

DECEMBER 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: B. Keach
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



'Look you guys, no rust under here'

Club Member Charles Hodge looks none the worse for his misfortune in falling off Mc Lachlan Road during the Club's Bardahl Hillclimb on November 6th.

PHOTO = Ross Cammick Ph. 558-913

cover photo Club Member Dave Browne (Mazda RX3) spectacularly powers his way through Rothmans Chicane during the Castrol GTX Saloon Race at the recent N.S.C.C. National Meeting at Pukekohe.

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.

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

Approx 2km. Entries have closed. Practice run commences at 10.30 a.m. and the event will conclude about 4.30 p.m.



11th DECEMBER - SUNDAY - CHILDRENS XMAS PARTY:

To be held at the Clubrooms from 2.30 to 4.30 p.m. (NOTE revised time). Crunchie the Clown, Santa and all the goodies. Registration forms should be in by now but if you have any further enquiries, please phone Mrs Raewyn Brown, 678739.

17th DECEMBER - SATURDAY - ADULTS XMAS PARTY:

To be held at the Clubrooms from 8.00 p.m. to 12.00 p.m. Good band and a light supper will be provided. Tickets available at \$3.50 each and will be limited to 160.

18th DECEMBER - SUNDAY - 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.

19th JANUARY 1978 - 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.

28th JANUARY 1978 - 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.

30th JANUARY 1978 - MONDAY - BEACH PICNIC TRIAL:

Easy learners trial and partly gimmick. Bring the whole family, plenty of fun for granny and the children. Starts at Pt Chev. carpark (Huia Road) at 11.30 a.m. Finishes at Shelly Beach with a swim and bar-b-que. Duration approx. 2½ hours. Bring clock, swimming gear, bangers etc. Plotted by Kerry Pearce and Lois Tucker. Exide and Trials Trophy Points.



**OPEN &
INVITATION**



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

Promoted by Taranaki Car Club, entries closed 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.

11th DECEMBER - SUNDAY - BARDAHL HILLCLIMB - ROUND 3:

Promoted by Triumph Sports Car Club at West Road, Clevedon. Entries 9.00 a.m. to 10.00 a.m. Lunch available. Barbeque afterwards, weather permitting.

17th DECEMBER - SATURDAY - BARDAHL HILLCLIMB - ROUND 4:

Promoted by Auckland University Car Club at Andersons Farm Paremoremo. Entries on the day 9.00 a.m. to 10.00 a.m. To be followed by barbeque in the Albany area.

2nd JANUARY 1978 - MONDAY - STUYVESANT INTERNATIONAL SERIES:

First round of the International Series will be at Bay Park featuring Formula Pacific cars. Also supporting championship races for Shellsport Saloons, Fords, Vees and Mini Seven.

7th JANUARY 1978 - SATURDAY - PETER STUYVESANT NEW ZEALAND GRAND PRIX:

Second round of the international Peter Stuyvesant series to be run at Pukekohe featuring Pacific cars with drivers from Britain, Europe, America, Australia as well as top New Zealand drivers. Also Shellsport, GTX and Mini Seven Saloons, Fords, Vees and Sports Cars. Entries to the N.Z.I.G.P. P.O. Box 11-129, Ellerslie.

15th JANUARY 1978 - SUNDAY - STUYVESANT INTERNATIONAL SERIES:

Third round of the series will be at the Manfield Circuit with usual supporting races.

15th JANUARY 1978 - SUNDAY - BARDAHL HILLCLIMB - ROUND 5:

Promoted by M.G. Car Club at Baldhill Road.

21st JANUARY 1978 - SATURDAY - BARDAHL HILLCLIMB - ROUND 6:

Promoted by Hamilton Car Club. Venue to be advised.

22nd JANUARY 1978 - SUNDAY - STUYVESANT INTERNATIONAL SERIES:

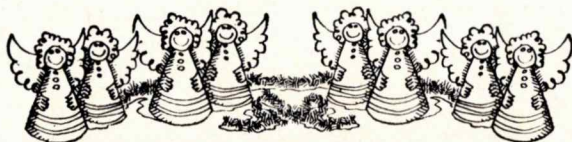
Teretonga is the venue for the fourth round of the series.

29th JANUARY 1978 - SUNDAY - STUYVESANT INTERNATIONAL SERIES:

Fifth and final round of the international series at Wigram.

29th JANUARY 1978 - SUNDAY - BARDAHL HILLCLIMB - ROUND 7:

Final round of the Bardahl Series organised by Hibiscus Coast Car Club at Bayers Farm. Note Entry Fee of \$5.00.





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.

David Catterall
Kevin Finnerty
Lindsay Goodwin
John Mc Farlane
Gayle Mc Farlane
Neil Stanley
Ronald Williams
Jocelyn Williams
Phillip Branton

Otahuhu
Avondale
Te Aroha
Greenlane
Greenlane
Mt Roskill
Glen Eden
Glen Eden
Mangere Bridge

Escort Van
Mazda RX 2
Escort & Datsun
Pontiac
Pontiac
Torana & F/Ford
Humber 90
Humber 90
Chev. Camaro



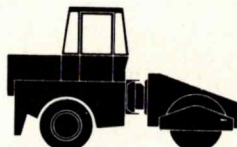
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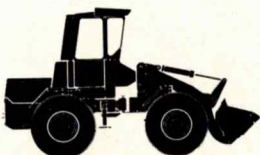
Tony Bilish



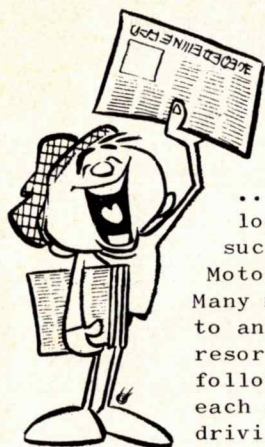
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SHOUTS



and murmurs

..... As the year draws to a close we can all look back upon what has been a very busy but successful year of Club Activity and enjoyable Motor Sport in all forms.

Many members have Annual Holidays to look forward to and whether it is going off to your favourite resort with family and friends or tripping around following the Peter Stuyvesant Series, we urge each and everyone to set an example in good driving habits to other road users. Remember! Drive carefully - We need your subs again next year.

..... The Executive Committee, Sub-Committees and Officers of the Club extend to all members and friends the very best wishes for Christmas and the New Year.

..... There is no film night in December. The first of these in the New Year will be on Thursday January 19th.

..... Members are reminded that the Clubrooms will be open as usual on Sunday December 18th and then closed until Thursday 5th January.

..... The Bistro Food Bar will also be operating on Sunday December 18th, closing after this date until Sunday 29th January (Auckland Anniversary Weekend).

..... There will be no Bulletin published in January. A newsletter instead will keep members up to date with Coming Events. Next Bulletin will be issued in February 1978. Scribes and photographers - please don't forget the deadline (15th January) for contributions etc.

..... We would like to personally thank all our regular contributors, Photographers, Committees and Sub-Committees for their results, articles and photos and to all the other persons who have helped over the past year with the Bulletin. Thanks to you all.

..... Congratulations to our Custodian, Bill Ferris who recently celebrated his 70th Birthday. The hours and care which he puts into cleaning and maintaining the Clubrooms belies his years. The Executive and Members are grateful for your continuing efforts Bill and extend their best wishes to you.

..... Congratulations to Randell & Janice Edgell on the birth of a daughter; Rex and Sandra Findlay on the birth of a son; George and Jenny Cuttall on the birth of a daughter. Club President, Ron Brown and wife Raewyn on the birth of a son.

..... Good to see Club Member Ken Smith back in form at Pukekohe on November 13th. He became the fourth winner in the four Union Travel N.Z. Formula One races already held. The problems struck by fellow members, Richard Melville (jumping out of gear) and Dave Mc Millan (broken rear radius rod) gave Kenny a runaway victory. However Ross Stone, showing consistency and certainly much more competitiveness this season, finished in second place and moved into an overall lead in the Championship. The next round will be held in March after the Peter Stuyvesant Series. Points to date are: Ross Stone 39; Richard Melville 35; Robbie Francevic 30; Dave Mc Millan 27; Ken Smith 26. Very interesting!

..... Included in the Baypark January International Meeting is the second of the three round 'Union Company Sports Sedan Series' for O-6000 c.c. (Free Formula) Saloons. In addition to race prize-money, the overall winner gets a trip for two flying Air Pacific to Fiji with a weeks free accommodation etc. All competitors in each race also get into a lucky draw for two Air Pacific tickets to Fiji at each meeting. The third and final round will be held on March 26th. It seems highly likely that a 6 litre Sports Sedan Race will also be on the programme at the Pukekohe Peter Stuyvesant Grand Prix Meeting.

..... Congratulations to Club Member Steve Millen, the new South-East Asian Motor Racing Champion. He clinched the title with a fine second place in the final round of the series, the Macao Grand Prix, held on November 20th. Steve has secured sponsorship from MARTINI for the Peter Stuyvesant Series, which begins at Baypark Raceway on Monday 2nd January.

TISCO National Motor Race Meeting

The Auckland Car Club are pleased to announce that the Championship Race Meeting on 9th April 1978 will be sponsored by Tisco (N.Z.) Limited.

Championship events at the Meeting will include:-

Union Travel N.Z. Formula 1
Shellsport Saloons - Final
Intellex Sports Cars - Final
Motorcraft Formula Ford
Castrol GTX Production Saloons
Mini 7
Formula Vee



In making the announcement, TISCO made it clear they will continue to give support to the National Tisco Gold Star Trial; the major event of the New Zealand Trials Calendar.

We are also delighted to announce that this Club's, Club Circuit Championship Race Meeting at the end of April will be supported by Paul Fahey. The event will be known as:-

PAUL FAHEY FIAT CENTRE TROPHY MEETING

Permanent Trophies will be presented for the various classes in addition to the Annual Trophies which are competed for at this event.



LETTER BOX



Dear Sir,

An item in your last Shouts and Murmurs column about the Ruapuna Formula Pacific and Pukekohe B & H dates clash prompts me to break with precedent, and, as a non-member of your club, make the following observation.

Although describing this clash as unfortunate barely seems to do it justice, a much more fundamental issue appears to have gone ignored by car club members.

As I understand the situation, faced with a clash of dates which could have left Ruapuna without some of its key drivers, the Motorsport Association came up with an edict that owners of Formula Pacific cars would not be allowed to race at Pukekohe.

MANZ is supposed to be a body representing the competitor, yet this ruling was clearly aimed at benefitting the Ruapuna promoters at the expense of some competitors. Surely a fundamental right of every competitor must be the right to enter whatever race at whatever meeting he chooses. The promoters still have the right to sideline a competitor in an invitation event like the B & H.

Under the circumstances, the result of the MANZ action was probably the best that could be achieved. However I believe an important principle was breached in the means by which this end was obtained.

Other courses were available - the obvious one being personal approaches to the drivers concerned. I believe the NZIGP had a large degree of success with this method.

Motor sport competitors should guard against their ruling body making further decisions to benefit promoters without regard to competitors' rights.

Yours etc

JON ADDISON.

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Dear Sir,

Chamberlain & Mc Lachlan Roads Hillclimbs:

I would like to express my appreciation to Ian Palmer and Mike Harold and their helpers at these hillclimbs.

It is a long time since you have been able to arrive at the venue and wend your way down a strip of nicely mown lawn, all roped off and spread a blanket without first having to remove the gorse, blackberries and mounds left by cattle and sheep.

Then to visit the 'Ladies' or 'Gents' and find not a bush or a hole in the ground, but a trendy striped canvas hut, neatly signposted, and containing a nice clean 'loo' complete with all the trimmings and minus the gorse, blackberries, flies and spiders, makes one appreciate the time and work these people have done prior to the event.

So entirely from a spectators point of view 'Thank You' for making a long day at a hillclimb a lot more bearable.

Yours etc

LESLEY WYMER.



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Two Members Mobil Economy Run

25th OCTOBER to 29th OCTOBER

An Economy Run may not seem to be the most exciting motoring event in the world, but having heard detailed accounts of the 1976 Mobil, we decided that an entry in the '77 run would be lots of fun, certainly a change from Club Circuit or watching races and rally stages. A car seemed to be a fairly important item, so as soon as there were some indications of the dates and the route, we approached Motor Holdings and asked them if they thought a Subaru entry would be worthwhile. Motor Holdings, like many in the automobile industry, are not exactly riding the crest of a boom wave. However, their approach to competition is a very refreshing one and the Subaru 1600DL seemed to be ideally suited to the 1301cc to 2000cc Fleet and Economy car class, so it was quickly decided that we could have a car for the event. This latest Subaru is a horizontally opposed four cylinder front wheel drive car with a four speed gearbox now being built at the Otahuhu plant. We did very little testing with the car but we were getting 49mpg in normal running prior to the event. Naturally it has to be remembered that these figures were recorded without the three people and ballast that has to be carried on the run. Never-the-less, we really thought that we would have a very good chance of winning our class and perhaps even beating some of the cars in the smaller class. We had not counted on the effectiveness of the five speed coupes that were to push us back to third place.

Prior to the start we had to go through the weighing and ballasting routine that ensures that all the cars will be carrying exactly the same weight. The cars themselves were also weighed to ensure that none of us had cheated by lightening the car. Scrutineering checked other items covered in the regulations including the special petrol tank filler requirement that was carefully designed to ensure that the official filling could be accurate to one hundredth of a litre. There was one serious oversight in this area, as for the complete event one of the drivers could always witness the refuels just to be sure that the fill was recorded accurately. Each driver even had to sign a form to say that everything had been done correctly. However, at the start of the event we found that our tanks had already been topped up without us to witness this, and some competitors felt that this was a bit 'slap happy' when so much trouble had gone into ensuring that everything else was as accurate as possible.

On Monday night we had a Happy Hour at the Vacation Hotel and got to meet some of the people that we were to get to know quite well over the following week. On a wet and windy Tuesday morning we left the Epsom Showgrounds after being given an egg, which, if we kept it in one piece, would earn us a bottle of bubbly each at the end of the Run. Each car carries an observer who ensures that none of the rules are broken, the road code is adhered to and records driver times etc. We had Norma Leggoe as our first

observer. Norma had been on all the previous events and had also successfully competed in a Heatway a few years ago with her husband in a Fiat 850 sport. We had decided that Sandie should drive the first stage and would in fact drive as much of the sealed sections as possible as both drivers had to share the driving almost equally and Sandie had done very little driving on loose metal. Now you might be thinking to yourself, surely when you are pottering about the countryside on an Economy Run it really would not matter whether Grandma was driving on the metal. But the Organisers have no intention of letting competitors potter around at thirty miles per hour, so in their enthusiasm they set some very tight stage times with a penalty if you arrived late. But Auckland to Thames via Howick, Clevedon, Kawakawa etc proved to be fairly straight forward. We had morning tea in Thames, took on five litres of fuel and then headed up the Coramandel to wind our way quickly through the first loose metal section to the lunch stop at Whitianga. A fabulous seafood mornay at the Cooks Cove restaurant seemed wasted on us at 2.30 in the afternoon, but some of the gourmets seemed unperturbed at the timing of the meal, while some of the less experienced observers were noted to be asking only for glasses of water, early car sickness? It is probably worth recording at this stage that a group of Defensive Driving Instructors were in the team of observers. Some of their number didn't know exactly what they were in for when they applied to come on the event, and there were 'ruffled feathers' on the first day as some drivers were having little books written about their driving. But it is fair to say that by the end of the event all these D.D. guys were keen to re-apply for next years run. An obvious example of how practice and theory can't always be lined up as one and the same.

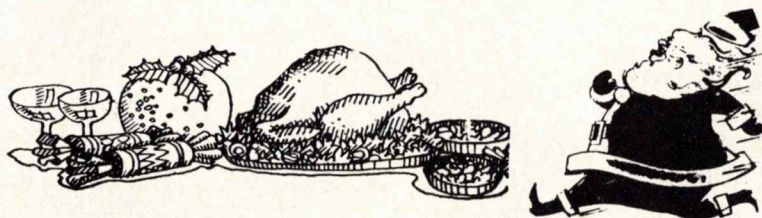
After we left Whitianga, Sandie had taken over the driving again as there was 54km before the seal ended. During this time the



Celeste had passed us and given us the normal friendly wave. We made a quick driver change at the end of the seal and as we had a few minutes to catch up I had to motor fairly quickly on the metal, and sure enough we caught the Celeste. Well its pretty obvious that for a few minutes the driver forgot about economy as he speeded up thinking that Sandie had picked him off in the meta. There was a lot of peering through the back window by the co-driver before in obvious relief, it was decided that his dignity would remain in tact and he could let us pass. The Celeste turned out to be our nearest rival in the event and in the end they beat us by about 2 litres of petrol after 1,800 kilometres. It became clear after the first day that there was no way we would achieve 49 mpg with the weight, terrain and time schedules, so we just set our minds to doing as well as possible. The strange thing is that we recorded our best figures (41.42mpg) on day three when we hammered around the East Cape, in our efforts to remain on time, we really had not been able to put a great deal of effort into economy. That left us a little confused. Before we returned to Auckland we had seen some fabulous scenery, enjoyed the hospitality of the Rotorua Travelodge, and had met some terrific people. It seemed almost ironic that most of the drivers can be found competing normally in races and rallies. We all had a good time but the competition was taken very seriously and was extremely close. The Chevette and Datsun actually tied two days in a row after consuming exactly the same petrol to a hundredth of a litre!

In our class the old hands of Emson and Bremner had us beaten, but we battled to the end with the boys in the Celeste. All the marshals and organisers were good sports with some hard work being done at the end of each day to produce the results and the very entertaining newsletter. We managed to return the Subaru to Moto Holdings almost unscathed. During a most eventful day that included taking to the bank to get round a digger parked right across a dirt road, we had the front left indicator light kicked in by a cow that objected to Sandie giving it a nudge up the 'aerofoil'. A good event but it's not exactly Mr Average driving on his holidays, but then if it was, we would not have not as much fun. Anyone can beat the mileages that the competitors recorded provided that their cars are well tuned and they can get into the habit of keeping constant speed together with optimum revs. We finished with an average of 37.8mpg. It really is quite a different way of driving. We will be keen to have another go next year.

PETER HILL



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Sandringham Tyre Service

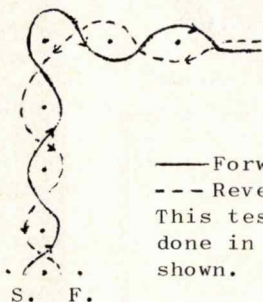
Gymkhana 30th October



The first round of the Sandringham Tyre Service Gymkhana Series was held at the Western Springs car park on Sunday 30th October.

There were 4 tests with each competitor completing each test twice. An entry of 51 was received including 4 lady competitors.

TEST ONE:



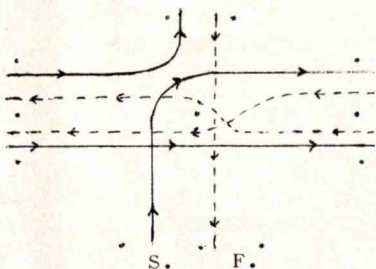
— Forwards

--- Reverse

This test must be done in direction shown.

Test One saw Neil Mallard fastest in Class A with a time of 30.9 and Annette Levett 2nd in the same class with 36.9 after knocking a marker and having a 5 second penalty added. Rob Nasey, Class B, was the fastest overall in this test with a time of 28.2. Next was Peter Levett with 30.1, Kevin Short (Class D) 30.2 and Mark Parsons 31.8.

TEST TWO:

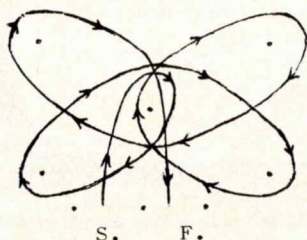


This test must be done in the direction shown. Competitors may go either side of the centre pole

— Forwards

--- Reverse

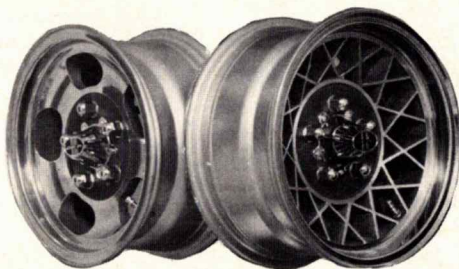
TEST THREE:



The second test saw Peter Clendon (Morris 1100) quicker than Neil Mallard in Class A with a time of 37.2. In Class B the battle still continued with Peter Levett taking fastest time, 34.6 ahead of Rob Nasey (36.6).



The ole favourite clover leaf was the third tester. It was fast and had to be done in the direction shown. Fastest time of 36.1 was set by Rob Nasey and Peter Levett jointly. Next came Kevin Short in a galant with 36.8 and then Neil Mallard with 37.00.



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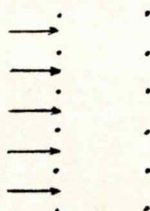
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TEST FOUR:



↑ . ↓ .

S. F.

The garages in this test may be done in any order.

RESULTS

CLASS	NAME	CAR	TOTAL TIME	CLASS PLACE
A11	K. Saunders	Mini	164.7	5th
A22	P. Clendon	1100	169.0	6th
A26	N. Mallard	Mini	142.1	1st
A27	C. Mallard	Mini	164.6	4th
A30	N. Cossey	Mini	195.2	7th
A33	D. Clendon	1100	160.1	3rd
A48	A. Levet	Mini	158.8	2nd
B38	J. Perkins	Renault	161.3	5th
B39	L. Phillips	1300	151.4	3rd
B46	J. Crombie	Mini	153.4	4th
B49	R. Nasey	Mini Ute	141.9	1st
B50	P. Levet	Mini Ute	143.0	2nd
C 1	W. Maskell	Escort	309.0	14th
C 2	C. Mc Ewan	Datsun	179.0	7th
C 3	I. Liadlaw	Viva	196.1	13th
C 5	S. Subritzky	Escort	164.9	2nd
C 8	C. Cole	Escort	179.6	8th
C16	R. Jones	Datsun	187.0	11th
C23	D. Catterall	Escort	185.7	10th
C24	B. Faulkner	Escort	165.7	3rd
C28	T. Bell	Escort	169.4	4th
C31	R. Burr	Datsun	172.4	6th
C32	R. Mc Millan	Escort	191.1	12th
C42	G. Armstrong	Escort	186.0	9th
C44	A. Veltmeyer	Anglia	171.3	5th
C47	T. Jarvis	Escort	160.1	1st
D 7	B. Keach	Escort	166.3	3rd
D13	S. Cameron	Escort	154.8	2nd
D14	J. Pos	Cortina	195.8	7th
D17	B. Peacock	Cortina	199.6	8th
D18	R. Alder	Avenger	168.1	4th
D19	S. Lenart	Capri	284.6	10th
D20	K. Short	Galant	148.6	1st



In Test 4 Neil Mallard really showed form when he returned a time of 36.00. Rob Nasey and Carol Mallard were next with 41.0. Peter Levet, Bruce Faulkner, Brian Keach, Scott Cameron followed in the 42.0 bracket. With all times totalled, Rob Nasey came out top of the day with 141.9. Neil Mallard was second with 142.1 and Peter Levet 3rd with a total of 143.0

D25	L. Mac Donald	Anglia	232.5	9th
D37	G. Robertson	Cortina	185.0	6th
D45	G. Appleton	Anglia	172.2	5th
E 6	C. Hudson	Cortina	163.0	3rd
E10	M. Parsons	Mazda	164.1	4th
E12	I. Mair	Fiat 125T	183.5	9th
E 9	G. Sibun	Mazda	153.2	1st
E15	J. Busch	Mazda	172.0	7th
E21	A. Jack	Triumph	184.9	10th
E29	M. Dunn	Dolomite	167.3	6th
E35	J. Hope	Fiat 125	167.1	5th
E43	R. Carlsen	180 B	176.3	8th
E51	B. Cox	Viva	158.9	2nd
F 4	B. Lindsay	Cresta	215.8	4th
F34	L. Thorpe	Capri	199.2	2nd
F36	J. Holster	Holden	179.6	1st
F40	J. Steward	Holden Ute	236.1	5th
F41	R. Senne	Wolseley	207.6	3rd



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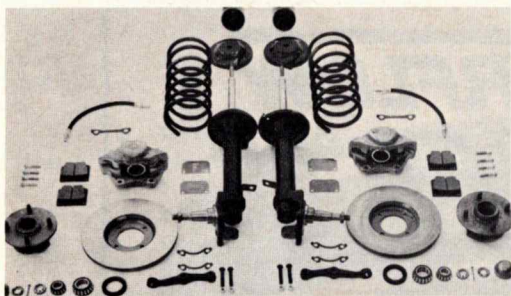
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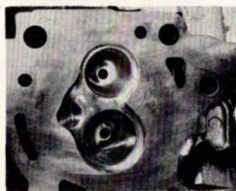


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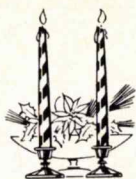


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BARDAHL Hillclimb



6th November



The first round of the Bardahl Interclub Hillclimb Series was the Auckland Car Club event at Mc Lachlans Road, Kaukapakapa on the 6th November. It was a fine sunny day. 62 entries were accepted from the eight participating clubs. Practice was underway by 10.45 a.m. and was fairly uneventful. Most competitors were cautious, getting the feel of the hill which was very loose and slippery.

In the first timed run, Paul Adams representing H.C.M.C. had a time of 43.559. Next was Harvard Daniels 46.018 and Kevin Rand A.C.C. 46.218.

All the action came during the second run with Paul Adam recording a slower time than his first - 43.805, P. Bourne - 44.290, K. Vincent - 44.479, G. De Pina - 45.416, K. Rand - 46.096, M. Parsons - 46.134 and B. Powell (Escort) - his first event in four years - with a time of 46.139. Next up the hill was Harvard Daniels with a 'missed' time. It was in a re-run that he took F.T.D. with a time of 43.014. During this run there were 3 rollovers. The first was C. Hodge whose mini fell over down a bank into heavy gorse bushes, fortunately with very little damage. The next rollover was John Steward who had a very fast and spectacular - but damaging - roll in his Ford Escort. The third one on this day was that of Stephen Mc Naughton resulting in panel damage down one side of his Mazda.

RESULTS

RESULTS			DRIVERS		
NO.	NAME	CAR	CLUB	FASTEST TIME	PLACE
<u>0 - 1000 c.c.:</u>					
A 1	G. Hewitt	Mini	ACC	50.209	1st
A 2	D. Strong	Mini 7	NSCC	54.821	3rd
A58	W. Wymer	Mini	ACC	54.514	2nd
<u>1001 - 1300 c.c.:</u>					
B 1	D. Thompson	Escort	ACC	52.444	12th
B 2	S. Thompson	Escort	ACC	54.418	16th
B 3	R. Carlson	Mini	ACC	51.881	10th
B 4	R. Dale	Mini	NSCC	51.712	9th
B 5	E. Mc Laren	Escort	ACC	50.475	7th
B 6	N. Thompson	Escort	NSCC	62.152	21st
B 7	S. Subritzky	Escort	HCMC	54.295	15th
B 8	I. Grove	Escort	NSCC	57.337	19th
B 9	G. Hall	Anglia	NSCC	51.653	8th
B10	P. Walby	Austin	ACC	58.041	20th
B11	G. Bawden	Mini	ACC	47.932	3rd



BARDAHL HILLCLIMB



BILL POWELL



GARY BLYTHE



HARVARD DANIELS



MARK PARSONS



STEVE BROWNE



PAUL ADAMS



JOHN STEWARD (THE LONG WAY HOME)

PIX — Ross Cammick Ph. 558-913

BARDAHL Hillclimb

B12	P. Healy	Escort	PCC	52.000	11th
B13	H. Daniels	1200SSS	HCMC	43.014	1st
B14	G. Waite	1200SSS	NSCC	52.920	14th
B15	R. Nasey	Mini	AUCC	48.430	4th
B16	M. Finch	Escort	HCMC	52.534	13th
B18	P. Fraser	1200SSS	ACC	46.561	2nd
B19	S. Gillard	Escort	ACC	55.097	18th
B20	K. LaTrobe	Escort	TCC	49.678	6th
B21	C. Hodge	Mini	ACC	D.N.F.	
B22	P. White	1100	NSCC	55.067	17th
B95	I. Fielder	Anglia	HCC	48.719	5th

1301 - 1600 c.c.:

C 1	D. Mc Connell	Anglia	ACC	47.331	3rd
C 2	B. Powell	Escort	NSCC	46.139	2nd
C 3	J. Pos	Cortina	ACC	55.139	12th
C 4	G. Ridley	Escort	ACC	55.157	13th
C 5	D. O'Carroll	Escort	HCC	49.675	10th
C 6	P. Bray	Anglia	ACC	47.713	5th
C 7	W. Hull	Escort	PCC	D.N.F.	
C 8	M. Ott	Escort	HCMC	47.685	4th
C 9	K. Rand	Escort	ACC	46.096	1st
C10	R. Mc Corquodale	Anglia	AUCC	48.098	6th
C11	M. Wright	Escort	ACC	49.588	9th
C12	G. Wallace	Escort	NSCC	51.209	11th
C13	R. Van Gisbergen	Escort	ACC	48.893	7th
C14	B. Hare	Avenger	MGCC	48.930	8th
C15	J. Neeley	Escort	NSCC	D.N.F.	



1601 - 2500 c.c.:

D 1	J. Steward	Escort	ACC	47.232	8th
D 2	M. Parsons	RX 3	AUCC	46.134	5th
D 3	O. Evans	RX 3	NSCC	47.866	11th
D 4	J. Bernasconi	Skoda	PCC	47.423	9th
D 5	D. Malley	Escort	HCMC	44.571	3rd
D 6	J. Eggleton	Vitesse	PCC	46.627	7th
D 7	P. Adams	Escort	HCMC	43.559	1st
D 8	K. Vincent	Escort	HCMC	44.479	2nd
D 9	B. Newey	Escort	MGCC	46.300	6th
D10	P. Burgess	RX 3	HCC	52.709	13th
D11	K. Bremer	Escort	HCC	47.706	10th
D12	G. De Pina	RX 3	HCC	45.416	4th
D13	S. Mc Naughton	Capella	HCMC	49.243	12th



2501 c.c. and over:

E 1	D. Armour	Valiant	NSCC	53.545	4th
E 2	P. Bourne	Cortina	PCC	44.290	1st
E 3	G. Blithe	Renault	HCC	48.696	2nd
E 4	G. Churches	Torana	ACC	52.681	3rd



SPORTS/RACING:

F 1 S. Brown
F 2 B. Weaver
F 3 R. Abbott
F 4 B. Ward
F 5 A. Naidu

Beast	ACC	51.000	4th
MG BGT	MGCC	49.625	2nd
TR 4	TCC	50.166	3rd
TR 6	TCC	47.696	1st
MGB	ACC	53.665	5th

Class Placings



CLASS A 0 - 1000c.c.:

1st Geoff Hewitt
2nd Wal Wymer
3rd David Strong

CLASS D 1601 - 2500c.c.:

1st Paul Adams
2nd Ken Vincent
3rd Dermott Malley

CLASS B 1001 - 1300c.c.:

1st Harvard Daniels
2nd Paul Fraser
3rd Geoff Bawden

CLASS E 2500c.c. and over:

1st Peter Bourne
2nd Gary Blythe
3rd Glenn Churches

CLASS C 1301 - 1600c.c.:

1st Kevin Rand
2nd Bill Powell
3rd Dennis Mc Connell

CLASS F SPORTS/RACING:

1st Bernie Ward
2nd Barry Weaver
3rd Russ Abbott

Club Placings



1st Hibiscus Coast Motoring Club
2nd Pukekohe Car Club
3rd Auckland Car Club
4th Hamilton Car Club
5th Auckland University Car Club
6th M.G. Car Club
7th Northern Sports Car Club
8th Triumph Car Club

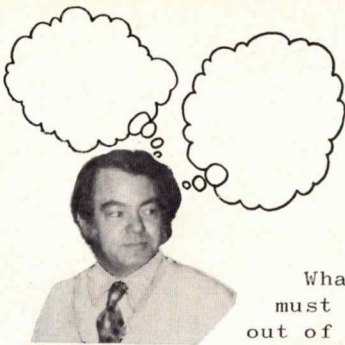


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SUNDAY 4TH DECEMBER

JONES ROAD HUNUA



The Mind BOGGLES

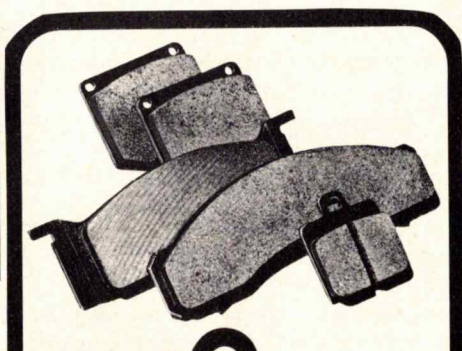
What? No column last month!! Well, I must apologise to all my readers, but I ran out of time - note that word 'all' - I have now discovered another reader, a 50% increase, and 'all' is a much better word than 'both'. Welcome!

Since I last wrote, your scribe has twice been to the South Island, that quaint isle situated midway between New Zealand and Stewart Island, attended the A.G.M. of Wellington Car Club, been to Rotorua, met Wayne Moore but didn't meet any of his mini skirted 17 year olds, hopefully got rid of all that sugar which some kind person emptied into my petrol tank, travelled another 1000 kilometers to help marshal on Pall Mall 4, discovered that there is another JOHN CROMBIE (HORRIFIC SENSATION), discovered that there is such a shortage of rule books that no one in Wellington has even heard of the NCR's or appendix T, found out that the quickest Jaguars are the V8's, acclaimed the opening of the new season at Speedway, confirmed that West Coast (mainland) whitebait is superior, found that there are more people trying to encourage trialling as an enjoyable sport than there are people trying to kill the sport off, and, with the co-operation of MI5, discovered a hideous plan to upset breeding habits of birds. Let me tell you more about some of these things and add in a few irrelevant jottings as I have my last say for 1977.

As to Speedway, it would appear like another bumper year ahead for all you Barry Butterworth supporters - also, wasn't it good to have another motorsport person selected as New Zealand's Sportsman of the Year?

I see that another expatriate Kiwi doing well is Graham McRae, who, in his first outing in his own design and built Sports Car, finished sixth behind Tambay, Follmer, Morton, Gethin and Pike in a Can Am race at Riverside in mid October. Yes, the Can Am series has been revised and has a new lease of life. Cassius averaged something like 117 mph for 150 miles. Absolutely loved Peter Hill's article on the Camel sponsored IMSA GT Series. In case you are interested Al Holbert, who won the series last year, went on to win the series this year in his Chevy Monza despite the power of those two litre turbocharged BMW's. Seems that the factory engines are capable of turning out 640 (Six hundred and forty) real horses, but apparently they have a habit of lunching themselves, and, when they do, they do it so absolutely that they don't bother picking up any of the pieces.





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Metal King

The Wellington Car Club's Annual General Meeting was most interesting; their President Bill King stating that trials were showing a resurgence of interest with the return to short enjoyable trials and also made a comment when challenged as to procedure of a meeting; that they don't hold their Annual General Meetings very often.

Also heard our old friend Murray Thompson say that the Rally / Speed event W.C.C. are running next year through the Akatarawas will, believe me, be the best organised event in New Zealand.

Well, Pall Mall 4 was, I consider, super organised. I came back from one of my holidays and helped do a Control Point at the end of Stage 4, which, we did without incident. Appears there is another JOHN CROMBIE somewhere who is not as efficient as yours truly, as he was given the blame, amongst others, for not running Stage 11, but it couldn't have been the John Crombie you people know so well, because at the time I was still timing cars at the end of Stage 4, the other person of the same name was supposed to be at a place called TOKATOKA, 100 kilometres north.

It is at this point in my column that I have a note to write an obituary - that is a death notice for the death of Appendix T, in Wellington, violently. It came as a bit of a shock to find that whereas every other Gold Star Trial this year ran according to Appendix T, the VUCC event not only flagrantly departed from the rule book in concept, but also denied the competitors the use of the rule book in interpreting the regulations and running instructions. Now some events have to ignore the odd rule, like 18/4, - the ASR's can point this out quite clearly- but when the suffix 'etc' becomes a prefix, it is a bit hard to start a sentence with the words "..... With knobs on", which is the meaning Roget gives. Look for something better next year.

The Gold Star Trials in the South Island however, stuck implicitly to the book and were all a real joy to compete in, and the officials, a pleasure to deal with. Unlike one other competitor, I found that the handling of claims in Christchurch, Christchurch and Greymouth left nothing wanting, and it is a pity that there aren't a few more Caldows and Pinfolds in this world.

Back in the States again - where the real honkers run - Cale Yarborough is winning the NASCAR Series in his Junior Johnson owned, Holly Farms sponsored, Chevrolet, by nearly 300 points over 'King' Richard Petty. Darrell 'Jaws' Waltrip beat Yarborough by 7.2 secs to the chequered in the Wilkes 400. The next weekend Yarborough was second again to Benny Parsons in the Charlotte 500. Waltrip was nicknamed 'Jaws' by Yarborough after Waltrip triggered a 3 car wreck during the Southern 500 saying that he has called him Jaws because he likes to talk and he has a talent for talking. The Dixie 500 was won by 'Jaws' who passed Donnie Allison through turns 3 & 4 on the final lap. Allison and Yarborough then both crashed on this last lap and had to settle for 4th and 5th, instead of 2nd and 3rd, at the end of the rain interrupted race. Seems like some of the drivers who lost were complaining on their radios that they couldn't see their way in the dark through Turn 1. The fussing and the fuming after a race is just as great in the States as it ever was here.

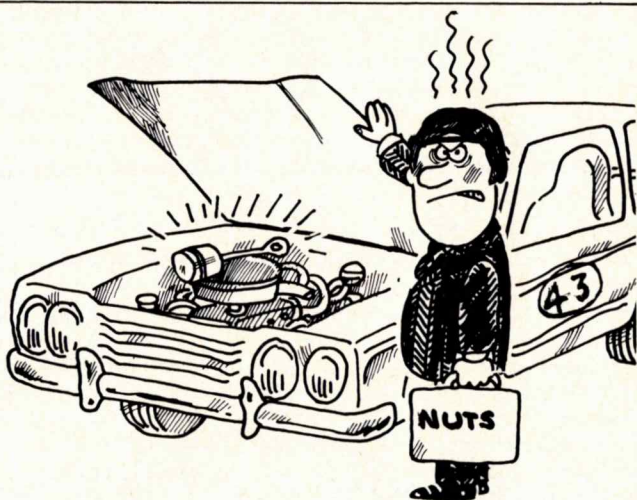


As I was sorting out some old magazines this afternoon, I came across a copy of August 1967 Motorman. In that issue they describe the winning of the well run Canterbury Gold Star Trial by HCC Hawira in his VW who lost 53.6 points to the second place-getter who lost 429.4. In July of that year the Gold Star places were decided on the Peugeot sponsored Gold Star Trial run by the Northern Wairoa Car Club of Dargaville, where HCC won again with an incredible loss of only eight points, but second place on 26.7 was taken by Blair Robson, who thus won the series by one point. On the cover is a photo of a SIMCA 1500 in the Peugeot trial, which was 14 hours long, driven by one Robin Clendon who used to be well known in trialling circles and is the uncle of our current crop of trialling Clendons.

Well that's enough of my ramblings, I haven't even told you who not only won the RATEC Gold Star Trial but also the Greymouth, which was different - every track is a road and the trial was organised and seemingly run by one man, Giles Pinfold - or the November Night Trial, but you did hear that the dastardly Irish were going to invent some new bird species. The cross between the goose and the eagle was to be called a google, the cross between the thrush and the sparrow to be called a tharrow, and the cross between the pheasant and the duck to be called - a charlie.

Have a good Xmas and may the next year be good to you. Next year perhaps we will see more than just one (Betty Milligan) trials sub-councillor on Gold Star Trials; perhaps all claims will be reasonably founded, presented and dealt with; everything will be worked out reasonably and stewards will be without a job.

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The Experts Trial



Having played host to NSCC last year, our Annual Experts Trial was this year run by NSCC with an invitation, of course, to Auckland C.C. Members.

Knowing the devious mind of the appointed Trial Plotter, some weird and wonderful things were anticipated but articles in both club's bulletins stressed the simplicity of the event. We were somewhat surprised at the start therefore, to receive ASR's which as well as containing the usual few traps contained several paragraphs in complete contradiction of Appendix T. For a start, we were advised of the intended use of 'off-course checks' and of a penalty for encountering one. The MANZ Newsletter dated July 1977 clearly states that all signs erected by the organisers are to be on the official route. Secondly we were told that although claims would be accepted at the finish, a 'double or quits' rule would apply, resulting in the claimant losing double points if the claim was disallowed. Appendix T, of course, makes no provision for such nonsense. To top it all off, we were finally told that the ASR's have greater priority than Appendix T, presumably to get around these two points! Well, I ask you; What on earth is the point in having a set of Standing Supplementary Regulations if a plotter can deliberately ignore and change them at will?

The trial itself spent a boring half hour circling Otara to take us finally to what the Organiser considered 'a demon trap'. We were told to go right at traffic lights (at a Tee junction) where there were signs indicating no left turn and, therefore in his opinion, we were compelled to go right and had not completed the instruction. This, in my opinion, is rubbish since we had not been told that all instructions were to be executed at intersections. In fact, I've seen the same trap pulled before, but in reverse!

Shortly after this, in accordance with ASR's, we U-turned after travelling the required 17km in each section and found several people rather hopelessly lost when, not having Haldas they had turned before an intersection after only 16.8km or so. Onwards, regardless to an instruction 'Go right after STOP AHEAD', where we remembered our ASR that signs are deemed to be at the nearest intersection. The STOP AHEAD sign, being some way back from an intersection meant that it was carried forward to that junction and the instruction therefore executed at the following intersection. An excellent trap, especially when no check was encountered travelling the correct route but on the incorrect route was erected a passage check which would also be encountered later in the trial. I wonder how many people went the right way but changed their minds after not finding a check.

The following was a Touring Section containing the infamous check SPOT (shades of Midnite) and a good trap on the U-turning after 17 km ASR when a U-turn check was encountered after travelling only about 16.6km. How many forgot to U-turn and return to that

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check? Then a trap where I think the plotter forgot his 'signs at nearest intersections' business but nevertheless the intended check came in handy for us when we came to a Tee with the road to the left non-existent because of an over-rider, and an instruction to avoid the road on the right! Aha! We thought, we'll U-turn and in fact all worked out apparently right, even though for some strange reason we were supposed to turn right!!

The 15 minute break in Clevedon was most welcome, then into Section 2b, where we realised that the earlier over-rider applied to the whole section and got a check for our trouble. After not crossing RYBURNS BRIDGE (the sign, you realise) check DUL was encountered and, several kilometres off-course later we realised that it should have read DDUL. This was upsetting, as was the use of the only true off-course check in the event in Papakura. Although subsequently deleted for reasons unknown, we encountered this check for not going left, as instructed at A.A. OFFICE. As far as I'm concerned, we never should have done as Appendix T is quite clear in saying that AA initials, emblems and insignia play no part in the identification of a sign.

So, back to Northern's Clubrooms where the Halda read 16.8km outside the door, negating the need for a U-turn, or so we thought, but apparently our distance, together with that of several other crews was out. Our explanation for one apparently off-course excursion was accepted but another written claim on the traffic lights instruction was refused and I was informed that a double penalty had been applied! This was notwithstanding the fact that several other competitors had claims refused without additional penalty. To make certain I couldn't protest on this, this Organisers refused to publish results (other than placings) so it seems I'll never know whether I was penalised or not.

Over all, as an Experts Trial the event contained many excellent traps but unfortunately the day was soured for myself and several crews that I spoke to, by the attempts to over-rule Appendix T. Anyway, many thanks to John and all his helpers for the event.

DOUG BONE



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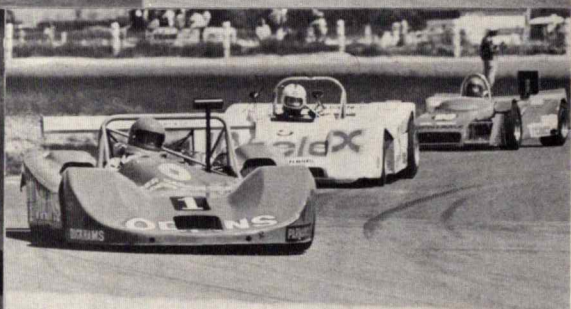
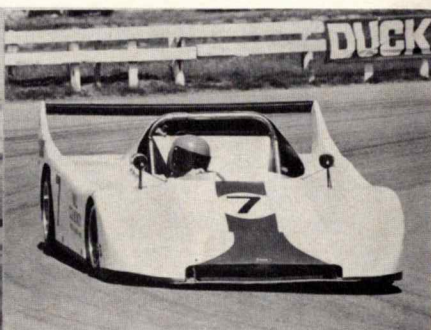
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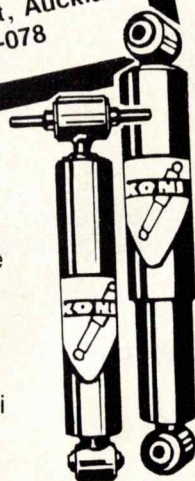
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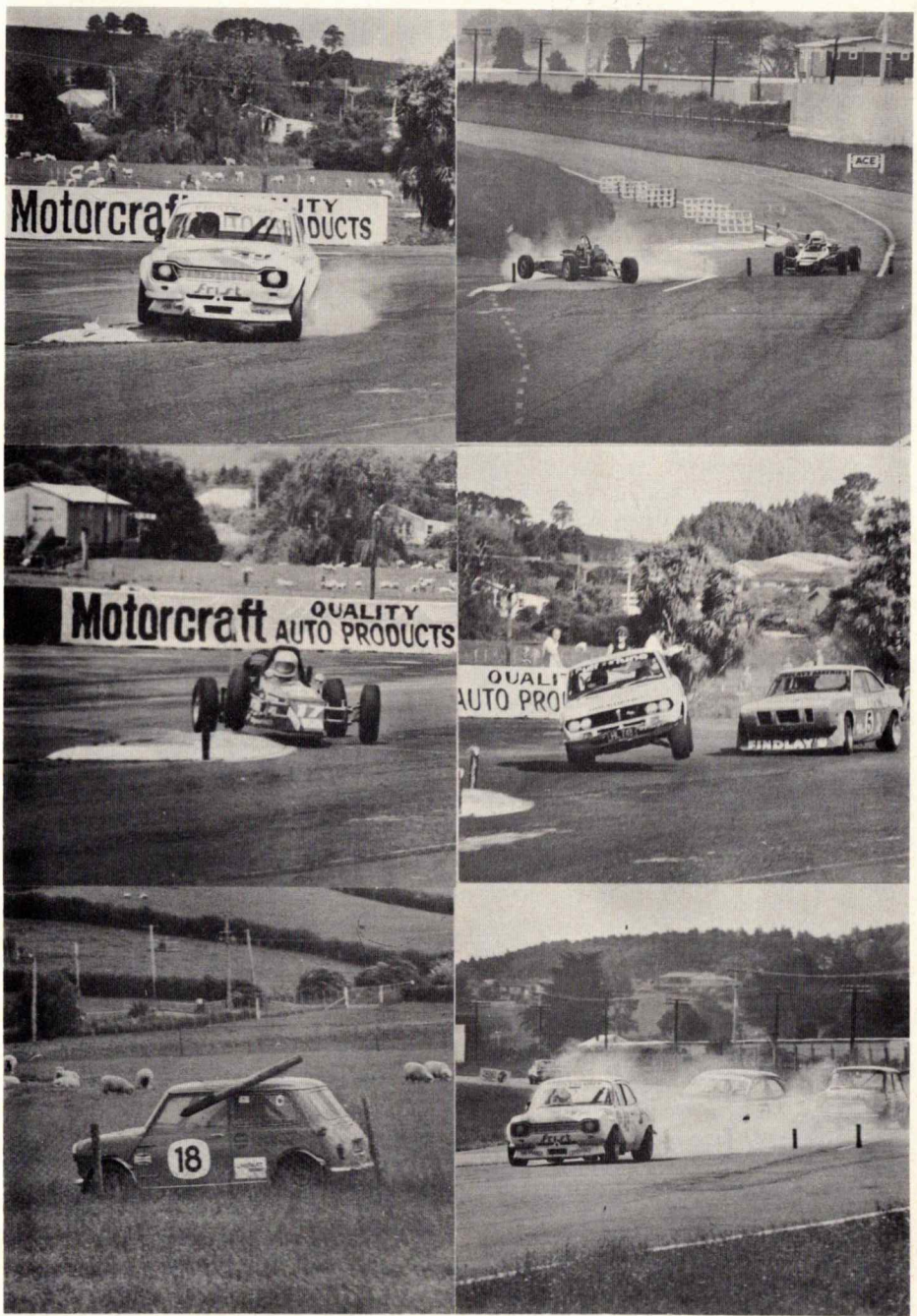
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PIX- D. Hargreaves Ph.68217 HSN

information



From September each year motor racing followers await the announcement of those drivers from overseas who are expected to race in the Peter Stuyvesant Series.

So far Keke Rosberg, Danny Sullivan and Larry Perkins have been announced locally.

Keke is now well established as one of Europe's coming men. In many ways whilst he had raised a few eyebrows in 1976 it was his performances in the 1977 Stuyvesant Series which set the stage for his 1977 racing season.

Competing in the European F 2 Championship, Keke scored one outright win at Enna and accumulated sufficient points to finish sixth overall driving one of Fred Operts Chevrons.

In addition to F 2, Rosberg competed in the Canadian La Batts Formula Atlantic Series going into the final round with a chance of taking the Canadian title. Unfortunately, mechanical problems forced his retirement and so he finished third overall.

If last year Rosberg appeared unbeatable there appear to be few who are brave enough to suggest he will repeat his performance this year.

For a start, Keke does seem to be hard on his machinery at times. This year of course he will be facing a very strong challenge from the works modified March 77B of American Danny Sullivan and the Ralt of Larry Perkins.

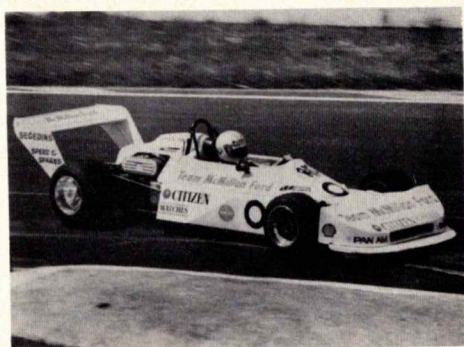
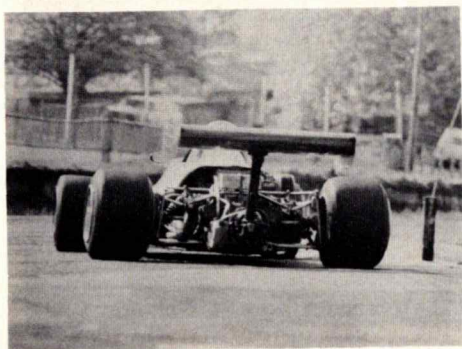
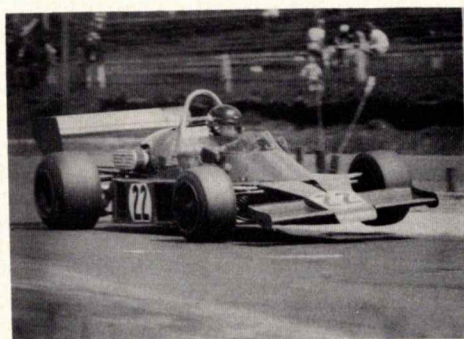
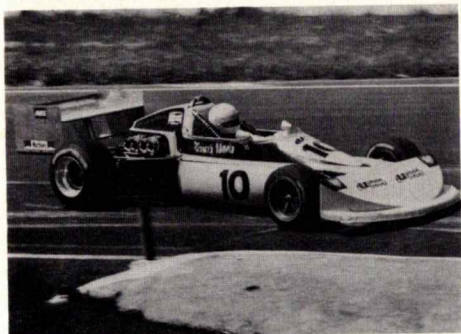
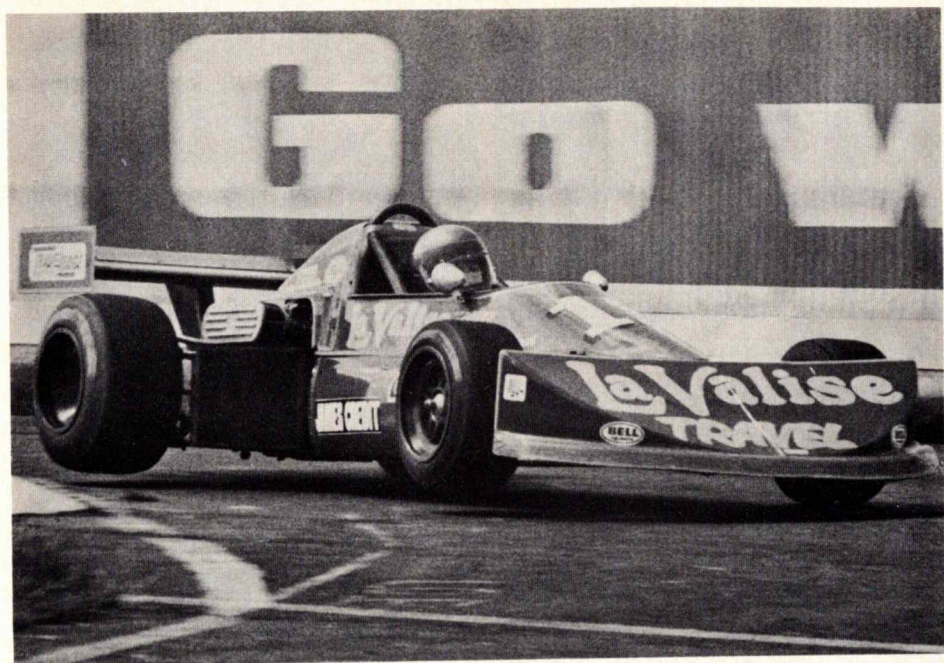
Sullivan is one of the few American drivers who has ventured to Europe. The high point of his career just a couple of years ago was driving the F 3 works Modus. Regretably, since the demise of that team, his share of luck has been rather thin. During this past year he has driven the F 2 Boxer of Brian Lewis.

At the recent final race in the European F 2 Series held at the new Donnington circuit, Danny Sullivan finished fifth in the Boxer. Of late he has been fully involved with March Cars testing their prototype models for 1978.

To Larry Perkins, the world of Formula Pacific is a little removed from that in which he is normally involved. For the last three or four years Larry has been involved in Formula One.

Back in 1974 he was Chris Amon's Number Two driver when Amon was establishing his own team. Regrettably this team disbanded and for 1975 Perkins teamed up with the then new Ralt team of Ron Tauranac to contest the highly competitive European F 3 Championship. The performance of Perkins and the Ralt were the sensation of the year, winning the title.

Since 1976 the British based Australian has driven for the Dutch Boro (nee Ensign) F 1 team, Brabham Alfa, B.R.M. and Surtees.



PIX ACTION PHOTOGRAPHY Ph 760-009

Regrettably the Perkins/B.R.M. association turned sour earlier this year and at the time of writing appears likely to race for Surtees during 1978.

Two drivers of whom little has been heard in New Zealand are Ian Grob and Belgian Pierre Dieudonne.

Grob - as readers of the British Motorsport press many recall - established himself as a leading Sports Car driver.

For the 1978 Stuyvesant Series he will be driving a March 77B.

Pierre Dieudonne arrives in New Zealand having recently had the European Touring Car Championship slip from his grasp, by a few points and a technicality.

The final race in E.T.C. was dropped which forced him to drop the points gained by finishing 4th at the Nurburing.

During 1977 this very well liked young driver has raced for the Luigi B.M.W. team.

No stranger to single seaters, he led the B.M.W. challenge against the Toyota powered cars in the 1975 European Formula Three Championship. Driving a March he gained a number of second third and fourth placings to finally finish ninth in the B.P. Championship.

For his New Zealand undertaking Dieudonne will be racing an Ehrlich Constructed by Dr Jo Ehrlich, for whom Jody Schekten drove in his F 3 days, the RP 3 Pacific model is developed from the 1977 Formula Three car.

Adding an ingredient to the 1978 Series that all New Zealand motor racing fans will delight is Brett Riley.

His performances over recent months have done something for New Zealand motorsport not seen in many a long year.

One thing is sure, Keke Rosberg will have to put up a strong defence if he is hoping to retain his title. There are also a few very good resident drivers who having had a season to sort themselves and their cars out, will be able to offer a very strong challenge.

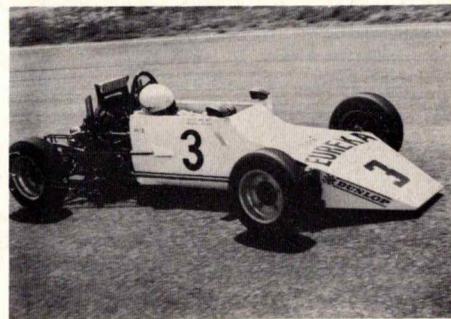
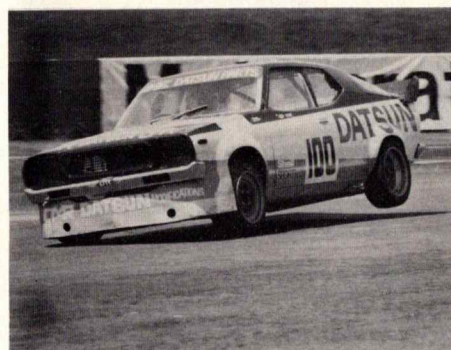
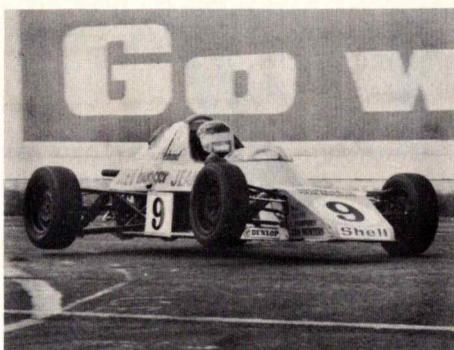
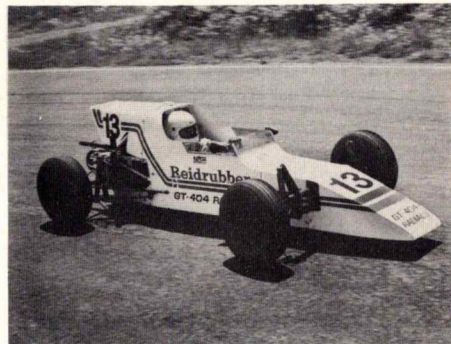
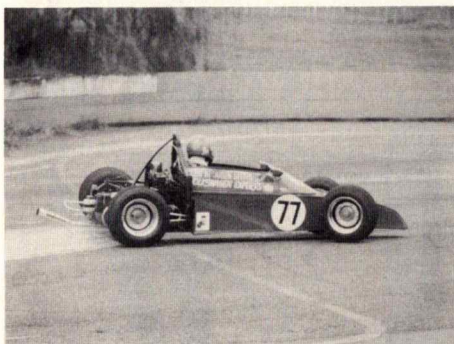


NORMAN HARVEY

SHOUTS & MURMURS Contd

..... News this week of two new motoring publications to be launched on the not-so-large New Zealand market. Mosport Publications Ltd the publishers of MOTORACTION is introducing in December, a quarterly magazine entitled "ROAD, RACE & RALLY", which will be edited by Dave Mc Kinney and will include more general type articles, interviews, reviews relative to motoring and motorsport. The second announcement comes from Allan Dick who may be remembered from a few years back as the Editor of the now defunct 'Autonews'. His new monthly magazine will be entitled "THE GREAT NEW ZEALAND CAR BOOK" and will give in depth reports on all New Zealand and major International events as well as road and track tests, driver and personality profiles, comment, etc, etc. For more details of these two publications contact Mosport Publications, P.O. Box 27-138, Wellington and the Great N.Z. Car Book, P.O. Box 1241, Dunedin.

Pukekohe National Race Meeting



ACTION PHOTOGRAPHY Ph 760-009

EXIDE TROPHY POINTS

Listed hereunder are Exide Trophy Points up to and including the Mid Week Trial on 16th November, but excluding the gymkhana on 30th October.

J. CROMBIE	64½	B. WEAVER	18
P. CLENDON	49	P. STONE	16
R. NASEY	41	J. STEWARD	16
C. HUDSON	31	G. BOWDEN	16
P. SERGENT	29	S. KAHN	16
K PEARCE	26½	S. SUBRITZKY	15
N. MALLARD	20	S. BROWN	14
L. BENNETT	20	G. APPLETON	12
A. LOWE	20	D. MC CONNELL	12
R. BENNETT	19	W. WYMER	12
A. JACK	18	G. WOODMAN	11



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, B. PLATT, N. LOWE, H. MUNRO, D. BONE, A. LEVET, M. CHANDLER, M. MARSHALL, G. HEWITT, A. WOOLF, R. OLENIUS, I. HARRIS, R. WILLIAMS, R. FICKLING, G. SUTTON.

9 POINTS:

M. VERRY, R. ALDER.

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, C. BUTLER, K. LATROBE, D. STRONG, M. MC DONALD, P. HERBERT.

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, A. DRAPER, R. VICKERY, W. POWELL, C. CONWAY, P. TAVERN.

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, J. DAVIES, P. HEALY, J. HUGHES, D. COX, M. MC GILL, L. GOOCH, S. AUGUSTOWICZ, G. KYLE.

3 POINTS:

B. HIRD, S. GRAVES, S. MATHIESON, M. WALKER.

2 POINTS:

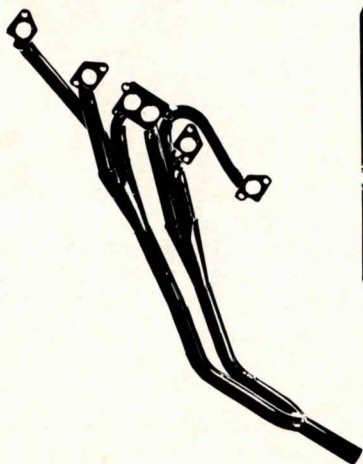
K. SAUNDERS, K. BROWNIE, D. BULLAS, M. COX, C. HOULTRAM, N. HOGAN, B. COUCH, J. MEADS, G. HALL, J. MYERS, T. SCOTT, R. LILLEBY, J. MC MANEMIN, D. HODGE.

1 POINT:

R. CLARK, M. TAYLOR, D. HUGHES.

COBY EXHAUST EQUIPMENT

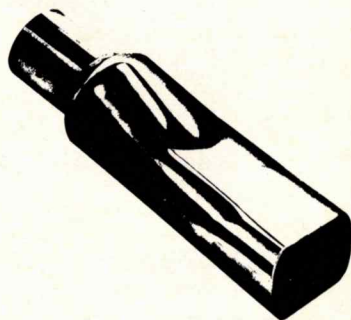
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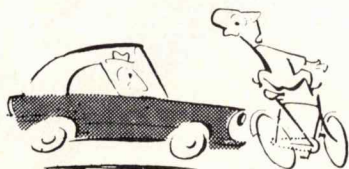
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TRIALS TROPHY POINTS

Listed hereunder are points covering all events up to and including the Mid Week Trial on 16th November:-

C. HUDSON	164	P. VASS	7
P. CLENDON	143	G. ROBERTSON	7
D. BONE	132	R. JACKSON	6
J. CROMBIE	56 $\frac{1}{2}$	G. BENNETT	6
L. BENNETT	48	K. BOLTON	5
K. PEARCE	44 $\frac{1}{2}$	P. FINCH	5
R. NASEY	37	R. SENNE	5
L. SHANKS	36	P. BATTEN	5
P. SERGENT	29	S. GARVES	5
M. WALKER	23	R. CLARK	5
A. JACK	18	J. COWAN	4
D. BULLAS	17	W. HIRD	4
G. LEWIS	17	M. MC GILL	4
P. STONE	16	S. MATHIESON	3
R. BENNETT	16	S. GARMEY	3
S. PAULSEN	13	J. MEADS	3
G. WOODMAN	11	J. HOPE	3
N. MALLARD	10	I. LOTHIAN	2
M. VERRY	9	A. VELTMAYER	2
R. ALDER	9	M. TAYLOR	1
G. MAINS	8	B. LINDSAY	1
R. JONES	8	D. HUGHES	1
S. SUBRITZKY	7		



TAIL PIECE

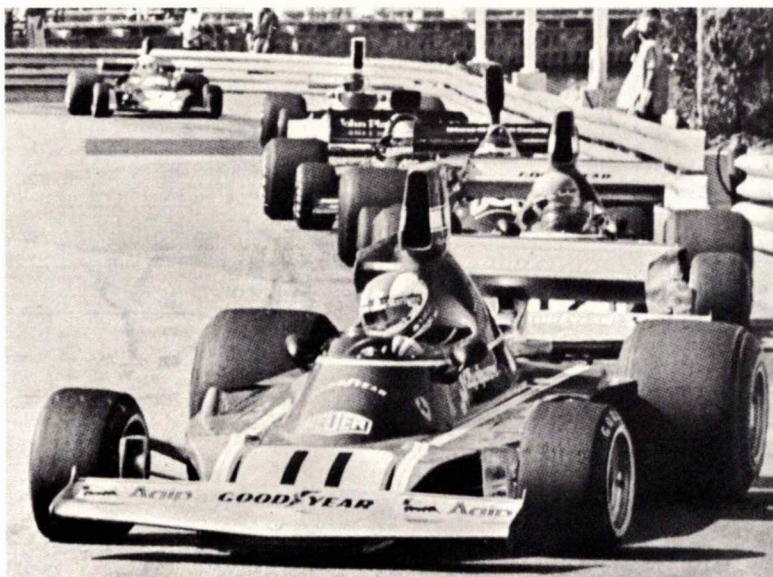
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There are 52 weekends, each 2 days long	104 days leaving 139
One hour for breakfast every morning	15 days leaving 124
Four weeks holiday is	28 days leaving 96
Four hours free every evening is	61 days leaving 35
Good Friday & Easter Monday take	2 days leaving 33
Two $\frac{1}{4}$ hour smoko breaks each day is	7 days leaving 26
Queens Birthday, Labour & Waitangi Days Take	3 days leaving 23
Trips to the Dentist and Doctor takes	1 day leaving 22
One hour for lunch each day takes	15 days leaving 7
Ten minutes for comfort stops each day	2 days leaving 5
Anniversary Day takes	1 day leaving 4
Real or imagined illnesses take another	2 days leaving 2
But of course Christmas & Boxing Day take	2 days leaving 0

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