



BULLETIN



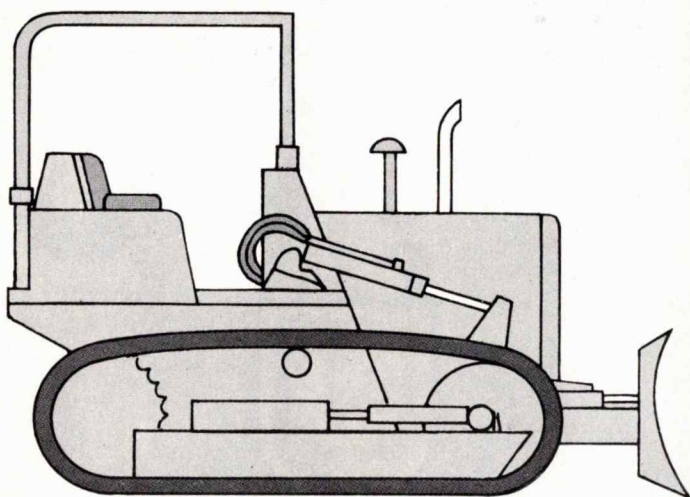
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— BULLETIN —

New Zealand Registered Magazine

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

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

CLUB OFFICERS:

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Phone 547-709.

Trials: D. E. Bone

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Racing: L. F. Rankin

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W. Ferris, Phone 674-071.

BAR MANAGER:

E. G. Mallard.

Please note that telephone numbers listed are residential.



Escort Sport 1600 drivers, Ray Williams, Kevin Mc Namara and John Armstrong (Dunedin) in close formation at the Club's September Pukekohe National Meeting. PHOTO...ROSS CAMMICK PH 558913

cover

Honorary Club Member Russell Brookes (left) and Co-driver fellow member Chris Porter (right) were presented with the Motogard Trophy for their outright victory in the Motogard Rally by Mr W.J.F. Johnston (centre), General Manager of Motor Specialties Limited.

AUCKLAND CAR CLUB

Clubroom Hours

	CLUBROOMS OPEN	BAR HOURS
THURSDAY EVENINGS	7.30 - 11.00 p.m.	7.30 - 10.00 p.m.
SUNDAY EVENINGS	4.00 - 10.00 p.m.	5.00 - 9.00 p.m.
*Wednesday Evenings	7.30 - 11.00 p.m.	7.30 - 10.00 p.m.

*(When open for meetings and other events as advised)

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

*** LICENSED PREMISES ***

*** 3 POOL TABLES ***

*** DARTS BOARD ***

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

- * Members are required to carry Membership Cards when visiting Clubrooms - to be made available for inspection on demand.
- * Member's Guests are to be correctly signed into the Visitors Book on arrival at Clubrooms.
- * Legal restrictions apply to under 20 year olds consuming alcohol on the premises.
- * Clean and Tidy dress and suitable footwear is required during Clubroom Hours.
- * Consumption of alcohol must cease within 30 minutes of Bar Closing time.

N.B. Please park clear of driveways and no noise when leaving.

Pit Stop Bistro Bar

SUNDAY EVENINGS : 5.30 - 9.00 p.m.
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Family groups welcome

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Eggs & Chips.



A light snack service is available on Thursday Evenings.

COMING EVENTS



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

- OCTOBER 14/15 ANNUAL WEEKEND ROTORUA TRIAL: This annual event will trial to Rotorua on Saturday with a dine and dance Saturday night. A gimmick trial will be run from Rotorua to Auckland on Sunday. Exide and Trials Trophy Points for both events. \$24.00 per head, includes accommodation at Brents Hotel, Sat. Dinner and Entry Fee. A.S.R.'s available from Clubrooms or the Secretary, Mrs K Pearce, 330 Lake Road, Takapuna.
- OCTOBER 19 CLUB NIGHT AND FILM EVENING: To be held at the Clubrooms at 8.15 p.m. Good motorsport films, general discussion and supper. New car on display. Late licence till 11.00 p.m.
- OCTOBER 22 DISCO & BAR-B-QUE: For the family, bring your own steaks & Chops etc. Salad provided. Adults \$2.00, children 50 cents. Family \$5.00. Disco starts at 7.00 p.m. Members lounge open for non-participants. NOTE: The Bistro Bar will not be open. Late licence till 10.00 p.m.(Opens 7.30 p.m.)
- OCTOBER 29 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 and Exide Points. (Date to be confirmed by October 19th, club night).
- NOVEMBER 1 NIGHT TRIAL: Starts at Otara car park at 6.30 p.m. Approx. 2 hours duration finishing at the Clubrooms with provision to buy your tea on the way to the finish. Exide and Trial Trophy Points.
- NOVEMBER 5 GYMKHANA - WESTERN SPRINGS: This is an alternative date to October 29th, and will be confirmed on the October 19th Club Night.
- NOVEMBER 26 SPRINT MEETING: To be held at the Pukekohe circuit with a flying lap of the club circuit, straight sprint down the back straight and bent sprint through the hairpin. Entries and scrutineering on the day from 10.00 a.m. to 11.00 a.m. Exide Points.



OPEN & INVITATION

- SEPT 30/OCT 1 PALL MALL RALLY CHAMPIONSHIP - FINAL ROUND: Promoted by Auckland Car Club, the rally will start in Whangarei late Saturday afternoon and run over stages in North Auckland before finishing in Auckland Sunday morning. Entries close 9th September with the Secretary, W. Martin, 6 Melissa Place, Pakuranga, Phone 566437.
- Sat/Sun
- OCTOBER 1 PALL MALL PRIZEGIVING: Sheraton Lounge, Mt Eden Road. (Note change of venue). 6.00 p.m. to 11.00 p.m. Admission \$5.00 per person includes Supper and Entertainment. Refreshments are your care.
- Sunday
- OCTOBER 8 1978 BENSON & HEDGES SALOON CAR CLASSIC: This years event has been shortened to 5½ hours to conclude at 4.30 p.m. Open to N.Z. assembled Saloons. Further information available from N.Z.I.G.P., P.O. Box 11129, Ellerslie.
- Sunday
- OCTOBER 14 INVITATION HILLCLIMB - BRIGHT ROAD: Promoted by Pukekohe Car Club at their sealed venue. Entries on the day from 9.00 to 10.00 a.m.
- Saturday
- OCTOBER 15 INVITATION STRAIGHT SPRINT - BRIGHT ROAD: Promoted by Pukekohe Car Club. Entries on the day, starting at 12.00 noon.
- Sunday
- OCTOBER 22 NATIONAL RACE MEETING - BAYPARK: Championship races for Shellsport, Ford Escort Sport and Mini Seven Saloons, Formula Ford, Formula Vee and Sports Cars. Entries close 11th October to P.O. Box 2197, Tauranga South.
- Sunday
- OCTOBER 28 BARDAHL HILLCLIMB - ROUND 1: Promoted by Hamilton Car Club at Pekanui Road, a 1.5 km sealed hill-climb. Entries close 26th October at P.O. Box 6029, Hamilton.
- Saturday
- OCTOBER 29 NATIONAL RACE MEETING - MANFIELD: Championship races for Union Travel Pacific Cars, Shellsport and Ford Escort Sport Saloons, Formula Ford, Formula Vees and Mini Sevens. Entries to P.O. Box 1959, Palmerston North.
- Sunday
- NOVEMBER 4 GOLDSTAR HILLCLIMB: Promoted by Hawkes Bay Car Club, P.O. Box 323, Hastings.
- Saturday

- NOVEMBER 4/5 Sat/Sun **N.Z. MOTOR GYMKHANA CHAMPIONSHIP:** Promoted by Taranaki Car Club, the event will include 14 tests over two days. Entries close October 20th with the Secretary, P.O. Box 704, Taranaki.
- NOVEMBER 11 Saturday **GOLDSTAR HILLCLIMB:** Promoted by Wairarapa Car Club, P.O. Box 19, Masterton.
- NOVEMBER 12 Sunday **TISCO NATIONAL RACE MEETING - PUKEKOHE:** Promoted by Auckland Car Club on the 2.8 km circuit, without chicanes. Championship races for Union Travel Formula Pacific, Shellsport Saloons, Ford Escort Sport Saloons, Izona Jeans Mini Seven series and Phillips Electrical Formula Vees. Entries close with the Secretary, P.O. Box 11129, Ellerslie. Phone 593108 (Bus) 677519 (Pte) Telegraphic address GRANPRI.
- NOVEMBER 19 Sunday **BARDAHL HILLCLIMB - ROUND 2:** Promoted by Northern Sports Car Club at their Cossey's Farm venue. Entries to P.O. Box 842, Auckland.
- NOVEMBER 26 Sunday **BARDAHL HILLCLIMB - ROUND 3:** Promoted by Triumph Sports Car Club, P.O. Box 1775, Auckland.

MERCURY TROPHY SERIES



Progress points.

	ARTC	AUCC	ACC	NSCC	TVCC	HCC	HCMC
TVCC - 1.4.78	6	-	4	3	9	2	-
AUCC - 13.5.78	6	3	4	9	1	2	-
HCMC - 9.7.78	4	9	6	3	-	-	2
HCC - 16.7.78	9	6	3	2	1	4	-
ARTC - 22.7.78	9	4	6	3	-	2	-
ACC - 6.8.78	6	9	4	3	-	2	1
	40	31	27	23	11	12	3

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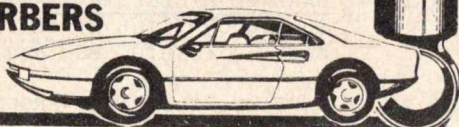
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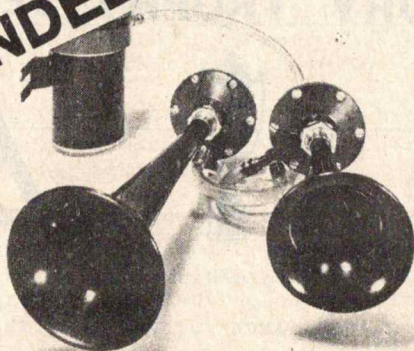
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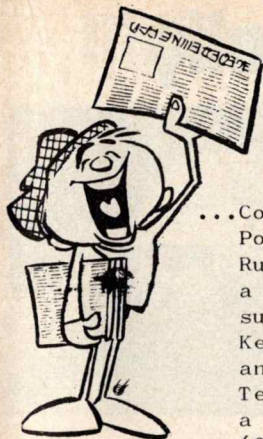
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SHOUTS and murmurs



...Congratulations to Russell Brookes and Chris Porter on their mighty Motogard Rally Win. Russell was a welcome visitor to the Clubrooms a few days before the event. To cap another successful Masport Team outing Jim Donald with Kevin Lancaster came in in second spot. Third and fourth overall went to Roadster Vinyltop Team Drivers, Paul Adams and John Woolf - also a good performance. Bad luck for Mike Marshall (CRC Escort) and Rod Millen with the Duckhams Mazda - guess they'd like to forget the whole event and look forward to next years.

.....The inaugural round of the new Escort Sport 1600 Championship was held at the Club's National & Clubman's Motor Races at Pukekohe on Sunday 10th September. With about sixteen starters fronting (including two from the South Island) some real 'door handle to door handle' (and bumper to bumper) stuff was witnessed on the track. Has all the makings of a good formula. Also at the meeting this years Motorcraft Formula Ford Championship got underway, some of the cars looking real sharp fitted with the Aunger 'Hotwire' Alloy wheels allowed as an alternative this season. Another feature of the meeting which used the 2.8 km circuit without the chicanes was a big turnout of Production Sports Cars from MG Midgets to the fat-foot E-type Jaguar of Danie Lupp. The interesting line-up of these cars came from Wellington, the Manawatu, Bay of Plenty and other centres. Fifteen races including several for Clubmans saloons provided a good days racing. The meeting had been threatened by heavy showers in the morning but cleared in the afternoon after a delayed start.

.....Congratulations this month to Wayne and Sue Parkin on the birth of their son.

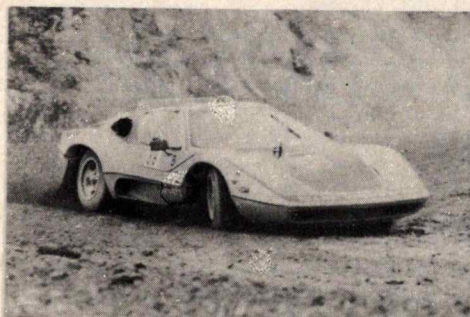
I wish to thank many people for the assistance and advise that they gave me with regard to the Motogard Rally especially Ross Montgomery, Eric Mallard, Norm Harvey, Arthur Mc Watt, Mike Marshall, Mrs Elsie Russell, Glenda Styles and all members of the Organising Committee.

There are countless others of course - my thanks to all concerned. Without all your help we would not have had an International Rally.

Regards,

MURRAY O'DONNELL

Maramarua Rally



Millens Mazdas Maramarua Massacre

Spare me days!!! Roddles has done it again - yet another Maramarua victory under his belt. Mind you she was a bit of a one man effort with Rod taking 3 of the 4 stages from Mickey Marshmellow who brought the CRC Escort home in second place ahead of Jim Donald in the Masport Team's Cardboard Car.

She was a cracka old day with a fair bit of sunshine around for the spectators and plenty of stars to keep everyone amused.

Marshall won last year's Maramarua so started No. 1 with the Senior Sofa (John Couch) navigating. Millen was at No. 2 with Robin Curtis (Editor of Motor Action) in the hot seat ahead of Jim Donald who had the "ball 'n' chain" navigating in the RS2000. Needless to say I was a bit perturbed at not being asked to ride with Jim in what would be my favourite rally, but Leonie and I were able to discuss the situation in the usual understanding and mature manner - it's amazing how much effect a frying pan has when it strikes a skull at about 60 m.p.h!!!

Paul Adams was at 4 in the Nylex teams RS2000 with brother in law and team mate John Woolf alongside. Quentin Phillips withdrew which saw Captain Howdie Collier and the Webster next up for a shakedown for the Motogard. Warren Hull's Datsun was all set at 7 as was "Maxi the Taxi" Irwin's V8 Escort at 8. Brian Watkins RS1600 was looking good on Grid 9 whilst Graham Mc Gregor (just back from the mother country) completed the top ten in the Datsun 1600.

Other cars to watch in the event were John Tee's Escort, Mark Parsons (fresh from his Riverhead win). Neville Nash's Escort and Harvard Daniels - still sorting the Mazda - Eureka. Disappointing withdrawals were Idi Amin who was unable to get his twin-overhead machine guns running smoothly and the Swedish Driver Bjorn Wieldegard who was suffering from an overdose of Clearasil and was forced to join the spectators for the day.

I was invited to navigate for John Steward in his RS2000 in the hope I could give him a few points on how to remain on his wheels - not that I'm much of an expert at it myself, but it sure beats spectating.

Scrutineering was held on Saturday afternoon and after a good night on the turps she was off to the forest for a cracka day's fun. Into the first stage - and talk about slippery Trev!! Needless to say various cars were visiting banks, bushes and assorted horticulture with Mike Limbrick emerging with a lovely biff in the back of his Mazda.

Millen set the pace through here with a good 6:01 against Marshall's 6:04; Donald on 6:23; Watkin an impressive 6:49; Adams and Irwin - 6:61; Hull 6:65; Parsons 6:68; Collier 6:74; and John Tee a good 6:78.

The second stage was a loop stage of about 29 kilometres and what a grousie! Cars had to traverse a loop and rejoin the route at a certain point to traverse a stretch of road twice - good value for the spectators as they saw the cars twice - and heading off in different directions - great stuff.

Needless to say a couple of cars got shagged up and took the loop road twice - good value for money I suppose. This stage also saw the start of the damage with Graeme Morley and Ross Cammick rolling their Escort Mexico into the greenery at high speed - right in front of the main spectator spot!

Once again Roddles starred with 14:23; with Marshmellow on 14:60; Donald 14:80 (with a 2000 OHC Motor!!); Captain Howdie 14:95; Watkin 15:25; Parsons 15:42; Adams 15:45. A good effort for the Bill Powell/Ian Palmer Escort Twin Cam saw them 8th fastest with 15:94; Limbrick 15:96 and Grant Liston an impressive 15:99.

Thus it was into the headquarters for munchies and the Motogard Rally Publicity stage on which the stars took members of the press etc for a blast. After about three meat pies, six filled rolls and a Strawberry/caramel whip thickshake it was back into the action on Stage three which was a rerun over the second stage.

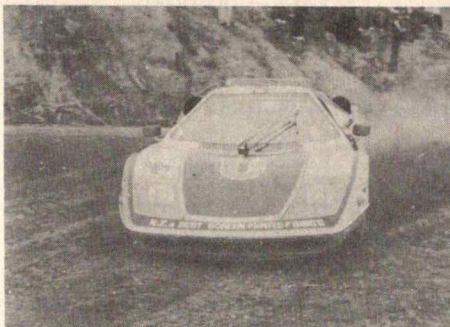
She was all on and interesting to compare the times with the previous run and it was Millen yet again on 13:82 ahead of Marshall's 14:11 with the Donalds equal with the Captain on 14:15 (phew); Adams 14:57; Hull 14:71; Parsons 14:80; Tee 15:35; John Steward 15:37; Limbrick 15:49.

John's time was a good improvement on his previous one of 16:23. During the first two stages I attempted to instruct him on using all the road, using the correct gear and when to get the power on etc - he came right fairly quickly. Towards the end he started to ease off on the corners but fortunately I had a 24 inch adjustable spanner with me so leant over and gave them a quick tighten thus allowing him to get into gear again!!

The major incident on this stage was the Neil Allport Escort performing a hell of a roll and bowling a spectator who fortunately was only slightly injured. Apparently a post event enquiry found the roll to be caused by a front suspension defect. The only other major incident in this stage was Fred and Marcia Wilson's Escort Mexico hitting a bank real hard causing considerable damage to the car.

The fourth and final stage was the first in reverse (direction - not gear!) The Marshmellow cranked up the old girl and blew Roddles off with a 5:85 against Millen's 6:02; Donald 6:05;

MARAMARUA RALLY



PIX...WAYNE CHURTON...PHONE WHANGAREI 74394

Collier 6:10; Adams 6:16; Hull 6:27; Steward 6:41; Watkin 6:42; Attwood 6:46; and Parsons 6:47.

No major shunts were reported with this stage but Bill Powell stopped for about 30 seconds thus losing what would have been a great position.

Thus the Millen did it again (must be Marshall's turn again next year) although he spun and biffed a tree somewhere on the last stage - tsk, tsk!!

The rally was well run, heaps of fun and of course the usual standard of fun and frolic at the club afterwards.

I was very impressed with the Steward's driving and equally impressed with the handling of his car although it's got a poor gearbox. His 8th placing was justified although I must admit it was a slightly slower ride than with the other joker I ride with (forgotten his Name!)

Thanks to Rob Wylie, Murray O'Donnell and the rally committee for a ripper old event.

KEVIN LANCASTER

RESULTS

1st	Rod Millen/Robin Curtis	Mazda RX3	40:08
2nd	Mike Marshall/John Couch	Escort RS1800	40:60
3rd	Jim Donald/Leonie Donald	Escort RS2000	41:23
4th	Howard Collier/Colin Webster	Escort RS1800	41:94
5th	Paul Adams/John Woolf	Escort RS2000	42:79
6th	Mark Parsons/Graham Wina	Mazda RX3	43:57
7th	Max Irwin/Mike Taylor	Escort	44:79
8th	John Steward/Kevin Lancaster	Escort RS2000	45:18
9th	Ian Attwood/William Mason	Escort 1600	45:19
10th	John Tee/Craig Garnett	Escort 1300	45:20



MAKE THURSDAY NIGHTS "CLUB NIGHT"

Meet at the Clubrooms
44 STODDARD ROAD, MT ROSKILL
7.30 p.m. — 11 p.m.

Pedestrian Rally

On the night of 30th August our formidable team wandered down to the Britomart Hotel to get well primed (to give the other teams a sporting chance) before the start of this walking thing. Much appreciated savouries and sandwiches arrived and a few more ales to wash it down.

We started at No 4 position, and following our direction sheet, passed the Japanese Bath House without stopping (reluctantly) and arrived at our first refuelling stop, needing a drink. We downed our quota, left the Turf Bar and proceeded along Princes Street, down Waterloo Quadrant, peering in all the doorways for Carley & Co and arrived at the Harbour Light's Lounge.

Couldn't find the roots which go via Gt South Rd, so we went down Anzac Ave to find the French Tart instead. Trader's Lane was our next refuelling stop before flying into the Air New Zealand Bar, Shortly we left to look for Arthur's Organs and red faced went upstairs at the Royal Albert Hotel to sup Rob Nasey's ale, which went down rather well. Next we went on to find John Busch, forced his drinks down (getting harder now) and then on to the Bard Lounge.

Final Control was back at the Britomart and a little more liquid later were surprised to find we had won the Rally. Thanks Doug for a great night.

We are the Champions!

REX, ROSS, MARTIN AND TREV.

RESULTS

Team	Points Loss
1st Trevor Skellern, Rex Alder, Ross Stowe, Martin Horsefall.	170
2nd= Honky Giraffe, Herby Giraffe, Cooky Bear Giraffe, Chuck Giraffe.	250
2nd= Ann Collier, Keith Florian, Graham Glassey, Brian Keach	250
4th= Grant Russell, Vern Collier, Peter Marker, Bill Cartwright.	300
4th= Richard Jones, Robert Carlsen, Bill Hird, David Rose.	300
6th= Steve Cargill, Brenda Cargill, Gail Ongley, Alan Montague	350
6th= Geoff Hewitt, Bill Purdy, Denis Mc Connell, Warren Maskell.	350
6th= Charlie Wallace, Brian Tasker, Jim Sharp	350
9th Di Hamilton, Colleen Kydd, Ailene Cribb, Beryl Woods.	390

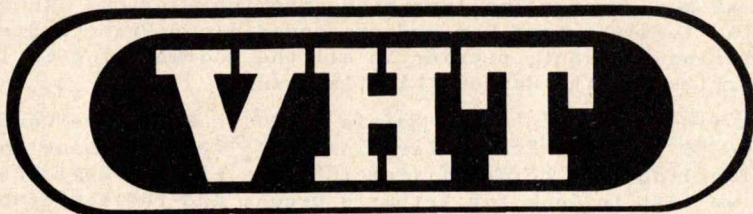
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Bits & Pieces

The most sobering thing to have happened in recent weeks has been the tragic death of Ronnie Petersen.

Within hours of his involvement in the accident came calls for the closure of the Monza track.

From time to time following accidents similar calls have been heard relating to various tracks.

The closure of Goodwood track came a short while after the serious crash which put an end to the career of Stirling Moss.

More recently, the demise of the Nurburgring following Nicki Lauda's accident focus's attention on an almost insoluble problem. Year after year racing cars have, through increased technology, become faster. Not necessarily in terms of straight line speed, but in terms of cornering speed.

It is not too long ago that the "ARMCO" cry offered a "simple answer". - That was until drivers received serious injury from cars hitting such "safety devices".

Now mesh catch-fencing and wide run off areas are in vogue. This certainly is a far better alternative to the circuit surrounded by ARMCO.

Regrettably many of the race circuit owners have spent huge sums of money over the last 10 years on circuit safety. Like many advances, the safety advances of the first 5 year period were rapidly superceded by the more progressive approaches to the situation.

Just what the correct answer to the problem is, of course, is very difficult to answer.

In the case of the Nurburgring, plans are well underway to reconstruct the circuit using some existing facilities and track whilst adding a new section of track so reducing the lap distance.

What will happen to Monza is anyones guess. From race reports Petersens accident occurred at a part of the track where the circuit width narrowed as cars entered a chicane.

Could it be that chicanes could come in for some re-appraisal?

Of concern to all who are interested in the survival of motor-racing must be the remarks of some Swedish politicians following Ronnie Petersen's death.

It appears as if there maybe moves to ban Formula One motor-racing in that country. Would Petersen have approved of such a move - I doubt it. However it does bring to light an ever increasing threat to which motorsport maybe subjected. That of political pressure.

We may have to learn to live with such a situation. The politicians reacting to a cry from that grey eminence referred to as society, that society may no longer tollerate people involving themselves in dangerous activities.

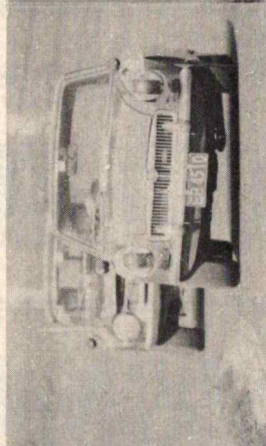
NORMAN HARVEY ●

MOTOR RACE MEETING Sunday 10th September

RACE ONE: FORD ESCORT SPORT: Ray Williams, 1st: Kevin Mc Namara, 2nd: John Armstrong, 3rd: Kirk Stoneman, 4th: Philip Myhre, 5th. **RACE TWO: STANDARD PRODUCTION SALOONS O - 2000c.c.:** Wayne Jones, Datsun 180B, 1770, 1st: Grant Mc Cullum, Datsun 180B, 1770, 2nd: Russell Williams, Fiat 124, 1608, 3rd: Tom Scott, Hunter GLS, 1724, 4th: Ralph Emson, Datsun, 1600, 5th. **RACE THREE: STANDARD PRODUCTION SALOONS 2001c.c. AND OVER:** Trevor Mc Lean, Charger, 4340, 1st: Bruce Mc Lean, Charger, 4340, 2nd: Frank Radisich, Mazda RX2, 2292 R, 3rd: George Morrell, Capri V6, 2994, 4th: George Sheweiry, Falcon GT, 5760, 5th. **RACE FOUR: PRODUCTION SPORTS CARS:** Denny Lupp, Jaguar E V12, 1st: Michael Halligan, Jaguar E 4.2, 4200, 2nd: Havard Daniels, Eureka, 2292, 3rd: Peter Herbert, Lotus Super 7, 1558, 4th: Trevor Farlow, Lotus Super 7, 1600, 5th. **RACE FIVE: MINI 7 SALOONS:** Dave Strong, Morris Mini, 863, 1st: Graham O'Connor, Mini, 850, 2nd: Jenny O'Connor, Mini, 850, 3rd: Richard Cameron,



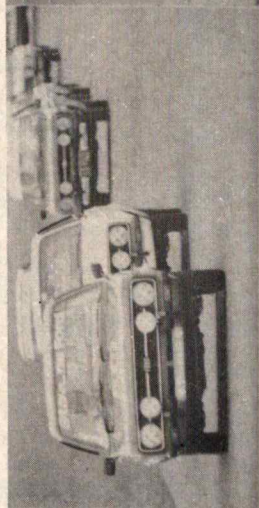
George Wilson



Mike Wotten



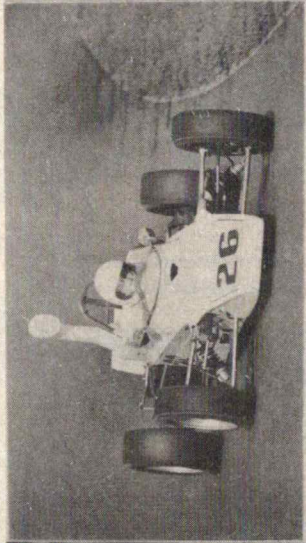
Havard Daniels



Morris Mini, 850, 4th: Terrence Gill, Morris Mini, 850, 5th. RACE SIX: FIRST QUAL. ROUND MOTORCRAFT FORMULA FORD CHAMPIONSHIP: Mike Finch, Cuda IV, 1st: Jeff Pascoe, Titan, 2nd: Mike Austin, Titan Mk6, 3rd: John Murphy, Titan Mk6, 4th: Ian Capewell, Van Dieman, 5th. RACE SEVEN: MODIFIED SALOONS
O - 1600c.c.: Rex Findlay, Datsun 1200 Coupe, 1298, 1st: John Moses, Austin Mini, 1293, 2nd: Ross Vickery, Datsun SSS, 1298, 3rd: Kevin Lack, Leyland Mini S, 999, 4th: Jim Donald, Datsun 120Y, 1171, 5th. RACE EIGHT: MODIFIED SALOONS 1601c.c. AND OVER: Rex Findlay, Datsun 120C Coupe, 1298, 1st: Bruce Mc Lean, Charger, 4340, 2nd: Stephen Tuck, Anglia, 3000, 3rd: Rod Coppins, Charger, 4340, 4th: Grnat Mc Cullum, Datsun 180B, 1770, 5th. RACE NINE: FORD ESCORT SPORT: Ray Williams, 1st: Kevin Mc Namara, 2nd: John Armstrong, 3rd: Elvie Williams, 4th: John Tindill, 5th. RACE TEN: FORMULA VEE:
 Rewi Wong, Vimaana, 1200, 1st. RACE ELEVEN: SALOON HANDICAP: Rod Coppins, Charger, 4340, 1st: Tom Scott, Hunter GLS, 1724, 2nd: Grant Mc Cullum, Datsun 180B, 1770, 3rd: Jim Biddick, Datsun 120Y, 1171, 4th: Steve Willy, Mazda RX2, 2292R, 5th. RACE TWELVE: SPORT CARS HANDICAP: Anil Naidu, MGB, 1840, 1st: Michael Halligan, Jaguar E 4.2, 4200, 2nd: Denny Lupp, Jaguar E V12, 3rd: Peter Herbert, Lotus Super 7, 4th: Barry Weaver, MGB GT, 1800, 5th. RACE TWELVE A: SALOON HANDICAP: Graeme Addis, Charger, 5000, 1st: Rod Coppins, Charger, 4340, 2nd: Wayne Jones, Datsun 180B, 1770, 3rd: Grant Mc Cullum, Datsun 180B, 1770, 4th: Stephen Tuck, Anglia, 3000, 5th. RACE FOURTEEN: FORMULA FORD CHAMPIONSHIP: Mike Finch, 1st: Jeff Pascoe, 2nd: Mike Austin, 3rd: Bruce Airey, 4th: John Murphy, 5th.



Graham O'Connor



Wally Galloway



George Morrell



INTERNATIONAL SPECIFICATION



**Motogard
Rally
78**

PIX SUPPLIED BY

DAVID LOW &
FOOTPRINTS





The event which a number of people thought would never take place, has come and gone. And if I may be permitted to say so, successfully at that.

From the point of view that a totally new organisation was created to organise the Rally, there were bound to be problems. In fact the greatest problem was time. The time to plot the route and obtain the necessary road closures.

There is no doubt in my mind that Murray O'Donnell, commonly referred to by the organising committee as MOD, did an incredible job.

As an exercise in planning and logistics it was an experience which I would not have wanted to miss. The number of people who offered to help was very gratifying.

There is no doubt that there are a number of problems associated with rallying with which the motor racing organiser does not have to contend. Road closures, the problems of extending an organisation to sparsely populated parts of the country, often to run a special stage of only a few kilometers.

The problems of sponsorship are common to both groups. But one area where the rally organisers has a clear advantage is in the area of paid attendance. He is not dependent on paying spectators - this is a real benefit.

It is historic fact that politicizing in the upper levels of international motor sport saw the rally removed from the World Championship of Makes.

This year we were again under the scrutiny of the F.I.A. Observers. It is only to be hoped that we are successful in obtaining reinstatement.

As a result of this years rally, many people have gained a great deal of experience. Experience which will not only benefit the Motogard Rally in the future, but will also benefit the Auckland Car Club, Northern Sports Car Club and Motorsport Management Ltd, in which they between them have a substantial interest.

Let us hope that the team which worked so well together in 1978 will be given the chance to organise the Motogard Rally again.

One of the many amusing moments during the rally was at the Palmerston North refuelling point (Tim Gibbes Mtrs). Clerk of Course Ross Montgomery would welcome the cars as they arrived after a very hard division which included a particularly long touring stage. Ross gave each competing crew their overall positions and class placing to the end of the division. Quite a number of the crews were surprised to have their results so quickly - After all at 5.30 - 6.00 a.m. in the morning you don't expect to have the C of C giving information such as results to the competitors. And what is more, the C of C was full of smiles.

The speed of the results was due to the excellent service provided by the amateur Emergency Radio Corp under the control of Colin Mc Kenzie and Merv Passau (They were also responsible for communications on Pall Mall 4).

From the very beginning, the organising committee intended to make the event as friendly as possible. Following the tension inherent with such a rally it was very gratifying to have competitors at the post rally function coming and thanking committee members for a friendly and enjoyable event.

I have no knowledge of what the situation in past years was, but everyone with who I personally had dealings was helpful and cooperative - Officials, Competitors, Stewards, Sponsors - the lot.

- Should any competitor reading this have a large pot plant in his lounge, a rally souvenir, The Seachel Lounge, Wellington where the after rally function was held would like to hear from you. They are four or five large display plants short.

Well its back to the Roundy Roundy stuff. It is going to take some time to get used to the relative calm at 2 Findlay Street. No MOD, Monty, Dave Mc Lean or a host of other people coming in and out - all tremendous folk to work with.

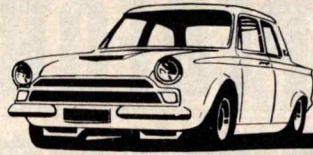
NORM HARVEY. ●



MOTOGARD RALLY WINNER - RUSSELL BROOKES

FOOTPRINTS PHOTO

automart



FOR SALE:

GEARBOX ADAPTOR TO FIT FORD 1300 (ETC) MOTOR TO HILLMAN IMP GEARBOX.

CONTACT : BRIAN KEACH : AT THE CLUBROOMS OR PHONE
568700

FOR SALE: ESCORT MK I 1600 RALLY CAR

THIS CAR HAS JUST BEEN REBUILT WITH THE MOTOGARD IN MIND. I HAVE SPENT OVER \$1500 ON THIS PREPARATION. PLENTY OF SPARES ETC. THE NEW EQUIPMENT IS TOO NUMEROUS TO LIST. FOR FURTHER INFORMATION...

PHONE : FRED WILSON : HOWICK 45432 AFTER HOURS.

BARGAIN FOR URGENT SALE: MAZDA RALLY CAR

THIS CAR IS FULLY PREPARED AND HAS PROVEN RELIABILITY AND COMPETITIVE RECORD. 12A STAGE III MOTOR, LSD, 4 WHEEL DISC BRAKES AND ALL THE OTHER GOOD GEAR. THE REPLACEMENT VALUE \$10,000. A BARGAIN THAT CANNOT BE MISSED AT \$6000.

PHONE : QUENTIN PHILLIPS - WGP 7434 (Bus)
7358 (pte)

FOR SALE: MAZDA RX3 RALLY CAR

ULTRA RELIABLE AND VERY COMPETITIVE. 12A STAGE I, COMPETITION CLUTCH, BILSTEINS, TRAMP RODS, HIGH RATIO STEERING, 4.9 LSD, 10 MAG WHEELS, 4 CIBIE LIGHTS, HALDA, EXTINGUISHERS, FULL ROLL CAGE, FULL LENGTH ALLOY SUMP GUARD, ALL SERVICES LINES FULLY PROTECTED. PRICE FOR BASIC CAR ON START LINE \$5850. ALSO ZILLIONS OF SPARES (NEVER USED).

PHONE : MARK PARSONS - AUCKLAND 867958

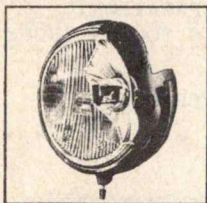
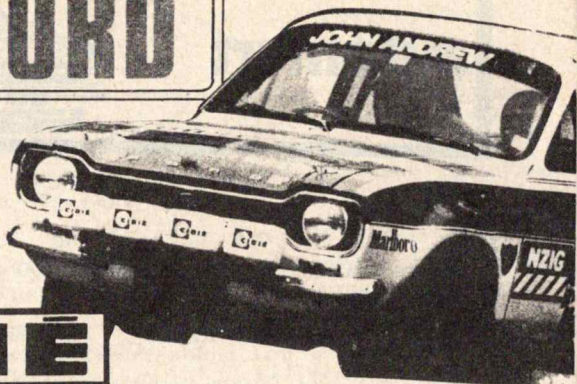
FOR SALE:

RALLY BUCKET SEAT...\$70.00, HALDA TRIPMASTER AND CABLE ETC...\$45.00, A30 SHORT BLOCK...\$125.00, MORRIS 1000 CYLINDER HEAD COMPLETE...\$40.00, HOLDEN GTR CAM SHAFT...\$50.00.

PHONE HWK 48105 (Pte) or HWK 42134 (Bus) JOHN STEWARD ●

SUPERFORD

lights the way with

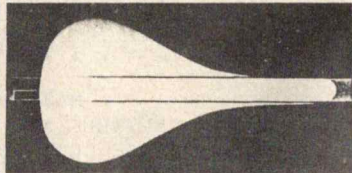
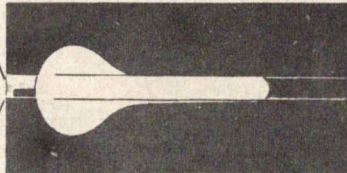


How long have you been thinking of doing something about the terrible lights on your car? Well now's the time because the Superford team of Ray Stone and Murray O'Donnell can advise you personally on the exact CIBIE lighting to suit your vehicle no matter what make or model it is.

Both Ray and Murray have a wealth of experience with CIBIE, having prepared both Hannu Mikkola and Mike Marshall's Heatway winning Escorts, while more recently Ray has been helping prepare the Masport team of Blair Robson and Ari Vartenen for the Radio NZ International. So with experience like this you can be sure of the best from Superford so if you're unable to contact them direct just fill in the coupon and they will advise you of the correct CIBIE lights and price by return mail.

THE PROOF IS HERE!

This is the normal light beam given off by a conventional headlight unit



This is the light beam from a replacement CIBIE unit which can be fitted to your car quite inexpensively and without requiring changes to the bodywork.

Ray Stone please advise what type of extra CIBIE lighting I require for safer night time driving.

Type of vehicle . . .

The vehicle is used for country or city driving . . .

Name . . .

Address . . .

SEE THE CIBIE EXPERTS

Ray, Murray and Glenda all have a wealth of experience with CIBIE. For the 1978 CIBIE rally Murray O'Donnell was clerk of the course while Glenda acted as events secretary and Ray took part as a stage controller. So see the experts who know and assist the sport best . . . The Superford Team



John W. Andrew

SUPERFORD

P.O. Box 8520 Auckland. Telephone 364-280

Hillclimb Challenge

bright rd



The first of this seasons two challenges for the "Sodbusters and Beerdrinkers" Trophy was held by the Pukekohe Car Club on it's Bright Road tarseal venue on Sunday 17th September.

I must admit that prior to the event I was somewhat sceptical about the number of entrants who would front for the Club, as a recent visit to the Clubrooms to ascertain who would be competing only revealed five definates (two of whom didn't show on the day). I later sat down and compiled a list of other possible entrants from previous hillclimb entry forms and after several hours on the phone, I still had only five definates and three maybe's. Most of the usual entrants were either working on or saving their cars for Pall Mall 4 or they hadn't repaired damage from various recent events.

I arrived at the venue shortly after 9 a.m. and by 10 a.m. the total entry was thirtythree, eighteen for Auckland and fifteen for Pukekohe. Things looked good. I wandered over to the caravan to hand in the "Gumboat" Trophy and much to my surprise I found that Stu Holmes and Dave Ansen would be operating the timing gear. Things immediately looked bad for Auckland. With these two characters operating the timing gear I knew the times would reflect the equivalent of me running a pushbike against the cars of Warren Hull, Max Irwin, Brian Watkin and Rodney Atchinson. Had "Possum" entered it wouldn't have been so bad as after his recent monumental I believe he's still riding a pushbike anyhow. However, I managed to keep these two honest by frequently visiting the caravan, although it was awkward dodging the odd apple core and orange peel which periodically appeared in the air, throughout the day.

The field of cars was excellent; Anglias, MkI Cortinas, Datsuns, Max Irwin's V8 Escort, David Bristow's V8 Viva, Rodney Atchinsons pushbutton AP5 Valiant (Slant Six with sidedraft Webers), Graeme Hunter's immaculate 1275 Cooper 'S', George Sheweiry's Falcon, Brian Watkin's B.D.A. and low and behold a 39 Chevy Coupe driven by David Clements. This was good to see. The whole lift off front is fibreglass and the running gear includes one of the small Australian V8's coupled to an Automatic Valiant transmission.

David had mentioned that he had no intention of trying to go quick and was just out testing and setting the car up. It has the makings of a flyer and hopefully we will see him at some of the other hillclimbs and perhaps also at Club Circuit.

"The Beast" single seater has also reappeared. Merv Mac Donald and Steve Browne have obviously been busy over the winter months as they have completely rebuilt the car after Steve's monumental at one of the "Duckhams" rounds at Andersons Farm. The car was

running well, consistently putting up times in the 36 second bracket.

It was good to see new Club Member David Tuck having his first ever run in his Corolla S.L. and also the husband and wife rally team of John and Jane Kershaw, both driving their 2.3 Vauxhall.

Practice was underway before 11 a.m. and the only incident was near the end of practice when David Bristow's V8 Viva bottomed on the bump a short way up the hill, ripped out the sump plug and part of the sump and laid oil the full length of the hill. At this point it was decided to take a short lunch break while cement was laid on the oil. The passengers door of Ross Mc Corquodales "Works" Anglia flew open on the top corner, but no one appeared to get out

The first official run saw Thomas Ryan nearly lose it in a big way on the top corner. Brian Watkin in his B.D.A. put in a super quick run of 34:61 and this time remained unbeaten giving him FTD. The remainder of the field ran through without incident and at this point we had sewn up the 0-1000 class, Alan Turner was leading the 1300 class with Colin Gibson in third place. We weren't in the first three in the 1600 class but John Kershaw was holding third in the 1601 - 2500 class and George Sheweiry was second in the 2501 and over class.

In the second run the first car up was that of Max Irwin. He was really flying but unfortunately ended up doing a 180 on the top corner. Then Warren Hull did an exceptionally quick time of 33:90. The third car up was G. Johnston and he was flying, but he also ended up doing a 180 on the top corner. A relatively new Member Peter Hannaford (Datsun 1600) had good smooth runs, shows lots of promise and should be one to watch for in the future. Graeme Hunter, Ray Wilson and Colin Gibson were all going exceptionally well in their Mini's but were having understeer problems on the top corner.

In the third run it started to rain. Paul Healy did a 180 on the top corner and ended up sideways into the opposite bank, very nearly rolling. George Sheweiry, Brian Watkin and Max Irwin were all spectacular. All were completely sideways on the top corner with wheels well and truly in the rough.

It was still raining lightly for the fourth run. Ross Vickery put up his fastest time of 36:03 in his 1298 Datsun. He has recently had a lot of work done on the motor and it sounds crisp. He must be one of the keenest members in the Auckland Car Club as he lives in Waihi, and yet we see him and his wife Margaret appear at all our hillclimb, Sprint and Club Circuit events. John Pipe from the Pukekohe Car Club ended up doing a 180 on the top corner in his MkI Cortina. This was his first event and he is another young guy who shows promise.

During the fifth run it fair hosed down, which resulted in this being the last run. The only unfortunate incident of the day happened when P.C.C. Member Ken Mc Pike went off the road half way

up the hill and ended up rolling his Datsun 120Y. The car was later driven up to the pits but it looked as bad as Tony Baker's did after his Motogard roll.

It is also interesting to note that Warren Hull in his C.M.R. Datsun 1600 had the fastest time in all runs, except the first.

Overall A.C.C. ended up with John Foley winning the 0 - 1000 class; Alan Turner, Colin Gibson and Ross Vickery taking first, second and third respectively in the 1300 class; we weren't in the first three in the 1600 class but John Kershaw came third in the 1601 to 2500 class and George Sheweiry second in the 2501 and over class. A good effort from all who competed. The final points tally had Pukekohe Car Club just beating us by 15 points to 11. The "Gumboot" Trophy was presented to Dave Pilkington, President of the Pukekohe Car Club and we then proceeded to consume a few cans of the appropriate stuff.

Although it rained periodically throughout the day there was a good spectator attendance, and as anticipated the organisation of the event by the Pukekohe Car Club was excellent. On behalf of the competitors and spectators I would like to thank Dave Pilkington, Keith, Stu and David and all their assistants for a most enjoyable day. The Chefs making the "Puke" type Hotdogs also did a good job. I must say I admired the stamina of the young lady Operator of the P.A. System who throughout the day kept telling all the drivers to "line up".

One incident which is of considerable embarrassment to the Clubs, and which I feel should be written about, came in the fourth run when Trevor Mc Lean who had not entered the event, drove George Sheweiry's Falcon down to the start line with the intention of having a run up the hill. Fortunately the Clerk of the Course noticed him when he drove down to the start line, and was able to radio the start line to tell them not to let him start, and to send him back up the hill slowly. He came back up the hill at a reasonable speed, but when he turned off Bright Road into the pit area, he booted it, showered stones everywhere and drove into the pits like a 'lunatic'. One would think a person who has been round the scene as long as he has would know better.

The stupid part about the incident is that as it was only a fun day, had he approached the Organisers and signed an indemnity form they would have most probably been agreeable to him having a run. From the spectators point of view he would have been good value.

IAN PALMER



National Motor Race Meeting

Promoted*by Auckland Car Club (Inc.)

Pukekohe November 12



FOUR EYES are better than two?

About this time last year I made a rather vague reference to the poor attitude towards claims adopted by our counterparts in Wellington and Christchurch. The situation this year is quite different.

The Victoria University Gold Star Trial was an interesting and enjoyable event, apart from the twisted logic adopted by the Organisers on one particular point. Our attempt to claim on this point was met with a very stubborn attitude from the Clerk of the Course, who was most verbose in explaining his weird point of view, but would not listen to any other logical interpretation. I can safely say I have never encountered such a one-eyed organiser who refused numerous claims on a "trap" that only one competitor, a local, collected the check for. It took two protests from other crews before the check was deleted.

Quite the opposite attitude was encountered when talking with the Clerk of the Course following the R.A.T.E.C. (Christchurch) Gold Star event. Having had experience with South Island trialling, this event was most enjoyable and the few differences of opinion we had were settled in a most pleasant and receptive manner by the organiser, Barry Jackson.

Organisers must, in my opinion, accept the fact that theirs is possibly not the only interpretation and be prepared to listen and take cognisance of other, often equally logical, points of view.

Back to the local scene, as you will see from the Mercury Trophy Results to date, we have little show of pulling this one off. Maybe next year, after a few early instruction evenings, we will get a good turnout at these events and win the trophy that has only once in the past been awarded to the Club.

See you all in Rotorua.

DOUG BONE.



.....

Rotorua Weekend Trial

14th & 15th October

.....





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.

Heather Spurle	Green Bay	Clubman
Herb Hunt	Torbay	Mini
Kevin Dunn	Hamilton	
Richard Purvis	Glendene	Escort
Ross Cavanagh	Kelston	Ford
Anthony Faithfull	Auckland	Mazda RX2
Robin Haddon	Sandringham	Hunter
Philip Ison	Murrays Bay	Mazda RX3
Graham Johnson	Mt Albert	Torana
Carol Johnson	Mt Albert	Torana
Gary Mollard	Birkdale	Chevette
Gary Moyle	Parnell	B.M.W.
John Murphy	Waihi	Escort
Richard Pykett	Patumahoe	Cortina
Gary Rae	Mt Roskill	Torana
Steven Schwarz	Manurewa	Escort
Christopher Sullivan	Birkenhead	Cortina GT
Stuart Turner	Green Bay	Viva
Morris Turner	Green Bay	Herald
Edwin Wilson	Meadowbank	Escort
Simon Seagrave	Mt Wellington	Lotus 7

Trials Trophy Points

Listed hereunder are points covering all events up to and including the Sound Around Remuera Trial, but not the ARTC Mercury Trial held on 22.7.78.

D. Clendon	96	K. Florian	8
D. Bone	94	S. Snaith	7 $\frac{1}{2}$
C. Hudson	79	M. Kaye	7
R. Stewart	78	P. Levet	6
B. Faulkner	27	M. Catterall	5
B. Keach	26	P. Batten	4
P. Sergeant	23	S. Graves	3
R. Alder	15	A. Jack	3
G. Bennett	13 $\frac{1}{2}$	P. Stone	3
J. Legg	10	L. Bennett	2
J. Busch	10	T. Swinburne	2
P. Coleman	10	S. Subritzky	2
J. Crombie	9	B. Clendon	1
K. Lack	8	M. Verry	1

Sandringham Tyre Service

Gymkhana Shield

We are again fast approaching the Gymkhana Season, and our sponsor, Ian Stapley of Sandringham Tyre Service in Dominion Road are providing Trophies for the overall class winners in addition to the very attractive Sandringham Tyre Service Shield for the overall points winner. There will also be a trophy for the best lady competitor over the season. Auckland Car Club Certificates will be awarded to the class winners and F.T.D. for each event in the series.

Classes will be as follows:

0	- 1100c.c.	Engine over driving wheels
1101	and over	Engine over driving wheels
0	- 1300 c.c.	Engine not over driving wheels
1301	- 1600 c.c.	Engine not over driving wheels
1601	- 2500 c.c.	Engine not over driving wheels
2501	and over	Engine not over driving wheels

If there are only 3 or less cars in any one class, the organisers will amalgamate classes as appropriate.

Points will be awarded as follows:

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

It is envisaged to run 6 gymkhanas this season, all on grass at the Western Springs outer carpark. In case one event has to be cancelled due to bad weather, only 5 gymkhanas will be counted for the overall award.

Although we have applied for various dates for the gymkhanas, we are unable at the present time to give a finalised list. These will be notified in the next bulletin.

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

**FARRAND RD.
BOX 53 KUMEU.**

Business Hours: 8.00am to 6.00pm
Monday to Friday

PH. 412-9420

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

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

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

Sandringham Tyre Service

Gymkhana Shield



Rules for the Sandringham Tyre Service Gymkhana Series:

DRIVERS:

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

PASSENGERS:

Passengers may not be carried in tests.

CLASSES:

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

PENALTIES:

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

REGISTRATION & LICENCING:

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

TYRES:

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

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

HANDBRAKES:

Dual or independently operated handbrakes will not be allowed.

SEATBELTS:

The wearing of seatbelts during gymkhana tests will be optional.

FOUR WHEEL DRIVE VEHICLES:

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



Bardahl Interclub Hillclimb Series



Yes, its Bardahl Hillcimb time already. D.R. Eritton Limited, the distributor of Bardahl products has shown considerable increased interest in its support and sponsorship of the Series, and although I considered last year's Series to be the best ever, I can personally assure you that this year's will be bigger, brighter and better than ever.

In addition to the prizes as per last year, a miniature will be presented at each round for F.T.D. Arrangements are being finalised with Motoraction for a complete coverage together with pix on each round.

The Series is highly rated in the Auckland and Waikato areas and has also become known nationally. The competition will be stronger than ever and to gain a class or overall win in the series will be a considerable achievement.

The confirmed dates are:

Round 1	28.10.78	H.C.C.	Pekanui Rd, Pirongia
Round 2	19.11.78	N.S.C.C.	Cosseys Farm
Round 3	26.11.78	T.S.C.C.	West Road
Round 4	10.12.78	P.C.C.	Bright Road
Round 5	16.12.78	A.U.C.C.	Anderson's Farm
Round 6	17.12.78	M.G.C.C.	Bald Hill Road
Round 7	21. 1.79	A.C.C.	To be advised
Round 8	28. 1.79	H.C.M.C.	Bayers Farm

There has also been a number of amendments to the rules, which are as follows:

- All rounds to be run in accordance with the MANZ regulations.
- Teams do not have to be nominated before each round.
- The driver must nominate on the entry form at the first round entered, one Club of which he or she is a financial member and must compete for the named Club for the remainder of the current Series.
- Interclub Trophy:**
The three fastest drivers from each Club (irrespective of class) will total their times to give Club Placings. The allocation of points to Clubs will be 12, 9, 7, 5, 4, 3, 2 and 1.
 - Overall Champion:**
This competition will be run on a class basis. Classes:
0 - 100c.c.: 1001 - 1300c.c.: 1301 - 1600c.c.:
1601 - 2500c.c.: 2501c.c. and over.
Class points will be: First 3, second 2 and third 1.
The overall champion will be the competitor scoring the most points.
To be eligible for this award a competitor must enter at least 50% of the rounds.
- A competitor will not drive more than one car. Similarly one car may only have one driver (i.e. Cars may not be shared).

6. Provisional results will be published after the completion of each round and printed final results forwarded within seven days of each round, to every competitor.
7. Organising Clubs will provide both convenors and all clubs participating in the Series, with two copies of the result sheets, broken down into actual points for each club - i.e. club, driver's name and best times. Results sheets should also show First, second and third in each class.
8. Two Series Convenors will be appointed on an annual basis. One to be replaced each year.
9. All competing cars must have two "Bardahl" decals prominently displayed for the duration of each round in the series.
10. Any dispute pertaining to the Bardahl rules is to be referred of the Convenors and the decision of the Convenors will be final.

CONVENORS:

David Pilkington,
10, Mellsop Ave,
WAIUKU.
Phone (85) 59723 Pte
(85) 59711 Bus

Ian Palmer,
5 Freshney Place,
MANUREWA.
Phone (26) 67549 Pte

The main alterations being (i) Rule 3, where you must now run during the current series for the same club you nominate at the first round of the series entered: (ii) Rule 4(b) - The deletion of the Production Sports and Sports/Racing classes. - These will now be run with normal saloons under c.c. rating: (iii) Rule 4(b) Whereby to be eligible for individual points you must enter in at least 50% of the rounds in the series. This ruling does not however apply to Club points.

New "Run with Bardahl" decals will also be available at each round.

Last year the Club came third out of the eight clubs participating in the series. Geoff Hewitt and Bill Powell were third equal in the highest individual points score with Geoff winning the 0 - 1000c.c. class, Bill winning the 1301 - 1600c.c. class and Steve Browne the Sports/Racing class.

Although a number of members competed at various hills last year, barely a handfull competed in all eight rounds. With a Club our size, we should be able to front with at least 20 competitors at all eight rounds. This I would really like to see.

If you enjoy hillclimbs, want to get to know competitors from other clubs, want to improve your hillclimbing and rallying ability, want to partake in the afterdo socials sometimes at Clubrooms, sometimes a barbecue at the venue, then come along and compete in the series. I can assure you that you will have a most enjoyable time. If you can't afford to compete, then come along and watch the action.

I would like to ascertain what cars will be running in the various classes so if you are anticipating running for the club then I will appreciate your giving me a ring one evening at Manurewa 26 67549.

EXIDE TROPHY

Listed hereunder are points covering all events up to and including the Karamarua Rally on 20.8.78:

P. Sergeant	23	R. Stewart	16
D. Clendon	18	B. Faulkner	11

10 POINTS: J. Busch, G. Morrell, B. Homewood, R. Findlay, V. Mc Laren, P. Coleman, R. Millen, J. Tee, D. Macron.

9 POINTS: J. Crombie.

8 POINTS: T. Mc Lean, R. Willis, K. Butcher, G. Addis, K. Lack, M. Marshall, A. Turner, D. Mc Connell.

SEVEN & HALF POINTS: S. Snaith, G. Bennett.

SEVEN POINTS: M. Kaye.

SIX POINTS: P. Levet, C. Conway, R. Williams, J. Donald, P. Moore, W. Hull, J. Moses, K. Masterton.

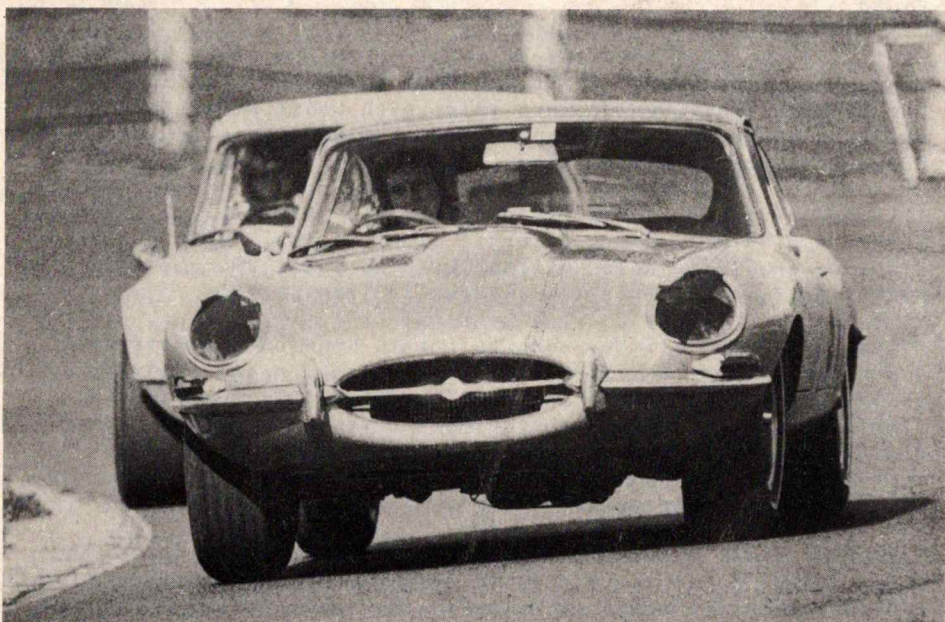
FIVE POINTS: C. Hudson, M. Catterall.

FOUR POINTS: P. Batten, A. Fickling, G. Barker, P. Benbrook, B. Powell, H. Collier, C. Houltram, M. Wright.

THREE POINTS: A. Jack, S. Graves, P. Stone.

TWO POINTS: S. Subritzky, L. Bennett, T. Swinburne, P. Herbert, J. Morton, D. O'Connell, P. Adams, G. Harriman, R. Abbott.

ONE POINT: R. Alder, B. Clendon, M. Verry.



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