

OCTOBER 1977



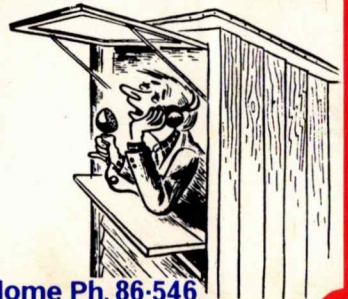
# BULLETIN



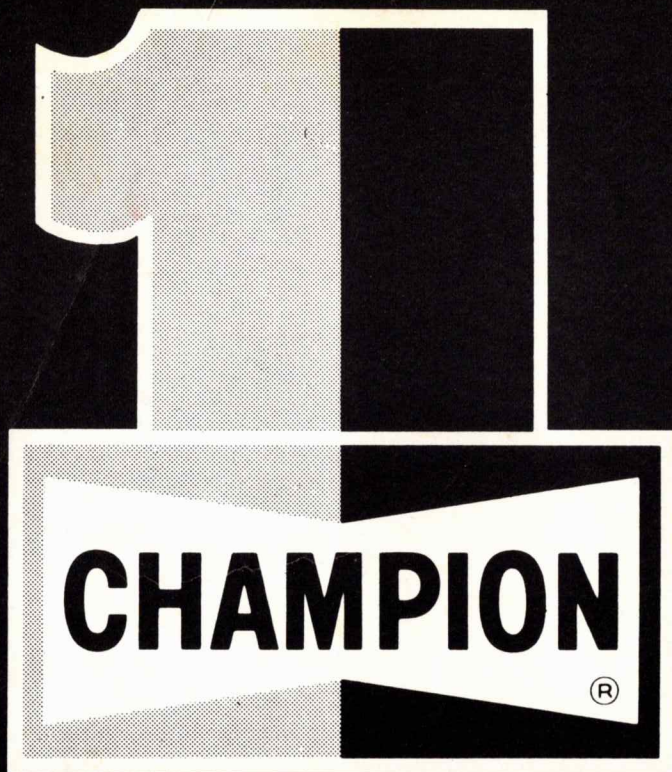
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— **BULLETIN** —

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

# AUCKLAND CAR CLUB (Inc.)

(Established 1932)

**44 Stoddard Road**

**Mt Roskill**

**Phone 699-797**

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

## CLUB OFFICERS

### PRESIDENT:

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

### IMMEDIATE PAST PRESIDENT:

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

### VICE PRESIDENTS:

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

I.L. Ivers, Phone GLE 7738  
28 Archibald Road, 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)

Bulletin: Post to 16 Wayne  
Place, Mt Roskill.  
Phone: 678-739

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

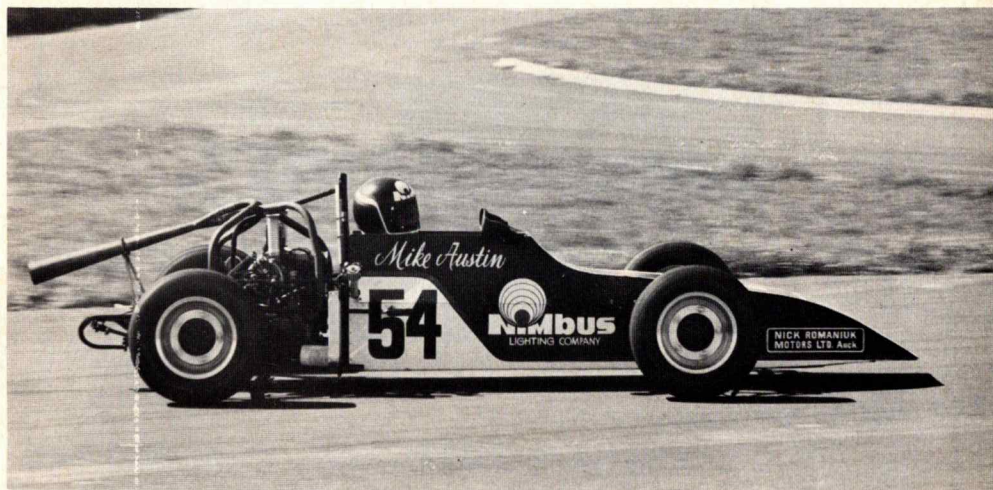
Membership Secretary:  
N. Harvey, Phone 673-231

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:  
W. Ferris, Phone 674-071



Club Member Mike Austin in the Nimbus proved to be the fastest Vee at the recent Pukekohe Meeting.

**ACTION PHOTOGRAPHY Ph 760-009**

## cover photo

Club Member Phil Meyhre driving his 'Benson & Hedges' Escort 1600 GT performed well at the Club's National Motor Race Meeting on September 11th.

**PIX — Ross Cammick Ph. 558-913**

## 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.

N.B. Park clear of driveways and the local dairy and no noise when leaving please.

### *Pit Stop Bistro Bar*

SUNDAY EVENINGS

6.00 - 9.00 p.m.

Meals available at reasonable prices.

Family Groups Welcome

Sirloin, T-Bone, Ham Steaks,  
Scallops, Fish, Oysters, Sausages,  
Eggs, Chips, Hamburgers etc.



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.

8th OCTOBER - SATURDAY NIGHT - BEER & BURGER EVENING:

To be held in the Clubrooms 44 Stoddard Road, Mt Roskill. Hamburgers galore. Wide range of beer and a first class six piece Bavarian Band. Tickets available from the Clubrooms at \$3.75 each.

# Shell *SPORT*



9th OCTOBER - SUNDAY - SPRINT MEETING - PUKEKOHE:

One flying lap of the Club Circuit, straight sprint down the back straight, and a bent sprint through the hairpin. Entries on the day from 10.00 to 11.00 a.m. Classes: 0-1000c.c., 1001-1300c.c., 1301-1600c.c., 1601-2500c.c., 2501c.c. and over, Sports and Racing. Exide Points.

20th OCTOBER - 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.

30th OCTOBER - SUNDAY - GYMKHANA - WESTERN SPRINGS:

First gymkhana of the season will be on grass at Western Springs. Entries on the day from 11.00 a.m. to 12.00 Noon. No knobbly tyres. Sandringham Tyre Service Trophy and Exide Points.

27th NOVEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING:

Pukekohe 1.2km circuit. Races will be provided for all circuit machinery. Scrutineering and documentation at the venue between 9.30 a.m. - 11.00 a.m. Practice commences 12 Noon. Racing 1.00 p.m. Usual racing requirements called for including M.A.N.Z. Medical Certificate. Under 20 year old competitors also require a Cadet Licence Authority. Entries close 21st November with Mrs R. Brown, Auckland C.C., P.O. Box 27063, Auckland 4, Telephone 678739. Exide Trophy Points.



5th OCTOBER - WEDNESDAY - NIGHT TRIAL:

Plotted by Auckland Rallies and Trials Club with a specific invitation to Auckland Car Club Members only. The trial will start at 7.00 p.m. at the Pakuranga Shopping Mall and finish at the Auckland Car Club Clubrooms. Trials trophy points.

9th OCTOBER - SUNDAY - PEBBLEBROOK BENT SPRINT:

Organised by Hibiscus Coast Motorsport Club. Scrutineering 9.00 - 10.30 a.m. Practice 11.00 a.m. Racing 12 noon. Follow the signs from Dairy Flat, Silverdale.

9th OCTOBER - SUNDAY - MERCURY TROPHY TRIAL - FINAL ROUND:

Promoted by Northern Sports Car Club, the trial will start at Pt Chevalier with a loop north, returning to Northern's Clubrooms for lunch. The second part of the trial will go south before returning to the finish. Approx. duration 4 hours. Trials Trophy Points.

16th OCTOBER - SUNDAY - BENSON & HEDGES 1000:

Pukekohe 3.5 km Circuit. Nine hour race for New Zealand assembled Standard Production Saloons. Organised by the New Zealand International Grand Prix Association, 2 Findlay Street, Ellerslie. Telephone 593108.

16th OCTOBER - SUNDAY - NATIONAL RACE MEETING - RUAPUNA:

Feature races are N.Z. Formula One Championship Round and Formula Ford Championship Round.

23rd OCTOBER - SUNDAY - NATIONAL RACE MEETING - BAY PARK:

This Labour Weekend meeting will be featuring the first round of championship races for Shellsport, GTX and Mini 7 Saloons, F.Vee and Sports Cars. Entries to P.O. Box 2197, Tauranga.

23rd OCTOBER - SUNDAY - EXPERTS TRIAL:

N.S.C.C. event with a special invitation to A.C.C. Starts at Otara Car Park at 2.00 p.m. Plotted by Mr 'Boggles'. Counts for Trial Trophy Points only.

29th OCTOBER - SATURDAY - COWANS BAY ROAD BENT SPRINT:

Organised by Hibiscus Coast Motorsport Club. 2 km metal. North end of Windy Ridge, Warkworth. Scrutineering 9.00 - 10.30 a.m. Practice 11.00 a.m. Racing 12 Noon. Everyone is welcome to come to a Barn Social after the event.

25th-29th OCTOBER - MOBIL ECONOMY RUN:

This years event will start in Auckland, passing through Rotorua, Gisborne, Rotorua and finish in Auckland. Further details from P.O. Box 3814, Wellington.

30th OCTOBER - SUNDAY - NATIONAL RACE MEETING - MANFIELD:

Feature race will be a N.Z. Formula One Championship Round. Also Formula Fords & Vees, GTX Saloons, Mini 7's and Sports Cars. Entries to P.O. Box 1959, Palmerston North.

5th NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Promoted by Hawkes Bay Car Club., P.O. Box 323, Hastings.

5th NOVEMBER - SATURDAY - INVITATION HILLCLIMB:

Promoted by Thames Valley Car Club at Woodlands Road. Entries to P.O. Box 22, Paeroa.

6th NOVEMBER - SUNDAY - BARDAHL HILLCLIMB - ROUND 1:

Promoted by Auckland Car Club at Mc Lachlans Road, Kaukapakapa. 1.28 km metal road. Entries on the day 8.00 a.m. to 9.00 a.m. No provision for late entries.

12th NOVEMBER - SATURDAY - GOLD STAR HILLCLIMB:

Promoted by Wairarapa Car Club, P.O. Box 19, Masterton.



12th NOVEMBER - SATURDAY - GOLD STAR TRIAL:

Promoted by Westland Car Club, P.O. Box 120, Greymouth.

13th NOVEMBER - SUNDAY - NATIONAL RACE MEETING - PUKEKOHE:

Promoted by Northern Sports Car Club, this will be the fourth round of the Gold Star Series. Also championship races for F. Fords and Vees, Mini 7's. Entries to P.O. Box 22-362, Auckland.

20th NOVEMBER - SUNDAY - BARDAHL HILLCLIMB - ROUND 2:

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

# Beer & Burger Evening



TO BE HELD AT THE CLUBROOMS,  
44 STODDARD ROAD, MT ROSKILL

## Saturday

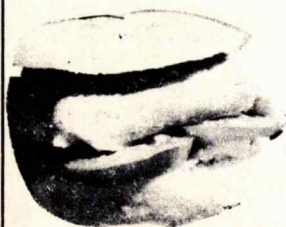
### 8th OCTOBER

WIDE RANGE OF BEER

AND BURGER FILLINGS



PRICE OF TICKETS: \$3.75



TICKETS AVAILABLE FROM THE CLUBROOMS  
LIMITED NUMBER ONLY  
BE EARLY TO AVOID MISSING OUT



# SHOUTS and murmurs

..... The Club has received a letter from a Tauranga enthusiast, Donn White, who is hoping to gain enough support from Production Sports Car Competitors to be able to approach the Baypark Committee for a race at its New Year International Meeting. Interested persons are asked to contact Donn White direct at 20, 13th Avenue, Tauranga.

..... Competitors are reminded that M.A.N.Z. Log Books are required for all M.A.N.Z. recognised championships, both in racing and rallying, in the future. Those not currently holding a Log Book should contact M.A.N.Z. Technical Officer, Bruce Blacklock at 10 Harwood Road, Mt Wellington. Telephone 574836 (evenings) as soon as possible.

..... Former local Formula Ford driver Brett Riley notched up his first F3 victory in the U.K. recently when he won the Final European Formula 3 Championship Race at Donnington Park. Brett is driving a March 773 powered by a Toyota Novamotor. Fellow Aucklander Rob Wilson, driving a brand new Reynard 77SF won the Mallory Park round of the Lord Taverners FF2000 Series also setting a race record for the 20 laps in the process. I.C.L., the British computer giant are to sponsor Rob for the remainder of the 1977 Series.

..... Congratulations are extended to Club Member Dave Langslow and his wife Verna on the arrival of their son and to Lynton and Christine Ryan on the birth of their son.

..... We extend congratulations also to M.A.N.Z. Steward Alan Grout and his wife Kay on the birth of their daughter.

..... The New Zealand Grand Prix Association Executive have decided to seek approval for the removal of the controversial back straight chicane on the Pukekohe Circuit. This move was recommended by an investigation committee set up for the purpose. It was felt desirable to retain the Pit straight chicane at least in the immediate future. Just when and indeed if approval will be granted is as yet unknown - wheels of officialdom move slowly.

..... Murray and Merle Cox and family left New Zealand a short time ago for an extended stay in Brisbane, Australia. They have been active Club Members for about 15 years. Murray plans to set up in business there and join the competition scene as soon as possible.



..... Recent addition to the Insignia available to Members is a Royal blue dress pullover with contrasting light blue and white neck band stripes, and embroidered Club name. These are a top quality, machine washable pure wool garment in a medium weight. Sizes: SM: M: OS: Reasonably priced at \$22.00 each. Only a few are left from the initial order. Contact Ron Brown, Phone 678739. Forward orders are also being taken, against a deposit of \$10.00, for the next delivery in a few weeks time before the inevitable New Year price rise.

..... As a result of the very successful 'Sidchrome Tools' night held at the March Film Evening, a further night has been arranged for the November Film Evening to be held on Thursday 17th November. Mr Ian Langley and Mr Geoff Herbert of Siddons Industries (N.Z.) Limited, the Agents for Sidchrome Tools will have a special display of Sidchrome Tools to show members.

Tools will be able to be purchased from them on the spot at that film evening. On production of your Membership Card you will be entitled to a discount of 25% and if you are a Club Member and an apprentice, the discount to you will be 30%. A great opportunity for members to purchase tools at good rates. This discount does not apply only at the November Film Evening but is available NOW to Members, from Siddons Industries (N.Z.) Limited, 20 Poland Road, Glenfield, Auckland.

An excellent range of quality tools to choose from: Spanners, Wrenches, Sockets and accessories, Pliers, Screwdrivers, Punches, Cold Chisels, Hammers, Tape Rulers, Metal Tool Boxes, Vices and Power Tools.

With Christmas drawing near, the ideal gift for you from Mum, Dad, your wife or girlfriend or even to Dad or the boyfriend. Start saving now. Catalogues and price lists available from the Clubrooms.

..... We would remind Members that the Clubrooms are open as usual on Sunday 23rd October (Labour Weekend). The Bistro Food Bar will be fully operational turning out good quality meals at reasonable prices. Family groups especially welcome. Remember the time - 6.00 p.m. till 9.00 p.m. (Lounge Hours - 4.00 p.m. till 10.00 p.m.).

..... The 'Automart' column in the Bulletin is available to Club Members to advertise their private, For Sale - Wanted to Buy - Swaps etc. There is no charge, but the Editors reserve the right to abbreviate copy or limit the frequency, depending on available space. Trade advertising enquiries also welcomed. See directory, Page One.

..... Two nicely prepared Formula Ford Racing Cars, the Mike Finch Riley 'Hugger Jeans' Cuda II and Grant Campbell's Percy Motors sponsored Titan Mk 9C were displayed at the Club's Film Night on Thursday 15th September. Mike and Grant joined with Peter Hughes and Ray Willis to give members a brief talk on the joys of owning and driving Formula Fords. Three good films, 'Big John Surtees', '1975 Monaco Grand Prix', and 'How to Win at Le Mans' rounded off an interesting evening. Our thanks to Mr Stephen Oginski for arranging the two latter 'Martini' films.

# A Dream

## Come True



Sunday, July 31st was a great day not to be working, with the temperature creeping towards the mid-twenties and a clear blue sky overhead. The fact that I was driving a car that was performing like a 'snail with a horse stood on it' didn't really matter. I felt really great. I found it hard to believe that I was really

only thirty miles north of San Francisco, and ahead lay the Sonoma Valley surrounded by the dry golden hills of the Bay Area that has suffered this year from serious drought conditions. The car was a Ford Pinto hired from the City Budget Rental Car people, who were brave enough to risk dealing with a mad kiwi, who didn't even know which side the steering wheel was on, to say nothing of driving on the wrong side of the road! But the whole thing was a great adventure and I found myself grinning stupidly as I thought of all you poor devils freezing to death while I made my way to Sears Point Raceway to watch the ninth round of the IMSA Camel GT Saloon Car Series.

Careful scrutiny of the newspapers had revealed that there were to be two main saloon car events. One for 0-2.5 litre cars and the major 100 mile event, (the Americans still haven't gone metric), for unlimited capacity saloons. Parking was well organised and even the entry fee of \$8 did not hurt too much, as I looked forward to the prospect of seeing turbocharged BMW's and Porsches. A 50 mile Formula Ford Race got underway shortly after I found a good spot under a small bush that offered some pretence of shade against the hot Californian sun. A 35 mile F.F. Consolation race preceeded this. It was at this stage that I discovered that the fantastically detailed \$2 programme lacked some basic information: namely a list of drivers and their cars!! Despite my efforts, I could not locate such a list, so I have no idea who won the Ford race and I spent the short lunch break trying to establish from the wealth of photos etc in the programme, the likely combination of numbers and drivers for the important races. Three friendly locals close by shared my interest and between us, we did a reasonable job of following the events.

For the 'baby' car event, the race was expected to be a two car duel. Sam Posey was leading the series in his Datsun 240 Z with 118 points, but Walt Maas was only three points behind Posey in his Porsche 914. But the 75 mile race around the 11 turn, hilly 2.5 mile circuit turned out to be a real thriller. For the first time this season (there were eight rounds prior to this one) neither Maas nor Posey won. Outsider Dennis Aase of Newport Beach won the race in his Porsche 911 after the lead changed many times as the three-way battle kept everyone on their toes. From our spot on the top of the hill we could see all but two corners of the track, including the interesting climb uphill and the challenging sweeping downhill left hander.





SAM POSEY LEADS THE EXCITING 0-2.5 LITRE (NON-TURBO) RACE. HE AND HAAS (LYING 3RD IN THE PORSCHE) ARE LOCKED IN A CLOSE BATTLE FOR THE CHAMPIONSHIP.



AL HOLBERT

CHEVY-MONZA

For the main 100 mile race, last years champion Al Holbert had put his Chevy Monza on pole position with Englands David Hobbs along side him in his turbocharged two litre BMW 320 I. Behind these two came Haywood (Porsche Carrera), Frizzelle (Monza) Follmer (BMW 3.0 CSL) and Dyer (Porsche). Hobbs was full of tricks for the rolling start, for as the field approached the

starter in an orderly manner first time around, Hobbs suddenly jumped in front of the field causing the starter to wave them around for another try. Hobbs later revealed that this was because he wanted to approach the flag much faster than Holbert and was going to give his small engined car a chance to use the turbo. Next time around, Holbert did approach much faster, Hobbs alongside with one foot on the brake while the other kept the throttle open and the turbo working. Sure enough, the flag dropped and the little BMW disappeared around the first corner, leaving the Monza behind it. For the next fourteen laps these two drivers put up a terrific display as Holbert tried to apply pressure to the BMW, while Frizzelle watched from a safe distance in third spot. On lap 15, Holbert thundered into the pits with a puncture. Meanwhile, championship points leader George Dyer had withdrawn while holding fifth spot: he lost it by the bank, close to where we were watching, and tore the oil cooler off his Turbo Porsche. Haywood was as close to Frizzelle as Holbert had

been to Hobbs, and our attention turned to this battle for second place, while Holbert rejoined the race in fifth spot. Six laps later Haywood retired leaving both Hobbs and Frizzelle breathing easily. But this put Holbert back up to fourth spot and he obviously was not going to be content with that. Whereas, Hobbs was driving a neat calculated race, Holbert was bouncing the Monza off the curbing in spectacular style as he cut into the 40 second deficit. He set his sights on George Follmer,



who seemed to be driving an uninspired race in third place. On lap 24 Follmer was back to fourth and Holbert was aiming for Frizzelle, some 22 seconds ahead of him. The task looked impossible, but with only five laps to go, Frizzelle spun at the approach to the right

GEORGE FOLLMER

BMW 3.0 CSL hander on top of the

hill. Holbert was in second place before the other Monza driver could get it all together again. Hobbs averaged 87.9mph, winning by 27.6 seconds after a very interesting motor race. Holbert took second, Frizzelle third after another spin and Follmer fourth

I did not wait for the final race as the sun had done its work and the thought of a good shower an hour away at the hotel was too much of a temptation. About 12,000 people were reported to have attended the meeting. The Formula Fords used a shortened version of the track for their 50 mile race, they did not use the hill section. Catering arrangements were good and those little stalls that sell hats, badges, stickers etc seemed to make a fortune. The announcing and the inadequacy of the programme were my only grizzles. Even these could not prevent the return of that silly grin to my face as I turned the Pinto back towards San Francisco wondering if the sunburn would still show when I returned back to New Zealands winter.

It was a dream come true.

PETER HILL.

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

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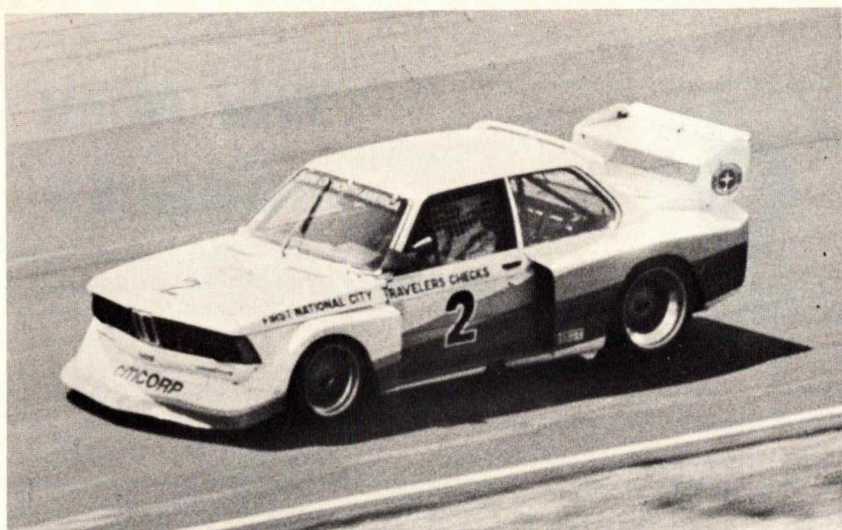
Prices      4 cylinder      \$32  
              6 cylinder      \$40  
              V6 & V8        \$60  
              Car Type D/Shafts \$20

For complete job, comprising crank, flywheel, clutch, rods and pistons.  
Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.

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

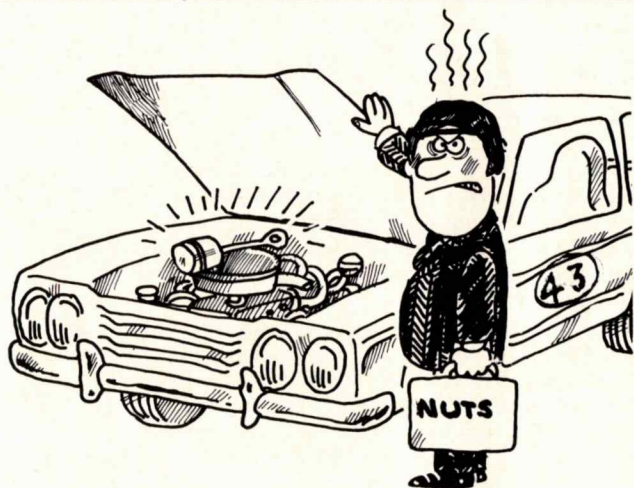
Driveshafts made to customers' requirements. Flywheels lightened \$10 All workmanship guaranteed.





ENGLISHMAN, DAVID HOBBS, DROVE THE MC LAREN PREPARED BMW 320 TURBO (2 LITRE), (ABOVE), TO VICTORY IN THE NINTH ROUND OF THE IMSA CAMEL GT SALOON CAR SERIES, HELD RECENTLY AT SEARS POINT RACEWAY, CALIFORNIA. NEW ZEALANDER, PHIL SHARP WORKS FOR THE TEAM RESPONSIBLE FOR THE CARS PREPARATION.

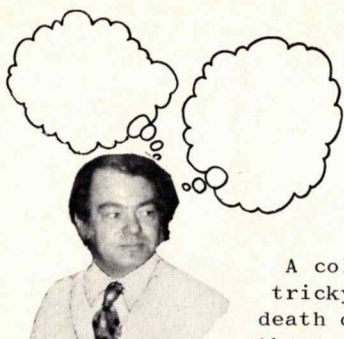
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# The Mind BOGGLES

A column on trialling - four letter words - tricky questions - anticlockwise loops - the death of Appendix T - Auckland Team beat all others - and Tokotoko to Tokatoka.

Well, this month just to make sure you are all awake, we will have the intelligence test first and ask you, what is the four letter word ending in 'k' that means intercourse? Answer later.

Ross Montgomery and Paul Coleman have returned from overseas - talk about international movie moguls and motor racing playboys. Ross tells me that this season will feature more VW's than ever before at Speedway, with overseas visitors including the ever popular Mel Kenyon, plus Johnny Rutherford, Supertex (that's AJ man - only 4 time winner at indy), Sleepy Tripp, Rice, Fenton and others. Of course we know who will have a new motor in his local car - we know who we think is best. Congratulations to that other Speedway chappie Ivan Mauger. I hear that ex Speedway promoter Harley Arthur will this year be promoting stockcars at Waikaraka Park which could really do wonders for stockcars. I understand that the operation needed a bit of smoothing and Harley was certainly always held to be an honest operator. Hope to have time between these events to do a few trials and get out to our own Pukekohe circuit (which is anticlockwise).

Quite a few people would have been relieved this last week to finally get their results for both the ARTC and VUCC Gold Star Trials. This season has run reasonably smoothly, but it doesn't help when one reads in the Hamilton Car Club bulletin that they are according Gold Star Trial status to Mount Maunganui's open trial (won by Team Cookie Bear) and also to a hillclimb at Wakatipu? Also, many letters sent off to TAA in Dunedin got no answer until it was too late to make a ferry booking. If a Club makes application to run a Gold Star Trial, and all credit for doing that, if they do run into difficulties, then, they do have a responsibility to intending entrants. At the moment the Gold Star points list looks like a who is who in Auckland trialling and this was confirmed in the results of the VUCC trial when the ACC team of Sergeant, Robertson and Hudson headed off ARTC, VUCC and others quite convincingly. It was disappointing not to see more crews enter for Doug Bone's Spring Invitation trial - a good clean event - and congratulations to those of you who did compete especially the learners. From those I have spoken to, I know you enjoyed it and learnt a lot. Thank you to all the organisers and helpers.

Coming events include the Rotorua and back trials - don't forget your Alka Seltzers. The Midweek trial plotted by Graham Craig of ARTC to which we are invited on the 5th October should be a



humdinger.

In the interests of bad taste the next intended paragraph has been cancelled.

Answers to last month's questions:-

1. Keep ahead... until you can go right... This does not say to go right but merely tells you when you stop doing the previous instruction.
2. When you are at the sign MANUREWA 9KM you cannot guarantee that you are 9KM (which is a sign anyhow) away from another sign.
3. No trap.
4. You must travel ahead for 5.2 kilometres as 2.6 divided by a half is 5.2 not 1.3.
5. Misspelling.
6. Multiple what? The book refers to a multiple intersection so in this case you should have proceeded ahead or applied whatever overrider applied.
7. No trap.
8. How do you know that that last check was the end of subsection - had you finished your speed schedules.
9. Answer to this month's question is of course - talk!

In a bit of a rush this month - not only am I overdue (No, I'm not pregnant) but the whitebait at Westport await me and the plane leaves shortly so no questions. Team Tokotoko will also be going to RATEC's Gold Star Trial, to the Tokatoka stage.

THE FIFTH COLUMNIST.

## *The Experts Trial*

Designed for learners, Sunday 23rd October starts at 2.00 p.m. at Otara Car Park. Plotted by Mr 'Boggles'.

This years Experts Trial has been designed for learners and will incorporate a lot of the basic trialling traps which have been listed in the trialling column of the bulletin over the last few months. Good roads, easy speeds, and a short break in the middle. No maps are required, but you should bring a sealed clock, if you have one - if you haven't, don't worry. We would like to see as many people on this one as possible. The driver should bring a current Club Membership Card and Civil Drivers Licence - and if anyone in the car is under 20 years of age they should have an entry form with the parents consent paragraph duly signed. The trial goes for a scenic trip around Otara, East Tamaki, Clevedon and Hunua. Counts for Trials Trophy points but not for Exide.



# 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.

Nick Allen  
Paul Curin  
Michael Dean  
Allen Greenland  
Penelope Kirk-Burnnand  
Gary Lewis  
Derek Meadows  
Stephen Molloy  
Elizabeth Molloy  
Trevor Payne  
Mrs B.D. Payne  
David Tosland  
Paul Van Dorsten

Wayne Winn  
Robyne Radisich  
Michael Mc Connachie  
Roger Stewart  
Grant Campbell  
Ross Gundry  
Peter Davidson  
Stephen Borich

Howick  
Greenlane  
Milford  
Henderson  
Glendene  
Mt Albert  
Blockhouse Bay  
Glenfield  
Glenfield  
Mt Albert  
Mt Albert  
Takapuna  
Meadowbank

Glen Innes  
Henderson  
Howick  
Te Atatu  
Henderson  
Waitakere  
Takapuna  
Milford

Cortina Mk III  
Armstrong Siddley  
Ford Zephyr  
Triumph  
Honda Civic  
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## MERCURY TROPHY SERIES



The following is the position in the Mercury Trophy Series to date:

	ACC	ARTC	AUCC	HCC	MGCC	NSCC	TVCC
TVCC - 16.4.77	3	4	6	9	-	2	1
AUCC - 21.5.77	9	3	6	-	-	4	-
HCC - 12.6.77	3	6	9	4	-	1	2
MGCC - 2.7.77	1	2	4	3	9	6	-
ARTC - 24.7.77	RESULTS NOT YET FINALISED						
ACC - 28.8.77	4	9	6	-	-	3	-
TOTALS	20	24	31	16	9	16	3

\*\*\*\*\*



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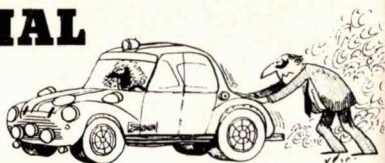
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11474



# LEARNERS TRIAL

21st AUGUST



One of the benefits of winning a trial is that one gets asked (arm bent double behind back) to do a write up on the trial. On this occasion our driver went and hid behind a bottle of brown, so we girls got landed with the task. Rumour has it that this trial was plotted by the three hangover kids on a grey day following a successful birthday party.

Well we had the perfect combination, as following a similar party we were able to pick up our crew straight off the living room floor and proceed to the trial. At the Clubrooms we were given a short introduction to trialling by 'Mr Boggles'. There was a good entry of 28 crews for this trial and when we went on the trial itself, we found that it had been plotted with learners in mind, so that if you made a mistake you didn't go miles off course or get hopelessly lost.

From the Clubrooms the trial went out the Northwest motorway, then off at Lincoln Road to the odo check. At this point the plotters had 2 numbered instructions applying to the same intersection, so we proceeded ahead to get our first check. Then we had to turn into a sign, look for Sunny Vale spelt as 2 words, find words not in brackets, which all gave us more checks. We had a lot of fun at this early stage in the trial continuously crossing paths with team Verry and Les Girls (Kerry Pearce driving). Then we were told to stay on this road until we can go right into Cuthbert Road. At the next intersection we found Cuthbert Road going off to the right, but the road we were on, Hunters Road, continued ahead and although we had finished the instruction, we continued ahead as we had not been told to go right. A good one, and another check. Then we came to CHECK U TURN, but this did not mean do a U-TURN, so we went ahead to get CHECK U. Then came three really neat traps in a row. At unmanned CHECK YAHOO RECORD YOUR TIME ON NEXT LINE OF DRIVERS CARD. We did not record our time, but we wrote down all those words - the people who didn't get sucked in. Then we were told to "proceed ahead at Ross Lane". Well we found a sign for this lane, but it said "ROSS LANE PRIVATE ROAD NO EXIT" so as it was a private road, it was deemed not to exist and there was therefore no intersection at that sign to do the instruction. Then we had to "go left onto seal", but as we were already on seal for 10 metres before the intersection, we couldn't do that, so we took the road of least deviation and went right to get check DUP. About this time the car started coughing a bit but Ross carefully nursed it back to the clubrooms where the organisers had an explanation sheet for us and we should congratulate them on the effort they made to ensure that the learners had their questions answered.



The organisers (who I think were Chris Hudson, Doug Bone and John Busch) worked the results out quickly and now we are looking forward to going on the Rotorua Trial and the Experts Trial.

BRENDA AND THE BOYS. ●

# RESULTS

1st	John Crombie	27	13th	Jeff Pos	1215
2nd	Margaret Verry	211	14th	Wayne Veysey	1345
3rd	Alan Jack	229	15th	W. Matthews	1347
4th	Peter Clendon	465	16th	P. Vass	1365
5th	Graeme Bennett	505	17th	Andy Veltmeyer	1580
6th	Kerry Pearce	535	18th	Evelyn Blacker	1835
7th	Sylvia Paulsen	623	19th	M. Johnston	1877
8th	Stewart Mathieson	663	20th	Bob Grice	1980
9th	Robin Bennett	699	21st	Geoff Cossey	2080
10th	M. Taylor	963	22nd	Stefan Lenart	2099
11th	Peter Walby	1080	23rd	J. Hope	2311
12th	R. Alder	1171			

\* \* \* \* \*

## ***BENSON & HEDGES 1000***

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**We Specialise in Major Smash Work  
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# on the SOCIAL SCENE

Thursday Film nights continue to draw a very good number and we have seen some most exciting and interesting movies.

A very enjoyable afternoon and evening was had on Saturday 10th September when the Clubhouse Committee played U.E.B. Industries in a pool competition. The first few rounds were very close, but the Clubhouse managed to save the day and come out victors, gaining 180 points against U.E.B.'s 160. Thanks to Brian Keach for his organisation.

Don't forget the Beer & Burger night on Saturday October 10th. Only a limited number of tickets are available but early application should secure yours. Tickets Cost \$3.75 each inclusive of beer and all the burgers you can eat.

Christmas is fast approaching. Keep in mind the popular Childrens Xmas Party to be held on Sunday 11th December and the adults function on 17th December. A registration form for the childrens party is printed below and we must have these returned with the Registration Fee by 11th November.

More next month.

RAY SMALL.

\*\*\*\*\*

## CHILDRENS CHRISTMAS PARTY

=====

To be held in the Clubrooms, 44 Stoddard Road, Mt Roskill on Sunday, 11th December from 2.00 - 4.00 p.m. Please complete this form and return it together with the Registration Fee of \$1.00 per family to:-

Auckland Car Club,  
Childrens Christmas Party,  
P.O. Box 27-063,  
Mt Roskill,  
AUCKLAND, 4.



Note that the closing date for enrolment is November 11th.

NAME / S	AGE	SEX
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....



**con-fi-dence** (kon'fi dens), *n.* 1. full trust; belief in the trustworthiness or reliability of a person or thing:



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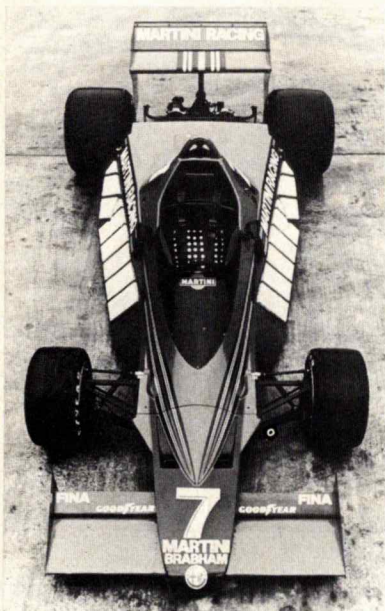
We're "Confident" you'll buy K-MAC,  
 the familiar orange-colored suspension system!



*new*

## MARTINI BRABHAM ALFA ROMEO BT 46

The type 46, which is scheduled to race during the 1978 season, is a completely new design for Martini Brabham, based on the data and experience gained during the 1976 season with the BT 45.



The Alfa Romeo Boxer 12-cylinder engine mounted on the Formula 1 Martini-Brabham Alfa Romeo cars is a modified version of the engine fitted to the 33 TT 12 Sport which won the Manufacturers World Championship for Alfa Romeo in 1975.

The main technical characteristics of the Formula 1 version for 1977 are: light-alloy engine blocks and heads; magnesium alloy covers; driving shaft on four main bearings; Lucas indirect injection; Marelli Dinoplex electronic ignition, one plug per cylinder; forced lubrication by one delivery and four recovery pumps.

**INSTRUMENTATION** - The engine revolution counter is of the conventional type and is mounted on the dash centre, behind the steering wheel.

The remaining instrumentation, however, is of a totally new concept in Formula One Chassis design.

Information on the engine pressures and temperatures is monitored and displayed electronically.

The four parameters are monitored continuously from transmitters on the engine and the information relayed to a transducer/switch box mounted in the dash panel.

Any of these four parameters may be called up by the driver, by using the switch box. The information is then displayed on a three digit read out, positioned in the centre of the steering wheel.

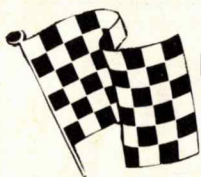
In addition to this, should any of these four parameters exceed a preset value, a warning lamp indicates to the driver in which area the problem lies. The data can then be displayed and cancelled from the switch box on the dash.

**ONBOARD TIMING SYSTEM** - Another electronic system, which shares the digital display box on the steering wheel, is the automatic, onboard lap timing system. The vehicle receives a signal once per lap and then automatically displays the elapsed time from the previous lap, holds the display and then self cancels.

The 46 features several other innovations - all designed to assist long term performance advantage, weight reduction and driver safety.

Current rumours from overseas have Niki Lauda driving a Martini Brabham next season.





## motor racing

## symposium



Over 90 people attended the 'Introduction to Motor Racing' evening held at the Clubrooms on Wednesday evening 24th August.

President, Ron Brown had arranged for a panel of speakers from within the Clubs ranks to give their knowledge for those who were new to motor racing or keen to become involved.

Mr Les Rankin, the clubs National Race Committee Chairman welcomed those present and continued to chair the meeting.

The subject of scrutineering was dealt with by Wal Wymer assisted by Ray Willis. Spears Speed Shop had kindly made available Racing Overalls, Nomex Underwear, Helmets, shoes etc to illustrate the accent on safety.

Vice President, Ian Ivers who also holds the position of Deputy Area Steward, gave a run down on the roll of the stewarding movement.

The rules of motor racing as set out in the M.A.N.Z. Yearbook are formidable reading, however Eric Mallard was able to cover this topic in a general yet informative manner, pointing out to aspiring drivers the more important sections with which to make themselves familiar.

Pukekohe Circuit Race Starter Laurie Powell was called to give an explanation of the Race Flag Signals.

Ian Palmer had selected a number of slides, mostly of a technical nature from his large collection. These were screened to clearly show technical requirements associated with scrutineering and car preparation and desirable standards of presentation of race vehicles.

To conclude the evening a driver panel consisting of Garry Pedersen, Bryce Platt and Ray Willis answered general questions.

At the end of a most interesting evening there were many people who had gained considerably in their knowledge of many facets of motor racing.

Our thanks to all those who helped to make this evening the success that it was.

# Shell SPORT

# ***BENSON & HEDGES 1000***

New Zealand's premier  
saloon car race



**PUKEKOHE**

***Be There***

**SUNDAY**

**16th OCTOBER**

organised by the  
N.Z. International Grand Prix (inc.)



# ***BENSON & HEDGES 1000***

## INVITATION LIST OF ENTRIES

### CLASS A: 2001 c.c. and over

Chrysler Charger: Leo Leonard (Timaru) & Gary Sprague (Tauranga):  
Graeme Richardt (Timaru) & Jim Little (St Andrews): Rod Coppins  
(Meadowbank) & Geoff Sutherland (Mt Roskill): Wayne Wilkinson  
(Bucklands Beach) & Roy Harrington (Bucks Beach): Ian Tulloch  
(Mataura) & Brian Green (Palm. North): Barry Phillips (Manurewa)  
& Bruce Mc Lean (Papakura): Dave Baker (Chch) & Warner Collins  
(Chch): Kevin Mc Namara (Remuera) & Jack Nazer (Avondale).  
Leyland P76: Garry Pedersen (Glen Eden) & David Oxtan (Mt Albert):  
Peter Hogg (Palm North) & Keith Marriot (Palm. North).  
Jaguar XJ6: Robert Lester (Palm. North) & Robert Orr (Palm. Nth).  
Ford Fairmont XC: Ray Williams (Orewa) & Elvie Williams (Orewa):  
Doug Allan (Parnassus) & Craig Pulman (Patetonga).  
Mazda RX2: Frank Radisich (Henderson) & Bill Shiells (Takapuna):  
Ron Kendall (Glenfield) & Richard Brocklehurst (Manurewa): Nick  
Begovic (Mt Albert) & Graeme Lawrence (Hamilton): Charles  
Conway (Auckland) & Bryce Platt (Epsom).

### CLASS B: 1801 - 2000 c.c.

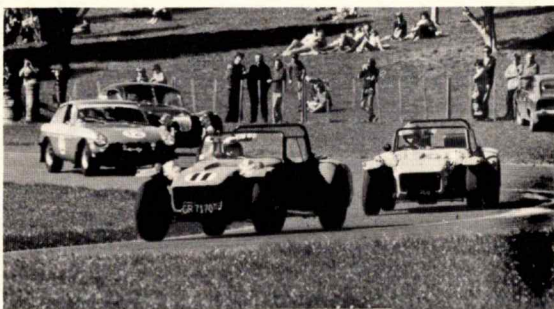
Toyota Corona: Bill Anderson (Wellington) & Vallis Peet (Well).  
Ford Cortina: Paul Adams (Takapuna) & John Woolf (Green Bay):  
Paul Curin (Howick) & Norris Miles (Pukekohe): Roger Hood  
(Pukekohe) & Bob Homewood (Waimauku): Bob Donaldson (Hamilton)  
& Bryan Bate (Pam. North): Sydney Gardiner (Papatoetoe) &  
Rupert Gardiner (Papatoetoe).

### CLASS C: 1301 - 1800 c.c.

Datsun 180B: Brian Kendall (Papatoetoe) & Bruce Cork (Mt Eden):  
Wayne Jones (Papakura) & George Wilson (Papakura): Rod McCallum  
(Papakura) & Noel Goodwin (Papatoetoe).  
Hillman Avenger: Robin Bennett (Red Beach) & Des Bullas (G. Eden):  
Isuzu Gemini: Ralph Emson (Manurewa) & Doug Bremner (Ramarama).  
Ford Escort Sport: Ivan Segedin (Mt Eden) & Phil Myhre (Green-  
lane): Warren Hislop (Palm. North) & Alan Curtis (Palm. North).  
Subaru: Morrie Chandler (Penrose) & Warwick Chandler (Penrose):  
Howard Collier (Milford) & Kevin Rand (Browns Bay): Murray  
Hart (Auckland) & David Simpson (Auckland).

### CLASS D: 0 - 1300 c.c.

Ford Escort: Laurie Evans (Blockhouse Bay) & Eric Morgan (Well).  
Mazda 323: Rod Millen (Mairangi Bay) & Steve Millen (Browns B.).  
Mazda 808: Perry Holland (Stokes Valley) & Roy Hiscock (L. Hutt).  
Honda Civic: Dauntsey Teagle (Torbay) & Robbie Booth (Castor B.).  
Vauxhall Chevette: Wayne Winn (Glen Innes) & Les Parkinson  
(Beachaven).  
Mitsubishi Lancer: John Armstrong (Dunedin) & Barry Lloyd  
(Ashburton): Neal Lowe (Mt Roskill) & Paul Walker (Mt Eden).  
Fiat 128: David Gow (Pakuranga) & Michael Loverich (Hillsbgh).  
Datsun 120Y: Dave Winter (Mt Albert) & Ron Findlay (Mt Albert):  
Neville Bailey (Takanini) & Ken Flashman (Papatoetoe).



ANDY LOWE leads the Production Sports Car Race in his Lotus Super 7.

# National B Race Meeting Pukekohe 11th September



MARK PARSONS was seen trying a Mazda RX3 for size



Rear end view of LES PARKINSON in his immaculate Jaguar XK 140.



Newcomer STEPHEN FARMER driving a Mitsubishi GT 2000 and TERRY DUVAL, Chrysler Charger in close company.

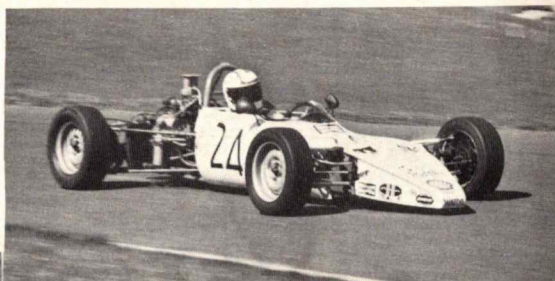


ALAN PELLOW with the Valiant powered Viva 'all tweaked up'.



# PUKEKOHE

## National Motor Race Meeting



GEOFF HADFIELD driving a Lotus Formula Ford placed well throughout the day.



Recent IMP...ort from Otago BRIAN BRADSHAW is seen here closing in on GARY RUSH, also driving an Hillman Imp.



NEVILLE HILL and his very quick Mini 1275 S were in top form.



The view the rest of the field had of ANIL NAIDU (MGB) at the end of the Sports Car Handicap Race.



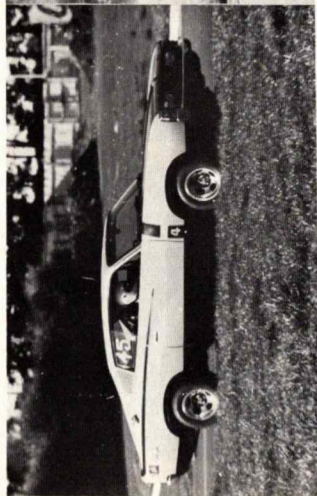
TREVOR McLEAN was in usual good form, his Charger sporting a beautiful new paint job.

# Results of NATIONAL MOTOR RACE MEETING

11.9.77

RACE ONE: MINI 7 SALOONS: Neal Lowe, Austin Mini, 850, 1st; Gerald Fava, Morris Mini, 850, 2nd; Dave Strong, Austin Mini, 863, 3rd; Neville Thomson, Austin Mini, 850, 4th; Ken Mc Manamin, Austin Mini, 850, 5th. RACE TWO: MODIFIED SALOONS O-1300c.c.: Neville Hill, Morris Mini, 1300, 1st; Brian Bradshaw, Hillman Imp, 948, 2nd; Gary Rush, Hillman Imp, 950, 3rd; Ross Vickery, Datsun SSS, 1200, 4th; John Tate, Ford Escort, 1298, 5th. RACE THREE: FORMULA VEE: Mike Austin, Nimbus, 1200, 1st; Phil Lathrope, F.V., 1200, 2nd; Hugh Moran, Halliday/Flavel, 1198, 3rd. RACE FOUR: STANDARD PRODUCTION SALOONS O-1600c.c.: Rex Findlay, Datsun SSS, 1200, 1st; Peter Hill, Escort GT, 1598, 2nd; Neville Langley, Hillman Avenger, 1498, 3rd; Robin Bennett, Hillman Avenger, 1600, 4th; Ken Mc Pike, Datsun SSS, 1171, 5th. RACE 4A: STANDARD PRODUCTION SALOONS 1601c.c. AND OVER: Trevor McLean, Charger, 4335, 1st; George Shewairy, Falcon, 5760, 2nd; Dave Browne, Mazda RX3, 2292R, 3rd; Nick Begovic, Mazda RX2, 2292, 4th; Mark Parsons, Mazda RX3, 2292, 5th. RACE FIVE: FORMULA FORD: Graeme Cook, Lotus 69, 1600, 1st; Geoff Hadfield, Lotus, 1600, 2nd; Ray Williams, R.J.W., 1600, 3rd. RACE SIX: MODIFIED SALOONS 1301c.c. AND OVER: Mike Moore, Escort, 1600, 1st; Frank Radisich, Mazda RX2, 2292, 2nd; Alan Pellow, Viva, 3600, 3rd; Harold Wootten Jun., Ford Anglia, 1598, 4th; Steve Kahn, Ford Escort, 1600, 5th. RACE SEVEN: SPORTS CARS: Andy Lowe, Lotus Super 7, 1558, 1st; Peter Herbert, Lotus 7, 1558, 2nd; Tony Maud, Lotus Super 7, 1600, 3rd; Bernie Ward, Triumph TR6, 2498, 4th; Barry Weaver, MG BGT, 1800, 5th. RACE EIGHT: SALOON SCRATCH RACE: Phil Myhre, Escort Sport, 1600, 1st; Stephen Farmer, Mitsubishi Galant, 1998, 2nd; John Tate, Escort, 1298, 3rd; Neville Langley, Avenger, 1498, 4th; Robin Bennett, Avenger, 1600, 5th. RACE NINE: SALOON SCRATCH RACE: Harold Wootten Jun., Anglia, 1598, 1st; Nick Begovic, Mazda RX2, 2292, 2nd; Rex Findlay, Datsun SSS, 1200, 3rd; Gary Rush, Hillman Imp, 950, 4th; Dave Strong, Mini, 863, 5th. RACE TEN: SALOON SCRATCH RACE: Neville Hill, Mini, 1300, 1st; Mike Moore, Escort, 1600, 2nd; Dave Browne, Mazda RX3, 2292R, 3rd; Neal Lowe, Mini, 848, 4th; Trevor McLean, Charger, 4335, 5th. RACE ELEVEN: F.V. & F.F. SCRATCH RACE: Graeme Cook, Lotus 69, 1600, 1st; Phil Lathrope, F.V., 1200, 2nd; Mike Austin Nimbus, 1200, 3rd; Geoff Hadfield, Lotus, 1600, 4th; Grant Campbell, Titan, 1600, 5th. RACE TWELVE: SPORTS CARS HANDICAP: Anil Naidu, MGB, 1800, 1st; Les Parkinson, Jaguar XK140, 3400, 2nd; Barry Weaver, MG BGT, 1800, 3rd; Peter Herbert, Lotus 7, 1558, 4th; Andy Lowe, Lotus Super 7, 1558, 5th. RACE TWELVE A: MINI 7 HANDICAP: Neal Lowe, Mini, 848, 1st; Ken Mc Manamin, Mini, 850, 2nd; Les Parkinson, Mini, 850, 3rd; David Hinton, Mini, 850, 4th; Neville Thomson, Mini, 850, 5th. RACE FOURTEEN: MODIFIED SALOON O-1300c.c. HANDICAP: Brian Bradshaw, Imp, 948, 1st; Raymond McLaren, Cooper S, 1275, 2nd; Neville Hill, Mini, 1300, 3rd; Gary Rush, Imp, 950, 4th; John Tate, Escort, 1298, 5th. RACE FIFTEEN: STANDARD PRODUCTION SALOONS 1601c.c. AND OVER HANDICAP: Robyne Radisich, Mazda RX2, 2292, 1st; Dave Browne, Mazda RX3, 2292R, 2nd; George Shewairy, Falcon, 5760, 3rd; Tom Scott, Hunter, 1724, 4th; Stephen Farmer, Galant, 1998, 5th. RACE SIXTEEN: STANDARD PRODUCTION SALOONS O-1600c.c. HANDICAP:

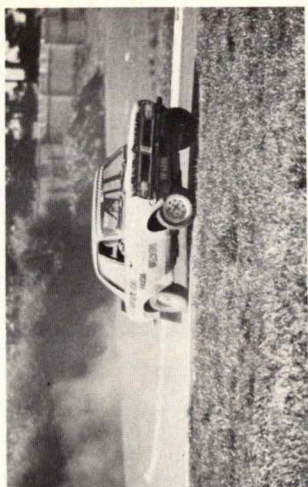




TREVOR MC LEAN



JOHN TATE LEADING



ALAN PELLOW

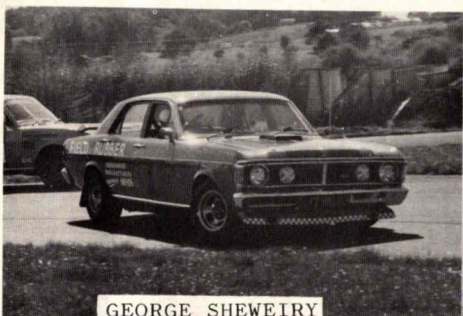
Rex Findlay, Datsun SSS, 1200, 1st; Phil Myhre, Escort Sport, 1600, 2nd; Robin Bennett, Avenger, 1600, 3rd; Neville Langley, Avenger, 4th; Harold R. Wootten, Escort, 1598, 5th. RACE SEVENTEEN: MODIFIED SALOONS 1301c.c. AND OVER HANDICAP: Graeme Appleton, Anglia, 1600, 1st; Mike Moore, Escort, 1600, 2nd; Steve Kahn, Escort, 1600, 3rd; Des Bullas, Avenger, 1598, 4th; Alan Pellow, Viva, 3600, 5th. RACE EIGHTEEN: F.V. & F.F. HANDICAP: Ray Williams, R.J.W., 1600, 1st; Geoff Hadfield, Lotus, 1600, 2nd; Grant Campbell, Titan, 1600, 3rd; Mike Austin, Nimbus, 1200, 4th; Graeme Cook, Lotus 69, 1600, 5th. RACE NINETEEN: SPORTS CARS HANDICAP: Les Parkinson, Jaguar, 3400, 1st; Anil Naidu, MGB, 1800, 2nd; Tony Maud, Lotus 7, 1600, 3rd; Barry Weaver, MG BGT, 1800, 4th; Peter Herbert, Lotus 7, 1558 5th. RACE TWENTY: MINI 7 HANDICAP: Dave Strong, Mini, 863, 1st; Ken Mc Manamin, Mini, 850, 2nd; Les Parkinson, Mini, 850, 3rd; Neville Thomson, Mini, 850, 4th; Neal Lowe, Mini, 848, 5th. RACE TWENTY-ONE: MODIFIED SALOONS 0-1300c.c. HANDICAP: Brian Bradshaw, Imp, 948, 1st; Raymond Mc Laren, Cooper S, 1275, 2nd; Neville Hill, Mini, 1300, 3rd; John Tate, Escort, 1298, 4th; Ross Vickery, Datsun, 1200, 5th. RACE TWENTY-TWO: STANDARD PRODUCTION SALOONS 0-1600c.c. HANDICAP: Jeffrey Pos, Cortina, 1498, 1st; Peter Hill, Escort, 1598, 2nd; Rex Findlay, Datsun, 1200, 3rd; RACE TWENTY-THREE: MODIFIED SALOONS 1301c.c. AND OVER HANDICAP: Harold Wootten Jun., Anglia, 1598, 1st; Steve Kahn, Escort, 1600, 2nd; Mike Moore, Escort, 1600 3rd; Alan Pellow, Viva, 3600, 4th; Des Bullas, Avenger, 1598, 5th. RACE TWENTY-FOUR: STANDARD PRODUCTION SALOONS 1601c.c. AND OVER HANDICAP: Stephen Farmer, Galant, 1998, 1st; Dave Browne, Mazda, 2292, 2nd; Nick Begovic, Mazda, 2292, 3rd; Robyne Radisich, Mazda, 2292, 4th; Trevor Mc Lean, Charger, 4335, 5th.



BARRY WEAVER "HERE WE GO LOOP 'D' LOOP"



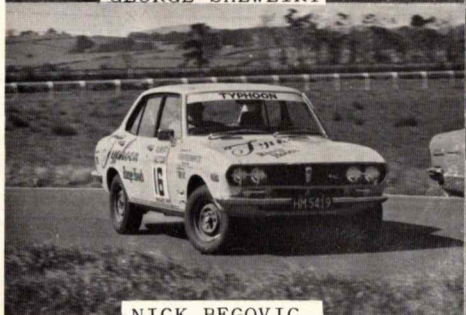
## National Motor Race Meeting



GEORGE SHEWEIRY



NEVILLE COSSEY



NICK BEGOVIC



DAVE BROWN / GEORGE SHEWEIRY

ACTION PHOTOGRAPHY Ph 760-009





DAVE BROWNE AT PUKEKOHE SEPTEMBER 11TH

PHOTO = Ross Cammick Ph. 558-913

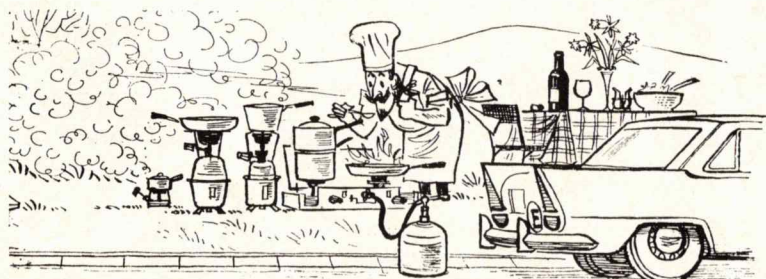


## AUCKLAND CAR CLUB *Pit Stop Bistro Bar*

Sundays 6 - 9.00pm

**Sirloin, T-Bone, Ham Steaks;  
Scallops, Oysters, Fish, Chips, etc.**

**Children Welcome**





# Happenings

It surprises me just how many non motor racing people saw the James Hunt/Mario Andretti Dutch G.P. incident on Television. Normally I wouldn't have taken very much notice, except that some of those who mentioned to me that they had seen the T.V. film asked; Who had the right of way?

This raises an interesting point, for even in this country, as far from Formula One as it is possible to be, both drivers (Hunt & Andretti) have their fans - I am sure that one of the written rules of motor racing includes reference to the responsibility in any overtaking manoeuvre being with the overtaking driver. From what I have read - Andretti was overtaking Hunt.

BRM - AGAIN? I have on my wall a photo taken back in 1954 of the BRM 1.5 litre V16 car which the late Ken Wharton drove in the very first N.Z.I.G.P. I also remember the 2.5 litre car which Ron Flockhart drove in the 1959 event. And of course the other years, successful years for BRM in N.Z., through to 1969 which was almost a return to the bad old days.

Like many BRM fans, I was a little saddened when the Owen Organisation disposed of the team to Louis Stanley. Big Lou, as he is referred to has a none too respectable reputation in motor racing these days.

After a years absence from the circuits, the Stanley - BRM returned to the tracks this year - supporting Rotary Watches Sponsorship. In true style, the deal has fallen apart at the seams. Rotary are to sue Stanley - BRM and Louis Stanley for breaking a contract, negligence and misrepresentation. They are also trying to get their money back.

BENSON & HEDGES 1000 DATE CLASH: As most readers will be aware the 1977 Benson & Hedges 1000 was originally set down for 9th October. Regrettably, having made all the arrangements NZIGP learned of a major airshow to be held at Ardmore on the same date. For many good reasons the airshow could not be changed to another date. Result.. try to re-schedule the Benson & Hedges 1000. After researching a variety of dates, it was regrettably decided to apply for 16th October, the same date as the N.Z. Racing Car Championship Meeting at Ruapuna. Having enquired via MANZ personnel as to the reaction of the Canterbury Car Club, it was agreed since they voiced no objection, to proceed with the Benson & Hedges 1000 on Sunday 16th October. As it happens, the only Formula Pacific driver who is entered for the Benson & Hedges is David Oxtan who will not have his own car built up in time for the Ruapuna race. It is regrettable that these two meetings should clash just as it is in the case of Timaru and Bay Park.

Before next years Annual Meeting of the MANZ Race Organisers Sub Committee it would be worthwhile if the Clubs involved gave plenty of thought to the manner in which the National Formula Pacific Series is conducted and when it is conducted.

Surely mid October is too early to begin this series.

NORMAN HARVEY.







1977 N.Z. SALOON CAR CHAMPION  
CLUB MEMBER - JACK NAZER



1977 N.Z. FORMULA VEE CHAMPION  
CLUB MEMBER - DONALD HALLIDAY



## Grand Prix Molson Trois Rivières

As in rounds of the Canadian Labatt Atlantic series, David Oxton and Team Tui demonstrated at the non-championship Grand Prix Molson Trois Rivières, that they are better racers than they are qualifiers.

Oxton could qualify the car no better than 15th in the 26 car field, clocking a best time of 1:07.161, well off the pace of 1:04.488 established by pole sitter, Gilles Villeneuve.

The team had difficulty setting the car up for the tight, round the houses, 1.5 mile course, through the Trois Rivières exhibition grounds. At one point in practice, Oxton was caught out by the car's sudden ability to turn into corners and hit a concrete wall, fortunately damaging nothing more than fibreglass on the right corner of the nose. With that repaired and a lip added across the back of the wing for more downforce, the team was ready for the race.

From the start Oxton immediately moved up to 14th and then gained another position, displacing Juan Cochesa's Ralt on the third race lap. Soon he was involved in what would be a race long duel with the Fred Opert Chevron B39 driven by Gregg Young.

He followed Young for almost 20 laps, to the mid-point in the 60 lap race. Then Young dropped two positions in a spin surrendering tenth spot to Oxton. However by lap 36, Young had regained lost ground and was now on Oxton's tail, with the two cars in ninth and tenth respectively.

They each moved up a spot on the 47th lap, but two laps later Oxton just clipped the tyres piled in front of the concrete wall on the exit of the third corner, that comes out under the archway.

Clipping the tyres put Oxton well into them, damaging the suspension on the right side of the car. With Young right behind him, there was no place for the American to go. He clipped the left rear corner of Oxton's car, putting both of them instantly out of the race.

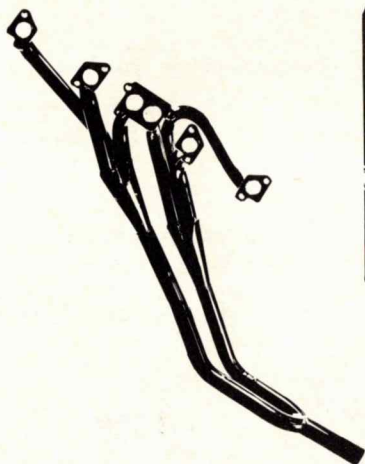
Fortunately for the team, only the suspension of the car was damaged, and Allan McCall says there will be no problem getting the car ready for the final Labatt Championship Race on 25th September through the streets of Quebec City.

CHRIS WADDELL



# COBY EXHAUST EQUIPMENT

## COBY Exhaust Extractors



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

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

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

## COBY Mufflers



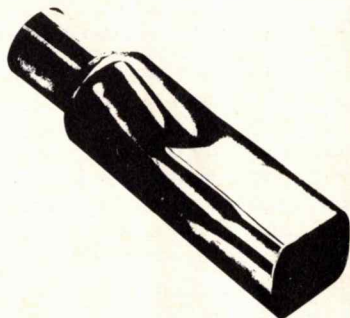
Think "Coby" think "quality". This dedication to excellence is built into the Coby range of Sports Mufflers in sizes 20" x 3½", 20" x 3" and 16" x 3". Coby's precision engineering and design technique have produced yet another winner.

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## COBY Exhaust Extensions



In response to public demand Coby present their fish tail GT exhaust extension to fit most makes and models of vehicles. Beautifully presented after coppering and chroming, they give that connoisseurs appearance to your car.

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

# Sandringham Tyre Service Gymkhana Shield



We are approaching the Gymkhana Season once again. This year our Sponsors, Ian Stapley and Jack Jones of Sandringham Tyre Service in Dominion Road are providing Trophies for the overall class winners in addition to the Sandringham Tyre Service Shield for the overall points winner. There will also be a trophy for the best lady competitor over the season. Auckland Car Club Certificates will be awarded to the Class Winners & F.T.D. for each event in the Series.

The classes will be the same as last season:-

- O-1100c.c. Engine Over Drive Wheels
- O-1300c.c. Engine Not Over Drive Wheels
- 1101 and over Engine Over Drive Wheels
- 1301 - 1600 Engine Not Over Drive Wheels
- 1601 - 2500 Engine Not Over Drive Wheels
- 2501 and over Engine Not Over Drive Wheels

If there are only three cars entered, they shall be run in the next larger class.

Points will be awarded as follows:-

- 1 point for entering
- 1 point for F.T.D.
- 5, 4, 3, 2, 1. for each class.

If all 6 Gymkhanas are held the competitors worst performance will not be counted. i.e. Only the results of 5 gymkhanas will be counted for the overall award.

All the events this year will be held on grass at Western Springs on the following dates:-

October 30th	Sunday
November 19th	Saturday
December 18th	Sunday
January 28th	Saturday
February 18th	Saturday
March 19th	Sunday



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## SANDRINGHAM TYRE SERVICE GYMKHANA SHIELD

Rules for the Sandringham Tyre Service Gymkhana Series:

### DRIVERS:

No driver will be permitted to drive more than one car.

### PASSENGERS:

Passengers may not be carried in tests.

### CLASSES:

Classes and points will be awarded as stated on previous page.

### PENALTIES:

- (a) Hitting a marker: Additional 5 seconds.
- (b) Incorrect entry into garage (i.e. in too far, not far enough in, entry through side etc): Additional 5 secs.
- (c) Wrong direction on test: Slowest correctly completed time + Additional 5 seconds.
- (d) Incorrect stopping at end of test: Additional 5 secs.

### REGISTRATION & LICENCING:

Every vehicle entered for a Gymkhana must be registered and currently licenced under the N.Z. Transport Act 1962 (and amendments thereto). Each such vehicle must have a current Warrant of Fitness.

### TYRES:

Normal road tyres within the standard production range and which are or have been available through normal retail outlets in New Zealand are the only tyres that will be permitted. Specifically prohibited are:

- (a) slick or racing compound tyres (at tarseal venues)
- (b) tyres that have been re-vulcanised with a 'slick' compound and repatterned (at all venues)
- (c) tyres that have been regrooved to a pattern other than that of the original (at all venues)
- (d) premium tread patterns e.g. Rallygrip or Town & Country type tyres (at grass venues).

### HANDBRAKES:

Dual or independently operated handbrakes will not be allowed.

### SEATBELTS:

The wearing of seatbelts during gymkhana tests will be optional.

### FOUR WHEEL DRIVE VEHICLES:

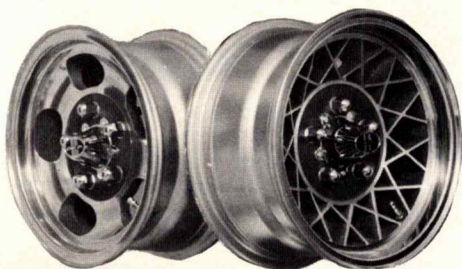
Vehicles with four wheel drive ability must remain locked in two wheel drive for the duration of the gymkhana.



# **GYMKHANA**

## **30th OCTOBER**

## **WESTERN SPRINGS**



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MVDI

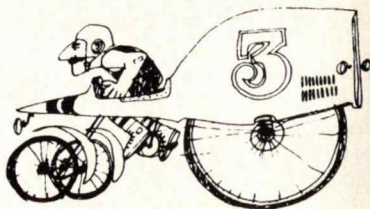
436-444 GREAT SOUTH ROAD, GREENLANE 5  
or Phone: 541-039



# *Sprint Meeting*

PUKEKOHE MOTOR RACING CIRCUIT

**9th October**



Upcoming events also include the Pukekohe Circuit Sprint on Sunday October 9th. Drivers need only a Club Restricted Licence as a minimum, but an approved crash helmet, overalls (tight at wrists and cuffs) and an approved, serviced, fire extinguisher are mandatory. Medical Certificates are not required. Event comprises three parts: (1) A standing and flying lap of the Club Circuit followed by (2) a standing  $\frac{1}{4}$  on the G.P. Circuit Back Straight and then (3) a bent sprint taking in Tappenden Hairpin and Dunlop finishing at Rothmans Curve. Test yourself against the clock. Entries on the day till 11.00 a.m.



## **DON'T BE CAUGHT WITHOUT YOUR WHEELS**

Every motorist can recount a humiliating experience behind the wheel - usually involving a breakdown of some kind or other.

But it was humiliation of another kind which afflicted an Auckland motorist recently. Returning to his car late one night, parked beside a high kerb, he got in and attempted to drive off without realising that he was neatly parked with a set of bricks where each of his wheels should have been.

Apparently it happens fairly regularly these days. The theft of alloy or steel wheels - like colour TV sets - is big business in the underground. Any wheel, not just the sporty alloy one, is fair game, particularly if it is equipped with a nice radial ply tyre as well.

But an Auckland company, Cheviot Industries (NZ) Ltd, who make the Aunger (pronounced Awn-ger) range of alloy wheels, have a brilliant but simple device which is proving the perfect foil. It's a locking wheel nut which fits the wheel stud as per normal, but has a turning or swivelling outside case. A key is needed to remove the lock cylinder outside case exposing the nut which is actually holding the wheel.

Auckland police Crime Prevention Officers, who recently visited the Cheviot factory, were quick to praise the idea as one of great merit. The nuts are inexpensive, readily available and a must for all types of wheels.

Locking nuts for alloy wheels are already on the market and Cheviot expect steel wheel locks to be available in a few weeks.

# BARDAHL Hillclimb Series

This year's Bardahl Series promises to be the best ever. D.R. Britton and Company, the Distributors of Bardahl Products, have shown increased interest in their support and sponsorship of this popular Hillclimb Series. There will be 8 Clubs taking part in this years event.

Last year the Pukekohe Car Club gained both the Interclub Bardahl Trophy and the overall individual award. With the enthusiasm currently generating within the A.C.C. it seems certain that we will give Puke a strong challenge this season.

## THE INTERCLUB TROPHY:

The three fastest drivers from each club (irrespective of class) will total their times to give club placings. The points allocated to Clubs shall be 12, 9, 7, 5, 4, 3, 2, 1.

## THE OVERALL INDIVIDUAL TROPHY:

This competition will be run on a class basis. Classes will be:-

- 0 - 1000 c.c.
- 1001 - 1300 c.c.
- 1301 - 1600 c.c.
- 1601 - 2500 c.c.
- 2501c.c. and over
- Sports / Racing



Provided there are 3 or more competitors in a class, points will be:-

- |        |              |
|--------|--------------|
| First  | Three Points |
| Second | Two Points   |
| Third  | One Point    |

The Individual Champion will be the competitor scoring most points over the Series.

In both competitions all events will count for points.

Bardahl Hillclimb Series Rounds are as follows:-

ROUND 1	6th November 1977	A.C.C.	Mc Lachlans Rd, Kaukapakapa.
ROUND 2	20th November 1977	N.S.C.C.	Coseys Farm
ROUND 3	3rd December 1977	H.C.C.	Hamilton
ROUND 4	11th December 1977	T.S.C.C.	West Road.
ROUND 5	17th December 1977	A.U.C.C.	Andersons Farm
ROUND 6	15th January 1978	M.G.C.C.	Bald Hill
ROUND 7	29th January 1978	H.C.M.C.	Bayers Farm
ROUND 8	12th March 1978	P.C.C.	Bright Road



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PHONE RON CAMPBELL 31129 (BUS) 4788603 (RES)

## Club SPEED EVENTS Calender 1977/78

9th OCTOBER SUNDAY	BENT SPRINT - SEAL	PUKEKOHE
30th OCTOBER SUNDAY	GYMKHANA	WESTERN SPRINGS
6th NOVEMBER SUNDAY	HILLCLIMB (BARDAHL)	KAUKAPAKAPA
19th NOVEMBER SATURDAY	GYMKHANA	WESTERN SPRINGS
27th NOVEMBER SUNDAY	CLUB CIRCUIT	PUKEKOHE
4th DECEMBER SUNDAY	BENT SPRINT - GRAVEL	HUNUA
18th DECEMBER SUNDAY	GYMKHANA	WESTERN SPRINGS
29th JANUARY SUNDAY	GYMKHANA	WESTERN SPRINGS
12th FEBRUARY SUNDAY	CLUB CIRCUIT	PUKEKOHE
19th FEBRUARY SUNDAY	GYMKHANA	WESTERN SPRINGS
5th MARCH SUNDAY	HILLCLIMB (C.CHAMP.)	KAUKAPAKAPA
12th MARCH SUNDAY	COMBINED BENT SPRINT - SEAL & GYMKHANA - GRASS	PUKEKOHE
19th MARCH SUNDAY	GYMKHANA	WESTERN SPRINGS

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# 1977 Reidrubber GT RALLY

Promoted by Tokoroa Car Club (Inc) and Northern Sports Car Club (Inc.)



## *Nice One, Smithy!!*

At long last Clive Smith and Dave Cooke have taken their WHITCOULLS Escort to a good win in a big rally. Smith took his RS1800 to a win on the recent REIDRUBBER GT Rally. It was a long overdue win for Smith and the whole team - Randell, Gordon Bleu and Rabbits!! They also had Captain Howdie Collier giving them a hand with assistance also from the Smiling Fella!!

The rally was organised by the Northern Sports Car and Tokoroa Car Club's and was run within the N.Z. Forest Products Forests around Tokoroa. The weather was fairly lousy, with a fair bit of rain and wind, putting a damper on things.

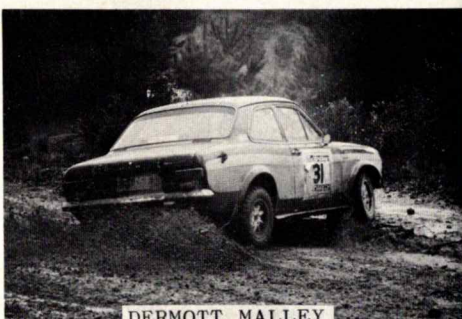
Paul Adams finished in second place in the Little Lucifer Escort which was running a 2 litre OHC motor, thus showing what an under rated driver he really is. Rocky Cribb brought the ex-Marshall RS1800 in a good third, ahead of the tremendous Brian Watkin, who drove a brilliant rally in his RS1600 Escort - Not bad for a hairy Pukekohe Sheep Farmer!!! Dave Daily was a good fifth in his RS1600 after a well paced and steady drive. Escorts filled the first nine places, with the first non Ford being Morrie Chandler's Mitsubishi Lancer.

Blair Robson started favourite for the Rally in the ex- Ari Vatanen Masport Escort, now converted to right hand drive, but went over a bank 2 kilometres into the first stage and that's where he stayed. Blair's unfamiliarity with the cars rear suspension is the apparent reason for the 'off'.

Rod Millen then took over the lead in the Phillips Mazda RX3, but at the end of the third stage, lost it and went off into some farmer's paddock - exit Millen. The suspension on the car was fairly badly damaged, as the car flew into the air and landed hard.

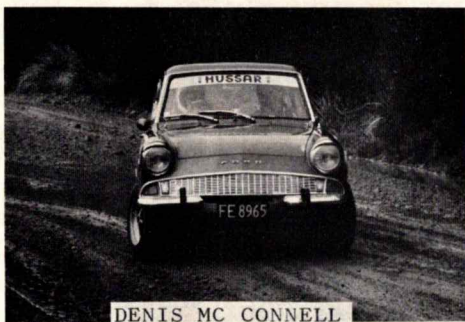
This left Jim Donald in the lead piloting the No. 2 Masport RS 1600, and after stage four he was 37 seconds ahead but a wrong selection of tyres saw him demolishing about eight new pine trees in stage five. The car became stuck against a large log and he lost about 14 minutes.

This left Smithy in the lead ahead of Adams and the dice continued throughout the rally - great scruff.



DERMOTT MALLEY

Several cars shunted during the rally, including Tony Baker and Wayne Parkin, who both rolled, Tim Gibbes, Warren Hull and Morrie Chandler all hit banks. Alan Turner put his Escort into the trees which more or less wrote off the car, the front - right hand suspension landing some 30 yards away.



DENIS MC CONNELL

Poor Mike Limbrick was the worst casualty of the day as he smacked a large rocky bank right on the nose - the car was completely knackered and Mike was taken to hospital to receive stitches in his lip - bad luck for Mike who has several times shown the potential to become a front runner.

The rally was reasonably well organised, but many hassles were caused by a terrible clock synchronisation problem, which existed throughout the event. Results were fairly late and many queries, etc., were raised. There has been a lot of criticism about competitors behaviour at prizegiving functions after rallies and the Reidrubber was no exception. In my opinion there shouldn't be any prizegiving etc after the event, as few seem interested - especially when they've been on the turps for about six hours. A few words from the sponsors after the event - before the 'doo' gets cracking would be sufficient. Who's interested, when you can't hear it anyway!!

Overall, a cracka rally which, in my mind, is second only to the International!

KEVIN LANCASTER.





# Mike Marshall relies on Superford Service

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

I have always received invaluable technical assistance from Ray Stone and his team and,

together, we have solved many technical difficulties. This has contributed greatly to my success.

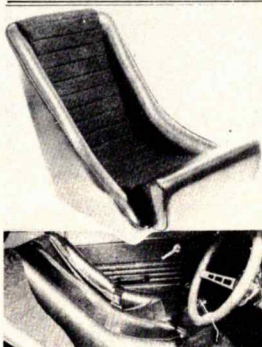
It goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect the highest possible standards — it'll be a great team.

*Mike Marshall*

## 3 FOR THE ROAD from SUPERFORD

### Rally Seat Roll Cage Pedal Box Assembly

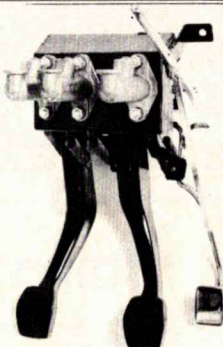
All as fitted to New Zealand's top rally cars including the highly competitive Mike Marshall Escort



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



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



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



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



**John W. Andrew**

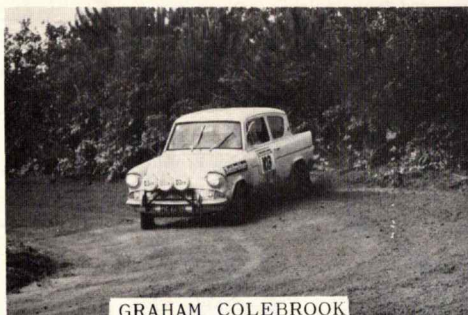




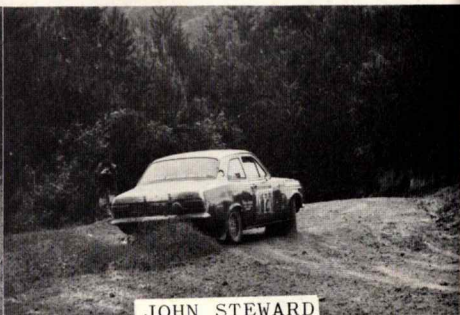
ALISTAIR PEARSON



DAVE MACROW



GRAHAM COLEBROOK



JOHN STEWARD

## **Reidrubber *GT RALLY***

PIX ACTION PHOTOGRAPHY Ph 760-009

# **Rally Roll Over Club**

The Rally Roll Over Club's Annual function is to be held on Saturday, 29th October at the Auckland Car Club Clubrooms at 8p.m.

The 'doo' is open to all members and anyone wishing to join the Club must contact the Secretary enclosing:-

- (a) Driver's name and full postal address.
- (b) Co-Driver's name and full postal address.
- (c) The Rally they rolled in.
- (d) Details of the roll.
- (e) \$2.00 each.

In return you will each receive an official Rally Roll Over Club monogram - and they're worth the big quid on the black market!

To qualify for membership, one must have rolled onto their roof or further.

Contact:

The Secretary,  
Rally Roll Over Club,  
8 Clinker Street,  
Mt Roskill,  
AUCKLAND. 4.





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An unusual shot by Action Photography looking back into the Canon Escort of Rex Rattenbury.

# EXIDE TROPHY POINTS

Listed hereunder are the Exide Trophy points to date:-

J. CROMBIE	37	A. JACK	18
P. CLENDON	29	P. STONE	16
R. NASEY	20	C. HUDSON	16
N. MALLARD	20	P. SERGENT	13
R. BENNETT	19		

## 10 POINTS:

R. CARN-BENNETT, W. GREEN, G. SIBUN, P. LATHROPE, P. WALBY,  
G. CRAWFORD, S. FINDLAY, K. MORRIS, T. MC LEAN, M. MOORE,  
W. GALLOWAY, A. LOWE, B. PLATT, N. LOWE, H. MUNRO, L. BENNETT  
M. CHANDLER, M. MARSHALL.

## 9 POINTS:

G. WOODMAN, S. SUBRITZKY, M. VERRY.

## 8 POINTS:

B. PEACOCK, B. LINDSAY, F. BAILEY, J. CHALMERS, P. HILL,  
G. COOK, D. BROWNE, C. MARSHALL, C. REED, T. FARLOW, W. HULL,  
R. FINDLAY, J. MORTON, R. AITKEN, R. MILLEN.

## 6 POINTS:

S.A.B. SUBRITZKY, K. HUGHES, B. HOMEWOOD, N. LANGLEY, T. CAREW  
V. MC LAREN, J. WATSON, B. WEAVER, R. BICKERTON, S. BOWKER,  
O. SORENSON, H. COLLIER, G. BENNETT.

## 5 POINTS:

P. FINCH, K. PEARCE.

## 4 POINTS:

J. COWAN, R. JONES, W. MASKELL, C. MALLARD, A. TURNER, D.  
CLARKE, G. WAINWRIGHT, M. AUSTIN, B. MC LEAN, T. GLADSTONE,  
W. CHANDLER, S. BOREHAM, C. SMITH, S. PAULSEN.

## 3 POINTS:

B. HIRD, S. GRAVES, S. MATHIESON.

## 2 POINTS:

K. SAUNDERS, R. VICKERY, K. BROWNIE, D. BULLAS, R. SENNE,  
M. COX, S. KAHN, C. HOULTRAM, N. HOGAN, B. COUCH, J. MEADS.

## 1 POINT:

R. CLARK, M. TAYLOR.

\*\*\*\*\*



# TRIALS TROPHY POINTS

Listed hereunder are points covering all events up to and including the Spring Invitation Trial on 28.8.77, but not including ARTC Mercury Trial of 24.7.77:

C. HUDSON	104	G. MAINS	8
P. CLENDON	76	R. JONES	8
D. BONE	74	R. JACKSON	6
L. SHANKS	36	G. BENNETT	6
R. NASEY	30	K. BOLTON	5
J. CROMBIE	29	K. PEARCE	5
L. BENNETT	27	P. FINCH	5
A. JACK	18	J. COWAN	4
P. STONE	16	W. HIRD	4
R. BENNETT	15	S. MATHIESON	3
D. BULLAS	14	S. GRAVES	3
P. SERGENT	13	R. SENNE	3
S. PAULSEN	13	S. GARMAY	3
G. LEWIS	12	J. MEADS	3
N. MALLARD	10	I. LOTHIAN	2
M. WALKER	10	S. SUBRITZKY	1
G. WOODMAN	9	R. CLARK	1
M. VERRY	9	M. TAYLOR	1

## SUPERFLOW


### MODIFIED CYLINDER HEADS

★ UP TO 30% MORE POWER

★ UP TO 20% BETTER ECONOMY

★ LOWER EXHAUST EMISSIONS

★ FROM AS LOW AS £150



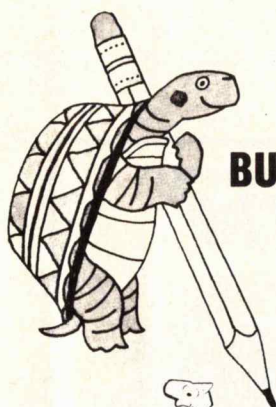
As the production line, the cylinder head have casting protrusions which are normally choked up with lumps and bumps which restrict the flow of air and fuel. This means you have to open the throttle wider to get the same power, which means you have to open the throttle wider to get the same power, which means you have to open the throttle wider to get the same power...

...the man who loves a boy or young man...

Pete Sangster

## CYLINDER HEAD SERVICE

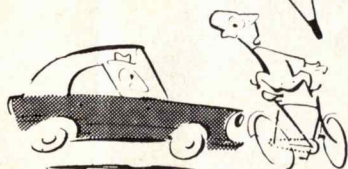
340 GT NORTH RD, AUCKLAND 2



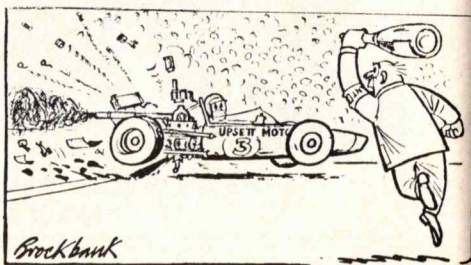
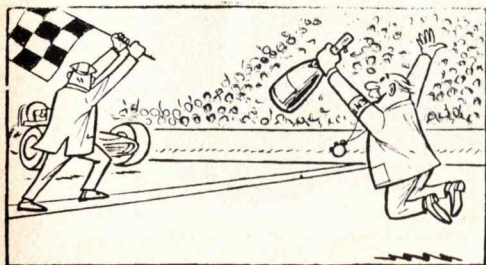
**BULLETIN CLOSING DATE**  
**15th OCTOBER**

**DON'T BE SLOW!**

# TAIL PIECE

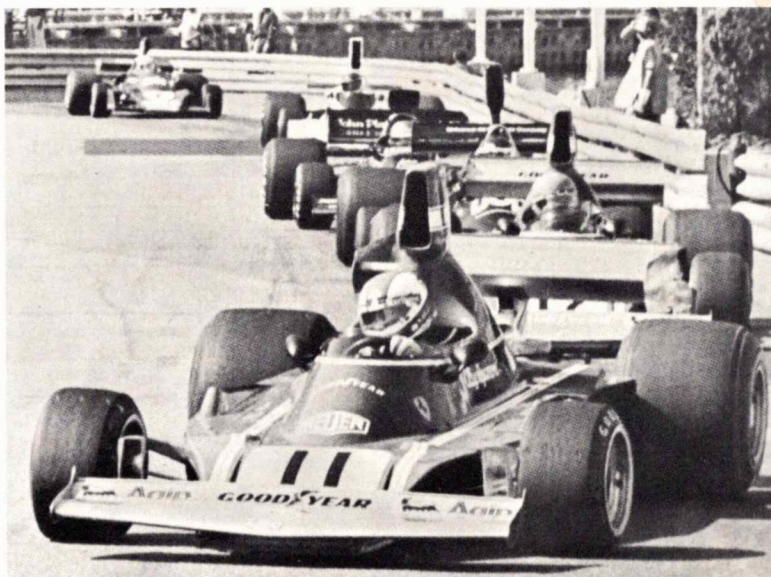


**MAJOR UPSETT**





# INDY 500 AND MONACO GRAND PRIX ESCORTED BY PAUL FAHEY



You can be there in 1978 with Paul Fahey on this motor racing tour of a lifetime. At time of printing final dates are not confirmed, however, we expect the tour to be approximately four weeks and to cost in the vicinity of \$2,200.

**Departure date will be early May with return to New Zealand first week in June.**

Don't miss this spectacular motor racing double.

Indicate your interest now to any office of UNION TRAVEL and be placed on their mailing list for full information as it becomes available.

## New Zealand

Auckland  
Blenheim  
Christchurch  
Dunedin  
Hamilton  
Hastings  
Invercargill  
Lower Hutt  
Levin  
Napier

164 Queen Street  
63 High Street  
Cnr Armagh & Colombo Sts  
38 Water Street  
Cnr Collingwood Street  
218 Heretaunga St West  
39 Tay Street  
187 High Street  
280 Oxford Street  
20 Dickens Street

379-890  
5099  
796.600  
77-201  
82-149  
89-069  
82-099  
660-772 Wgn  
89-149  
58-788

New Plymouth  
Oamaru  
Palmerston North  
Porirua  
Timaru  
Tauranga  
Wellington  
Westport

40 Devon Street  
61 Thames Street  
154 Broadway Avenue  
Cobham Court  
257 Stafford Street  
63 Devonport Road  
38 Customhouse Quay  
70 Manners Street  
10 Wakefield Street

75-459  
49-960  
83-001  
78-840  
86-099  
83-119  
729-699  
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