



BULLETIN



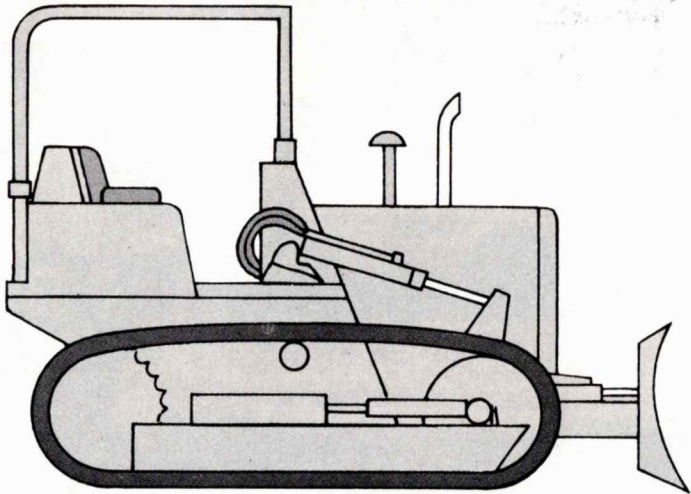
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AUCKLAND

— 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:

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 Bch.

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:

W. A. Maddren

EXECUTIVE:

J. Busch, D. Gulland,

N. H. Harvey, K. R. Lancaster,

E. G. Mallard, R. Montgomery,

B. Platt, T. Swinburne,

R. R. White, R. B. Wylie.

CLUB CAPTAIN:

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

DEPUTY CLUB CAPTAIN:

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

CHAIRMEN OF SUB-COMMITTEES:

Club House: T. Swinburne
Phone 582-197.

Trials: D. E. Bone

Phone 544-651

Racing: L. F. Rankin

Phone 298 4164

Speed: R. R. White

Phone HSN 38-335.

Rallies: R. Wylie

Phone HCK 49-591.

BULLETIN COPY:

Post to 16 Wayne Place,
Mt Roskill. Telephone enquiries
— Raewyn Brown, Phone 678-739.

MEMBERSHIP SECRETARY:

N. Harvey, Phone 889-344.

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.

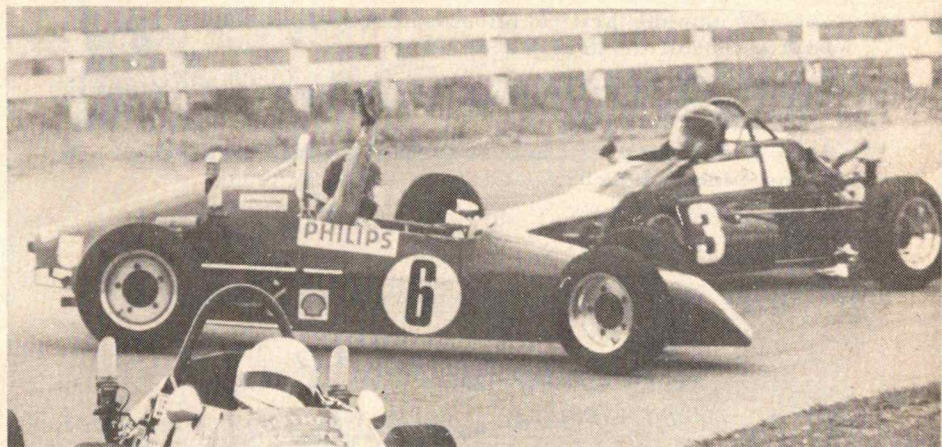
CUSTODIAN:

W. Ferris, Phone 674-071.

BAR MANAGER:

E. G. Mallard.

Please note that telephone numbers listed are residential.



Formula Vee driver, Dennis Coles signals a stalled motor after spinning in front of George Hoskins. Rob Lester is up ahead.

COVER

Leading contenders in the Shellsport saloon class Bryce Platt (Escort TC) and Reg Cook (Datsun) were again in close company at Manfield.

PIX...ROSS CAMMICK...PH. 558-913



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.
(Last orders 8.30 p.m.)
Meals available at reasonable prices.



Family groups welcome

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

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 will be broadcast from Radio 1ZB.

DECEMBER 2
Saturday

CHILDRENS XMAS PARTY:

To be held at the Clubrooms from 2.00 p.m. onwards.

DECEMBER 9
Saturday

GYMKHANA - WESTERN SPRINGS:

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

DECEMBER 10
Sunday

CLUB CIRCUIT RACE MEETING:

Pukekohe 1.2 km circuit. Races will be provided for all circuit categories, provided sufficient numbers forthcoming. Scrutineering and documentation at the venue between 9.30 a.m. - 11.00 a.m. Practice commences 12 noon. Racing 1.00p.m. Usual racing requirements called for including MANZ Medical Certificate. Under 20 year old competitors also require Cadet Licence Authority. Entry Fee is \$3.00. Late Entry Fee of \$6.00. Entries close Wednesday 6th December with Mrs R. Brown, A.C.C., P.O. Box 27063, Auckland 4. Telephone 678739. Exide Trophy Points. Light refreshments will be available at the circuit.

* Our End-of-Year barbeque will again be held after this meeting at the Pukekohe Swimming Pool complex near the circuit. Barbeque facilities are on site for those not taking their own and a good supply of cold cans will be available. All members, competitors and crews most welcome.

DECEMBER 16
Saturday

CHRISTMAS SOCIAL & DANCE:

To be held at the Clubrooms from 7.30 p.m. Live music from 8.00 p.m. Tickets are available at \$6.00 each. Two Cabarets, a good supper and door prizes will make for a good nights entertainment.



JANUARY 18
Thursday

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.

JANUARY 29
Monday

BEACH PICNIC TRIAL:

A fun event for the family on Auckland Anniv-
ary Day. A gimmick trial to finish at a
suitable venue with a swim and barbeque.

FEBRUARY 3
Saturday

GYMKHANA - WESTERN SPRINGS:

Entries on the day from 11.30 a.m. to 12.30 p.m.
at the venue at Western Springs. No knobbly
tyres. Sandringham Tyre Service and Exide
Trophy Points.



**OPEN &
INVITATION**

DECEMBER 2
Saturday

NATIONAL RACE MEETING - TAUPO:

Events for Ford Escort Sport and Mini Seven
Saloons, Formula Fords, Vees and Sports Cars.
Enquiries to P.O. Box 27, Taupo.

DECEMBER 2
Saturday

GOLD STAR HILLCLIMB:

Promoted by Wanganui Car Club, P.O. Box 366,
Wanganui.

DECEMBER 3
Sunday

GOLD STAR HILLCLIMB:

Promoted by South Taranaki Car Club, P.O. Box
310, Hawera.

DECEMBER 10
Sunday

BARDAHL HILLCLIMB - ROUND 4:

Promoted by Pukekohe Car Club at Bright Road.
Entries on the day from 8.30 to 9.30 a.m.

DECEMBER 16
Saturday

BARDAHL HILLCLIMB - ROUND 5:

Promoted by Auckland University Car Club at
Andersons Farm. Entries to P.O. Box 22360,
Otahuhu. Scrutineering 8.30 to 10.00 a.m. at
Tappenden Motors, Albany. Entries close
10.00 a.m. at the venue. After event function
at Ridge Road, Riverhead.

DECEMBER 17
Sunday

BARDAHL HILLCLIMB - ROUND 6:

Promoted by M.G. Car Club at Baldhill. Entries
to P.O. Box 6483, Auckland.



DECEMBER 31
Sunday

INTERNATIONAL FORMULA PACIFIC SERIES - BAY PARK:
First round of the International Series will be at Bay Park featuring Formula Pacific Cars. Also supporting championship races for Shell-sport and Escort Sport Saloons, Formula Fords, Formula Vees and Mini Sevens.

JANUARY 6
Saturday



NEW ZEALAND INTERNATIONAL GRAND PRIX - PUKEKOHE:
Second round of the series to be run at Pukekohe featuring Pacific cars with drivers from Britain, Europe and America as well as Australia and top New Zealand drivers. Also supporting races for Shellsport and Escort Sport Saloons, Formula Fords, Formula Vees and Mini Sevens. Entries to the N.Z.I.G.P., P.O. Box 11129, ELLERSLIE.

JANUARY 14
Sunday

INTERNATIONAL RACE MEETING - MANFIELD:
Third round of the series at Manfield with the usual supporting races.

JANUARY 21
Sunday

INTERNATIONAL RACE MEETING:
Teretonga is the venue for the fourth round of the series.

JANUARY 21
Sunday

BARDAHL HILLCLIMB - ROUND 7:
Promoted by Auckland Car Club at Mc Lachlans Road, Kaukapakapa. Entries close January 11th to P.O. Box 27063, AUCKLAND 4.

JANUARY 28
Sunday

INTERNATIONAL RACE MEETING:
Fifth and final round of the series at Wigram.

JANUARY 28
Sunday

BARDAHL HILLCLIMB - ROUND 8:
Promoted by Hibiscus Coast Motor Club, P.O. Box 56, Orewa.



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	6 cylinder	\$40	
	V6 & V8	\$60	
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Less 10% to Club Members. Prices of other types on application.

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

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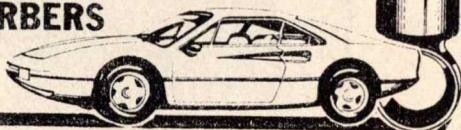
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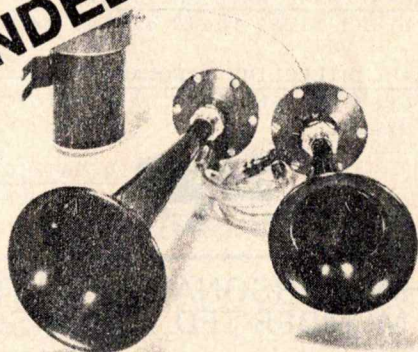
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.....With the year almost at an end we take this opportunity to wish all members, friends and associates, a very Merry Christmas and a Happy New Year. We trust that the festive season will hold a great deal of pleasure and enjoyable motorsport for you. Statistically it's a bad news period as far as the road toll goes so take it easy when driving about and do your bit to make the roads just a little safer for all travellers. Good luck to those taking part in the various championship events during the International Series.



.....There will be no Bulletin in January but you will be kept up to date as usual with a Newsletter. There will be no film evening in December and the first of these will be held on January 18th of the new year.

.....Club Member Rod Millen left a few weeks ago for the United States where in conjunction with North American Datsun dealer, Mark Howard, he will drive a 2 litre, 16 valve Datsun 510 in Championship events. Our best wishes go to Rod for a successful season.

.....Fellow Member Jim Donald is to compete in the Welsh International rally next May as a Ford Works Team Driver. He is going at the invitation of Ford's European competitions manager, Peter Ashcroft who, at the conclusion of the Moto-gard Rally was full of praise for Jims ability. Jim will spend a few weeks prior to the event at Fords competitions workshop (Boreham) and will also drive in a club rally to get a feel for their roads.



.....We have recently heard that Bob Couch co-owner of the Escort driven by Mike Marshall this past season is going to re-enter the local rally scene next year after an enforced lay-off due to overseas business committments.

.....Auckland rally driver Alan Carter entered the Lombard R.A.C. Rally driving a Group 1 Escort RS2000. He was seeded 56th of the 183 starters in the event which was held between November 19th - 23rd. After a very fine performance in the 1977 RAC we again congratulate Alan on a remarkable 16th overall placing this year.

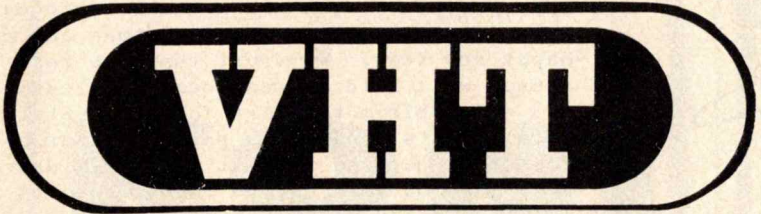
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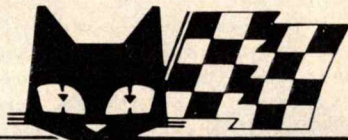
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SPEAR'S SPEED SHOP SPEAR'S SPEED SHOP

.....This seasons Bardahl Interclub Hillclimb Series is well underway and again proving very popular with early rounds attracting 70+ entries. At Round 1, Pekanui Road, A.C.C. team member Mike Marshall recorded fastest time of the day some two seconds ahead of his nearest rivals. Bill Powell driving a smaller Escort also placed very well. We hope to bring a full up to date series report next Bulletin.



.....Although the National Gymkhana Championships held at New Plymouth attracted rather smaller entry than expected it appeared to have been an enjoyable event for those attending. Auckland Car Club members Rex and Jenny Ferrall took part in the competition and in fact Rex gained a class win driving a Toyota Corona.

.....It was most unfortunate that the TISCO National Motor Races had to be postponed due to the inclement weather which prevailed on November 12th and the Club regrets any inconvenience caused to competitors, officials and marshals etc through the necessity of this action. An extract from a notice sent to F. Vee Assoc competitors by their President Tim Holt sums up the situation as it was.

"I drove around the circuit just before mid-day last Sunday and can only say that it would have been most foolhardy, in my opinion, to have attempted to race. The stream located at the bottom of the dip just before Rothmans, which is normally about six feet across, was about one hundred feet wide and was well over six feet deep in places. Had a race car gone into this he would most surely have been drowned. The circuit at this point was completely under water by mid-afternoon and this water remained until Monday evening, while very large puddles and surface water were lying in many other parts of the circuit.

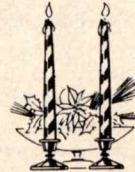


In my opinion the decision to postpone the meeting was the only one which could have been taken."

One or two vocal competitors would you believe suggested in no uncertain manner that the Club had no right to postpone the meeting regardless of the conditions. This is crazy talk. Despite the fact that some entrants had to travel quite long distances to the meeting (and we sympathise most sincerely with the extra burden placed upon these folk) surely the Club can also have some feelings for the safety of competitors on the Circuit. Because of the far-reaching ramifications involved the decision to postpone or cancel a National Meeting of this type is not made lightly and is only considered after seeking expert meteorological advise which in this case subsequently proved to be 100%. We hope that everyone was basked in sunshine when the meeting was held on the 26th November. Caroma Mini 7 driver, John Morton thumped the rear of his car quite heavily during practice for the TISCO races. Although taken to hospital for a check he was discharged the same day. We understand he suffered greater damage falling off the trolley whilst being moved around the Wards! John's team was hopeful that a new body shell could be fitted before the 26th.

.....The Sandringham Tyre Service Gymkhana Series is already proving to be very popular with competitors and at the time of going to press the first two rounds of the series have been run (results elsewhere in this Bulletin) at the Western Springs car park. Mention was made in the October Bulletin of a trophy for the best lady competitor over the season. As we have had up to six ladies competing at each gymkhana so far, points will be awarded on the basis of 5, 4, 3, 2, 1 on an overall basis, regardless of class. Remember, all you need is a current civil driving licence and membership card, a wife member is eligible to compete.

.....At the November Film Night Kevin Lancaster was presented with the Club's coveted Rally Award the S.T.P. Trophy. Kevin has played a prominent role in rallying for many years and has proved a capable organiser, notable journalist and a successful navigator and it was in recognition of these attributes that this years award was made. Congratulations Kevin. We were pleased to have Messrs John Court and Noel Jones, representing the S.T.P. Distributors, assisting with the presentation.



Clubrooms Xmas Closure

THE CLUBROOMS LOUNGE WILL BE OPEN TO MEMBERS AS FOLLOWS OVER THE
XMAS HOLIDAY PERIOD.

THURSDAY 21ST DECEMBER.....FINAL NIGHT FOR 1978
 SUNDAY 24TH DECEMBER.....CLOSED
 THURSDAY 28TH DECEMBER.....CLOSED
 SUNDAY 31ST DECEMBER.....CLOSED
 THURSDAY 4TH JANUARY 1979.....RE-OPEN

-AND THEREAFTER HOURS AS PER USUAL.

NOTE: THE PIT STOP BISTRO BAR at the Clubrooms will close on Thursday 21st December and will not re-open until Sunday 28th January 1979.



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.

Dennis Smith
Grant Scurr
Laurence Goodman
Kevin Kyle
Brett Haldane
Howard Wilson
Paul Radisich

Waimauku
Papatoetoe
Parnell
Ellerslie
Blockhouse Bay
Mairangi Bay
Henderson

Holden Ute
Escort
Jensen
Marina
Monaro
Mini
Mazda RX2



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OVERHAULS



FOUR EYES

are better than two?

The Mercury Trophy and Gold Star Series are now well and truly over, although at the time of writing no official notification had been received that the Westland Car Club Gold Star event was cancelled. The Club obviously knew many months ago of the cancellation of the event, but apparently made no effort whatsoever to inform interested Clubs, competitors, or possibly even M.A.N.Z. Not really the best for a Gold Star Championship event. Never-the-less, the overall series was won by Ray Spence from Auckland Rallies and Trials Club with our own team in Chris Hudson's name managing second overall again.

It would seem that 1978 will go down in history as the "swan-song" of Auckland Rallies and Trials Club. Owing to lack of members, the Club is, I believe, now in recess and yet they pulled off both the Gold Star and Mercury Trophy Championship. Sounds like the awards will need to be made posthumously!



The Mercury Trophy Series was a bit of a disaster for our Club, managing only fourth in the end, but thanks to all those who competed for the Club. Let's again hope that things will improve next year.

Before the end of the competition year on 31st March we have planned a picnic gimmick trial on 29th January; an instruction evening on Wednesday 14th February followed by a trial the following Wednesday to put the theory into practice. Another instruction evening covering mapreading is proposed for 7th March, with a follow-up basic mapreading trial on Sunday 11th March. These trials and instruction evenings are good experience and will put you in good stead for the Mercury Trophy Series next season.

The Trials Sub-Committee recently decided to introduce a Mid-Week Trial Series next competition year. This will comprise points systems, culminating in the awarding of two annual trophies to the driver and navigator, for the best four performances in mid-week trials during the year ending 31st March. This idea will allow competitors the opportunity to win an annual trialling award without the need to enter Mercury Trophy events which, of course, are essential to win the Trials Trophy.

If at any time you have any queries regarding trials, please don't hesitate to contract myself or your Club Captain Peter Batten. Our phone numbers appear in the front of the bulletin.

DOUG BONE.

One comes across all sorts when competing in trials.





The Experts Trial



19.11.78

A very meagre entry of only eight competitors set off from the Manukau City Centre in our Annual Experts Trial, this year plotted by John Busch and Chris Hudson.

The A.S.R.'s were surprisingly straightforward and so, in fact, was the first sub-section, although it contained quite a number of traps. One that I cannot recall seeing before was an instruction "Proceed ahead to cross Airfield Road". The crossroads concerned had Airfield Road signs on the right and left, and each pointing in that respective direction, thus leaving the bit in the middle as a theoretical "no mans land". So, onwards looking for a more suitable intersection or a check. A few instructions later, a seemingly superfluous "Keep left at CROSKERY RD" had most competitors driving around in a rubbish dump to no avail. That's what "No Road" signs are for.

The following sub-section contained an over-riding instruction to the effect that the letter L was non-existent on all A.A. signs. This over-rider is not as straightforward as it might look, and lent itself to three traps:

- 1) "Go right at BACKBRIDGE RD". The sign of course says BLACKBRIDGE RD and, with the letter L non-existent, becomes that quoted in the instruction. Or does it? If the L was missing, then the sign would read B ACKBRIDGE RD, i.e. 3 words not two, so on to the check.
- 2) "Go left into Lewis Road". Although this instruction relates to the physical road, and is not quoting a sign, if the L is missing from the sign then as far as you know the road is "Ewis Road".
- 3) "Go right at CHARLES RD". This is the most obvious of the traps based on the over-rider but as the penultimate instruction in the sub-section, you could well have completely forgotten the over-rider by that time.

The following sub-section was basic mapreading containing only three traps, one of which had to be deleted because of a typing error. The first instruction directed you to use a named road that you were already in, so a loop back to the start got you not one, but two checks. Later, the age-old trap on WALTERS RD and WALTERS ROAD was used before the mistakenly quoted URQUHARTS ROAD puzzled a few people.

Following the mapreading we really got down to the nitty-gritty with a double over-riding instruction requiring a right at all crossroads, and a left at all intersections where no other instruction applies. The right at crossroads part, of

course, applies regardless of whether you have an instruction or not. A small and barely visible track on the left caught a few that weren't looking, as did a series of three tracks associated with the new motorway extensions. Following this the first of several crossroads was encountered, and if you weren't certain of your order of priorities, it was easy to drop a check or two. This was by far the most involved and interesting sub-section in the Trial, although it was almost impossible to keep on time and check out every little side road encountered.

A straightforward touring section took us to the Clubrooms, where only two of my three time claims were accepted. The claim refuted by the organisers involved the simple differentiation between a Tee and a Split Entry, as clearly laid down in Appendix T. One is obviously a different type of intersection than the other and must therefore be described as such unless a trap is intended.

Never-the-less, we thoroughly enjoyed the event and successfully defended our title. Many thanks to John, Chris, and all the others who helped.

DOUG and MARILYN.

RESULTS

1st	Doug Bone	108
2nd	Peter Batten	217
3rd	Roger Stewart	254
4th	David Clendon	575
5th	Graeme Bennett	624
6th	Pete Stone	1074
7th	Brian Keach	1309
8th	Grant White	3300



LEON MARSHALL

REMEMBER ME!? EX-DUNLOP'S TYRE ACE.

Well I'm back, with a new tyre shop in Newmarket at
7 TEED STREET, NEWMARKET

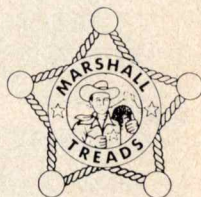
I'd be very happy to advise you on all your tyre needs. I've
called the company
MARSHALL TREADS LTD
"The Tyre Pros"

So for the best tyres and service in THIS town, call in and see
me.

Psst.—Have A Few Goodyear Rally Tyres, and hope to have /e
Dunlop Race and Rally Tyres soon.

The phone number is 548-204

Have a great Christmas. Cheers, Leon Marshall.

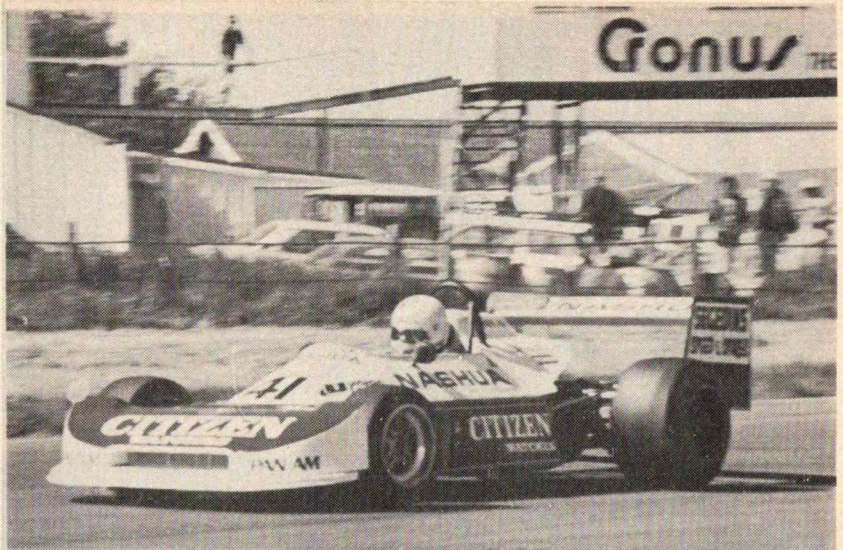


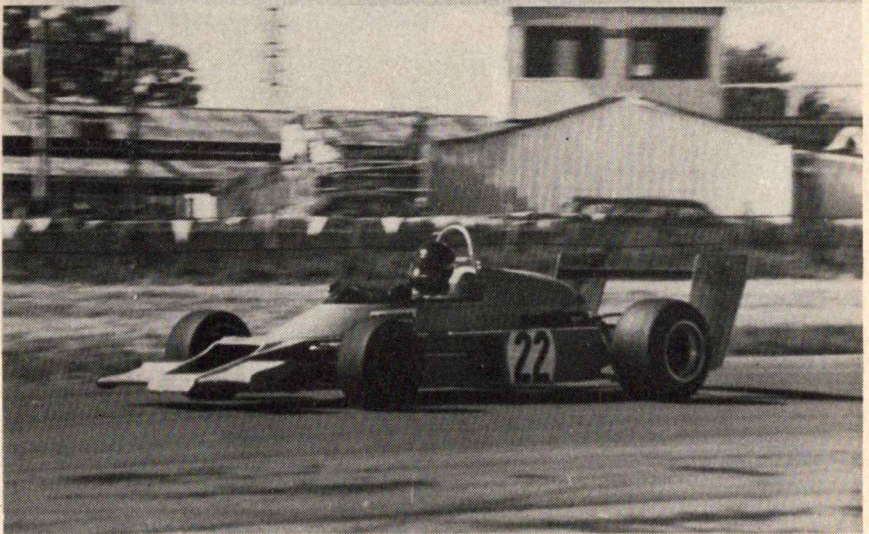
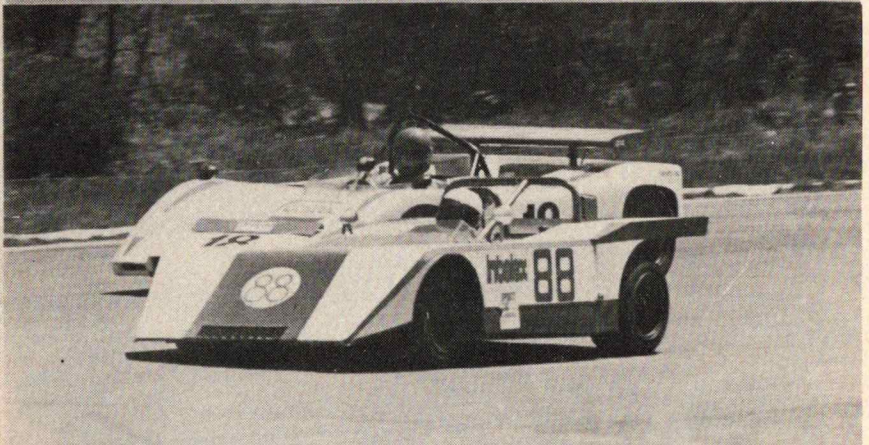
OPEN SAT. MORNING

MANFEILD

SUNDAY OCTOBER 28th 1978
International Motor races







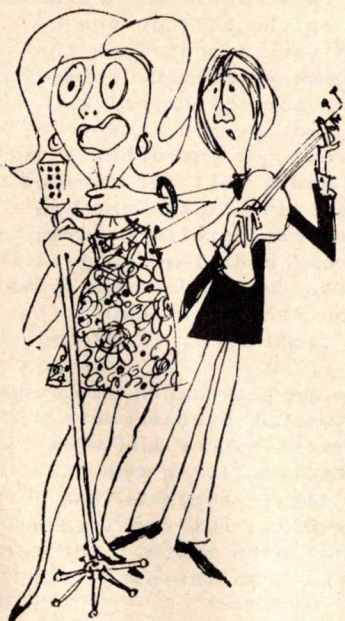
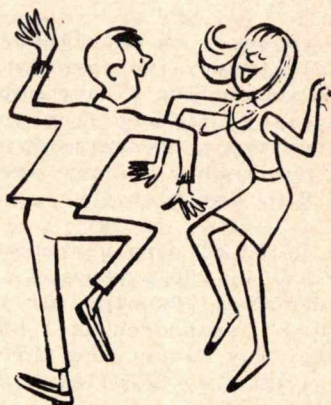
PIX...DAVID HARGREAVES...PH. HSN 68217

CHRISTMAS SOCIAL

SATURDAY

16th December

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



GOOD BAND

FLOORSHOW

SUPPER

8pm - 12pm

Tickets
available from
the Clubrooms



BARDAHL HILLCLIMB ACTION

The first round of the 1978/79 Bardahl Interclub Hillclimb Series was staged by the Hamilton Car Club on it's venue at Pekanui Road, Pirongia on Saturday 28th October.

The venue is an excellent sealed hill consisting of approximately twenty-two corners in a distance of $1\frac{1}{2}$ k's. Weather wise you couldn't have hoped for a better day. The total entry was sixty, fifteen from the Hamilton Car Club and the remaining forty-five representing various Clubs from the Auckland area. One noticeable feature was that there was no one representing the M.G. Car Club.

The field of cars was good; Escorts, Mini's Datsuns, Anglias, Vauxhalls, TR6's, Mazdas, Toranas, Triumphs, a Valiant and a Holden Ute. Running for the Club was Mike Marshall in his 'C.R.C.' sponsored Mk 1 BDA Escort, Bill Powell in the Mac Gregor Hay Escort and three new members, namely Dave Tuck in his 1200 c.c. Corolla, Kim Lovell in his 1300 c.c. Anglia, and Rene de Jongh in his 1275 Clubman.

Practice was underway at 10.35 a.m. and there were two incidents both of which happened a short way up the hill on the first demon right hander. The first was Dave Armour from the N.S.C.C. in his team VEMM Valiant. He honked into the corner, slid sideways over the edge, and ended up some twenty-five feet down the bank with the car on it's roof wedged between a tree and the bank. He was a bit shaken but got out unhurt. Hauling the car out was certainly a job and a half for the tow truck driver. Fortunately, the tow truck was a large one, as the position the car had ended up in gave him no alternative but to park directly across the narrow road and first haul it over onto its wheels and then up the steep bank. However, some twenty-five minutes later, the car was out and back down at the pits with surprisingly little damage.

The next car up the hill was M. Betegenn in his Holden Ute, and he made it to the top O.K. Then, Hamilton Car Club member Roger Kemp honked into the first demon right hander and shot nose first straight out over the edge practically in the same place where the Valiant went over. The first people on the scene yelled out to him to see if he was O.K., but received no reply as at that stage he was still in a frozen state. The car was hauled out fairly quickly and towed back to the pits.

At this stage I was spectating on a hill some 100 yards to the left of the start line when Ron Jackways, the Clerk of the Course, called all the remaining drivers for a special briefing. He was coming over loud and clear and some of the repeatable words used were that this was only the practice run and that if any more cars went over, then they would stay there and be stock-piled until the meeting had finished. The guy in the Escort was then given a special rev which also came over loud and clear, and I would think it highly unlikely that he would ever have another 'off' on that corner.

The only other incident happened in the last run when Neil Laurent from P.C.C. rolled his 1275 Mini onto it's side near the top of the hill. Fortunately there was little damage with only a bent wheel and a small ding in one guard.

Well, after one practice and two timed runs it was all over with the Club placed fifth overall. Mike Marshall put on a great display of driving to take F.T.D. and also first in the 1601 - 2500 c.c. class. Bill Powell took third place in the 1301 - 1600 c.c. class, there being only fractions of a second between him and the special lightweight rallycross Minis of Stuart Mc Farlane and Brian Audas who took first and second places respectively. Our three new members, Dave, Kim and Rene did not place in the first three of the 1001 - 1300 c.c. class, but all drove exceptionally well reducing their times by several seconds within the three runs. However, it was Dave who managed to beat Kim and Rene, to become the third member of the Club's Team.

Prizegiving was held back at the Hamilton Car Clubrooms where the first three placegetters in each class were presented with products from the series sponsor D.R. Britton Limited. A miniature trophy was also presented to Mike Marshall for taking F.T.D.

Our special thanks to Ron Jackways, Dennis Jeffs, Keith Speedy and all their helpers for a most enjoyable day.

There are however a couple of other matters which I feel should be made known. The first is the number of competitors appearing for the Club. Surely from a Club of our size we can expect to see more than five members competing in the Bardahl Series. This was quite noticeable on the day and a number of people from other Clubs commented on this to me.

The second is competitors lodging an entry and then not appearing on the day, or even notifying the organisers that they wouldn't be running. In the case of the Hamilton Car Club's round, entries were limited to seventy. Prior to the entry closing date a total of 110 entries had been received. In an attempt to reduce the entry to somewhere near seventy, Hamilton Car Club stood down several of its members who weren't intending competing in the whole series so as to make provision for entries received from the Auckland Area Clubs. Those over and above the seventy were then placed on a reserve list in the order that their entry was received. On the day there were eleven entrants who didn't front or even bother to notify the organisers that they wouldn't be able to attend. I understand that several of the Auckland area Clubs will also be placing a limit on the number of entries, so if you have entered and then find you aren't able to attend on the day, then please have the courtesy to at least notify the organisers before hand so that a reserve can be notified.

IAN PALMER



Gymkhana

29.10.78



The first gymkhana of the season was held at the Western Springs outer car park area on Sunday 29th October. I was a bit apprehensive that we might have had to cancel the event, as on the preceding Friday and Saturday morning there had been quite a bit of heavy rain.

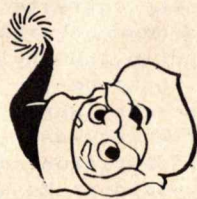
However, on arriving on Sunday morning, all fears were put to one side as the ground was found to be in a firm and almost dry condition.

There was a good entry of 45 competitors turning up for the event and all classes were well represented. Four tests were planned, two being set out for competitors to have two goes at each. These two were all forwards, with no reversing. A wiggle-woggle and cloverleaf had competitors working hard from the start.

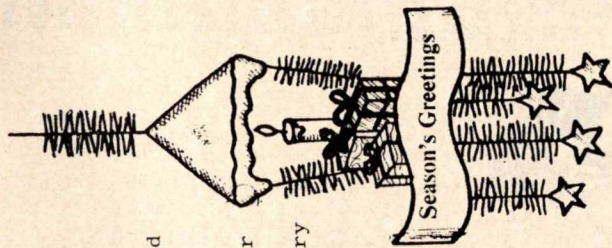
Last years champion, Rob Nasey was in the running, but couldn't match the blistering pace set by Peter Levett in the mini moke. It was also pleasing to see quite a number of girls giving it a go, with Carol Mallard the fastest of the ladies.

The second two tests both involved backing, a garaging layout and cross, both of which were new tests at the Springs and these proved to be quite entertaining for competitors and spectators alike. Peter Levett ended up with F.T.D., taking fastest time on all but the last test when he was beaten by Graham Mc Gregor, who really got the MGB GT cranked up.

NAME	CAR	TEST 1	TEST 2	TEST 3	TEST 4	TOTAL	PLACE
K. Saunders	Clubman	21.0	25.0	31.6	42.5	120.1	7
I. Mair	Clubman	19.6	25.0	32.2	40.0	116.8	5
N. Mallard	Mini	20.6	25.0	31.0	37.1	113.7	3
C. Mallard	Mini	21.8	26.0	35.0	43.9	126.7	9
H. Wilson	Mini	21.4	26.0	32.3	36.4	116.1	4
B. Clendon	1100	24.1	27.0	37.0	46.2	134.3	10
A. Ornstein	Imp	20.0	25.0	29.7	37.2	111.9	2
P. Levett	Moke	17.8	24.0	27.7	38.8	108.3	1
P. Clendon	Skoda	21.2	26.0	33.1	41.2	121.5	8
D. Clendon	Skoda	20.0	27.0	31.8	40.8	119.6	6
J. Perkins	Renault	20.6	26.0	30.0	39.2	115.8	1=
P. Walby	1300	22.4	28.0	32.1	40.8	123.3	3
R. Nasey	Mini S	18.8	25.0	32.0	40.0	115.8	1=



R. Stewart	Anglia	24.4	28.0	33.4	44.0	129.8	4
H. Burrows	Mazda 808	21.8	30.0	36.9	41.2	129.9	5
T. Jarvis	Escort	19.0	25.0	33.6	39.6	117.2	2
B. Faulkner	Escort	20.6	25.0	32.0	39.4	117.0	1
M. Kaye	Viva	32.1	29.0	36.8	47.0	144.9	9
R. Jones	Datsun	22.8	27.0	35.6	46.0	131.4	6
B. Hird	Datsun	22.8	27.0	36.9	44.8	131.5	7
R. Purvis	Escort	21.5	27.0	30.2	42.8	121.5	3
R. Hazelwood	Escort	24.4	28.0	39.0	42.9	134.3	8
P. Vass	Escort	22.9	27.0	35.1	43.0	128.0	7
N. Strange	Avenger	20.2	29.0	35.1	43.6	127.9	6
A. Veltmeyer	Anglia	21.2	27.0	34.5	42.0	124.7	4
N. Rogers	Escort	20.2	30.0	31.2	39.6	121.0	2
D. De Thierry	Galant	22.8	28.0	30.5	42.6	123.9	3
T. Gillard	Anglia	22.4	28.0	32.7	46.0	129.1	8
K. Short	Galant	20.0	26.0	30.0	39.6	115.6	1
R. Lilleby	Escort	20.2	31.0	32.0	50.2	133.4	9
B. Keach	Escort	21.4	30.0	34.0	41.0	126.4	5
R. Ferrall	Corona	-	-	32.0	42.0	-	
J. Ferrall	Corona	-	-	34.5	43.9	-	
J. Hope	Fiat 125	22.3	26.0	30.8	37.8	116.9	1
A. Jack	Triumph	23.2	29.0	35.5	46.0	133.7	6
R. Carlsen	Datsun	21.9	29.0	32.8	42.2	125.9	3
B. Cargill	Victor	30.3	32.0	44.8	60.1	167.2	7
C. Hudson	RX3	20.2	30.0	34.3	40.2	124.7	2
J. Busch	RX3	20.2	29.0	34.1	44.0	127.3	4
P. Coleman	RX3	21.1	26.0	35.4	46.6	129.1	5
G. Mc Gregor	MGB GT	21.0	27.0	33.0	38.0	118.6	1
P. Van Dorsten	Torana	22.8	29.0	34.3	38.8	124.9	3
B. Peacock	F. Popular	24.2	29.0	37.4	51.4	142.0	5
P. Meadows	Torana	22.8	26.0	31.6	40.0	120.4	2
R. Senne	Wolsley	24.5	29.0	39.0	47.8	140.3	4



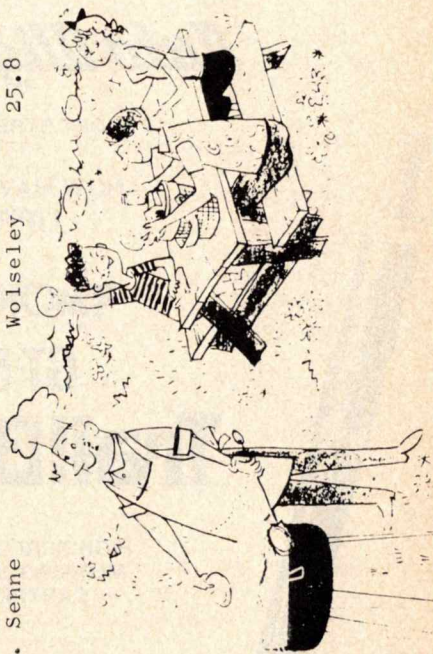
Gymkhana

18.11.78

NAME	CAR	TEST 1	TEST 2	TEST 3	TEST 4	TOTAL	PLACE
H. Wilson	Mini	19.9	25.0	29.4	28.8	103.1	3
I. Mair	Clubman	19.6	25.4	29.8	28.2	103.0	2
K. Saunders	Clubman	20.8	26.5	30.4	30.8	108.5	5
M. Finch	Mini	21.2	27.6	30.0	28.0	106.8	4
P. Levett	Moke	17.8	25.4	29.4	25.0	97.6	1
P. Walby	Austin 1300	21.0	28.2	31.8	31.2	112.2	3
R. Nasey	Cooper S	20.0	24.4	28.8	27.0	100.2	1
J. Perkins	Renault	20.4	25.6	30.2	29.7	105.9	2
R. Purvis	Escort	22.0	26.6	31.6	28.5	108.7	3
M. Kaye	Viva	26.0	28.6	34.4	34.0	123.0	9
R. Stewart	Anglia	23.8	28.6	31.0	31.4	114.8	5
I. Crowther	Anglia	23.6	30.4	35.0	29.2	118.2	7
R. Jones	Datsun	21.4	30.3	37.0	30.8	119.5	8
W. Parkin	Escort	20.9	26.9	30.4	29.0	107.2	1
H. Burrows	Mazda 808	20.6	27.8	31.4	31.0	110.8	4
P. Clendon	Escort	24.2	28.0	33.0	31.5	116.7	6
B. Faulkner	Escort	18.9	26.5	32.4	30.0	107.8	2
D. Wilson	Fiat 132	23.0	27.0	33.4	33.0	116.4	5
W. Rhodes	Cortina	23.0	27.5	30.8	31.2	112.5	3
N. Strange	Avenger	22.4	32.8	32.0	31.2	118.2	7
D. Gulland	Corona	24.0	27.0	31.6	30.6	113.2	4
K. Short	Galant	20.4	24.4	30.0	28.2	103.0	1
M. Thomas	Cortina	24.6	28.0	32.0	32.0	116.6	6
A. Veltmeyer	Anglia	20.0	27.6	31.7	29.4	108.7	2



L. Goodman	J. Healey	30.6	50.6	117.6	8
R. Ferrall	Corona	35.1	29.0	123.1	10
J. Outten	Corona	27.5	32.4	113.7	6
R. Carlsen	Datsun	37.3	35.0	127.5	11
C. Hudson	RX3	21.4	35.6	113.4	5
J. Hope	Fiat 125	24.4	31.6	112.1	3
B. Mc Carthy	RX2	22.8	27.6	110.2	2
A. Jack	Triumph	24.6	31.4	110.2	9
L. Busch	RX3	31.0	36.8	140.2	13
J. Busch	RX3	20.4	30.4	108.5	1
B. Cargill	Victor	27.6	34.4	139.2	12
T. Skellern	Capri	22.8	33.0	113.1	4
G. Johnston	RX3	21.2	34.6	115.0	7
R. Alder	Victor	22.0	30.2	115.2	2
P. Van Dorsten	Torana	24.8	36.5	126.1	4
C. Faulkner	Torana	25.6	38.0	130.2	6
P. Meadows	Torana	21.6	30.9	111.3	1
L. Thorpe	Capri	25.0	28.5	119.7	3
R. Senne	Wolseley	25.8	29.8	128.8	5



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Mon 29th January



Trials Trophy Points



Listed hereunder are points covering all events up to date:

D. Clendon	157	J. Legg	10
C. Hudson	129	J. Crombie	9
R. Stewart	119	K. Florian	8
D. Bone	94	S. Snaith	7 $\frac{1}{2}$
J. Busch	32 $\frac{1}{2}$	M. Kaye	7
B. Keach	30	A. Mowatt-Wilson	7
B. Faulkner	27	S. Graves	6
S. Cargill	24	P. Levett	6
P. Sergeant	23	D. Hamilton	5
P. Coleman	21	P. Stone	4
P. Batten	19 $\frac{1}{2}$	A. Jack	3
R. Alder	19	L. Bennett	2
K. Lack	18	T. Swinburne	2
G. Bennett	15 $\frac{1}{2}$	S. Subritzky	2
M. Catterall	13	D. Clendon	1
M. Finch	12	M. Very	1



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MAJOR DUNLOP BREAKTHROUGH IN CAR TYRE AND WHEEL SAFETY

A major advance in car tyre and wheel safety has been achieved by Dunlop with the announcement recently of the Denloc concept which ensures that the tyre remains locked on the wheel following a blowout or puncture.

This unique development has the additional advantage of limited runflat capability.

The essential feature of the Denloc development is a small groove made in the wheel rim which accepts an enlarged and reinforced 'toe' on the tyre bead.

The simplicity of design means that it can be applied to car tyres of any design or construction, an important advantage to vehicle manufacturers.

The Denloc concept eliminates the potentially dangerous situation which can arise when a puncture or blowout causes a standard tyre to deflate.

If the driver steers or brakes sharply following a deflation with standard tyres, it is quite probable that the tyre beads will be dislodged from the wheel rim.

In this condition the tyre is incapable of producing the necessary controlling forces and at worst, the wheel rim will dig into the road surface which at speed will almost certainly cause the vehicle to roll over.

With Denloc, the tyre beads remain locked in place and even if the driver is forced to take avoiding action or to brake suddenly, the tyre is held in position and responds accordingly.

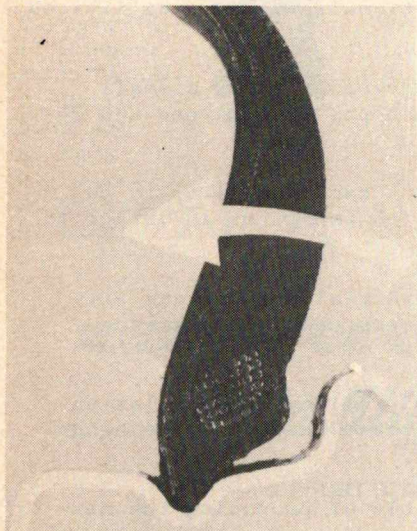
A further important safety benefit resulting from the Dunlop Denloc development is that the action of locking the tyre beads provides even a standard tyre with a limited runflat capability. In many cases, road accidents are caused by vehicles being immobilised in dangerous situations - on motorways, flyovers at road junctions.

The ability to drive on even for just a few miles at low speed following a puncture gives the motorist the opportunity to obtain assistance as well as eliminating the possibility of causing traffic congestion and accidents.

Rigorous attempts to dislodge the Denloc beads from the wheel rim both on Dunlop test fleet vehicles and high speed cornering force machines have repeatedly failed even with no air pressure in the tyre. Despite this, servicing and replacement of the tyre can be carried out using standard fitting and demounting techniques.

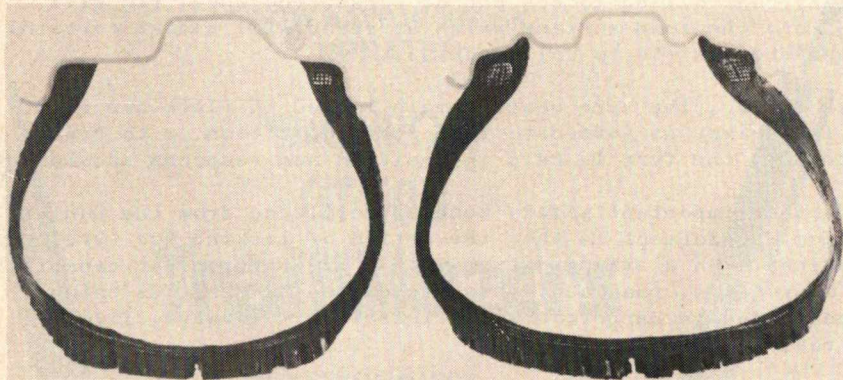
Dunlop are currently discussing the marketing and licensing implications of this latest tyre and wheel development with leading motor vehicle manufacturers and government bodies concerned with road safety legislation.

The Denloc concept was recently presented to the National Highway Traffic Safety Administration in Washington and following a demonstration at Andrews Air Force Base was considered to be thoroughly convincing and a highly cost effective means of improving vehicle safety.



◆ THE DENLOC LOCKING MECHANISM

Because cornering forces are applied at the tread, the beads are caused to rotate slightly during cornering. This action forces the Dunlop Denloc toe into the groove and the harder the corner the tighter the lock, even on a flat tyre.

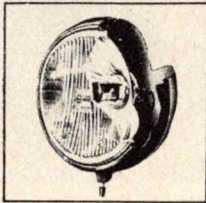
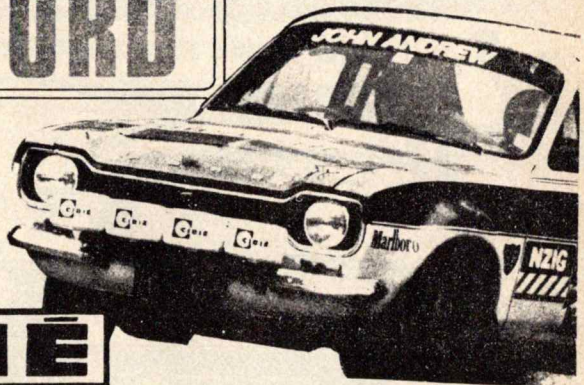


◆ DENLOC AND STANDARD RIMS COMPARED

The Dunlop Denloc system on the left shows the enlarged, reinforced "toe" on the tyre bead engaging with a groove in the wheel rim. This holds the beads in place even after a blowout or during cornering on a flat tyre - conditions which would cause the beads of the standard tyre (right) to dislodge into the central fitting well.

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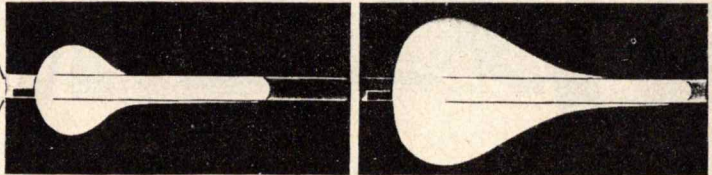


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Both Ray and Murray have a wealth of experience with CIBIE, having prepared both Hannu Mikkola and Mike Marshall's Heatway winning Escorts, while more recently Ray has been helping prepare the Masport team of Blair Robson and Ari Vartenen for the Radio 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.

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KEN SAGER

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EXIDE TROPHY

Listed hereunder are points covering all events up to and including the Gymkhana on 29.10.78:

D. Clendon	45	B. Faulkner	21
J. Busch	36½	P. Batten	19½
R. Stewart	27	K. Lack	18
P. Coleman	23	P. Levett	16
C. Hudson	23	M. Catterall	13
P. Sergeant	23	M. Finch	12



10 POINTS: G. Morrell, B. Homewood, R. Findlay, V. Mc Laren, K. Short, R. Millen, J. Tee, D. Macron, S. Cargill, J. Hope, G. Mc Gregor.

9½ POINTS: G. Bennett

9 POINTS: J. Crombie, J. Perkins, R. Nasey.

8 POINTS: T. Mc Lean, R. Willis, K. Butcher, G. Addis, T. Jarvis, P. Meadows, M. Marshall, A. Turner, D. Mc Connell, A. Ornstein, N. Rogers.

7½ POINTS: S. Snaith.

7 POINTS: M. Kaye, A. Mowatt-Wilson.

6 POINTS: R. Carlsen, C. Conway, R. Williams, J. Donald, N. Mallard, R. Purvis, B. Keach, P. Moore, W. Hull, J. Moses, K. Masterton, S. Graves, P. Walby, H. De Thierry, P. Van Dorsten.

5 POINTS: D. Hamilton, R. Alder.

4 POINTS: A. Fickling, G. Barker, P. Benbrook, B. Powell, H. Collier, C. Houltram, M. Wright, H. Wilson, P. Stone, A. Veltmeyer, R. Senne.

3 POINTS: A. Jack.

2 POINTS: S. Subritzky, L. Bennett, T. Swinburne, P. Herbert, I. Mair, B. Peacock, J. Morton, D. O'Connell, P. Adams, G. Harriman, R. Abbott, H. Burrows.

1 POINT: B. Clendon, M. Verry.



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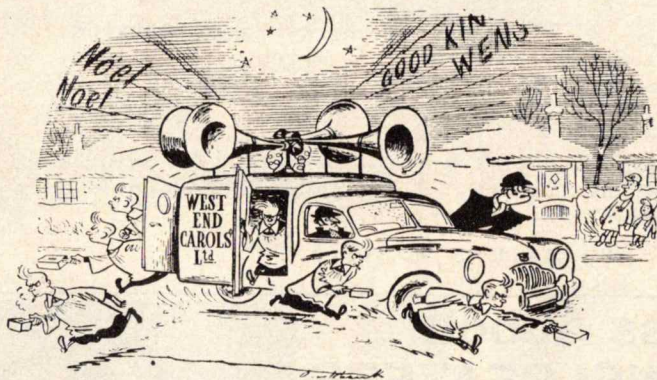


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