



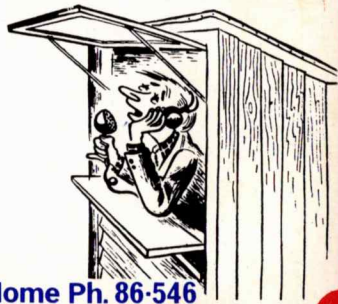
BULLETIN



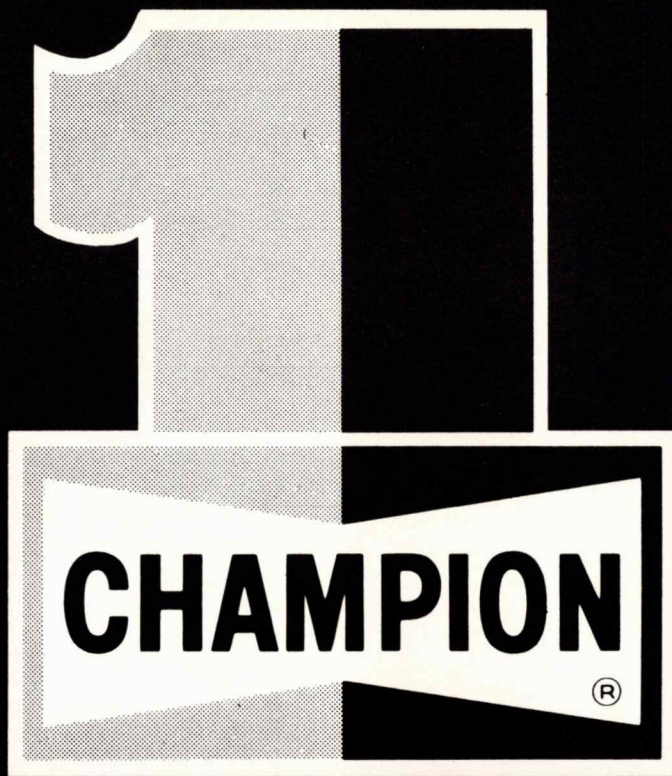
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- BULLETIN -

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:

Phone:

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



John Stewart (Escort 2 litre) looking for the quick way up Chamberlain Road at the Club's Hillclimb on 18th October.

PHOTO - COLIN NYHANE PH 869-236

cover photo

The Class Winning Ford Cortina Mk 4 driven by Club Members Paul Curin and Norris Miles in the recent Benson and Hedges 1000 at Pukekohe.

PHOTO = 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.

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.

16th NOVEMBER - WEDNESDAY - NIGHT TRIAL:

The trial will start at Otara Carpark at 6.30 p.m. Approx. 2 hours duration, to finish at the clubrooms with provision to buy your tea on the way to the finish. Exide and Trials Trophy Points.

17th NOVEMBER - 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.

19th NOVEMBER - SATURDAY - GYMKHANA - WESTERN SPRINGS:

Entries on the day from 11.00 a.m. to 12.00 noon at the venue at Western Springs. No knobbly tyres. Sandringham Tyre Service Trophy and Exide Points.

27th NOVEMBER - SUNDAY - CLUB CIRCUIT RACE MEETING:

Pukekohe 1.2 km 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 Cadet Licence Authority. Entries close 21st November with Mrs R. Brown, Auckland Car Club, P.O. Box 27063, Auckland 4, Telephone 678739. Exide Trophy Points. Light refreshments will be available.

4th DECEMBER - SUNDAY - SPRINT - JONES ROAD, HUNUA:

Entry forms and A.S.R.'s will be available from the clubrooms from 13th November and will close on the 27th November with the Secretary, 5 Freshney Place, Manurewa. Get your entry in early as only 50 entries can be accepted. Further details elsewhere in the Bulletin. Exide Points.

11th DECEMBER - SUNDAY - CHILDRENS XMAS PARTY:

To be held in the Clubrooms from 2.00 p.m. to 4.00 p.m. Closing date for enrolment is 11th November. An enrolment form appeared in the October Bulletin or alternatively send in the name, age and sex of your child/ren to, Childrens Xmas Party, A.C.C., P.O. Box 27063, Auckland 4.



**OPEN &
INVITATION**

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.

5th NOVEMBER - SATURDAY - SKYLINE CORONET PEAK G.S.HILLCLIMB:

A unique weekend in Queenstown. Further details from
Wakatipu Car Club, P.O. Box 112, Queenstown.

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. - 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.

13th NOVEMBER - SUNDAY - DUAL SPRINT:

Promoted by Morrinsville Car Club at Bay Park Raceways.
Further details from P.O. Box 216, Morrinsville.

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

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

20th NOVEMBER - SUNDAY - INVITATION HILLCLIMB:

Promoted by Rotorua Car Club on their sealed 6.8 km Mt
Ngongotaha venue. Prizes sponsored by Road and Track Autos
and Speed Shop. Further details from P.O. Box 365, Rotorua.

3rd DECEMBER - SATURDAY - CLUBMANS RACE MEETING - BAYPARK:

Promoted by Taranaki Car Club, entries will close 30th
November with the Secretary, P.O. Box 704, New Plymouth.
Races will be run for Production Saloons, Modified Saloons,
Sports Cars and Single Seaters.

3rd DECEMBER - SATURDAY - BARDAHL HILLCLIMB - ROUND 3:

Promoted by Hamilton Car Club, P.O. Box 6029, Hamilton.

4th DECEMBER - SUNDAY - INVITATION HILLCLIMB:

Promoted by Morrinsville Car Club at Old Hill Road, Tahuna.
Further details from P.O. Box 216, Morrinsville.

11th DECEMBER - SUNDAY - BARDAHL HILLCLIMB - ROUND 4:

Promoted by Triumph Sports Car Club at West Road, Hunua.

17th DECEMBER - SATURDAY - BARDAHL HILLCLIMB - ROUND 5:

Promoted by Auckland University Car Club at Andersons Farm, Paremoremo.

AUCKLAND CAR CLUB

Clubman's Race Meeting



Pukekohe 1200M Circuit

Practice 12 Noon Racing 1p.m.

SUNDAY 27th NOVEMBER



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.

Brian Friend
 Peter Bray
 Vaughan Spinetto
 Murdo MacDonald
 Gavin Ward
 Andrew Mearns
 Michael Winters-Dodd
 Karl Klenner
 David Harrison
 Sandie Hill
 Greg Washer
 Dave Hodge
 David Clendon
 James Lann
 Bryan Pugh
 Jon Reid
 Rodney Wooler
 Geoffrey Pachnatz
 W. Ffolliott
 Russell Willis
 Robert Frew
 Clare Balemi
 Bruce Crook
 Tony Sullivan
 Glenys Berg
 Greg Armstrong
 Steven Fenton
 Philip Myhre

Mangere
 Henderson
 Mairangi Bay
 Takapuna
 Devonport
 Epsom
 Hillsborough
 Otahuhu
 One Tree Hill
 Remuera
 Ellerslie
 Blockhouse Bay
 Otara
 Beach Haven
 Papakura
 Bucklands Beach
 Torbay
 Waihi
 Manurewa
 Forrest Hill
 Forrest Hill
 Bucklands Beach
 Manurewa
 Takapuna
 Morningside
 Titirangi
 Glen Innes
 New Lynn

Escort V6
 Anglia
 Datsun SSS
 Monaro
 Escort Van
 Charger
 Cortina GT
 Anglia
 Torana
 Escort GT
 Capri 2000
 Clubman GT
 Suzuki T500J
 Fiat
 Hunter
 Avenger TC
 Corolla
 Cooper S
 Escort TC
 Charger
 Mini

 Datsun 180B
 Corolla SL

 Escort Mk II
 Holden HR

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

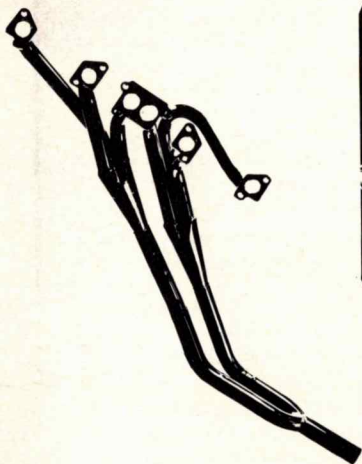
For complete job, comprising crank, flywheel, clutch, rods and pistons.
 Rods are balanced end for end. This means all big ends & all little ends are same weight. This is essential.

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

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

COBY EXHAUST EQUIPMENT

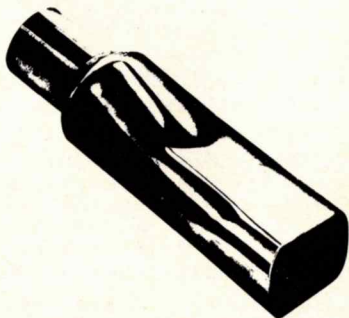
COBY Exhaust Extractors



COBY Mufflers



COBY Exhaust Extensions



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".

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.

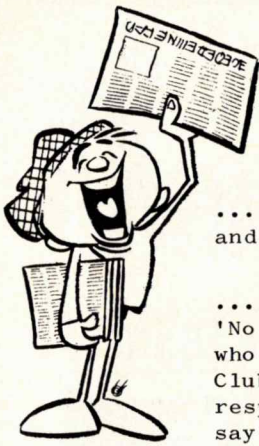
In response to public demand Coby present their fish tail GT exhaust extension to fit most makes and models of vehicles. Beautifully presented after coppering and chroming, they give that connoisseurs appearance to your car.

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

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SHOUTS and murmurs

..... Congratulations to Rod Millen, 1975, 1976 and now 1977 N.Z. National Rally Champion.

..... Congratulations to the Auckland Car Club 'No. 1 Team', Rod Millen, Blair Robson, Jim Donald who won the 1977 Pall Mall Rally Championship Car Club Team's Award. With a 1st, 3rd and 4th overall respectively, in the four round Championship, we say - "Well done!" The Club presented the 3 drivers and their navigators with a framed photo of the Team (reproduced elsewhere in this Bulletin) to mark their achievement.

..... The Masport Sports and Social Club can supply Masport Rally Jackets to Members at \$30 each. Three sizes available: OS - M - SM. Contact Athol Hart, Mason & Porter Limited. Telephone 579-009.

..... DOMINION RENT A CAR have advised that a 10% discount on current hire and mileage charges is available to A.C.C. Members. It is necessary to produce your membership card at the time of renting the vehicle. We welcome the offer and are sure that members will take advantage whenever the need arises. P.S. All the RS1800's are fully booked for next August.

..... Whilst on the subject of special offers, Wakerley Bros Ltd, Glenfield tell us they have a good discount deal going for Members interested in their AUTOTRONIC Advanced Ignition System. The RLS and RLR Models are specifically designed for higher performance cars.

..... When it was learnt at a recent Executive Meeting of the N.Z.I.G.P., on which this Club is represented, that the Peter Stuyvesant Race Promoters were unable to assist with the cost of bringing Aucklander Brett Riley and a car back for the series, an impromptu hat 'pass around' raised several hundred dollars. However, at the time of writing it is pleasing to note that a suitable sponsor has apparently come forward, thus hopefully assuring local fans of being able to see the now internationally experienced talented young driver in action.

..... We remind Members that the full range of 'Sidchrome Tools' will be on display at the November Film Night and these can be purchased at 25% discount prices by arrangement with the distributors, Siddons Industries Limited.

..... The Sports-Racing Car Association of New Zealand (SCANZ) is alive and well. With rounds of the Intalex (2 litre) Sports Car Championship at most of the major meetings this season; SCANZ, per John Mc Lellan, are encouraging sports car drivers to turn out in large numbers to give big grids and close racing. We hope that their call does not go unanswered, particularly as after a slow build up, the class is now gaining more national recognition. Local rep. is Gerrard Barker Telephone POP 86273.

It is with regret that we must record the sudden death on October 21st of Harold John Batten, a very esteemed and valued honorary member of the Club. Harold for many, many years had been the Club's Film Projectionist and we cannot recall ever being let down by him through lack of an operator or faulty equipment. On the rare occasions he had had other commitments clashing, he had always made sure that our show went on as usual, his brother Les being only too happy to help out whenever needed. To his wife, Doreen, his brother Les, and all members of his family, we extend our deepest sympathy.

..... The following items regarding Radio New Zealand Rally Sponsorship and supposedly 'Inter-Island friction' are reprinted with acknowledgement to the Manawatu Car Club. We feel the comments (Rob & Wendy Lester) therein will be of much interest to members...

The withdrawal of Radio New Zealand's Sponsorship from the International Rally is a major set back. The whole deal meshed nicely with the type of event - publicity over the radio was massive - to the point where you were looking forward to the event being over! I cannot imagine one single hearing person in New Zealand not being aware that the event was on.

I feel sure that the personnel of Radio New Zealand themselves, got quite a kick out of participating in something of this magnitude. I have heard that people with little or no inclination towards motorsport and Rallying in particular, were getting caught up in the atmosphere of the thing, and were becoming very involved. Radio stations were trying to outdo each other with gimmicks and, quizzes, which is always a stimulating thing. Radio New Zealand's withdrawal will, I'm sure, be a big disappointment not only to the competitors, organisers and administration of motorsport, but also to those Radio New Zealand staff who got such a morale boost out of their participation. The announcement by Broadcasting Chief, Ian Cross, was however, an ambiguous and misleading piece of news.

He stated that Radio New Zealand's withdrawal would mean a 'saving' to the Broadcasting Corporation of \$80,000. True, but not true. I believe the figure was in fact in the region of \$75,000. And whilst the money was paid to the organisers in cash, Radio New Zealand then sold every single piece of radio time available around the Rally, and made themselves a handsome profit! Where was that piece of news in Mr Cross's report? ◆

His other statement that the Rally didn't draw as much interest and attention as say rugby, was too ludicrous to be true. In Palmerston North alone, we saw Club Members and non members involved - people that we never see at Club events, but who become involved annually in this major Rally, because of its intangible 'something'. If the calls we received at home from non Car Club people, was anything to go by, then interest in the rally was high. The Public Relations Office were inundated with enquiries and I know the local Radio Station was also very busy with calls. No interest Mr Cross?

We're not blind - we watch the sports broadcasts on T.V. We see the 'huge' crowds at Soccer - golf - athletics - powerboating - gymnastics - netball - basketball - tennis - rugby league - softball - they would be lucky to pay the gatekeepers with the takings.

'Fair's Fair Mr Cross' - make your statements by all means, but give all the facts, not just those that suit the Broadcasting Corporation - and make it sound great with the public - "Gosh, what a mighty bunch - they are certainly doing their bit - fancy saving \$80,000!"

(Interested persons will be pleased to note that we hear several other companies are looking at taking over the Sponsorship of this World Rally. An announcement is expected soon.



I am rather saddened to read some of the 'North Island v South Island' stuff appearing in some of the South Club Bulletins. If things don't go the way of the particular person, they immediately label it 'North anti South'. It is so untrue.

For instance, the Corolla Coupe of Bob Slade and John Osborne was declined entry at the Ablert Auto and the Benson and Hedges because it was a 'coupe' model, and not permitted in the Regs. They were told before they purchased the car to wait, but went ahead. The motor quite clearly is a 'souped up' version of the Corolla, and was therefore ineligible. It would have been ineligible if a North Islander had bought it - but not so according to Osborne, who had some bitter things to say when told. In fairness to Bob Slade, he never said a word, and accepted the decision without argument, for which we thank him.

Now I read in the OSCA Newsletter more rubbish about 'North v South' thing, and that the promoters were being just bloody-minded. Another South Islander wrote up to be put on our mailing list, and mentioned that his entry in the B & H had been refused (thrown out he said), because they were too 'far away from Auckland'.

Then the Canterbury Car Club launches a tirade against the North Island because the Benson & Hedges will be running on the same day as their Race Meeting and first Round of the Formula 1 (Pacific). Whilst we agree that it is a very bad thing for two major events to run on the same day - the G.P. Association went over backwards to ensure that they would not lose one single competitor from their meeting in Christchurch. We agree it must never happen again, but by the same token, we do mildly point out that it was not because it was a North v South hate session. It was unfortunate circumstances. There was less eloquence when

The First round of the Pall Mall took place last year, on the same day as Bay Park was running the finals of the M.A.N.Z. Championships. Another real bad blue on M.A.N.Z.'s part. Honest, fellas, there is no 'North hate South' thing going - unless it is of your own making.

Unofficial Practice

Members are strongly warned that practicing on any of this Club's or other Club's competition venues outside of organised official times is STRICTLY FORBIDDEN. Anyone observed by residents, officials of the Club or Transport Officers disregarding this rule will find their competition days severely and quickly curtailed.

BULLETIN CLOSING DATE

15th NOVEMBER

DON'T BE SLOW!



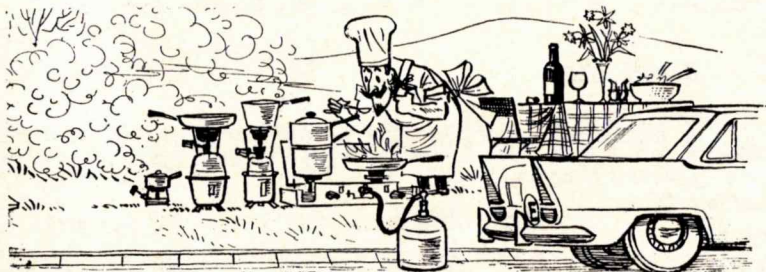
AUCKLAND CAR CLUB

Pit Stop Bistro Bar

Sundays 6 - 9.00pm

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

Children Welcome



on the SOCIAL SCENE

The Beer and Burger Evening held on the 8th October was supported by over 150 people and was enjoyed by all who attended. We have approximately two dozen Tenants Strong Ale left for which we require a nice home - applicants to Mr Mallard. Special thanks from all to Mr Mallard and his family for their sterling service they rendered in cooking.

With Christmas approaching us quickly, the Clubhouse Committee are getting to grips with the coming Social Events, heads down...up!

First on our agenda is a Pool Challenge on the 26th November by Monier Tiles, for which a very handsome cup has kindly been donated by the above Company.

The Children's Christmas Party will be held in the Clubrooms on the 11th December, 2.00 p.m. till 4.00 p.m. A Registration Form was printed in last months bulletin, but if you don't want to cut this out please copy the relevant information and post to Childrens Christmas Party, A.C.C., P.O. Box 27063, Auckland 4 before the 11th November together with your \$1.00 Registration Fee. Please note the usual age limit of up to and including 8 years of age.

The Adult's Christmas Party will be held on the 17th December - where all adults are to act like children, Santa will be in attendance with his beloved fairies, so all you fairies mark this date on your calendar. Tickets will be available later this month.

Coming Events - New Year Wine and Cheese followed by another Pool Tournament in late January and a Fancy Dress Evening to be held in March.

Finally a small note, the Clubhouse is run by members for members, - your assistance is needed. Your membership is also more enjoyable if you become actively involved. Anyone wishing to join the Clubhouse Committee please contact Russell Burr, Steve Cargill or Brian Keach. Look us up at the Clubrooms on Thursday or Sunday Evenings.

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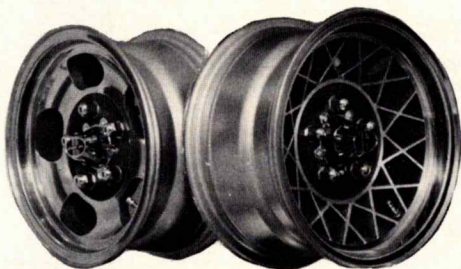
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A Hectic Week's Trialling

Team Cookie Bear's trip to Christchurch, although very eventful, is not worth describing, except to congratulate Graeme Robertson on winning the event. Instead I'll describe a week in the life of a triallist.

Saturday 1st October - Rotorua Trial - 17 competitors headed by Cookie Bear (the lunch Control) and followed by myself (the starter and trail car) set forth on the Club's annual pilgrimage to Rotorua on a rather dismal day. The trial took us through Mangatawhiri and the back of Te Kauwhata to lunch at Morrinsville using a large number of fairly straightforward traps. So much so in one case that we encountered a U-turn check without expecting one and spent some time figuring out what the trap could have been. We found Cookie Bear at Morrinsville looking very seedy, but after 3 cups of tea, his face (what you could see of it) had brightened somewhat.

So, onward to Rotorua, picking up check signs on the way and getting rather worried at some of John's traps when the checks were not encountered until several instructions later. Notwithstanding this, we 'clean sheeted' the event (along with several other crews) and the benefit of our Halda really showed when our timekeeping loss was worked out and we ended up in first place.

After a few expensive drinks in the Travelodge bar we headed for our private dine-and-dance function. I am sure all 55 or so people there would agree that the function was terrific, with good food, a great disco and plenty of wine. Unfortunately the waitresses were a little wiser after last year and endeavoured to remove the paper place-mats before the dart throwing competition started, and, having cleared several tables before they were stopped, the aerial battle was not what it had been in the past. At 1 a.m. it was over to the Pearce's room for a few more drinks and, strange as it may seem, one nameless person produced a bottle of gin. The strange thing was the spirit measure on top of the bottle! Another strange thing was the extra \$6.50 that appeared on the accounts the next morning!

Many thanks to John Busch and Lois for plotting the event, and the Official Bag for being Secretary.

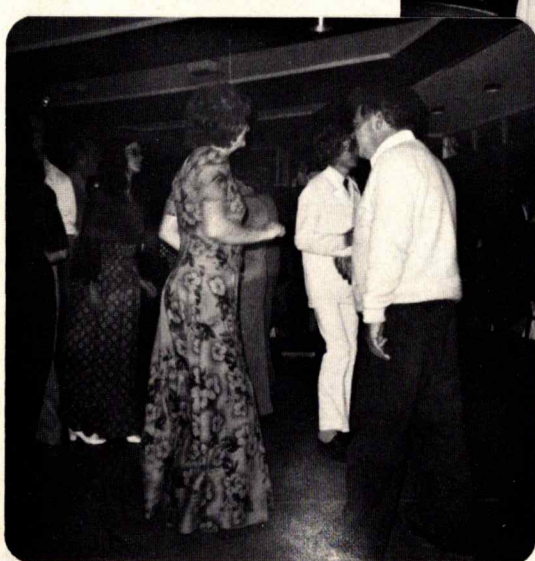
RESULTS OF ROTORUA TRIAL 1.10.77

1st	Doug Bone	27.7	10th	Ross Senne	487.1
2nd	Peter Sergeant	48.4	11th	S. Subritzky	630.1
3rd	John Crombie	111.8	12th	Rex Alder	743.1
4th	Peter Clendon	154.1	13th	Richard Jones	1239.9
5th	Chris Hudson	156.6	14th	K.E. Bowles	1333.1
6th	Peter Batten	166.1	15th	Paul Coleman	1557.1
7th	Kerry Pearce	312.1	16th	I. Barrow	1871.5
8th	C.R. Small	343.9	17th	Colin Cole	2641.1
9th	Laurie Bennett	467.1			



ROTORUA

WEEKEND



TRIAL



Sunday 2nd October - Rotorua Gimmick Trial:

I'd like to be able to say that I saw everyone arriving for breakfast looking rather hungover, but since we only made it at the last minute ourselves, the majority had been and gone and only the really bad ones were left. Breakfast went down very slowly and to fill in time until we started the gimmick trial, several of us visited Rainbow Springs and Whakarewarewa. The former will be remembered for the motionless replica of Cookie Bear in the animal compound and the latter was a memorable walk in the rain around steaming mud pools, half of which had gone out. The eight competitors in the gimmick trial started at 1 p.m. and having assisted in the 'plotting', I did not compete. However, all seemed to enjoy the straight drive home with all the silly questions to answer. In fact, the hangovers can't have been too bad as more of the questions were answered correctly than I would have envisaged.

After the trial, the group at the clubrooms was very subdued and most had quietly left by 9 p.m.

RESULTS OF ROTORUA GIMMICK TRIAL SUNDAY 2ND OCTOBER

1st= John Crombie	3rd= Peter Sergeant
1st= Kerry Pearce	6th Stephen Subritzky
3rd= Laurie Bennett	7th C. Small
3rd= Peter Clendon	8th Rex Alder

Wednesday 5th October - Midweek Trial:

After the weekend and a trials committee meeting on Monday night, the old head had still not fully recovered by Wednesday, when team Cookie Bear set off from Pakuranga in a midweek invitation trial organised by ARTC. The trial was not quite what we're used to and involved a lot of fairly involved instructions around a new subdivision with U-turn checks up virtually every road. The checks were easy enough to find, but it was getting them in the right order that mattered. After a fair bit of mucking about, and much argument in the back seat, we managed to arrive at a manned check to be given 3 blanks. A bit of cunning resulted in the check code 'U' being placed in all 3 spaces, and, as it turned out at the end, only one was wrong.

Back at the clubrooms after an apparently unnecessary deviation around the back of Manukau City Centre, we found to our surprise that we managed as high as third place, but even more to our surprise was the Kerry Pearce crew (with a little help from John Busch) who had come second.

Many thanks to Graeme Craig and ARTC for inviting us to the event.

Sunday 9th October - NSCC Mercury Trophy Trial:

The final round of the Mercury Trophy Series started with a collection of the usual sore heads (after the Beer & Burger evening) gathering at Pt Chevalier to await the arrival of the organiser, who duly appeared 2 minutes before entries supposedly

closed. The overall Mercury Trophy placings were a foregone conclusion before the event, but never-the-less, there was a reasonable turnout of 17 cars, including 3 from Hamilton.

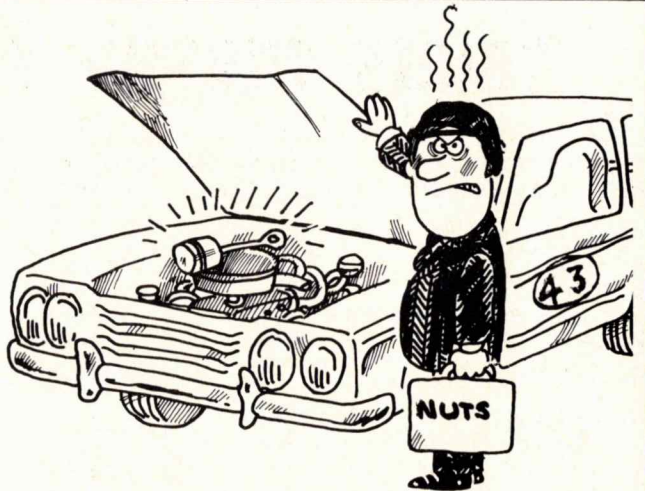
A fairly straightforward couple of sections took us to the map-reading where we, and many others, got horribly confused, mainly because we couldn't find a tiny road. A bit of trial and error got us through the section with a considerable time loss, although we were certain something was wrong after circumnavigating a block and arriving at the same manned check 4 times in a row. Turned out everything was OK though.

The remaining sections, although rather involved, were straightforward and included a nice mud pool behind the Riverhead pub which required a bit of speed and took me two tries to keep the car straight enough before hitting the mud.

Back at the NSCC clubrooms, results were posted in a very short time and a very reasonable attitude was adopted by Bob Hayman in listening to claims. This would be a lesson for our friends in Wellington and Christchurch. By the time I'd had a meal, results were final and I must congratulate AUCC for winning the series. Results appear elsewhere in the Bulletin. Congratulations also to Bob Hayman and his team for a well organised event.

DOUG BONE.

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TRIALS TROPHY POINTS

Listed hereunder are points covering all events up to and including the NSCC Mercury Trial on 9th October, but not including the ARTC Invitation Mid Week Trial on 5th October.

C. HUDSON	148	G. MAINS	8
D. BONE	122	R. JONES	8
P. CLENDON	120	S. SUBRITZKY	7
J. CROMBIE	46 $\frac{1}{2}$	R. JACKSON	6
L. BENNETT	37	G. BENNETT	6
L. SHANKS	36	K. BOLTON	5
R. NASEY	30	P. FINCH	5
P. SERGENT	29	R. SENNE	5
K. PEARCE	18 $\frac{1}{2}$	P. BATTEN	5
A. JACK	18	J. COWAN	4
P. STONE	16	W. HIRD	4
R. BENNETT	15	R. ALDER	4
D. BULLAS	14	S. MATHIESON	3
S. PAULSEN	13	S. GRAVES	3
G. LEWIS	12	S. GARMAY	3
N. MALLARD	10	J. MEADS	3
M. WALKER	10	I. LOTHIAN	2
G. WOODMAN	9	R. CLARK	1
M. VERRY	9	M. TAYLOR	1

ARTC Night Diagnostic Trial

5.10.77

After organising father and the children with their evening meal etc, and convincing father I would not prang the family car, I set off to the A.C.C. Clubrooms to meet the rest of my crew, Elizabeth Hunter, Lois Tucker and of course John Busch. (If it hadn't been for him, we probably wouldn't have been first ACC member and I wouldn't have had to write this article).

We arrived at the Pakuranga Shopping Mall carpark and after completing our entry form etc we left at 7.24 p.m. We had an over-riding instruction to go right at Tee unless otherwise instructed. We turned right out of the carpark as it was a Tee and told to turn right at traffic lights. Next, we were told to go right with Gossamer Drive in brackets. We followed this road for some time to go left after Give Way, then pass the odo, which meant absolutely nothing to us as we didn't care for timekeeping, especially as the cars speedo is in miles and not kilometres. After turning left into Greenmount Drive as instructed we went on to get our first check DATSUN at which we deleted the instruction we were on and did a U-turn, which, turned out to be the first of many throughout the trial. Next left and another U-turn check, we were told to go left at DIXON PLUMBING COMPANY LTD, but the sign was not at the intersection and, seeing there was no other instruction, we turned right at Tee to check DATSUN a second time. Next we had to turn right where we got check SKODA, then go left out of Parkwood Drive which had Parkwood Place on the sign - so seeing it was a Tee intersection we turned right. Our next 2 instructions really fouled us up, we were told to go ahead for 0.2 km and stay on this road for 0.2 km and remembering the Car's speedo was in miles, Lois in the back had to get out her mathematical brain and work this one out, which she managed quite successfully. After turning into Neales Rd, our next instruction was stay on metal until going left onto seal at the next intersection which was a Tee with metal either way; We U-turned to stay on this road and got check DUL. After going around and around with a U-turn here and another there we finally made our way to the first manned check and found at this stage had dropped one check. It was at this stage that the car was making considerably more noise than it was when we started out. All enthusiastic, we took off making an awful noise on the next section. This time our over-riding instruction was go right at all Tee intersections. As this part of the trial was around a new subdivision with Cul-de-sacs everywhere, we were U-turning continuously and finally landed up at the second manned check which was sitting opposite the first manned check. Here we had dropped only one more check which was quite surprising. After this we proceeded back to the ACC Clubrooms with no exhaust but at least I didn't prang it.

I would like to thank my crew without them I probably would still be finding my way around the course, also thanks to Graeme Craig for plotting such a different type of trial and to ARTC for inviting the ACC.



Hooray for Roddles,
 Hooray at last,
 Hooray for Roddles,
 He's just too b..... fast!!!

There's no two ways about this Millen stalker - he's right there.
 Congratulations to Rod, Mike Franchi, Shorty James, Ron Kendall,
 Robert Harris, Warren Priest etc on a well deserved and incredible
 third Rally Championship in a row.

Congratulations are also in
 store for Phillips Stereo and,
 of course, Mazda Dealers with
 particular focus Bob Bilton.

What a fantastic and almost un-
 believably successful season
 these blokes have had - not
 only with the rally title, but
 also first Kiwi's home in the
 Radio N.Z. International -
 where they gave Mazda their
 first World Championship points
 ever!!



Jim Donald also deserves a pat
 on the back for a well paced
 drive for second place in Round
 4 together with 4th overall in
 the Championship - keeping the
 flag flying for the 'Wiskery
 Wonders'.

'Captain Howdie' Collier and
 the Webster also deserve a
 couple of 'Hand Grenades' for
 3rd place as do the Gawdy Boys
 (Cooney and McKnight) after a

good 4th. You could also give Smithy a handle after 5th place
 following a good steady drive.

Major disappointment must have
 been Mickey Marshmellow who
 lost oil pressure on the 3rd
 stage and this lost all chances
 of the Championship. Other
 disappointments included Blair
 Robson, who rolled and later
 burst an oil line eventually
 finishing 6th. Also a pity to
 see the Sofa Brothers join the
 most expanding club after a
 nasty old tumble down a bank.





I wont rave on about the rest of the Rally as she's all been well reported in the Motor Action etc. I will say, however, that it's one of the best organised and most enjoyable rallies I've ever been involved in - the roads were grouse - congratulations Morrie Chandler and N.S.C.C.!!

TOP DRIVERS

This is a task I look forward to every year as it always stirs up the curry!! I apply no bias what-so-ever, but every year some wicker rings me up complaining and generally giving me a hard time. I'm sure this year will be no exception, so here's my top ten for 1977 (based on performances this past season).



1. Rod Millen
2. Mike Marshall
3. Blair Robson and Jim Donald
5. Bob Couch
6. Alan Carter
7. Howard Collier
8. Colin Taylor and Clive Smith
10. Paul Adams
11. Tim Gibbes
12. Dave Cooney
13. John Woolf
14. Brian Green
15. Morrie Chandler

This year I've also decided to nominate a 'Rallyist of the Year' and for 1977 I feel it has to go to:-

MORRIE CHANDLER

Morrie has put up incredibly consistent performances in the Reidrubber Lancer all year. He was regularly in the top ten placings for the Pall Malls, Cibie, Reidrubber etc., and the car which they built themselves, never broke down.



ACTION PHOTOGRAPHY Ph 760-009

PALL MALL RALLY



PIX — Ross Cammick Ph. 558-913



Together with that he finished 8th overall and won his class in the Radio N.Z. International. Morrie also organised Round 4 of the Pall Mall and thus proved himself as a superb organiser. A further example of the Chandler administration ability was also shown in his being elected President of the Motor-sport Association (MANZ). To top off the perfect season, Morrie also took Rothmans Public

Relations man, Grant Morrison, for a ride at the Press Day and they both joined the most exclusive club when they found themselves off the road with their feet in the air!!!

RALLY CALENDAR.

The MANZ Newsletter sent out with the last Bulletin contained a Rally Calendar for next season. You'll have noted that the A.C.C. was only down for one rally - on April 15th. Well, that's quite correct and it will probably be the Cibie Rally on that date. However, contrary to various rumours about, we are also running a Closed Club Rally at Maramarua late in the season - either August 20th or some time in October.

That's my lot for this year - I'll be popping up in the February Bulletin with all sorts of juicy information. So, until then, 'ave a good time and we'll see you on the turps!

KEVIN LANCASTER. ●

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PUKEKOHE INTERNATIONAL MOTOR RACING CIRCUIT SUNDAY, OCTOBER 16th, 1977

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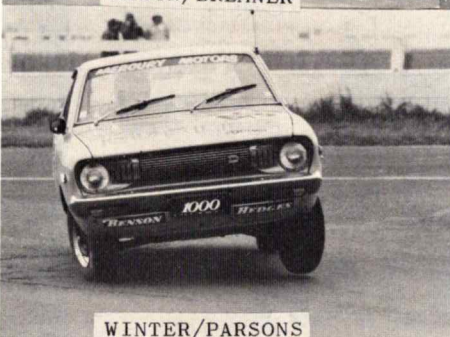
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PROVISIONAL RESULTS

O'all Posn	Car No.	Drivers	Car	Laps
<u>2001c.c. & Over:</u>				
1	1	Leonard/Sprague	Charger	270
2	6	Phillips/Mc Lean	Charger	268
3	8	Pedersen/Oxton	Leyland P76	268
4	3	Coppins/Sutherland	Charger	268
5	15	Allan/Pulman	Fairmont XC	265
6	4	Wilkinson/Harrington	Charger	262
11	7	Marshall/Yeats	Mazda RX2	257
14	5	Tulloch/Green	Charger	256
15	10	Mc Namara/Easton	Charger	254
18	12	Williams/Williams	Fairmont XC	250
25	18	Begovic/Bonch	Mazda RX2	242
<u>1801c.c. - 2000c.c.:</u>				
7	23	Curin/Miles	Cortina Mk 4	261
8	24	Hood/Homewood	Cortina Mk 3	259
12	22	Adams/Woolf	Cortina Mk 4	257
13	26	Gardiner/Gardiner	Cortina Mk 3	256
17	21	Anderson/Peet	Corona	251
<u>1301c.c. - 1800c.c.:</u>				
9	35	Segedin/Myhre	Escort Sport	258
10	31	Jones/Wilson	Datsun 180B	258
16	34	Emson/Bremner	Gemini SL	251
20	33	Bennett/Bullas	Avenger	248
23	30	Kendall/Cork	Datsun 180B	243
24	32	McCallum/Goodwin	Datsun 180B	242
31	37	Chandler/Chandler	Subaru	205
<u>0 - 1300c.c.:</u>				
19	41	Millen/Millen	Mazda 323	250
21	46	Lowe/Walker	Lancer	248
22	42	Holland/Hiscock	Mazda 808	244
26	45	Armstrong/Lloyd	Lancer	240
27	49	Winter/Parsons	Datsun 120Y	239
28	47	Gow/Loverich	Fiat 128	233
29	43	Teagle/Booth	Honda Civic	228
30	48	Bailey/Flashman	Datsun 120Y	215

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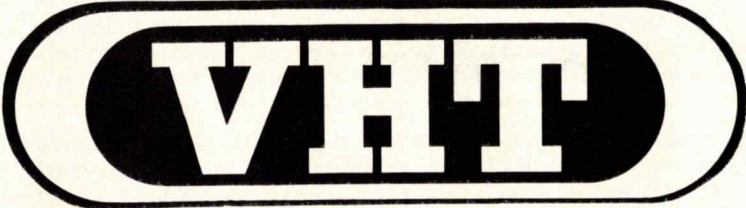
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Happenings



An event of note for motor racing followers must surely have been the recent T.V. news item on Brett Riley. There is no doubt about his talent and his recent performances have underlined that fact.

During the last two months, his prominence in motor racing has seen him as the subject for Autosports full colour centre spread and as the Profile Subject in Motoring News - Both English publications are authoritative, and to be featured as prominently as Brett has, speaks volumes for the regard in which he is held in the U.K.

In an attempt to assist Bretts passage to N.Z. for the '78 Peter Stuyvesant Series, individual members of the N.Z.I.G.P. Executive Committee raised between them some \$350 in about 90 seconds. What greater thrill for local fans, than to see the lad who has made good overseas.

Remember how they came to see Bruce Mc Laren and Denny Hulme - Better still, what if he were to give the likes of a Rosberg a run for his money.

New Zealand is not the only country where motor racing is in a trough. Early in the 1970's a new Grand Prix circuit was constructed at Nivelles in Belgium. Just a few weeks ago the circuit which has twice hosted the Belgium Grand Prix was put under the auctioneers hammer. It is said that the venue is unlikely to play host to motor racing in the future and the lease has about 50 years to run.

To some, Formula One is viewed as the beginning and end of motor racing. At one time it probably was the pinnacle. However, I often wonder how the total believer in Formula One can reconcile his absolute faith with recent incidents at the Canadian G.P. Firstly, James Hunt being fined \$2750 for striking a marshal who tried to stop him crossing the circuit following his incident with Tochen Mass and Niki Lauda's refusal to drive the Ferrari. Surely both drivers are aware that their behaviour is going to offend their supporters - to say nothing of what it does to the sport in general.

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Whilst Formula Atlantic is dead in Britain, in Ireland it is not. Irish driver Patsy Mc Garrity is setting about establishing an Irish Formula Atlantic Association. It is hoped that each member of the Association will contribute between \$100 - \$200, which would be matched by a prospective sponsor, to be put into a prize 'kitty'.

Last year the drivers club in Ireland arranged the sponsorship of their Atlantic Series.

The recently announced sponsorship by Union Travel of the National Formula Pacific Series is most welcome.

There has been plenty of comment about using the words, Formula One, in the title and many purists it seems are offended.

Having been involved in seeking sponsorship for the National Series a number of times during recent years, I know the difficulty M.A.N.Z. have experienced. Believe it or not, the greatest problem encountered relates to the two words 'Gold Star'. More prospective sponsors of the series have been turned away by the knowledge that they have to stop people thinking 'Gold Star' than any other reason.

Union Travel have been loyal supporters of motor racing for a number of years. They are to be warmly congratulated for sponsoring the premier National Single Seater Series.

It is to be hoped that the loyalty which the Company and such people as Ken Keach, Russel White, Roger Hoskins and Warwick Bullock show toward motor racing, is returned by the competitors. Despite the remarks of that jovial driver Ken Smith (in the Sunday Times) I am sure that Union Travel are not laughing all the way to the bank. The competitors should be laughing though. If Union Travel hadn't come along with their Formula One Series, the chances were very strong that there would have been no domestic series for the Formula Pacific cars at all, as the race organisers would not have had the financial resources to pick up the rounds for which they had inscribed.

NORMAN HARVEY.

NATIONAL MOTOR RACES

PUKEKOHE

Sunday November 13th

LATE NOTICE : INVITATION HILLCLIMB

Organised by the Pukekohe Car Club to be held at Ridge Road, Pokeno on Sunday 27th November. Entries from 9.00a.m. to 10.00a.m. Entry Fee \$2.00. If weather permitting, there will be a barbecue after the event.

Sprint Meeting 9th October

The first bent sprint of the season was held at the Pukekohe Circuit on the 9th October with an invitation to the Thoroughbred & Classic Car Owners Club. Fifty-two entries were received. Apart from the usual club cars, the entry list included such machinery as the Porsche 911E of Rob Turner, Jaguar XK120 (Lyndon Taylor), Morgan 4+4 (Graham Kyle), Bristol 403 (Lane Smytheman) and many other interesting vehicles.

The first run was underway soon after midday with a flying lap around the club circuit, standing $\frac{1}{4}$ down the back straight and a bent sprint, starting before the hairpin and finishing on the top of Rothmans curve.

Unfortunately the weather broke at about 3.00 p.m. making it most unpleasant for competitors (and officials), however most had had sufficient runs by about 4.00 p.m. when the event concluded.

NAME	CAR	CLUB	CIRCUIT	$\frac{1}{4}$ MILE	BENT		TOTAL	PLACE
					CLUB	SPRINT		
W. Wymer	Mini	ACC	46.20	18.843	34.00	99.043	3rd	
L. Gooch	Mini 7	ACC	46.60	18.866	36.00	101.466	4th	
D. Strong	Mini	ACC	44.00	17.338	31.40	92.738	2nd	
J. Mc Manemin	Mini	ACC	47.80	18.273	37.40	103.473	5th	
C. Mc Ewen	Fiat	ACC	49.00	19.983	37.00	105.983	6th	
I. Harris	Mini	ACC	43.00	17.056	32.60	92.656	1st	
D. Hodge	Mini	ACC	46.20	16.410	33.00	95.610	5th	
G. Bowden	Mini	ACC	45.00	16.762	32.20	93.962	3rd	
I. Laidlaw	Viva	ACC	51.00	18.986	37.80	107.786	11th	
J. Tate	Escort	ACC	46.00	18.032	35.40	99.432	6th	
R. Vickery	Datsun	ACC	45.00	16.767	33.40	95.167	4th	
K. Lack	M.G.	ACC	50.80	19.373	37.00	107.173	10th	
D. Winter	Datsun	ACC	48.20	19.521	35.60	103.321	8th	
M. Parsons	Datsun	ACC	47.00	18.824	35.00	100.824	7th	
R. Nasey	Mini	ACC	44.00	16.466	31.60	92.066	2nd	
E. Jarvis	Escort	ACC	52.30	21.961	39.00	113.261	12th	
R. Grey	Simca	ACC	49.00	19.562	36.00	104.562	9th	
A. Levett	Mini	ACC	44.00	16.463	31.40	91.863	1st	

D. Mc Connell	Anglia	ACC	44.80	16.462	33.00	94.262	5th
D. Reid	Anglia	ACC	47.20	16.635	34.60	98.435	8th
P. Vass	Escort	ACC	48.20	17.119	32.00	97.319	7th
H. Wootten	Anglia	ACC	40.00	14.209	29.00	83.209	1st
G. Appleton	Anglia	ACC	44.40	16.774	32.60	93.774	4th
J. Pos	Cortina	ACC	46.20	18.267	35.00	99.467	9th
N. Langley	Avenger	ACC	45.00	17.875	33.80	96.675	6th
P. Hill	Escort	ACC	50.00	17.235	37.00	104.235	10th
S. Kahn	Escort	ACC	44.00	16.343	31.80	92.143	2nd
W. Powell	Escort	ACC	45.00	15.857	32.00	92.857	3rd
P. Walby	V.W.	ACC	52.20	20.644	39.00	111.844	11th
R. Williams	R.J.W.	ACC	37.60	14.548	37.60	89.748	1st
R. Fickling	Mazda	ACC	42.00	15.784	31.40	89.184	1st
J. Smytheman	Bristol	TACCOC	48.80	19.526	32.40	100.726	6th
C. Conway	Mazda	ACC	43.20	16.000	31.60	90.800	3rd
J. Steward	Escort	ACC	43.80	16.113	30.80	90.713	2nd
D. Atkinson	Morgan	TACCOC	44.30	16.810	32.40	93.510	4th
S. Farmer	Gallant	ACC	-	17.396	30.40	-	
S. Augustowicz	Datsun	ACC	47.00	18.479	35.00	95.479	5th
R. Turner	Porsche	TACCOC	48.40	16.892	36.20	101.492	7th
T. Scott	Hunter	ACC	47.20	18.559	47.20	112.959	8th
G. Humphries	Jaguar	TACCOC	43.40	15.348	32.60	91.348	2nd
J. Short	Jaguar	TACCOC	43.40	16.333	32.00	91.733	3rd
G. Sutton	Torana	ACC	42.70	14.854	30.00	87.554	1st
L. Taylor	Jaguar	TACCOC	47.00	17.753	41.00	105.753	7th
M. Mc Donald	Holden	ACC	47.00	16.645	35.00	98.645	4th
P. Tavern	Jaguar	ACC	46.00	17.546	39.00	102.546	6th
G. Hicks	Jaguar	TACCOC	53.00	16.993	37.00	106.993	8th
L. Parkinson	Jaguar	TACCOC	48.00	17.118	35.00	100.118	5th
B. Weaver	MG BGT	ACC	45.40	17.392	32.00	94.792	5th
S. Brown	Beast	ACC	44.30	14.523	31.20	90.023	3rd
A. Lowe	Lotus 7	ACC	40.80	14.915	30.20	85.915	1st
G. Kyle	Morgan	ACC	44.00	16.686	31.60	92.286	4th
P. Herbert	Lotus	ACC	42.00	15.010	31.10	88.110	2nd

HILLCLIMB Chamberlain Road 18.10.77

The first Hillclimb of the season was held at Chamberlain Road with an Invitation to the Pukekohe Car Club. The prize at stake was the 'Sodbusters and Beer Drinkers' Trophy.

It was a fine day with an entry of 53 competitors, 18 coming from Pukekohe Car Club. It was good to see such entries as Allen Woolf in the 'Little Lucifer Firelighters' RS2000 Escort, Alan Draper in Jim Donalds Masport Escort RS1600, Ross Vickery from Waihi, Wal Wymer with a Std 997 Anglia off his car lot and John Stewart in his Escort RS2000 repaired from his rollover in the Cibie Rally.

All the big guns from the Pukekohe Car Club were there, Rodney Atchison in his Corvette powered V.W., Max Irwin in his V8 Oldsmobile Escort, Warren Hull in his very rapid 'Cook Motor Racing' 1600c.c. Escort.

Drivers briefing was held at 11.05 a.m. and practice started about 11.15 a.m. Most competitors took it easy during practice with many drivers passing 'comment' about the first corner from the start with its very fast approach, and the usual comments about the top corner. The only 'happening' in practice was the Triumph Vitesse of Tony Eccleton (P.C.C.) who broke a rear universal joint. Tony having to go back to Pukekohe for a new part arrived back at the hill to find it was the wrong one and had to make a second trip. The car was going in time to compete in the 2nd and 3rd timed runs.

The first timed run produced some rapid times with Geoff Hewitt 0-1000c.c. 40.263, Robert Carlsen 1001-1300c.c. 38.956, Warren Hull 1301-1600c.c. 36.732, the old master Allan Woolf 1601-2000c.c. 37.189 and Max Irwin with the Fastest Time of 35.782.

The second run saw Steven Brown in his V.W. powered single seater having an 'off' doing damage to the front suspension and putting himself out for the day. Allan Woolf had a time of 36.608, not far behind the time Max Irwin did in the first run. Next up the hill was Max Irwin with a big 'lose' at the top corner, but a quick thinking Max threw it in reverse to come up the finish straight and across the line backwards with a time of 46.384.

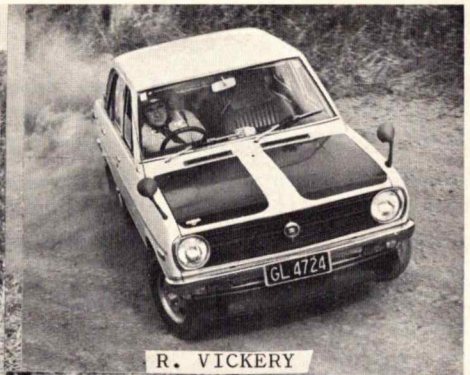
The pressure was on for F.T.D. during the final run. Allan Woolf on 35.278, Rodney Atchison 35.355, Alan Pellow 35.864 then came a superb drive by Max Irwin to take F.T.D. with a time of 34.465.



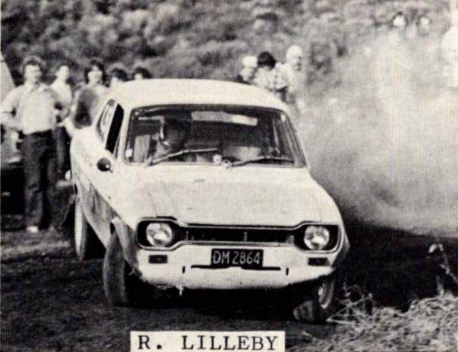


D. PILKINGTON
P.C.C.

M. HAROLD
A.C.C.



R. VICKERY



R. LILLEBY



W. HULL



M. IRWIN



J. MYERS



A. WOOLF



A. DRAPER

All agreed it was a good days racing with one of the largest crowd of spectators seen at Chamberlain Road for some years.

Through sheer weight of numbers, Auckland Car Club took the 'Sodbusters and Beerdrinkers' Trophy from Pukekohe Car Club with a points total of 24 points to 12 points.

Thanks to club members who gave a hand to run this event and to all those who helped at the working bee on the hill.

A special thanks to Mr Wallace for making the paddock on the top corner available to the club on the day and Roger Smith of 'One call Hires All', Blockhouse Bay Hire Service for the use of equipment for the working bee.



PIX BY COLIN NYHANE -- PHONE 869-236

RESULTS

A 1	ACC	G. Hewitt	Mini	39.013	1st
A 2	ACC	J. Davies	Mini	46.651	
A 3	ACC	C. Butler	Anglia	45.268	2nd
A58	ACC	W. Wymer	Anglia	46.246	3rd
B 1	ACC	S. Thompson	Escort	39.754	
B 2	ACC	R. Carlsen	Mini	38.956	
B 3	ACC	S. Subritzky	Escort	40.481	
B 5	ACC	I. Laidlaw	Viva	45.226	
B 6	ACC	G. Bowden	Mini	36.186	1st
B 7	ACC	C. Cole	Escort	40.010	
B 8	ACC	J. Tate	Escort	39.741	
B 9	PCC	K. Mc Pike	Datsun	40.131	
B10	ACC	G. Hall	Anglia	38.447	5th
B11	ACC	G. Vallefy	Escort	45.552	
B12	PCC	G. Wilks	Corolla	41.156	
B13	ACC	K. Lack	MG 1100	42.495	
B14	ACC	M. Finch	Escort	39.077	
B15	ACC	R. Nasey	Mini	38.302	3rd
B16	ACC	R. Vickery	Datsun	38.366	
B17	ACC	A. Robinson	Datsun	42.973	
B19	ACC	K. Latrobe	Escort	38.034	2nd
B20	ACC	D. Hughes	Corolla	43.259	
B21	ACC	D. Thompson	Escort	39.797	
B22	PCC	P. Healy	Escort	38.391	4th

C 1	ACC	P. Vass	Escort	40.486	
C 2	ACC	D. Mc Connell	Anglia	37.451	2nd
C 3	PCC	W. Hull	Escort	35.846	1st
C 4	ACC	J. Poř	Cortina	39.949	
C 5	ACC	R. Lilleby	Escort	39.461	
C 6	ACC	G. Riddley	Escort	41.643	
C 7	ACC	J. Hughes	Escort	38.422	
C 8	ACC	P. Wallby	V.W.	43.311	
C 9	ACC	M. Wright	Escort	39.604	
C10	PCC	I. Chitty	Anglia	42.776	
C11	PCC	M. Priest	Cortina	38.982	
C12	ACC	G. Appleton	Anglia	38.009	3rd
C13	ACC	S. Kahn	Escort	38.225	
D 1	ACC	J. Myers	Mazda	39.597	
D 2	ACC	A. Draper	Escort	36.528	3rd
D 3	PCC	T. Eggleton	Triumph	38.629	
D 4	PCC	J. Bernasconi	Skoda	37.901	
D 5	PCC	A. Eyre	Anglia	38.309	
D 6	ACC	J. Steward	Escort	36.149	2nd
D 7	ACC	D. Cox	Escort	38.532	
D 8	ACC	A. Woolf	Escort	35.278	1st
E 1	PCC	M. Taylor	Anglia	39.130	
E 2	PCC	M. Irwin	Escort	34.465	1st
E 3	PCC	A. Pellow	Viva	35.864	3rd
E 4	PCC	R. Archison	V.W.	35.355	2nd
E 5	ACC	R. Olenius	Mazda	38.952	
E 6	PCC	P. Bourne	Cortina	35.870	
F 1	ACC	S. Brown	S/Seater	39.176	2nd
F12	ACC	B. Weaver	MGB GT	38.838	1st

BARDAHL Hillclimb

nov 6th



The 1st Round in the Series will be held at Mc Lachlans Road, Kaukapakapa. Entries will be from 8.00 a.m. to 9.00 a.m. with practice at 10.30 a.m. There will be no provision for late entries and the entry fee will be \$3.00.

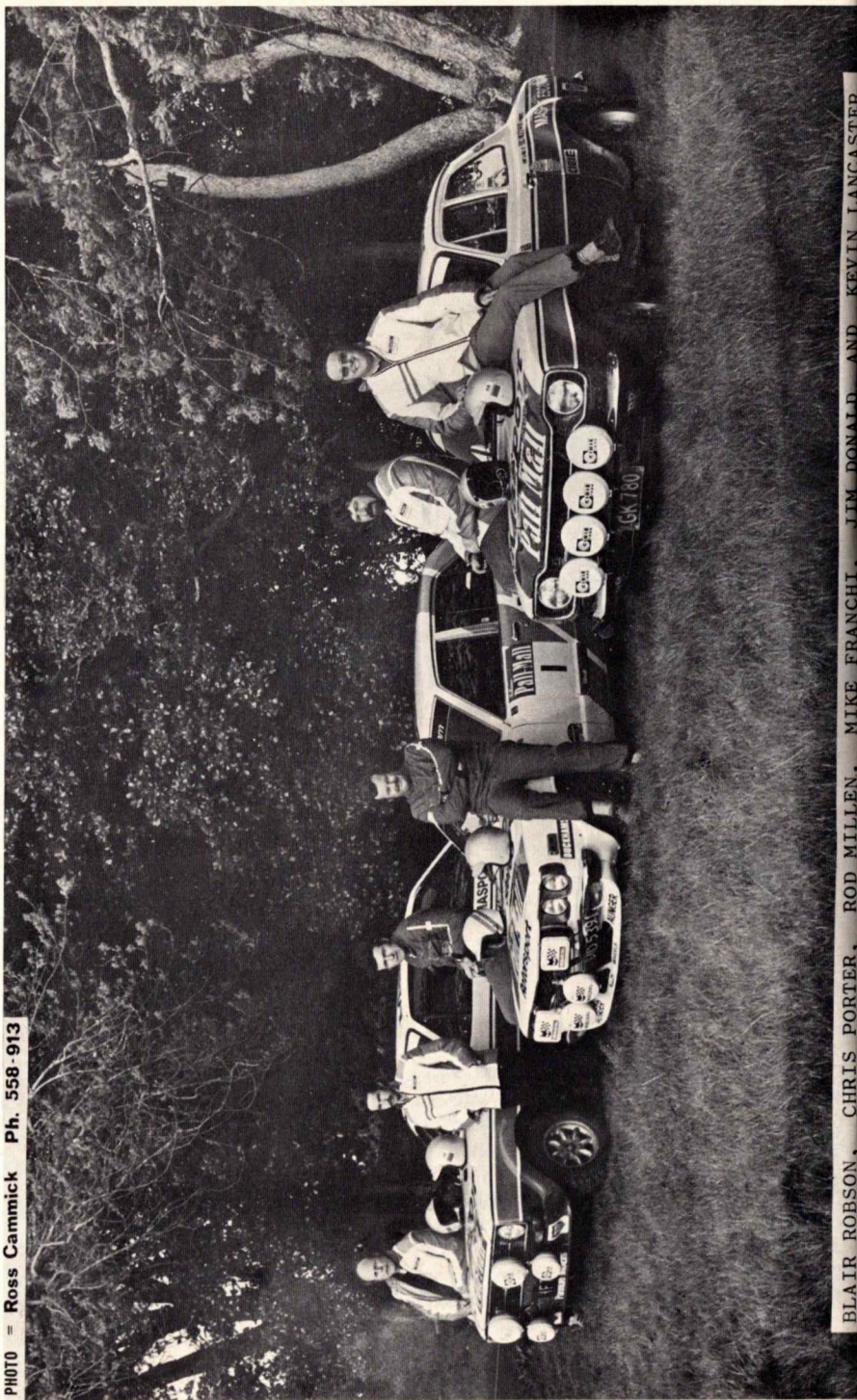
To get to Mc Lachlans Road, follow the North Western Motorway to join Highway 16 to Helensville - from Helensville stay on Highway 16 to Kaukapakapa. Stay on Highway 16 to travel past Kaukapakapa about $1\frac{1}{2}$ km to turn left at 'Auckland Car Club Speed Event' sign (Mc Lachlans Road) and follow the signs.

1st OVERALL

AUCKLAND CAR CLUB No 1 TEAM

PALL MALL RALLY CHAMPIONSHIP

PHOTO = Ross Cammick Ph. 558-913



BLAIR ROBSON, CHRIS PORTER, ROD MILLEN, MIKE FRANCHI, JIM DONALD AND KEVIN LANCASTER

Competition Licence System

1978

You will recall that at the last Annual General Council Meeting, the Executive Committee undertook to examine the present licensing system and if possible, bring in a system that was simple but at the same time provided the safeguards with respect to the specialist activities.

Since the Annual Meeting, all members of the Executive Committee have considered a review of the present system at great length and in detail. Finally, a system has now been devised that the Committee feels fills the needs of the sport and will encourage more, easier and cheaper participation in areas of the sport, particularly trials and hillclimbs, where it is needed most. Firstly, the numbers of individual licences have been drastically reduced. Secondly, the Observation Licences and fees have been scrapped. Thirdly, The National Limited, Navigators and Club Licences have been combined into one Competition Licence. Fourthly, all Competition Licences will be issued by MANZ.

The following is the system that has now been devised:-

1. Competition Licences, ungraded will be issued to all competitors wishing them. This replaces the present National Limited, Navigators and Club Restricted Licences. This licence will be valid for all events except Racing and Rallying and will also be valid for observations in closed club and invitation races and rallies, also navigators. The cost including the Yearbook will be \$8.
2. Competition Licence, with racing grading which will be required by competitors competing in any races up to and including national events except where the competitor is undergoing observations for this grade, when he will use the ungraded licence (1 - above). A racing grade licence extends the validity to include all national and (1 - above) lower category racing. The cost of a racing grade licence will be \$14 as approved by the last A.G.C.M. and includes a \$2 Medical Fee. To upgrade an ungraded licence to racing grade during the licence year will cost \$6 additional.
3. Competition Licence with rally grading which will be required by competitors competing in any rallies up to and including national events except where a competitor is undergoing observations for this grade, when he will use the ungraded licence (1 - above). A rally grade licence extends the validity (1 - above) to include all National and lower category rallying. The cost of a rally grade licence will be \$14 as approved by the last A.G.C.M. and includes a \$2 Medical Fee. To upgrade an ungraded licence to rally grade during the licence year will cost \$6 additional.
4. Competition Licence with international racing grade which will be required by competitors competing in international racing. An international racing grade licence extends the validity in 1 and 2 above to include international racing. The cost of an international grade racing licence will be \$17 as approved by the last A.G.C.M. and includes a \$2 Medical Fee. To upgrade a racing licence to international Racing during the licence year will cost \$5 additional.



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.

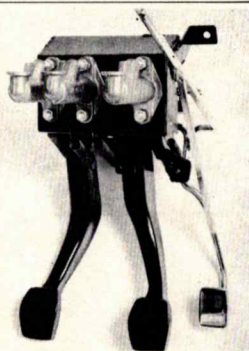
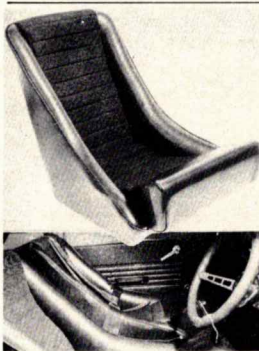
I have always received invaluable technical assistance from Ray Stone and his team and, it goes without saying that I have secured Superford service support again for this season and I will be depending on their back-up service and maintenance en route in the rallies. From experience I know I can expect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

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

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.



5. Competition Licence with International Rally grade which will be required by competitors competing in international rallies. An international rally grade licence extends the validity in 1 and 3 above to include international rallying. The cost of an international grade rally licence will be \$17 as approved by the last A.G.C.M. and includes a \$2 Medical Fee. To upgrade a rally licence to international rallying during the licence year will cost \$5 additional.

All the above licences will be on one piece of paper, the various gradings being endorsed thereon by MANZ.

Supplies of Competition Licences will no longer be issued to clubs thus relieving your Club Secretary of the task of issuing and accounting. It will also mean that your club will no longer have to pay out large sums of money for a bulk supply of licences and only recoup the cost over many months.

Competition Observation Record Cards: These cards will take the place of the present Temporary Licences and will be issued free on request to Clubs or individuals. Space is provided for all observations to be entered on the cards including observations for upgrading on ungraded licences to racing or rally grade licence also to international grades. The number of observations remain the same, viz.

Ungraded to racing grade: 2 satisfactory observations at closed club or invitation race meetings.

Racing grade to International: 6 satisfactory observations at National race meetings.

Ungraded to Rally Grade: 1 satisfactory observation at a closed club or invitation rally.

Rally Grade to International: 1 satisfactory observation at a National rally.

As soon as the required observations have been taken for a particular grade the competitor forwards his record card and licence to MANZ with the appropriate fee for his licence to be endorsed. An observation card is not a Competition Licence - a Competition Licence in addition to the record card must be held.

Competition Licence Cover Notes: To overcome the possible problem of competitors suddenly deciding to compete on the day at closed club or invitation events, we are introducing a cover note. These will be supplied to clubs on request free of charge in books of 20. The cover note is to be used on those occasions when a competitor wishes to compete at a closed club or invitation event but has not got, nor has applied for, a Competition Licence. He is then required to complete a licence application form and hand this together with the appropriate fee, to the Secretary, who in turn issues a cover note which acknowledges receipt of the application and fee.

The application form and fee must be immediately sent to MANZ for the issue of a licence

The cover note is valid for 14 days from the date of issue which will be adequate time for the applicant to receive his/her licence from MANZ. All used books of cover notes must be returned to MANZ as they are completed, these will then be checked against licence issues. These cover notes do not replace the Competition Declarations which are only used when a competitor has been issued with a licence and has left it at home or has already applied for a licence but has not received it from MANZ.

Competitors (Entrants) Licence: The provisions for Competitors (entrants) licences remain the same as previously.

Medical Certificate Fees: As approved by the last A.G.C.M., a charge of \$2 is made for each medical certificate issued, thus recouping the major cost of the Association in this regard. The fee is incorporated in the licence fees for all racing and rally licences, however, competitors are required to pay the extra \$2 on top of the basic \$8 fee for an ungraded licence if they are intending to compete in rallycross or are taking their observations for a racing or rally grade licence. These certificates will be made available to clubs for issue at a charge of \$2 each Certificate.

General: It is anticipated that the new licences and other stationery will be available for issue early in November, and it would be a great help to all concerned if you could encourage your members to apply for their 1978 licences as early as possible.



÷HUSSAR Gravel Bent Sprint

This will be the Auckland Car Club's premier event for the 1977/78 Speed Season.

DATE: Sunday 4th December 1977.

VENUE: Jones Road, Hunua.

DISTANCE: Approximately 2 Km

TIME: First run will commence at 10.30 a.m.

ENTRIES: Special HUSSAR entry forms and supplementary regulations will be available at the Clubrooms from 13th November 1977 and entries will close on 27th November 1977 with the Secretary, 5 Freshney Place, Manurewa. There will be a limit of 50 entries with 5 reserves. Entries will be determined on a first in first served basis.

PRIZES: Gift Packs for all class winners, for the most improved driver and for the fastest time of the day have been kindly donated by HUSSAR. Trophies will also be presented. Prizegiving will be held at the Clubrooms after the event.

SCRUTINEERING & DOCUMENTATION:

To be held at the Clubrooms between 2.00 p.m. and 4.00 on Saturday 3rd December 1977 with a social hour to follow.

● HUSSAR

GRAVEL BENT SPRINT

SUNDAY 4TH DECEMBER

JONES ROAD HUNUA



● HUSSAR

Male Strength Grooming Aids

● Moisturising Shaving Cream

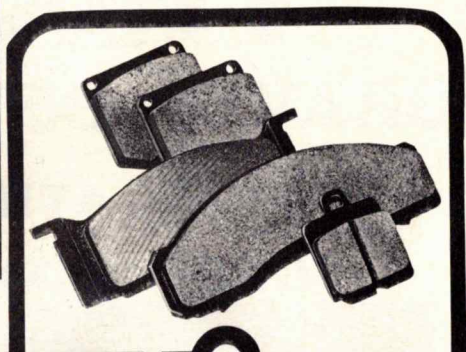
● Hairbrush

● Hairgroom

● Stick Deodorant

● Anti-perspirant Spray

● Regular Talcum



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SUIT TRIUMPH DATSUN OR MARINA.

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1972 AUST TWIN CAM BODY SHELL. FULLY WORKED 1600 MOTOR,
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COWL DASH, HALDO TWINMASTER, STOPWATCHES, HARNESSSES.
EX MURRAY O'DONNELL CAR AND STILL IN EXCELLENT CONDITION.
PRICE \$4500 ONO WHICH INCLUDES SPARES.

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NEW MOTOR 16,000 MILES AGO INCLUDING HEAD, GT CAM,
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WITH NEAR NEW 175 x 13" CAVALINO TYRES IF REQUIRED.
MUST SELL..... ALSO ESCORT SPARES: ESCORT VAN RIMS WITH
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POLISHED MAGS 5 1/2" x 13" FITED WITH NEAR NEW 175 CAVALINOS
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AND ENDS FOR 105E ANGLIA AND ESCORTS.

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EXIDE TROPHY POINTS

Listed hereunder are the Exide Trophy Points up to and including the Rotorua Trial on 2nd October:

J. CROMBIE	54½	R. BENNETT	19
P. CLENDON	43	K. PEARCE	18½
P. SERGENT	29	A. JACK	18
R. NASEY	26	B. WEAVER	16
C. HUDSON	22	P. STONE	16
N. MALLARD	20	S. SUBRITZKY	15
L. BENNETT	20		

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, D. BONE, M. CHANDLER, M. MARSHALL, G. HEWITT, G. BOWDEN, D. MC CONNELL, A. WOOLF, R. OLENIUS.

9 POINTS:

G. WOODMAN, 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, S. KAHN, C. BUTLER, K. LATROBE, G. APPLETON, J. STEWARD, S. BROWNE.

6 POINTS:

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

5 POINTS:

P. FINCH, P. BATTEN.

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, R. SENNE, R. ALDER, J. DAVIES, P. HEALY, J. HUGHES, D. COX.

3 POINTS:

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

2 POINTS:

K. SAUNDERS, R. VICKERY, K. BROWNIE, D. BULLAS, M. COX, C. HOULTRAM, N. HOGAN, B. COUCH, J. MEADS, G. HALL, J. MYERS, R. LILLEBY.

1 POINT:

R. CLARK, M. TAYLOR.

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Koni is definitely **not** the average shock absorber—it has a life of its own! At the time other shock absorbers fade and sag, **KONI** Shocks can be adjusted for like-new performance!

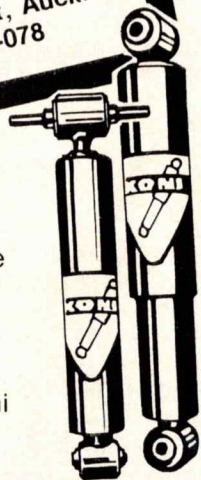
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Koni Shock Absorbers are designed for those who consider road holding as the number one priority. Koni Shocks are tuned not only for each individual make of car's characteristics but for the sport driver as well. Koni Shocks as received are already set for specific vehicles and should be installed without adjustment. After thousands of miles the ride may soften and at that time the Koni can be reset.



MERCURY TROPHY SERIES



The following are the final results of the Mercury Trophy Series:

	AUCC	ARTC	ACC	HCC	NSCC	MGCC	TVCC
TVCC - 16.4.77	6	4	3	9	2	-	1
AUCC - 21.5.77	6	3	9	-	4	-	-
HCC - 12.6.77	9	6	3	4	1	-	2
MGCC - 2.7.77	4	2	1	3	6	9	-
ARTC - 24.7.77	9	6	2	3	4	-	1
ACC - 28.8.77	6	9	4	-	3	-	-
NSCC - 9.10.77	3	4	9	6	2	-	-
TOTALS:	43	34	31	25	22	9	4

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MODIFIED CYLINDER HEADS

★ UP TO 30% MORE POWER

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★ FROM AS LITTLE AS \$50

As you know, the production line car parts in the head have casting protrusions and distortions. These protrusions and distortions are normally choked up with lumps and bumps which restrict the flow of the fresh intake air and the exhaust gases. This means you have to open your throttle further to get the power from your engine you should be getting at a smaller throttle opening. At your expense! If you install the Superflow modified cylinder heads, the restrictions are removed and the valves are reshaped to give a freer and more complete exhaust burn. The ports and chamber are widened to reduce drag and restriction 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.

SUPERFLOW is the answer for the man who tows a boat or
for the road, track or marine enthusiast.

Contact: Pete Sangster Phone 769-406

CYLINDER HEAD SERVICE

340 GT NORTH RD, AUCKLAND 2

Castrol Formula RS

PRODUCT DESCRIPTION:

Castrol Formula RS is an ultra high performance fully synthetic multigrade motor oil, specifically designed to give exceptional protection in highly stressed gasoline engines operating under conditions of high speed both on the road and on the competition circuit.

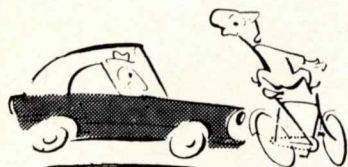
The synthetic nature of Castrol Formula RS gives it extremely high thermal and shear stability, low volatility, superior oil consumption control, exceptional wear protection and excellent viscosity characteristics at both low and high temperatures. This is a lubricant tailored to the needs of the high performance car and four-stroke motorcycle owner who requires the maximum available engine protection.

It is anticipated that Castrol Formula RS will meet the proposed API SF Performance Rating.

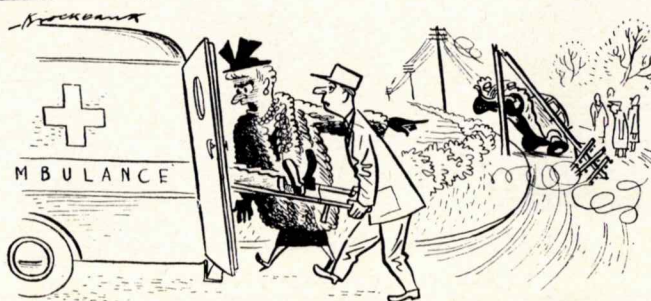
SUMMARY OF FEATURES:

- * Provides exceptional valve train, skew gear and cylinder bore protection.
- * Reduces oil and petrol consumption.
- * Resists sludge formation and high temperature breakdown.
- * Reduces cam and cam follower wear.
- * Provides superior bearing protection and engine cleanliness.

Castrol Formula RS is fully compatible with conventional mineral lubricating oils, but the enthusiast wanting this advanced product will not be interested in diluting the benefits of Castrol Formula RS by mixing it with other oils. Within the Castrol development programme for the product, tests have been carried out for compatibility with engine metallurgy, gaskets, seals etc.



TAIL PIECE



"... but, oh, no nobody can tell you anything!"

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.

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Christchurch	Cnr Armagh & Colombo Sts	796-600	Palmerston North	154 Broadway Avenue	83-001
Dunedin	38 Water Street	77-201	Porirua	Cobham Court	78-840
Hamilton	Cnr Collingwood Street	82-149	Timaru	257 Stafford Street	86-099
Hastings	218 Heretaunga St West	89-069	Tauranga	63 Devonport Road	83-119
Invercargill	39 Tay Street	82-099	Wellington	38 Customhouse Quay	729-699
Lower Hutt	187 High Street	660-772 Wgn	Wellington	70 Manners Street	737-264
Levin	280 Oxford Street	89-149	Westport	10 Wakefield Street	7279
Napier	20 Dickens Street	58-788			

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