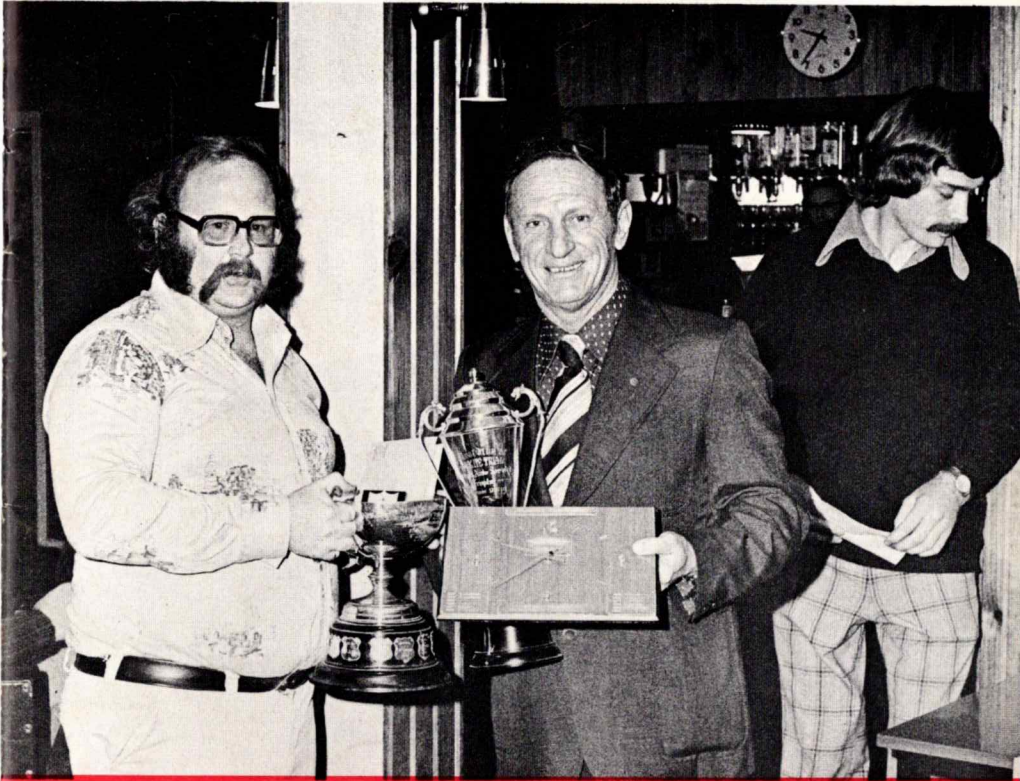


AUGUST 1977



BULLETIN



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- BULLETIN -

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(Established 1932)

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Mt Roskill

Phone 699-797

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

CLUB OFFICERS

FRESIDENT:

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

IMMEDIATE PAST PRESIDENT:

F.B. Webber, Phone HCK 49-959,
12A Levant Place, Bucklands Beach.

VICE PRESIDENTS:

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

I.L. Ivers, Phone GLE 7738,
28 Archibald Rd, Glen Eden.

SECRETARY AND TREASURER:

Wilf Maddren

EXECUTIVE:

N.H. Harvey, R.R. White,
R.B. Wylie, K.R. Lancaster,
B. Platt, R. Small, J. Busch,
E.G. Mallard, D. Gulland,
B. White.

CLUB CAPTAIN:

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

DEPUTY CLUB CAPTAIN:

D.E. Bone, Phone 544-651 (Pvte),
539 Remuera Road, Auckland 5.

CHAIRMAN OF SUB-COMMITTEES:

Club House: R.J. Small
Phone : 84-819 Papakura (Pvte)

Trials: J.F. Busch
Phone 574-836 (Private)

Racing: L.F. Rankin
Phone 84-164 Papakura (Private)

Speed: M. Harold
Phone : 65-715 Manurewa (Pvte)

Rallies: K.R. Lancaster
Phone : 657-088 (Private)

Building: M.H. Lawson
Phone : HCK 42-934

Bulletin: Post to 16 Wayne
Place, Mount Roskill.

Membership Secretary:
N. Harvey, Phone 673-231

Competition Licence Officer:
P. Batten, Phone 594-874

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

Equipment Officer:
G.L.C. Hill, Phone 892-174

Custodian
V. Ferris, Phone 674-071



Club Member Geoff Hewitt (Morris Mini 998) who won the 0-1000 c.c. class in the Auckland Area Club's 1967/77 Bardahl Hillclimb Series.

cover photo

Club Member Graeme Robertson (left) winner of the 1977 Tisco Gold Star Trial receives his teams trophies, cash prizes and other awards from Mr Jack Christie, Managing Director of Tisco (N.Z.) Ltd. With them is Auckland Car Club Trials Sub-Committee Chairman, John Busch.

PIX - M. FISTONIC -- PH. TGN 5295

AUCKLAND CAR CLUB

Clubroom Hours

THURSDAY EVENINGS 8.00 - 11.00 p.m.
SUNDAY EVENINGS 4.00 - 10.00 p.m.

Members welcome to bring friends along to enjoy the comfort and friendly atmosphere of the Club Lounge.

** 3 POOL TABLES **

** DARTS FACILITIES **

Films are shown on the third Thursday of each month preceded by a semi formal club meeting.

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SUNDAY EVENINGS : 6.00 - 9.00 p.m.
Meals available at reasonable prices.

Family Groups Welcome

Sirloin, T-Bone, Ham Steaks,
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A light snack service is available on Thursday evenings.

COMING EVENTS



CLOSED CLUB

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

13th AUGUST - SATURDAY NIGHT - ANNUAL BALL:

To be held at the Sheraton Ballroom - Mt Eden Road from 8.00 p.m. to 1.00 a.m. Tickets \$12.00 single and are all inclusive (hors d'ouvres, all drinks including spirits and bubbly and banquet supper). The Sheraton is under new management and an excellent nights entertainment is assured. There will be a 400 limit on ticket sales, so we urge members to purchase their requirements early. Tickets available from all Executive Committee Members. Sorry no table reservations this year.

18th AUGUST - THURSDAY - CLUB NIGHT AND FILM EVENING:

To be held at the Clubrooms commencing at 8.00 p.m. Good Motorsport Films, supper and general discussion. New car on display.

21st AUGUST - SUNDAY - LEARNER'S INSTRUCTIONAL TRIAL:

An hours instruction on trialling basics at 1.00 p.m. at the Clubrooms will precede a short trial, putting theory into practice. About 1½ hours duration and will start and finish at the Clubrooms. Membership Card, Civil Driving Licence and clock required. Exide & Trials Trophy Points.

24th AUGUST - WEDNESDAY - 'INTRODUCTION TO MOTOR RACING' SYMPOSIUM:

To be held at the Clubrooms, 44 Stoddard Road, Mt Roskill commencing at 7.30 p.m. Various speakers will cover a wide range of topics ranging from Competition Rules, scrutineering, Car Preparation through to Driver Safety, Circuit Manners, Flag Signals, Driving tips etc. A suitable film will also be shown, time permitting. Any interested members are invited. Novice drivers and those intending to get into racing, either now or later will find this evening most beneficial and are urged to attend. Enquiries : Phone Ron Brown 678-739.

11th SEPTEMBER - SUNDAY - NATIONAL 'B' GRADE RACE MEETING:

Pukekohe 1200m Circuit. 24 race programme. For further information see Open & Invitation Events.

18th SEPTEMBER - SUNDAY - HILLCLIMB CHAMBERLIN ROAD:

First Hillclimb of the Season. Classes: 0-1000c.c., 1001-1300c.c., 1301-1600c.c., 1601-2500c.c., 2501c.c. and over, Sports and Racing. Entries on the day. Listen to 1ZB for cancellations. Exide Points.

1st-2nd OCTOBER - ANNUAL ROTORUA TRIAL:

The annual weekend trial to Rotorua is being held a little later this year. Keep this date free. Further details will be published next Bulletin.



6th AUGUST - SATURDAY - CIBIE RALLY:

This Invitation Rally will use Tairua and Maramarua Forests plus some closed roads in the Waikato area totalling 12 special stages. First car starts at Paeroa at 11.00 a.m. Results will be announced at the Auckland Car Club Clubrooms after the finish of the Rally.

13th AUGUST - SATURDAY - GOLD STAR MIDNITE TRIAL:

Promoted by Victoria University Car Club, the Trial will start at Taihape at 12.30 a.m. and finish at Masterton around lunchtime after 380 km. Entries close August 6th with the Secretary, P.O. Box 4102, Wellington.

20th AUGUST - SATURDAY - BLOSSOM TRIAL:

This open trial is promoted by Hawkes Bay Car Club, P.O. Box 323, Hastings. Entries close 15th August.

28th AUGUST - SUNDAY - CITY OF ROTORUA TRIAL:

This open trial is promoted by Rotorua Car Club. Further details from P.O. Box 365, Rotorua.

28th AUGUST - SUNDAY - SPRING INVITATION MERCURY TROPHY TRIAL:

The Sixth round of the series is promoted by Auckland Car Club and will start at the Glenfield Shopping Mall. Duration will be approx. 5 hours and finish at the Auckland Car Club Clubrooms. Entries should be sent to the Secretary, Mrs K. Pearce, 3 Verena Place, Green Bay. Phone TGN 8364.

3rd SEPTEMBER - SATURDAY - REIDRUBBER G.T. RALLY:

Co-promoted by Tokoroa and Northern Sports Car Clubs, this year's Reidrubber Rally will as usual run completely through N.Z. Forest Products' forests at Tokoroa. Approx. 350 km long with 8 stages. Entries close 15th August at \$25.00. and should be sent to the Secretary, Mrs R.M. Knight, P.O. Box 14482, Panmure, Auckland.

11th SEPTEMBER - SUNDAY - NATIONAL 'B' GRADE RACE MEETING:

Promoted by the Auckland Car Club is to be held on the Pukekohe 1200m Circuit. 24 race programme. Races for Mini 7, Modified Saloons, Production Saloons, Sports Cars, F. Vee and F. Ford. 1st and 2nd Observation racing Licences. Entries are \$5.00 and close 5th September with Mrs R. Brown, 16 Wayne Place, Mt Roskill, Auckland. Please state clearly if racing a saloon whether it is Standard or Modified. Scrutineering 9.30 - 11 a.m. Practice 12 noon. Racing starts at 1.00 p.m.

17th SEPTEMBER - SATURDAY - GOLD STAR TRIAL:

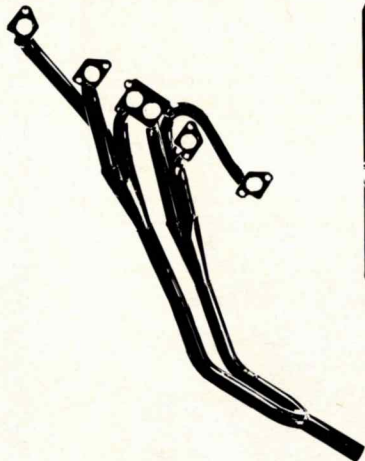
Promoted by Rallies and Trials Enthusiasts Club. Further details from P.O. Box 2673, Christchurch.

24th SEPTEMBER - SATURDAY - PALL MALL RALLY - ROUND 4:

Promoted by Northern Sports Car Club, the Pall Mall Rally will start at 1.00 p.m. in Auckland and travel north. Approx. 760 km long with 380 km of special stages. Local entries close 1st September at \$40.00 with the Secretary Mrs B. Chandler, 7 Carole Crescent, Pakuranga.

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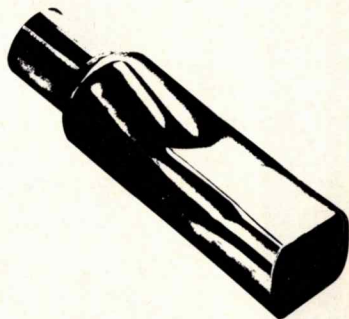
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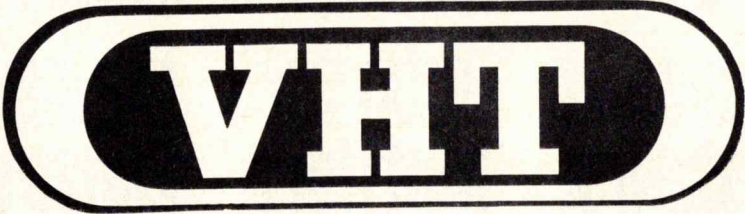
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Pukekohe 3.5 km Circuit. Nine hour race for New Zealand assembled Standard Production Saloons. Class divisions: 0 - 1300c.c., 1301 - 1800c.c., 1801 - 2000c.c., 2001c.c. and over. Prizemoney for the event is \$5,800. Entry is by invitation and interested parties are requested to contact Eric Mallard, N.Z.I.G.P., P.O. Box 11.129, Ellerslie, Auckland. Phone : 593-108 Bus.



PERMANENT RACING NUMBERS

APPLICATION FOR REGISTRATION OF PERMANENT COMPETITION NUMBERS ARE NOW BEING ACCEPTED BY THE:-

N.Z. RACING DRIVERS CLUB,
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THE REGISTER THIS YEAR IS BEING LOOKED AFTER BY MR PAUL KING. THE SERVICE FEE FOR NON-N.Z.R.D.C. MEMBERS IS \$1.00.

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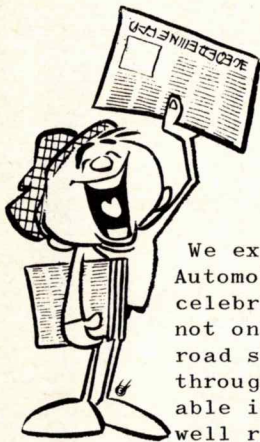
As you know, many of the production line car parts in the head have casting protrusions and distortions. Some of the parts are normally choked up with lumps and bumps which restrict the flow of air. These irregularities cut down your engine's efficiency which means you have to open your throttle further to get the same power from your engine you should be getting at a smaller throttle opening. At your cylinder head it modified the casting irregularities and the restrictions are opened up allowing a freer air flow into the combustion chamber which is also relieved around the valves and reshaped to give a cleaner and more complete air/fuel burn. The valves and chamber are polished to reduce drag and preignition due to hot spots. These modifications to your cylinder head improve your engine's efficiency which means more power at a smaller throttle opening and better economy.

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Pete Sangster

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SHOUTS and murmurs

We extend our congratulations and best wishes to the Automobile Association Auckland Inc., who are this year celebrating their 75th Anniversary. All club members, not only triallists, have benefited from the excellent road sign programme carried out by the A.A. Organisation throughout these years. The many other benefits available including travel and technical services have been well recognised by the general motoring public - Membership of the A.A. Auckland currently exceeding 200,000.

The A.A. organised many motor racing and rally (run) events during its formative years. (Appears these days that there's more money in car wrecking - perhaps they're right!)

- Club Member George Wilson has recently been appointed Sales Manager for New Zealand of Champion Spark Plugs (N.Z.) Ltd. George is well known to M.R. enthusiasts for his technical advice and we hope that his added responsibilities will still allow him to retain his special interest with motor racing - particularly his successful annual Benson & Hedges drive with Wayne Jones.
- The Jim Boyd Trophy awarded annually to the Club's most successful sports car driver was recently presented to Andy Lowe. We congratulate Andy who has been a regular and consistent competitor at Club and National Motor Race and Hillclimb events for several seasons, usually at the wheel of an M.G.B. or Lotus 7.
- Auckland Car Club Members have been achieving some success overseas lately. Among them David Oxton is giving competitors a shake up in the Canadian F. Atlantic (Pacific) Championship Series whilst advertising the forthcoming Peter Stuyvesant Series in New Zealand. Could well be that he'll be joined by two other members, Dave McMillan and Ken Smith, in later rounds. Over in Australia Grant Walker is currently running second to John Smith in the TAA Formula Ford Championship.
- When Light Car Club of Australia Members renew their subscriptions, (incidentally paying \$50 per annum for the privilege), they receive a new key to the lock on the door to their Clubrooms. The lock is changed a short time after the end of the membership year. Sounds a good scheme. We could visualise a few of our slow payers, round about this time, trying to get the front door open at Stoddard Road on a Thursday Club Night!

..... Congratulations to Club Members Geoff and Glennis Sibun on the recent birth of their daughter.

..... The 1977 TISCO Gold Star Prizegiving was held at the Clubrooms on Saturday 16th July. It was an enjoyable evening for the trialling enthusiasts and supporters who attended. The various presentations were made by Mr Jack Christie (Tisco) and Mr Willard Martin (Vice-President, Auck. C.C.)

PIX - M. FISTONIC -- PH. TGN 5295



LINDA SHANKS WILLARD MARTIN FRANK McCONNELL JACK CHRISTIE
JOHN BUSCH



TISCO TRIAL CHAIRMAN DOUG BONE
STUART HOLMES WILLARD MARTIN

.....

ANNUAL BALL 13th AUGUST

SHERATON LOUNGE

.....

..... Incidentally the device featured in the July Bulletin's Tail Piece was a 'portable dog carrier' - with fine adjustment.

A.U.C.C.'S Invitation Midweek Trial

15th June



It was a dismal night when Bone, The Official Bag (Kerry Pearce, coming out of two years retirement) and I left the warmth of the Glenfield Haven for misguided youth to journey across the road to start Universities Trial.

The first subsection was a straightforward drive up to Albany, with a devious little straight-ahead just past the Pub. Then it was on to subsection two which had a good over-riding instruction to keep as far left as possible at every intersection where there was no specified direction of departure. The first trap on this was, pass HOBSON RD, which, seeing as you had no specified direction of departure, you turned left into Hobson Road, passed the sign and picked up a U-Turn check.

Then it was down O Brien Road to proceed ahead at cross-roads and not being one word, we went left to get another check. Next was go right into 'GLENMORE RD' which sent us straight ahead because if we'd gone into it, it would have disintergrated, (the sign I mean). From here was a straight forward run to a manned check at Riverhead, the hardest thing being, driving past the Pub without stopping.

Next we went for a pleasant little drive through Riverhead Forest Headquarters and on to Huapai with a few good traps pulled on mis-spelt and mis-quoted signs etc.

The last subsection was the one that had us totally confused. Everything was so simple and easy we ended up backtracking all the time just to make sure we were on the right track. This took us through the back of Kumeu and Waitakere and then down the Motorway back to the Clubrooms.

The Official Bag, Bone and I would like to thank Ted Graaf and Charlie Crooks for a fantastic Trial which can only encourage learner and novice crews to come back for more.

TEAM COOKIE BEAR.

RESULTS:

A.U.C.C. / A.C.C. MIDWEEK TRIAL - 15TH JUNE 1977

1st	C. HUDSON	ACC	15
2nd	S. PAULSEN	ACC	138
3rd	M. SERGENT	AUCC	223
4th	G. MAINS	ACC	482
5th	P. CLENDON	ACC	633
6th	G. LISTON	AUCC	690
7th	R. JACKSON	ACC	758
8th	G. DIXON	AUCC	770
9th	K. BOLTON	ACC	838
10th	W. HIRD	ACC	925
11th	J. SMITH-PALMER	AUCC	943
12th	S. GARMY	ACC	1302
13th	I. LOTHIAN	ACC	1470

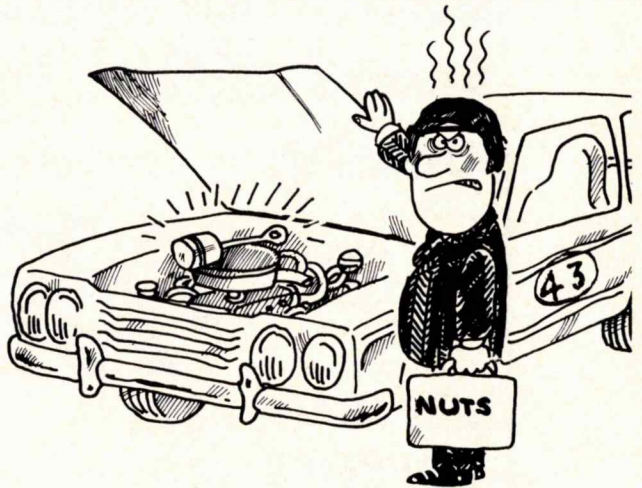
TRIALS TROPHY POINTS

Listed hereunder are points covering:

Linn Motors Mercury	16.4.77
Midweek Trial	27.4.77
A.U.C.C. Mercury	21.5.77
Midweek Trial	25.5.77
Ebbet Motors Mercury	12.6.77
A.U.C.C. Invitation Midweek	15.6.77

C. HUDSON	57	R. JACKSON	6
D. BONE	54	R. BENNETT	6
L. SHANKS	36	K. BOLTON	5
P. CLENDON	31	P. FINCH	5
P. STONE	16	L. BENNETT	5
D. BULLAS	14	J. COWAN	4
J. CROMBIE	14	W. HIRD	4
R. NASEY	12	R. SENNE	3
N. MALLARD	10	S. GARMAY	3
P. SERGENT	9	I. LOTHIAN	2
S. PAULSEN	9	J. MEADS	1
G. WOODMAN	9	S. SUBRITZKY	1
G. MAINS	8		

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get
mad!
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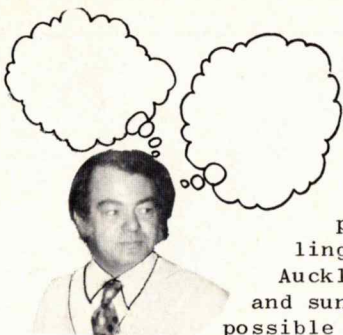


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The Mind

A review and
preview of trial-
ling events around

BOGGLES

Auckland and elsewhere,
and sundry irrelevant important matters and
possible forecasts on the impending rise in the
height of Miniskirt hems (R18).

Last month I wrote a column for Ron and Raewyn Brown, our new Bulletin Editors, using the heading 'Talking Trials', but as I am informed by my friends at N.S.C.C. (both of them) that this highly original name is already in use, then I have adopted the new heading above. Your scribe has covered a lot of ground and airspace since I last wrote, even though there has only been one Trial in which our Club has been involved, and, at that, the results are sub judice. However, from Warkworth to Wellington there are points of interest that have arisen. In the North, I see that Ray Wilson of Hibiscus Coast Motor Sport Club is going to describe in their next Bulletin how to rally a tram...this is probably the original source of the comment 'it corners as though on rails'. In Wellington I found that wily Warren Denton was recovering from several post rally functions, but I was able to find out that the Wellington Car Club's raffle, organised by the other half of Scuderia Tigerus, John Gladhill, raised no less than \$9000.00 for McLaren Park. Which ever way you look at it, that was one 'helluva' successful fund raising exercise and shows there is still lots of interest in Motorsport. Yes Warren, I received the exercise on the Bulls map, for which many thanks, and I am currently adapting the exercise to the Pukekohe map.

Continuing our travels, readers will recall that Ross 'Hopalong' Montgomery left for, and reached London a while ago and Steve and Di Hamilton left last month for the States. Since then, Paul Coleman has left to join Ross and we have just had a postcard from Di Hamilton who reports that the Coleman and Hamiltons painted Disneyland red together. Steve has purchased for US \$1400, a gassinburnindetroiteniron, otherwise known as a 1968 Pontiac Firebird, Auto Floor Shift, Power Brakes and Steering, and it has got them to S.F. already. Bruce and Wendy Sergent have been visited in Australia by Team Bennett, and my old adversary GT 1.5 has gone right off his rocker and become engaged - Congratulations Rodney Peat and Judy Mathews (Wendy Sergents sister).

Elsewhere in this Bulletin, Doug Bone has listed the known results of the first Mercury Trials and John Busch has inserted details of forthcoming trials. John Busch also gave me a bit of paper with the results of the MANZ Trials Advisory Committee deliberations on remits etc., and although there is probably more to it than hits the eye, I was staggered to see that a Tee intersection has now been defined as an intersection. Wowie!! In all fairness

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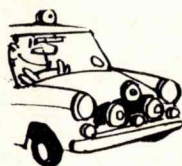
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MERCURY TROPHY SERIES



The following is the position in the Mercury Trophy Series after the first three rounds:

	ACC	ARTC	AUCC	HCC	NSCC	TVCC
T.V.C.C. - 16.4.77	3	4	6	9	2	1
A.U.C.C. - 21.5.77	9	3	6	-	4	-
H.C.C. - 12.6.77	3	6	9	4	1	2
TOTAL	15	13	21	13	7	3

though, I should add that it is a pity to lose Chairman Jim Scott, to Rallying, as his set of rules have stood up virtually unchanged since introduction. Most fortunately we haven't totally lost the services of Jim, as between riding round the country in Masport Escorts, Jim is still doing sterling work as chief Steward.

Now to the answers to last months trialling instructions.

Having stated in the instructions that all words in CAPITAL LETTERS refer to signs, the word DRIVE in 1 refers to a sign, and you can't drive out of a sign can you?

Instruction 2 was okay apart from the question whether the STOP sign is at the intersection.

No. 3 had you turning into the sign, and the local Borough Council don't like us turning into their signs, do they?

No. 4 required a sign to have DOMINION ROAD on it-not DOMINION RD. The words CITY OF MANUKAU are obviously a Local Body Name so instruction 5 could not be done either.

Instruction 6 had a lower case km instead of KM.

Instruction 7 had McENTEE instead of MCENTEE.

A national highway compulsory stop sign only has the word STOP on it, so unless the organiser had erected his own sign having both words on it, you could not do the instruction at a simple STOP sign.

For No. 9 the letters AA would have to be other than AA insignia.

For No. 10 the sign could be on your right or anywhere provided it had all the words quoted on it including the 'SIGN ON LEFT'.

No. 11, you were looking for a word ARROW and not a physical arrow.

No. 12 - Well, that would be a giveaway, wouldn't it?

Keep swotting up all these pearls of wisdom. Already two plotters have told me they are flogging their traps straight out of this column. If you have any difficulty in understanding what these traps are, then bring your Bulletin and ask any experienced triallist who will willingly tell you.

Just so you don't get stale, here are a few more to ponder over:

1. Proceed ahead at crossroad
2. Go left at tee
3. Go left at CRASS ISLAND
4. Proceed ahead at RIDDLE Rd
5. Cross BRIDGE
6. Go left
7. Cross bridge
8. Go left after crossing bridge
9. Cross second bridge
10. Cross third bridge
11. Go left after 70 sign
12. Proceed ahead at derestriction sign
13. Follow AUCKLAND CAR CLUB INC sign and proceed to end of subsection check.

Big event for August is our Spring Invitation to be held on 28th August, plotted by Deputy Club Captain, Doug Bone and checked by team Shanks. This should be another enjoyable event. Not too tricky, so if you have some experience come and find out what interclub trialling is about. Otherwise let us have your name as a check.



As I See It



We are all familiar with the quotation that the U.S.A. is the home of the big car and come 'hell or high water' the 'Yank Tank' will reign supreme.

The proponents of this view have pointed with glee to the fact that in the three month period, November '76 to January '77, small car sales in the U.S.A. plunged like the proverbial lead balloon.

Since that time, little has been said, and I dare say that most of us accepted that the situation was unchanged - Not so according to recent issues of Time and Newsweek Magazines.

Whilst President Carter's proposals to introduce a graduated tax increase / tax rebate scheme on motor vehicles has not been accepted by the U.S. Congress the intent seems to have found public sympathy. Carter's plan was to increase tax on large vehicles whilst giving tax rebates on small compact cars.

In May of this year, Foreign small car sales in the U.S.A. exceeded 20% of the market. Not too many years ago such a suggestion would have been laughed out of court. Now that it has occurred U.S. Manufacturers are concerned and in the future propose a few changes to their model lines.

Increasing sales of small cars are not restricted to the Foreign brands, Toyota, Datsun, Volkswagen, Mazda, Honda, Fiat, being the main ones. Sales of U.S. built small cars are on the up also.

In July '76 Sales of U.S. small cars were running at 100,000 per month, after slumping to 65,000 in January '77, they recovered to exceed an estimated 90,000 units in June of '77.

Why the change? - In the motor industry who knows the answers to half the questions, however what is clear is that the boom in Foreign car sales has resulted in the increased sales of U.S. built small cars.

Since before May of this year, the Foreign Car Makers have been selling every car they can produce and in the case of the Honda Accord, buyers are waiting several months before taking delivery.

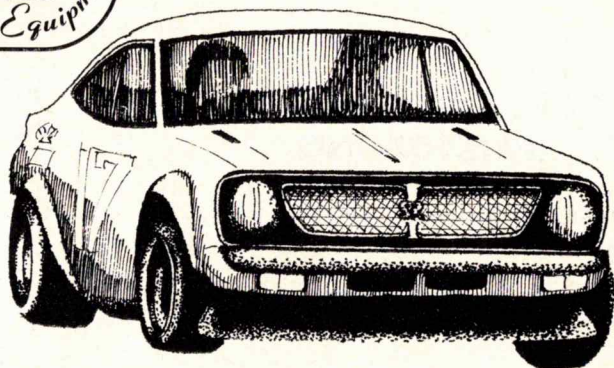
The increase in the U.S. built small cars results from a lack of supply of imported models - example - Ford's Pinto sales increased 11.6% in early June.

Yet all is not rosy from Detroit View, American Motors Gremlin dropped 8% whilst the Pacer fell 2.6%.

In the G.M. camp, news is good and bad. The bad being that the Chev Vega has not been a particularly good seller. Rumour has it that the model is to be dropped. As if to prove the point, dealers began offering substantial discounts and sales rocketed 42%. That's one way to quit what looked like being redundant stock. ▶



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The good news was that Chevette, Monza and some small Buick & Oldsmobile models have shown good sales increases, leading to additional work shifts being introduced to meet demand.

Meanwhile the importers are not standing watching. Volkswagen - Audi have a new model on the way, Toyota are said to have a new front wheel drive Corona ready for the U.S. market and Mazda will be introducing a new rotary engined small car early in 1978.

So it appears that the battle of the small car is far from over in the U.S.A.

BARDAHL HILLCLIMB SERIES PRIZEGIVING



On the 18th June the Auckland Car Club Clubrooms was the venue for the 1976/77 'Bardahl' Prizegiving. As the Club received only three weeks notice of the Prizegiving date, it was decided to make this an informal evening, with no charge for admission. It was a great night with approximately 120 Members from 9 Clubs in attendance. An excellent bar service was provided by the Club's Speed Committee.

By 7.45 p.m. the downstairs area was fairly crowded and with the arrival of the bus load from Pukekohe Car Club and their Hamilton guests the night was away with a 'bang'.

The formal part of the evening was under way around 9.30 p.m. when the 'Bardahl' Convenor, Dave Pilkington, introduced special guest Mr Jeff Copsey, the Area Sales Manager for D.R. Britton Limited, the New Zealand Distributors of 'Bardahl' and 'Valvoline' Products. Mrs Jeff Copsey was also in attendance.

The Interclub 'Bardahl' Trophy was this season won by the Pukekohe Car Club and this trophy together with trophies for the individual Champion and Class Winners were presented by Mr Jeff Copsey. Congratulations to the Pukekohe Car Club on a well deserved win and to Pukekohe Car Club Member, Rodney Atchinson, for winning the overall Individual Points Trophy.

Congratulations also to Auckland Car Club Member, Geoff Hewitt for winning the 0-1000 c.c. Class and to Steve Browne for winning the Sports Racing Class. An excellent performance was also put up by Auckland Car Club Members, John Steward (Farina) and Ewen McLaren (Escort) for their respective 2nd and 3rd placings in the 1001 - 1300 c.c. Class.

Each Club which ran a Hillclimb in the Series was presented with a cheque from D.R. Britton Limited.

The Auckland Car Club would like to take this opportunity to thank D.R. Britton Limited for it's valued sponsorship of this Hillclimb Series and along with other participating Clubs hope to receive it's continuing support in future years.

Our special thanks also the 'Bardahl' Convenors Dave Pilkington and Ross Montgomery for their efforts during this Hillclimb Series.

BARDAHL HILLCLIMB SERIES RESULTS 1977

CLUB POINTS:

Pukekohe Car Club	69	1st
Auckland University Car Club	48	2nd
Hamilton Car Club	40	3rd
Northern Sports Car Club	35	4th
Auckland Car Club	27	5th
Triumph Car Club	23	6th
Hibiscus Coast Motorsport Club	14	7th
M.G. Car Club	13	8th

* * * * *

OVERALL INDIVIDUAL WINNERS:

R. Atchinson	P.C.C.	21	1st
W. Hull	P.C.C.	19	2nd
J. Ward	T.S.C.C.	16	3rd

* * * * *

CLASS PLACINGS:

0 - 1000 c.c.:

G. Hewitt	A.C.C.	15	1st
R. Wilson	H.C.M.C.	7	2nd
C. Gibson	A.U.C.C.	4	3rd

1001 - 1300 c.c.:

S. Hanna	H.C.C.	11	1st
J. Steward	A.C.C.	8	2nd
E. McLaren	A.C.C.	5	3rd

1301 - 1600 c.c.:

W. Hull	P.C.C.	19	1st
J. Mc Cormick	A.U.C.C.	8	2nd
M. Nelson	H.C.C.	3	3rd

1601 - 2500 c.c.:

G. Wainwright	P.C.C.	15	1st
J. Willoughby	A.U.C.C.	11	2nd
K. Fenson	H.C.C.	3	3rd

2501 c.c. and over:

R. Atchinson	P.C.C.	21	1st
D. Dixon	P.C.C.	11	2nd
M. Parsons	N.S.C.C.	3	3rd

Production Sports:

J. Ward	T.S.C.C.	16	1st
B. Weaver	M.G.C.C.	9	2nd
G. Mathews	T.S.C.C.	3	3rd

Sports Racing:

S. Browne	A.C.C.	12	1st
D. Phillips	P.C.C.	3	2nd



NEW MEMBERS

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

Andy Valk	New Lynn	
Donald Valk	New Lynn	Morris Oxford
Terry Duval	Papakura	Chrysler Charger
Anthony Lynch	Takapuna	Escort RS 1800
Leslie Parkinson	Papatoetoe	Jaguar XK 150
John Hughes	Henderson	Ford Escort
Seamus O'Malley	Henderson	Corona 1800
Dennis Steven	Mt Roskill	Cortina
Jennifer Steven	Mt Roskill	Cortina
Brian Fenwick	Epsom	Fairmont
Graham Buckley	Grey Lynn	Holden
Barabara Buckley	Grey Lynn	Holden
Peter Stacey	Mt Roskill	Morris 1100
Colin Cole	Howick	Ford Escort
Keith Raymond	Takapuna	
Rex Alder	Titirangi	Avenger
Ross Stow	Titirangi	Holden Ute
Garry Bradford-Smith	Bucklands Bch	Javelin SST
Ann Bradford-Smith	Bucklands Bch	Javelin SST

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- + CHASSIS STRAIGHTENING**
- + MOTOR PAINTING**

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and also
make or panel sports and racing
type bodies, hardtops**



Giddy, Team!!! Talk about heaps of work to be done. At the time of writing we were right in the thick of organising the CIBIE having just sent out acceptances of entry etc. By the way, how did you like the demon seeding list. We did it just as a joke in an attempt to give the Rally a 'funsy' atmosphere - to help bring back the fun and informality into rallying. In our mind, rallying's becoming too serious, so we're going to prevent this atmosphere from creeping into our club events.

Looking back over the past few rallies - namely the Pall Mall's, we've seen some good performances. The most notable of these would have to be Brian Green, Jim Donald, Bob Couch and Morrie Chandler. Brian Green's putting up a mighty showing in the Escort Twin Cam after some 'all out' drives. Jim Donald has had the old Mark I right in there - Marshall couldn't believe his eyes when he saw the grille of the 'Pheonix' filling his rear vision mirror!! Pall Mall 3 looked to be Jim's big rally as he was in the lead (6 seconds ahead of the ailing Millen) with only two stages left. Crossing a cattle stop a half shaft broke like a carrot and she was 'all over'. Although he wasn't out to win the rally he was after second or third to gain valuable points.

No two ways about the 'Sofa Brothers' - Bob and John Couch, in the ex-Clarky RS1800 Escort, they've driven a very sensible season, including a win in the Thermal Rally. They haven't got much service backing - some guy in a Falcon GT with a toolbox and spare starter motor etc. However, they've kept the Scrabble Machine reliable and hangin' in there!!

Morrie Chandler has raised a few eyebrows in the Reidrubber Lancer. Finishing in the top ten down south - could be a showing of what's to come. The Mitsubishi is proving a reliable and strong car. Morrie's organising the fourth Pall Mall and she sounds like a ripper. 22 stages from Auckland to Dargaville and back. The N.S.C.C. have already shown signs of organisational perfection. Next month we'll have a fair bit of info on the rally (scheduled for September 24th/25th) - I'll also tell you who's driving Morrie's car in it - Surprise, Surprise!

Actually, we're panicing about Pall Mall 4 as the Auckland Car Club are no longer leading the Club Championship. A Wellington Car Club Team are now in front - 111 points ahead of our No. 1 Team's 182. There's then a drop back to our No. 2 Team on about 630 points. Our No. 1 Team comprises Millen, Robson and Donald. The No. 2 Team is Marshall, Smith and Carter.

So don't just sit there, the first few stages are at Woodhill, so get up there and cheer our blokes on. If we win the series, it's

a real feather in our cap as there's been hot competition and interest between Clubs. Take a couple of banners etc up and let our Teams know their members are behind them.

REIDRUBBER GT RALLY - SEPTEMBER 3RD:

She's a bommer - and always is. And, as for that 'After Rally Function' where competitors may take part in a finer example of Social Elegance - it's just too much. The Tokoroa and Northern Sports Car Clubs are running the show with Graham Knight at the controls.

The show hits the road at 9.00 a.m. and uses 8 stages through the New Zealand Forest Products property for a total stage distance of 250 km. She's expected to finish at about 7.00 p.m. that night. Total prizemoney is \$1775, so be there. Entries close on 15th August with the Secretary, P.O. Box 14-482, Panmure.

That's about all for this month, next month we'll have Pall Mall 4 info together with the CIBIE report and pictures.

KEVIN LANCASTER



MARAMARUA RALLY

PIX ACTION PHOTOGRAPHY Ph 760-009



KEVIN RAND



ROBERT CARLSON



BRIAN WATKIN



MIKE BOYLE

1977 CIBIĒ RALLY

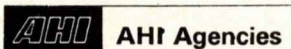
Saturday August 6th
Start: Tairua Forest Ilam
Finish: Maramarua Forest 9pm



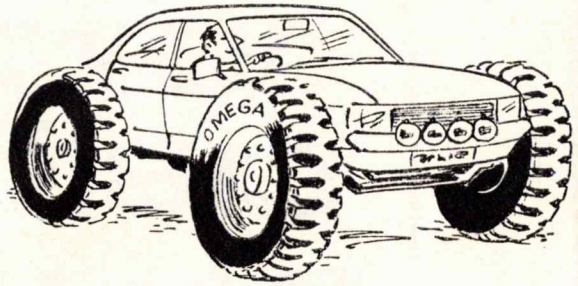
**11 SPECIAL STAGES - TAIRUA FOREST,
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Maps available at clubrooms Thurs. 4th August
MARSHALS REQUIRED!

Contact: Bruce White Ph 688-544 Res.

31-499 Bus.



**THE MAN WHO
RALLIES ON
10.00 x 20's**



Speed Sub-Committee Chairman and Tyre Retread Specialist, Mike Harold, recently came across the following 'Letter to the Editor' in an English Trade Magazine; 'Tyres & Accessories'. Something for the Rally hopefuls to note in their 'Do & Don'ts of Gaining Sponsorship' book, mostly DON'TS!!

Omega Retreads Ltd,
Vulcan House,
216 Main Road,
Gidea Park,
Romford, Essex.

Dear Sir,

I enclose an original letter from P. Edwards of Lancashire, as received by ourselves recently.

From the contents you will see that Mr Edwards has had remarkable success in his sport of rallying whilst equipping his car with our retreads. Since we manufacture Omega Retreads only in truck sizes I think our trade would be extremely interested in seeing a Group 2 RS1600 equipped with 1000 x 20 tyres for use in this extremely competitive sport.

On a more serious note, every tyre manufactured by our Company is branded on both sides with our registered trade mark 'Omega Retreads', and to our certain knowledge, following searches made by the Trade Mark Registry, no other company within the U.K. has ever used this distinctive name to identify tyres manufactured by them.

It would appear, therefore, that this letter is a subtle attempt to obtain sources of low cost tyres, and it may be that we are not the only company to have been so approached. I hope you will print this letter as a warning to the tyre trade in general, as I feel that any person who is prepared to claim such results from tyres that he has never seen, even less used, can be of no commercial interest to any tyre or retread manufacturer.

Yours etc.,

T.G. RICHARDSON.

Omega Retreads Ltd,
Vulcan House,
216 Main Road,
Gidea Park,
Romford,
Essex, RM2 5PT.

(Copy of letter to Omega,
see preceding page).

Dear Sirs,

During 1974 and 1975 I have become involved in a rally project and base in a local high-class Ford dealer and a local paper, the 'Lancaster Guardian'. These two companies have been supplying sponsorship in the form of providing the car, and the 'Guardian' providing the necessary advertising and revenue for running the car.

As we are embarking on rather an ambitious programme this year, I wondered if it was possible for you to send me any technical data which may be of interest to a rally car, and also competition type tyres which it may be possible for us to use in this project.

I have, for some time now, used your product whenever possible and with some very startling results. During 1975 I competed in some 20 events and out of those 20 I won six outright; I was in the first three of a further eight and I was never once during those 20 events out of the first six places.

Although the car is a full Group 2 RS1600 which is prepared and entered by Lakeland Motor Co. Ltd, Kendal, and is a very good car, I still feel that a certain amount of our success could be put down to your product. However, in the past I have found it difficult to obtain your product at a price which is within my pocket, so perhaps you would be good enough to send me the necessary information and, if possible, present this letter to your advertising department who may, in turn, feel that it is worth while to supply one or two experimental type tyres for us to try out during our programme for 1976.

Thanking you in anticipation, and I hope you appreciate the urgency of this letter as our first events start during February.

Yours etc.

P. EDWARDS.

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

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Prices	4 cylinder	\$32	For complete job, comprising crank, flywheel, clutch, rods and pistons.
	6 cylinder	\$40	
	V6 & V8	\$60	Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.
	Car Type D/Shafts	\$20	

Less 10% to Club Members. Prices of other types on application.

Driveshafts made to customers' requirements. Flywheels lightened \$10 All workmanship guaranteed.



AMCO Prizegiving



The Annual Prizegiving held by the Mini 7 Assn for their yearly awards, and the AMCO Championship prize monies etc. was held on Queen's Birthday Weekend at the Northern Sports Car Club Rooms. About 150 people attended an enjoyable evening.

Representing AMCO was Mr Rob Brown and Chris Morgan of D.S.G. Advertising; Champion Spark Plugs, Mr George Wilson; and Dunlop, Mr Cor Vandendungen. Mr Noel Braden of Unipart was unable to attend, as was Mr Noel Coutts of McWilliams Wines. Other official guests included Mr Graham Knight (President NSCC), and Mr Ron Brown President Auckland Car Club.

It is with much sadness that Mr Noel Coutts was unable to attend as he had had a heart attack on the preceding Friday, and unbeknown to all at the function had succumbed and passed away on the same Friday night. Having had a great deal to do with him throughout the last two years of the McWilliams involvement with the AMCO series, Don Hadfield and Mini 7 Officials were deeply distressed at the news, which they received the following Monday. All members of the Mini 7 Association pass on their sympathy to his wife and family and his colleagues at work.

Sheik (Les) El dab dab Parkinson, President of the Mini 7 Association, was back from Bahrein complete with Arabic robes, and almost running most of the time to try to keep his wife ten paces behind him. He'nearly' succeeded.

The evening started with a 'Marque Vue' hour which went on until all of the prize winners barring one had arrived and it was at this point that Les Parkinson donned his Arabic gear to host as President.

Apart from the first ten overall placegetters in the AMCO Series some special awards were made.

Graham O'Connor received the 'Ideals & Ethics' award for his great efforts in assisting many other people to the possible detriment of his own effort and success.

Mike Hannell received the very impressive trophy for the best kept car.

Garrick Lang received the N.Z.R.D.C. trophy for the most improved driver, this award having its touch of humour, as Garrick, not expecting any award was absent from the room at that particular moment, easing the pressure of copious quantities of Marque Vue. As last year's winner of this trophy had unfortunately left the trophy behind, Mr George Wilson filled in with an additional prize of a pair of suitably engraved 'Champion' Parker pens. During the small wait till Garrick was found, George took the opportunity to present another set of these very nice pens to Don Hadfield as a token of their appreciation for his efforts on their behalf.

A completely new trophy known as the Neal Lowe Motors 'Hard Luck' trophy was awarded to Andrew Blackberry, who unfortunately was the only prize winner not present. Andrew won this for being disqualified from a race result at Manfield by the M.A.N.Z. Steward for an incident in the race for which he was apparently entirely blameless, as was borne out by ALL of the other competitors and many other witnesses at the time. (M.A.N.Z. comment is still awaited on this). This disqualification cost him his 5th place in the series.

A very slim, trim, vivacious Jenny O'Connor (nee Hamlyn) presented another cake to Jim Harvey. It took the form of a miniature Mini 7 and was nicely decorated in Unipart colours.

The Winning Car was displayed on an elevated C.I. Caravans ramp outside the Clubrooms, suitably floodlit for all to see on their arrival at the function. 'A very impressive sight'.

As a special surprise from Dunlop, Mr Cor Vandendungen donated four racing slicks valued at over \$70 each to four competitors whose competition numbers were drawn from the impressive AMCO trophy, Barabara Hadfield drawing the numbers.

All of the sponsors announced how pleased they were with the series and their intention to continue for the 77/78 season.

A farewell 'thankyou' gift was made to Barbara and Don Hadfield in recognition of their long and valuable services given to the Mini 7 Association. They were truly delighted with the fabulous 'Genie Pot' and goblets on a tray, brought back from Bahrein by Les and presented by his lovely wife Fran.

So ended another AMCO Prizegiving and everybody was planning ahead and looking forward to an even better 78/79 season.

1st JIM HARVEY, 139 POINTS:

AMCO Championship \$700, AMCO Challenge Trophy & Miniature \$100 (value), Champion Spark Plug Trophy \$30 (value), Champion Prizemoney \$100, 45 litres Duckhams oil \$60 (value) Duckhams Jacket \$14 (value), Unipart Prizemoney (from New Zealand Motor Corporation Parts & Accessories Division) \$40 ... Total \$1044 (value).

2nd COLIN SURREY, 118 POINTS:

AMCO Championship \$475, Champion Spark Plug Prizemoney \$50, Unipart Prizemoney \$40, 20 litres Duckhams oil \$40 (value), Duckhams Jacket \$14 (value)... Total \$619 (value).

- 3rd BRYAN HARTLEY, 114 POINTS;
 AMCO championship \$250, Unipart Prizemoney \$40, Champion
 Spark Plug Prizemoney \$25, 15 litres Duckhams oil \$20 (value)
 Duckhams Jacket \$14 (value)... Total \$349 (value).
- 4th NEAL LOWE, 90 POINTS:
 AMCO Championship \$150, Unipart Prizemoney \$40... Total \$190
- 5th MIKE HANNELL, 72 POINTS:
 AMCO Championship \$125, Unipart Prizemoney \$40... Total \$165
- 6th ANDREW BLACKBERRY, 71 POINTS:
 AMCO Championship \$100, Unipart Prizemoney \$40.. Total \$140
- 7th GRAHAM O'CONNOR, 60 POINTS:
 AMCO Championship \$80, Unipart Prizemoney \$40.. Total \$120
- 8th GARRICK LANG, 58 POINTS:
 AMCO Championship \$60, Unipart Prizemoney \$40... Total \$100
- 9th PHIL MOORE, 34 POINTS;
 AMCO Championship \$40, Unipart Prizemoney \$40... Total \$80
- 10th CHRIS PARKINSON, 34 POINTS;
 AMCO Championship \$20, Unipart Prizemoney \$40... Total \$60
- TOTAL VALUE - CASH & AWARDS: \$ 2867.00.



Auckland Car Club

**ANNUAL
BALL**

**SHERATON BALLROOM
SATURDAY, AUGUST 13th**

8p.m. to 1a.m.



EXCELLENT BAND

BANQUET SUPPER

\$12.00 SINGLE ALL INCLUSIVE

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Mike Marshall relies on Superford Service

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

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

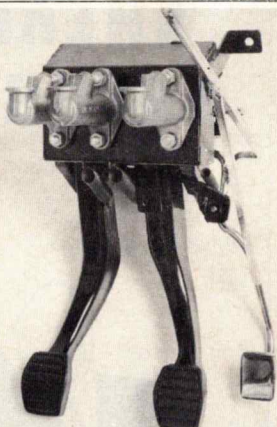
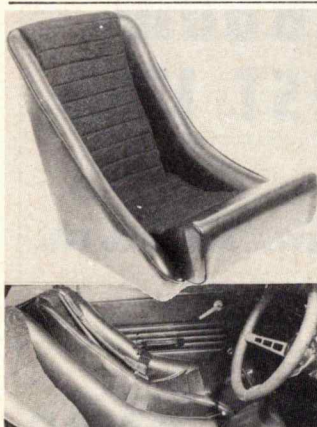
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team."

3 FOR THE ROAD from SUPERFORD

Mike Marshall

Rally Seat Roll Cage Pedal Box Assembly

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



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

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

Essential equipment for the man who wants the most out of his car with maximum braking efficiency. This unit incorporates twin master cylinders for a split braking system complete with quickly adjustable balance between front and rear. A sophisticated development, simply operated, to give a braking system that works how you want it when you hit the pedal.

NB Enthusiasts —

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

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

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

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

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

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

Ray Stone



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



John W. Andrew



THE NEW ZEALAND INTERNATIONAL
GRAND PRIX (Auck.) INC

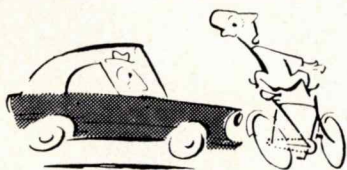
Have you ever thought about subscribing to Membership of the N.Z.I.G.P.?

Substantial benefits are available including free admission to the Grand Prix Race Meeting in January, Free Member's Stand Seats, Car Parking, Programme etc. and also concessions for the B & H 1000. Members receive advance information on the events and are also eligible to attend social functions.

Ordinary Membership costs \$10, (Benefits value \$18.90 - 1977 prices), Company Membership with benefits for 6 persons costs \$28.

We urge you to seriously consider the above and act NOW as your subscription to the N.Z.I.G.P. indirectly benefits the Auckland Car Club Members useage of the Pukekohe Race Circuit facilities.

Write to the N.Z.I.G.P., P.O. Box 11129, Auckland 5 for further information.



TAIL PIECE

Came across this list of basic Rally service tools the other day. No doubt many teams can add a few of their own specialties to the list.

- Hammer:** The most useful of the lot. Can be used in self defence, or for precision adjustments of things like Big-ends or micrometers.
- Centre Punch:** Used for marking other people's spoons, rulers, and tools with the three dots that prove you own them.
- Oil Can:** Gives an outstanding performance when placed in an unsuspecting ear and pressed sharply.
- Feeler Gauge:** Good for jamming a spanner of the wrong size into a nut.
- Adjustable Spanner:** Useful on small brass nuts which then assume a cylindrical shape - very pleasing to the eye.
- Micrometer:** Good design and workmanship make it an admirable item for cracking Brazil nuts and extra hard toffee. Also suited as a leather punch, or calibrated G. Clamp.
- File:** Used as a punch, tommy bar, axe, jack handle, or dagger.
- Stillson:** More expensive than a hammer and just as good.
- Brass Drift:** Used in lieu of a cold chisel for removing the large nuts on rear hubs. Delivers a good supply of brass chippings to the wheel bearings.

BATHURST LIVE
WITH PAUL FAHEY



SEE THIS YEAR'S HARDIE FERODO 1000 ON THE MIGHTY MT PANORAMA CIRCUIT. WATCH THE FALCONS OF MOFFATT AND BOND BATTLE IT OUT WITH THE L34 CONTINGENT LED BY THE FLYING PETER BROCK.

\$75,000 WORTH OF PRIZE MONEY AT STAKE.

THIS IS NOT ONLY THE RICHEST BUT ALSO ONE OF THE MOST EXCITING MOTOR RACE EVENTS IN AUSTRALASIA.

LEAVE FROM AUCKLAND ON TUESDAY 27 SEPTEMBER, RETURNING TUESDAY 04 OCTOBER.

ACCOMMODATION IS AT THE HYATT KINGSGATE HOTEL IN SYDNEY AND FOR THE BATHURST WEEKEND UP IN THE BLUE MOUNTAINS AT KATOOMBA.

TOUR COST ONLY \$398 P.P. BASED ON SHARING A TWIN ROOM.

N.Z. GOVT. TRAVEL TAX, \$19.40 P.P. EXTRA.

FULLY ESCORTED BY PAUL FAHEY

DON'T DELAY - PICK UP A BROCHURE TODAY.

CALL OR WRITE TO UNION TRAVEL, 164 QUEEN STREET, AUCKLAND.

going to be in Hamilton?

LET THE BARY'S BE YOUR HOSTS AT

ALOHAHA

50 TAWA STREET, PHONE 435-284, THE

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WITH A 10% DISCOUNT TO CAR CLUB
MEMBERS UPON PRESENTATION OF
MEMBERSHIP
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