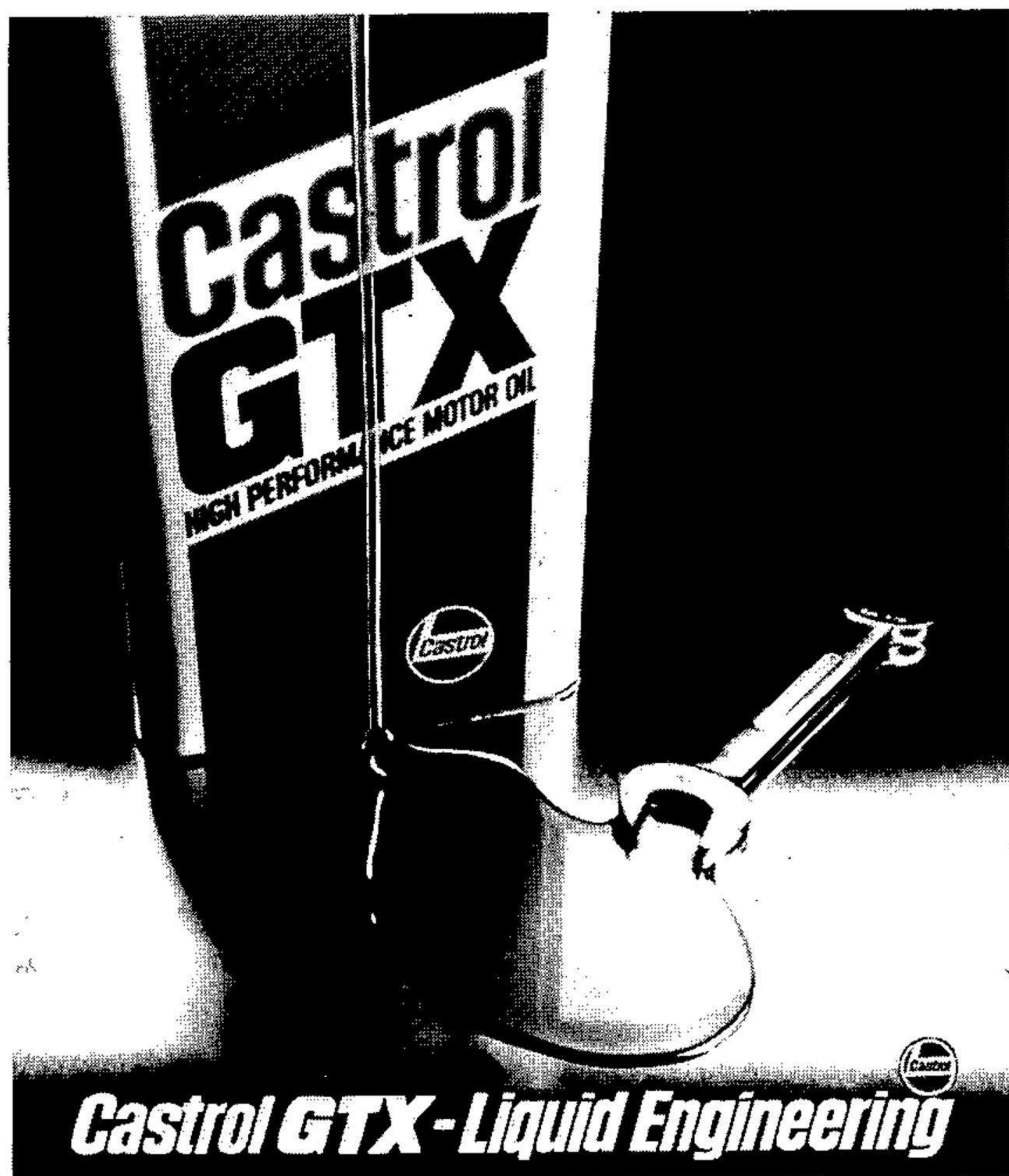
With Campbell scoring 18 points from his win at Pukekohe, he then had a slender two-point lead over Finch.

The other main contenders for the Motorcraft title at this stage appear to be Lucas Verhoeven, a Dutchman living in Christchurch, and Aucklander Peter Haskett.

An experienced driver, Haskett showed his ability in the wet by winning the second heat at Manfeild, and followed up with third place at Pukekohe to lie third in the series despite missing the first round.

But Verhoeven is the young fireball, with a spectacular style that took his Owen to a second and a third at Christchurch and second spot to Campbell at Pukekohe and put him just a point behind Haskett. An aggressive driver and a colourful personality, the Dutchman seems likely to emerge as the main challenger to Finch and Campbell.

Other drivers to watch in Stuyvesant support races are Mike Cresswell, Neil Whittaker and Graeme Cook, while more experienced Kim Crocker from Hamilton and former Formula 5000 driver Baron Robertson from Hastings are also likely points-scorers.



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Dogs, and other animals are in no circumstances admitted to the circuit.

DEPARTURE . . .

Considerable thought and planning has been given to facilitate your easy departure from the circuit at the end of the day. Please co-operate to the fullest extent with the Car Park Attendants and the Police and Traffic Officers who are all combining to make your journey home as easy as possible. Above all, Drive Home CAREFULLY.

ROLL ON ROLL OFF

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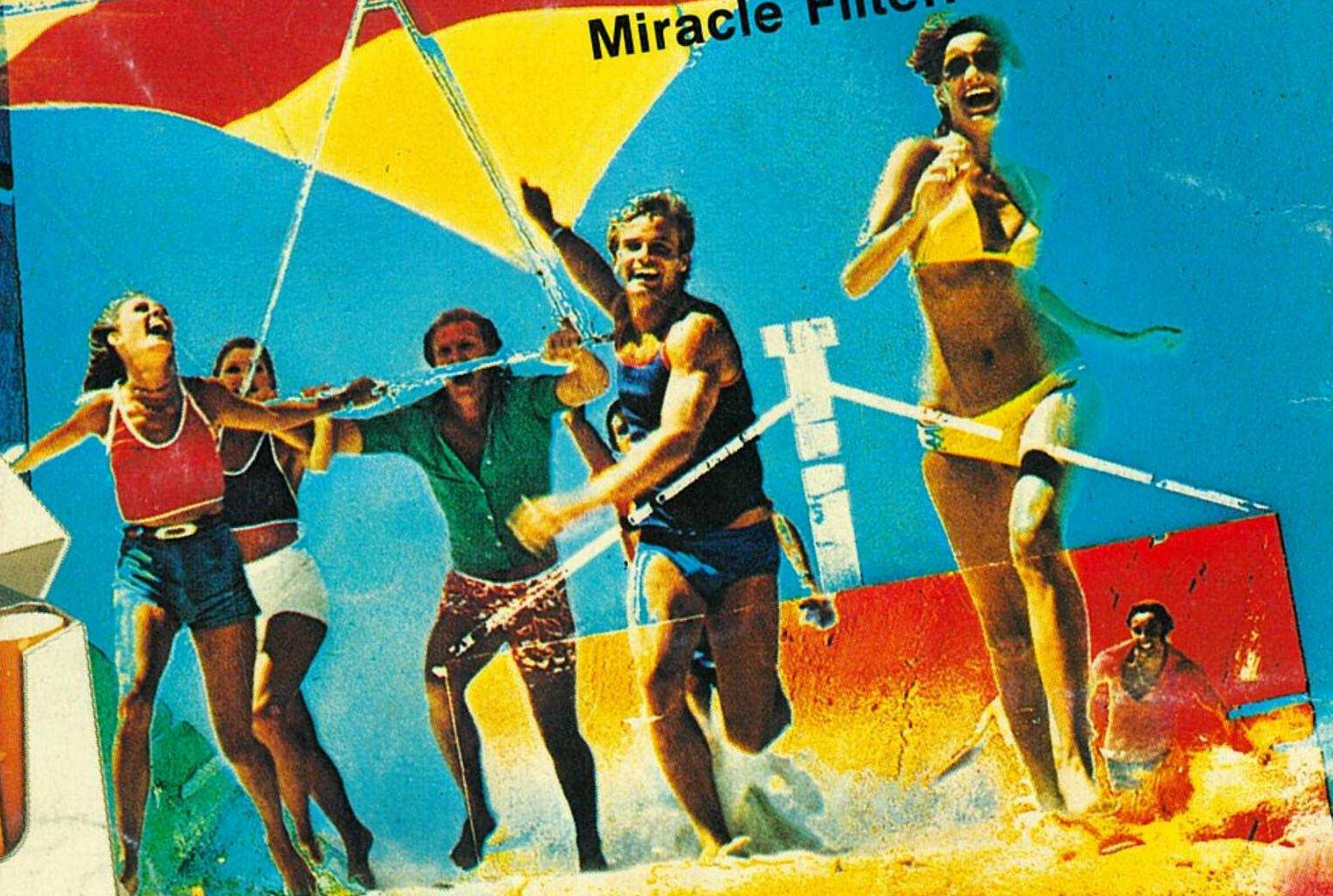
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