

MARCH, 1979



BULLETIN



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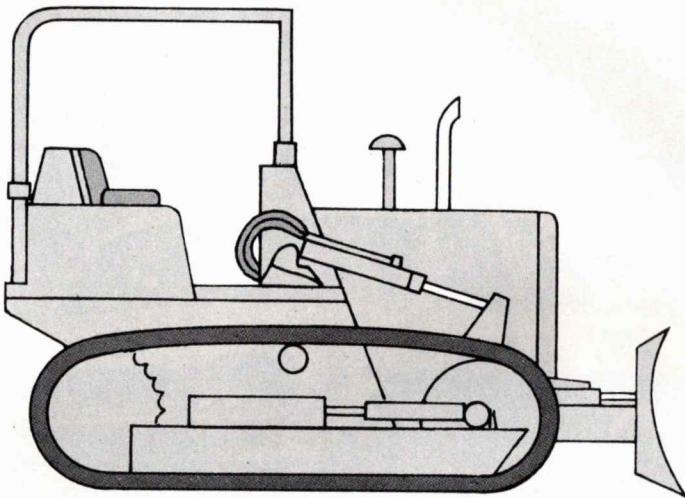
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AUCKLAND

— 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, M. Cargill,

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: M. Cargill

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.

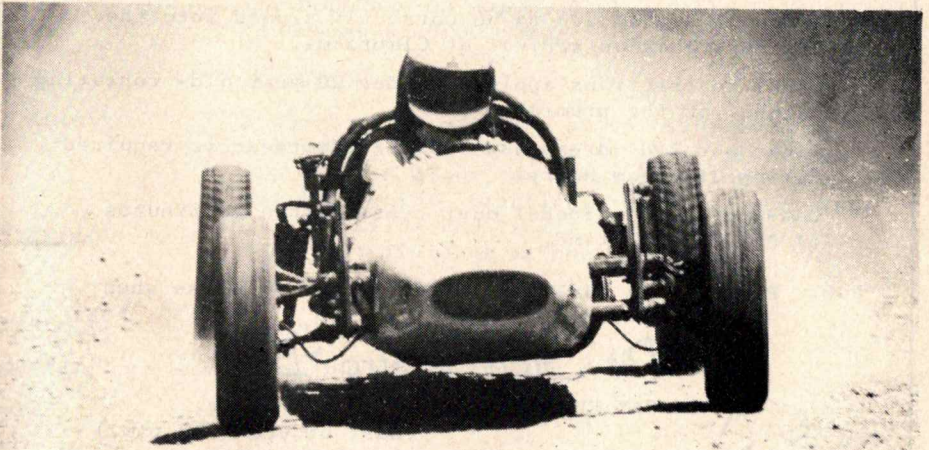
CUSTODIAN:

W. Ferris, Phone 674-071.

BAR MANAGER:

E. G. Mallard.

Please note that telephone numbers listed are residential.



Club Member Steve Browne seen here at Mc Lachlan Road is a regular Hillclimb competitor driving the Merv Mac Donald owned and prepared VW "Beast".

cover

Club Member Dennis Mc Connell was the subject of this fine shot taken by Ross Cammick at the Bardahl Hillclimb round at Mc Lachlan Road.

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	5.00 - 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.

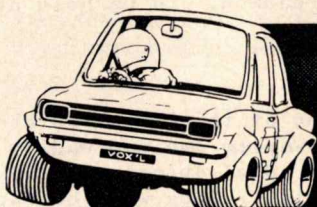
COMING EVENTS



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

- MARCH 3 GYMKHANA : WESTERN SPRINGS:
Saturday Entries taken on the day from 11.30 a.m. to 12.30 p.m. at Western Springs outer car park. No knobbly tyres. Sandringham Tyre Service and Exide Trophy Points.
- MARCH 4 GRAVEL BENT SPRINT : JONES ROAD, HUNUA:
Sunday Entries on the day from 9.00 a.m. to 10.00 a.m. at the venue. Exide Points.
- MARCH 7 TRIALS INSTRUCTION EVENING:
Wednesday The second instruction evening to be held with the emphasis on map reading. To be held at the Clubrooms at 8.00 p.m.
- MARCH 10 AFTERNOON TRIAL:
Saturday A short trial starting at the Clubrooms at 2.30 p.m. As a followup to the mapreading instruction night, an ideal opportunity to put theory into practice. Maps will be supplied. Exide and Trials Trophy Points. The Trial finishes at the Clubrooms.
- MARCH 11 CLUBMANS RACE MEETING:
Sunday (See 'Open & Invitation Events')
- MARCH 15 CLUB NIGHT & FILM EVENING:
Thursday To be held at the Clubrooms commencing at 8.15 p.m. Late License till 11.00 p.m. See page 12.
- MARCH 17 GYMKHANA : WESTERN SPRINGS:
Saturday Entries on the day from 11.30 a.m. to 12.30 p.m. at our usual venue - Western Springs outer car park. No knobbly tyres. Sandringham Tyre Service and Exide Points.

- MARCH 24
Saturday
ROCK 'N' ROLL DANCE:
To be held at the Clubrooms 8.00 p.m. till 12.00 midnight. Only \$1.00 per head. With the 'Music Convention' band a good evenings entertainment is assured.
- MARCH 25
Sunday
CLUB CHAMPIONSHIP HILLCLIMB : MC LACHLAN ROAD:
Entries on the day from 9.00 a.m. to 10.00 a.m. at the venue at Kaukapakapa. This is the second part of the Club Championship. Exide Points.
- MARCH 28
Wednesday
RALLY SYMPOSIUM:
An introduction to rallying to be held at the Clubrooms at 7.30 p.m. All members welcome. The emphasis tonight will be on rally servicing and service crew route finding.
- APRIL 11
Wednesday
TRIALS INSTRUCTION EVENING:
The third instruction evening on trialling with the emphasis on time keeping. To be held at the Clubrooms at 8.00 p.m.
- APRIL 21
Saturday
FASHION PARADE AND WINE & CHEESE:
To be held at the Clubrooms 8.00 p.m. till 11.00 p.m. More details next month.



**OPEN &
INVITATION**

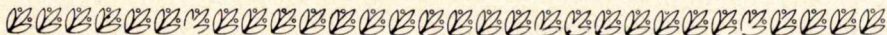
- MARCH 10
Saturday
GOLD STAR HILLCLIMB FINAL:
The New Zealand final of the Gold Star Series promoted by Rotorua Car Club, P.O. Box 365, Rotorua.
- MARCH 11
Sunday
CLUBMANS RACE MEETING:
Rescheduled from 18th February. Pukekohe 1.2km Circuit. Proceeds to Club Circuit Track Improvement Fund. Races will be provided for Formula Ford, Formula Vee, Sports/Racing, Production Sports, Modified Saloons, Standard Production Saloons (on road tyres), Mini 7. Observations undertaken. Scrutineering (to Schedule A) and documentation at the venue

CLUBMANS RACE MEETING Continued

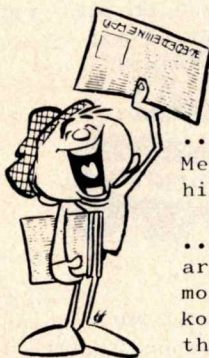
between 9.30 a.m. - 11.00 a.m. Practice 12 noon. Racing 1.00 p.m. Remember to take your MANZ Medical Certificates, Competition Licence, Drivers Licence, Club Card etc. Under 20 year old competitors also require Cadet Licence Authority. Entries close Wednesday 6th March. Forward Entry Form (together with \$3.00 entry fee) to Secretary of Meeting, Mrs R. Brown, A.C.C., P.O. Box 27063, Auckland 4. Telephone 678739. Entries received for earlier date will be carried forward unless advised otherwise. Promoted by Auckland Car Club in association with N.S.C.C. and N.Z.I.G.P. Clubrooms open afterwards for Bistro Meals etc. A guest artist will also be present.

- MARCH 17 BARDAHL HILLCLIMB SERIES PRIZEGIVING:
Saturday Glenbrook Hall (on the main road to Waiuku)
8.00 p.m. Disco. Gents \$1.50 each. Ladies
a plate.
- MARCH 18 INVITATION TRIAL:
Sunday A straight forward event of about 2½ hours dur-
ation promoted by Auckland University Car Club.
Starts at Pakuranga Town Centre at 1.00 p.m. and
finishes at NSCC Clubrooms. Essential map
NZMS1 Sheet N42 Auckland (1971 Revision).
- MARCH 25 INTERNATIONAL RACE MEETING : MANFIELD:
Sunday Events for Union Travel Pacific Cars, Escort
Sport Saloons, Formula Ford and Formula Vee,
Sports Cars and Mini Sevens. Entries to P.O.
Box 1959, Palmerston North.
- MARCH 31 MOUNT 79 MERCURY TROPHY TRIAL:
Saturday First round of the series promoted by Mt Maungan-
ui Car Club, P.O. Box 4117, Mt Maunganui South.
- APRIL 1 NATIONAL RACE MEETING : PUKEKOHE:
Sunday Promoted by Northern Sports Car Club. Events
for Union Travel Formula Pacific, Formula Fords.
Formula Vees, Mini Seven and Escort Sport
Saloons. Entries to P.O. Box 22362, Otahuhu.
- APRIL 14 NATIONAL RACE MEETING : BAY PARK:
Saturday Events for Union Travel Formula Pacific, Sports
Cars, Formula Vees and Mini Sevens. Entries to
P.O. Box 2197, Tauranga.

- APRIL 21 MERCURY TROPHY TRIAL:
 Saturday Promoted by Thames Valley Car Club, P.O. Box 22,
 Paeroa.
- APRIL 21 1979 LATE EASTER RALLY:
 Saturday The rally is approx. 250km long over 7 stages.
 entries close 9th April with the Secretary,
 7 Kendon Place, Whangarei. Promoted by North-
 land Car Club.
- APRIL 22 COCA COLA BOTTLERS RALLY CROSS - ROUND ONE:
 Sunday Promoted by Hamilton Car Club, P.O. Box 6029,
 Hamilton.
- APRIL 28 CIBIE LIGHTS RALLY:
 Saturday Starting at approx 3.30 p.m. in Auckland, there
 will be 5 stages in Maramarua plus 4 closed
 road stages. Entries close 30th March with the
 Secretary, 20 Otahuri Crescent, Greenlane.
 Promoted by the Auckland Car Club.



SHOUTS and murmurs



.....Our congratulations go to N.Z.I.G.P. Chief Medical Officer of long standing Dr Ken Orr and his wife Kay on the recent birth of a son.

.....We congratulate Pauline and Reg Cook on the arrival of their son Alan. Pauline amongst her motor racing involvement has assisted with Pukekohe Circuit timekeeping for many years. Now that Reg has virtually sewn up the Shellsport Saloon Championship this year it looks like he's scored a double victory.

.....Arch Shellsport rival Bruce Platt also has off-circuit interests. His engagement to Anne Mac Lennan was recently announced. We extend to you both our very best wishes for the future.

.....This months Bulletin includes the first part of Ian Palmer's report on the successful Bardahl Hillclimb Series just concluded. Shortage of space has meant that his coverage on the last three rounds and the full final results have had to be held over to the April issue.

SPEAR'S SPEED SHOP SPEAR'S SPEED SHOP

117 Newton Road Ph. 75-180 Auckland.

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PLEASE PRESENT MEMBERSHIP CARDS

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FLAME RESISTANT CLOTHING

SPEARS SPECIAL OFFER on Nomex clothing is made so that competing drivers can improve their safety without the usual financial burden that Nomex clothing usually entails.



S.E.V. MARCHAL

**HALOGEN
LIGHTING**

with devaluation and the dramatic price increases overseas this is club members last opportunity to save on these superb lights. THIS OFFER IS FOR A LIMITED PERIOD ONLY - NOW IS THE TIME TO EQUIP YOUR CAR FOR RALLY & TRIAL EVENTS

SPEAR'S SPEED SHOP SPEAR'S SPEED SHOP

Beach • Picnic • Trial

29.1.79

Monday the 29th January saw the start of a very enjoyable gimmick trial organised by Doug and Marilyn. The weather was overcast and not exactly attractive for a picnic but a good excuse for a drive North and an opportunity to procure fruit en route. Rob had assured me of my capability as co-driver/navigator, so long as I could read the instructions to him correctly - otherwise he could quite competently do the trial on his own.

Anyway, we set out for Barry Point Road with the usual picnic paraphernalia, including extra bits that we thought could be likely specimens. We arrived at the park only to find two lone cars and the usual Club trialists yet to make an appearance. By half past ten I think things eventually got underway and Car No. 1 had received their instruction sheets and dispersed. By this time Ryan had quietly demolished all the lollies and it was quite obvious that our first pit stop would have to be a Dairy.

Rob was Car No. 3 and on receiving our instruction sheets we proceeded to cross out the specimens we held and surprisingly the first item required was a 'Jack-in-the-box'. Naturally our thoughts turned to Alan Jack who was still quite innocently waiting his turn in the car park. Well, Rob had a brainstorm and suggested we substitute the car-jack already in its box in the boot of the car. We followed the instructions on the main road North and as there were no traps involved, we kept our eyes alert for appropriate answers to the set questionnaire. Fortunately one of the items required was 'a purple lifesaver', so our first stop had to be a Dairy or Superette. We bought a packet of mixed life savers (as well as other goodies) but discovered that the colour we required resembled more of a pink than a purple, but decided it would have to do. While still in the Dairy we checked on two other items - Sodium Chloride (which we thought was salt and checked a few containers and bags) and Calcium Silicate (which we also thought to be a food item). Our search was in vain but so far we had a good collection - Rob was going to make a daisy chain and I was on the lookout for a Post Office where we could possibly find a slot machine and somehow obtain a 2 cent stamp.

JOLLY WIDE WHEELS N.Z. LIMITED

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WHEEL WIDENING SERVICE — EXCHANGE SETS
SPECIAL WHEELS MADE FOR ANY APPLICATION
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Continuing our route instructions, we had so far encountered no dire obstacles and Rob and I were quite cheerful munching on extra life savers and chippies - (Ryan was fast asleep on the back seat) when quite suddenly we came to the end of a road and had failed to find the answer to a question. Rob spun round and we combed the road again - looking for the 'Imperial Dollar'. There were only two signs on this road and for some time we pondered beside the obvious answer 'The Public Pound Keeper', without even a register. We must have reversed up that road several times and stopped to confer with another trialist EUT to no avail. For some reason this slight upset in our journey triggered a marital argument and in no uncertain terms was my man going to continue this trial until the argument was settled and forgotten. (Funny, I had envisaged an outing such as this, would either stimulate or revive a stupid argument, even though I was assured it was a gimmick trial after all and everyone entered for the sheer fun of it all and the celebrations at the end).

Anyway, we continued the trial like good Sportsmen with Rob answering questions before hand as he was obviously familiar with this particular route, having delivered Coke at various depots in these parts. The Silverdale Tavern was another obvious 'pit stop' as well as a Fruit Mart. Now with both appetites satisfied, finishing the trial became our object, and we had yet to find a 2 cent stamp and clarify our argument concerning 'Calcium Silicate! I entered a Dairy at Manly and asked after stamps but gained no response. A dear old lady answered my plea, fumbled through her little old purse and produced an 'unused 2 cent stamp', for which she refused payment. Another assistant in the store, whom I'd confided in on a certain matter, rang her friend whose son was a Science Graduate and another solution was solved.

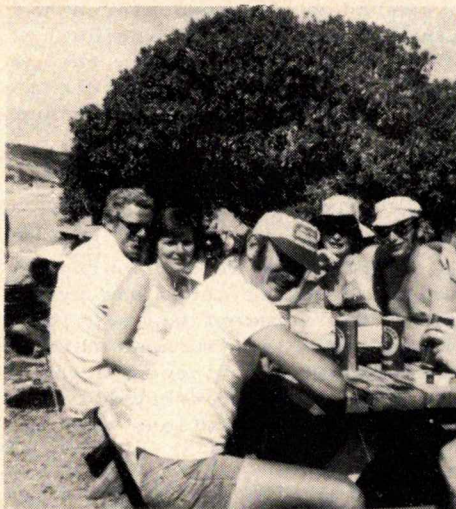
Thus it was a joint effort that gave us first place in the gimmick trial. The actual route that took us eventually to Shakespear Bay was very pleasant and as I had never been there before it was all the more interesting. One amusing item which was produced at the final control was an 'Alan Jack-in-an-empty-carton' - a very positive and live specimen.

The day continued with a barbeque and copious liquid refreshments, as well as a very strenuous game of baseball. The ladies team which included 'Robierre and Pierre' was somewhat overpowered by the batting strengths of Cookie Bear, Busch, Bone and other robust club members, but a very good effort was displayed by Marilyn and her team. Our thanks once again to the organisers for an enjoyable day.

P.S. Rob thinks I might just be ready for some serious Trialling now but I'm still debating it. Will he always be the Driver or is he capable of Navigating???

CHAR AND ROB.

Shell SPORT



RESULTS:

1st	Rob Nasey	0	7th=	Wayne Rhodes	115
2nd	John Busch	20	7th=	Diana Hamilton	115
3rd	Alan Verry	30	9th	Steve Morten	130
4th	Barbara Clendon	50	10th	Chris Goodson	140
5th	Roger Stewart	70	11th	Gordon Southee	400
6th	Peter Batten	110			

ACC RALLY SYMPOSIUM '79

**WED. 28th MARCH 7.30 sharp
featuring**

MAIN TOPICS OF DISCUSSION:

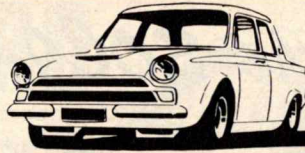
SERVICE CREWS AND SERVICE OPERATIONS, TEAM
ADMINISTRATION, GENERAL DRIVING AND ATTITUDE.

GUEST PANEL:

BLAIR ROBSON, PAUL ADAMS, HOWARD COLLIER,
MIKE MARSHALL, MIKE FRANCHI, MURRAY O'DONNELL,
ALAN DRAPER AND OTHERS.

IT IS POSSIBLE THAT ALAN CARTER WILL BE IN
AUCKLAND AT THE TIME AND WILL BE PRESENT TO
GIVE AN ACCOUNT OF HIS RALLYING IN BRITAIN.

automart



FOR SALE:

- (1) ELECTRIC STOP WATCH - ACCUSPLIT III, DIGITAL, TIMES 3 CARS SIMULTANEOUSLY, BEST AVAILABLE, \$150
- (2) 1300 BLMC CYL BLOCK (NEW) \$75
- (3) 8 x 1275 COOPER S CON RODS (NEW) \$120 SET (4)
- (4) TYRES (USED) 3 DUNLOP RACING CR82
185 x 550 x 13 2 = DUNLOP RACING
CR 82 145 x 530 x 13 \$10 EACH

CONTACT MR WILLIS (SNR) : PHONE 868032

FOR SALE : RALLY CAR

GRAHAM MC GREGOR'S VERY QUICK DATSUN H510, LOTS OF GOOD GEAR, GOOD MECH CONDITION. A COMPETITIVE, RELIABLE AND WELL SORTED CAR ONLY \$3450 o.n.o. TRADES CONSIDERED. ALSO DATSUN 1600 MOTOR, WITH HIGH COMP PISTONS, WORKED HEAD, CAM ETC \$500 LOTS OF DATSUN 1600 BODY AND MECHANICAL PARTS GOING CHEAP. PLUS TWIN PLATE COMPETITION CLUTCH, EXCELLENT CONDITION, SUIT FORD \$100

CONTACT GRAHAM MC GREGOR : 540652

FOR SALE : FORMULA FORD : PALLISER WDF2

EXCELLENT CONDITION. COMPLETELY REBUILT, NEW HARNESS OIL AND PETROL TANKS, ROSS PHILLIPS BUILT MOTOR, SPARE RATIOS, OIL COOLER, SUSPENSION AND MOTOR PARTS. \$3500

CONTACT GRANT CAMPBELL : 31129 BUS : HSN62243 PTE

FOR SALE : MAZDA RX3 COUPE

RALLY PREPARED. DAMAGED CONDITION, COMPLETE WITH STAGE II MOTOR, 4.6 LSD, BILSTEINS, ALLOY SUMP GUARD, MC WATT ROLL CAGE, MAGS, TRAMP RODS, TOWER BRACE, SEAM WELDING, FULL STRENGTHENING ETC. ONLY COMPLETED 1 RALLY SINCE ENGINE REBUILD LAST YEAR. MOTOR, GEARBOX & ALL MECHANICALS O.K. BODYSHELL REQUIRES NEW FRONT HALF FOR SUCCESSFUL REBUILD. COULD EASILY BE BACK TO PRE-ACCIDENT CONDITION FOR TOTAL COST OF \$3000. MUST BE CHEAPEST RALLY RX3 IN N.Z. PRICED TO SELL AT \$1500 AS IS.

CONTACT JOHN MYERS : 678120 EVENINGS/WEEKENDS.

on the SOCIAL SCENE



Here we are again. It's going to be another one of those years that just slip away!

Sundays down at the Club have really been swinging lately with the help of guitarist 'Red' Mc Cabe who has been making a few guest appearances. He'll be back on the 11th March from 6.00p.m. through to 9.00 p.m. There is no cover charge. Come along after the Pukekohe Clubmans Meeting and join the scene.

During the year we hope to have different entertainers from time to time usually after Trials, Hillclimbs, Rallies etc. Members and their friends are welcome to come back to the Club after an event to enjoy a Bistro meal or just a chit-chat over an ale.

Another great Saturday Night Dance is being held this month (24th) at only \$1.00 per head. If you didn't make the Beach Dance then this is a must. It's to be a Rock 'n' Roll special with your favourite band 'Music Convention'. Come along and have a ball.

Amongst other things we are taking a good look at the monthly film night programme to freshen general interest. As well as screening motoring and motorsport films as available, it is intended to have invited guest speakers such as drivers, crews, trades people etc more frequently, together with interesting vehicles of all types. Last film night Dave Jolly and crew gave a brief talk and had the PK SESCO CHEV SPEEDCAR (No. 2) on display. Thanks Fellahs!

March film night should also prove interesting with two recent Castrol films arranged. The new Mitsubishi Mirage will be on show and also we hope the mounted demonstration dual ratio gearbox will be available for explanation. (revival of an early Ford idea?) We also hope to have a recently imported Porsche Turbo. Some machine.

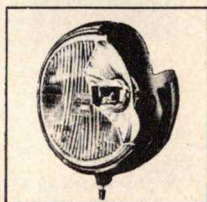
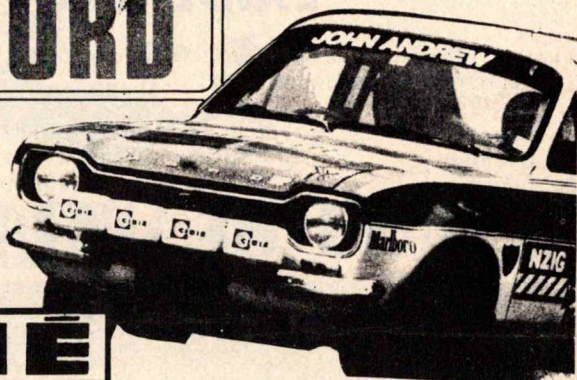
Coming up on April 21st is a Fashion Parade at which wine and cheese will be served. Mens and ladies wear will be shown. The presentation will be covered in two half hour sessions preceded and followed with 'wine tasting' hours. Hope we can see you there. Tickets will be available later this month.

Dates to remember - 24th March - ROCK 'N' ROLL NIGHT
21st April - FASHION PARADE.

MAURICE CARGILL.

SUPERFORD

lights the way with

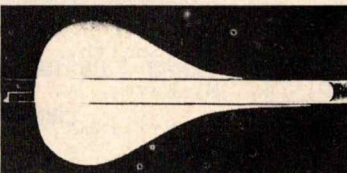
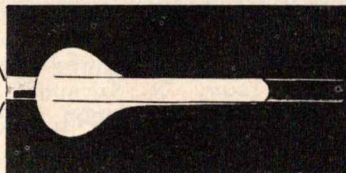


How long have you been thinking of doing something about the terrible lights on your car? Well now's the time because the Superford team of Ray Stone and Murray O'Donnell can advise you personally on the exact CIBIE lighting to suit your vehicle no matter what make or model it is.

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



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 . . .

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.

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

EXIDE TROPHY

Listed hereunder are points covering all events up to and including the Gymkhana on 3.2.79.

J. Busch	65 $\frac{1}{2}$	R. Purvis	20
D. Clendon	56	R. Alder	19
P. Levet	44	P. Van Dorsten	18
R. Stewart	43	A. Veltmeyer	18
C. Hudson	43	R. Ferrall	18
B. Faulkner	41	M. Adams	16
P. Meadows	38	A. Ornstien	16
P. Batten	33 $\frac{1}{2}$	M. Finch	16
K. Short	30	T. Mc Lean	16
J. Perkins	29	C. Conway	16
R. Nasey	29	J. Hope	16
T. Jarvis	26	D. Mc Connell	16
K. Lack	24	G. Bennett	15 $\frac{1}{2}$
H. Burrows	24	N. Mallard	14
P. Coleman	23	H. de Thierry	14
P. Sergent	23	H. Wilson	14
P. Walby	22	N. Mc Carthy	14
B. Homewood	20	M. Catterall	13

10 POINTS: G. Morrell, R. Findlay, V. Mc Laren, R. Millen, B. Keach, D. Macron, S. Cargill, G. Mc Gregor, D. Bone, J. Tee, I. Mair, W. Parkin, J. Harvey, P. Medhurst, F. Bailey, W. Rhodes, R. Mc Corquodale.

9 POINTS: J. Crombie, P. Stone.

8 POINTS: R. Willis, K. Butcher, G. Addis, M. Marshall, A. Turner, N. Rogers, R. Carlsen, D. Strong, A. Johnson, R. Vickery, J. Stewart, A. Verry, B. Clendon, D. Hamilton, E. Hunter, C. Faulkner, B. Lindsay.

7 $\frac{1}{2}$ POINTS: S. Snaith.

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

6 POINTS: R. Williams, J. Donald, S. Wily, H. Wootten, P. Moore, W. Hull, S. Gardiner, J. Moses, K. Masterton, S. Graves, L. Thorpe, R. Senne, J. Holster, K. Lancaster, A. Lamb.

5 POINTS: C. Moat.

4 POINTS: A. Fickling, G. Barker, P. Benbrook, B. Powell, H. Collier, G. Rush, C. Houltram, M. Wright, D. Wallace, D. Gulland, T. Skellern, S. Subritzky, R. Mc Laren, K. Stoneman, H. Schollum, P. Herbert, P. Freeth.

3 POINTS: A. Jack, G. White.

2 POINTS: L. Bennett, T. Swinburne, P. Adams, B. Peacock, J. Morton, G. Harriman, R. Abbott, K. Saunders, D. Wilson, C. Mallard, P. Fava, G. Pachnatz, S. Morten, P. Clendon, S. Kahn.

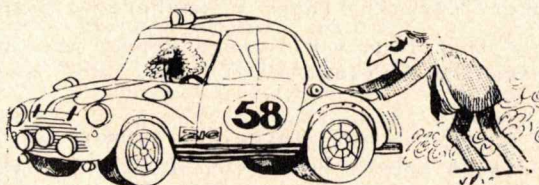
1 POINT: M. Verry, C. Goodson.



TRIALLING IS FUN



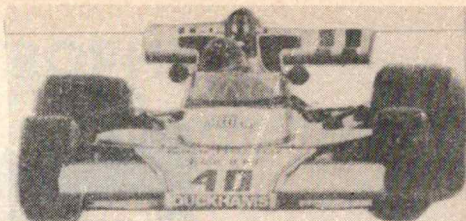
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NEXT EVENTS:

7TH MARCH.....	INSTRUCTION EVENING
10TH MARCH.....	AFTERNOON TRIAL
18TH MARCH.....	AUCC INVITATION TRIAL
31ST MARCH.....	MT MAUNGANUI MERCURY TROPHY TRIAL
11TH APRIL.....	INSTRUCTION EVENING
18TH APRIL.....	MID WEEK TRIAL

FORMULA ONE



"Ronnie Peterson's was not the only death at Monza last September. Virtually un-noticed by everyone, Grand Prix Racing too, finally succumbed - to the grievous injuries and indignities inflicted upon it over the past decade by the thought vandalism of the C.S.I. constructors and numerous drivers.

Like poor Ronnie, Grand Prix Racing is now dead and buried. Unlike poor Ronnie - who was irreplaceable - Grand Prix Racing has been replaced by a farce, a phoney. For instead of Grand Prix Racing we now have nothing more than a series of fortnightly high speed commercials called Formula One - Money Rules, O.K.?"

So reads the opening paragraph of a recent article in the British Autosport Magazine (4th January 1979) written by Chris Nixon who has covered Formula One for Autosport.

In possibly the most provocative article written about Formula One in the past 10 years, Chris Nixon puts forward some very strong arguments in support of his claim.

Under the heading "The Decline and Fall of Grand Prix Racing" he sets out to establish the reasons for the decline in terms that are blunt - and unlikely to be accepted by some - namely those responsible for the action or lack of it in controlling F. 1. In his view 1968 is marked as the year in which the decay set in. And his reasons? - Firstly the adoption by F.1. constructors of the rear wing - and the acceptance by Team Lotus of the Gold Leaf Sponsorship from John Player & Sons.

In Chris Nixon's view many of the changes which have resulted in today's Grand Prix cars are the result of the "Great God Progress". This progress as he points out has not been good - witness today's cars which are up to 7' 1" wide and fitted with rear tyres each 21" wide. It is no wonder he says that today's drivers say of virtually every circuit "there is nowhere to pass".

No-one can doubt that today's F.1. cars appear much of a madness. A situation which the development of "wing cars" seems unlikely to alter.

An argument he uses with some force, in support of his claim that present F.1. cars have been developed to the point where driver ability is playing a lesser part in "racing", was the performance of Jean Pierre Jarier in the Lotus 79 in North America last year. Jarier fell from grace a few years ago whilst under contract to Shadow. Since those days he has had the occasional drive in the A.T.S. F.1. car - doing no better than any other person who sat in an A.T.S.

There is no doubt that in his day Jarier showed great ability at times.

Following Ronnie Peterson's death Jarier drove the Lotus 79 in the U.S. and Canadian Grand Prix - setting the scene agog with his incredible practice times and early race performances - performances in Nixons view due more to the design of the Lotus 79 than Jariers ability.

Not unnaturally both the Formula One Constructors Assn and the C.S.I. come in for criticism for various reasons.

On the commercial front Nixon finds no argument with sponsors who bring something to motor racing, fuel companies, helmet manufacturers etc. However, he takes strong exception to cigarette sponsorship.

"on the whole" says Nixon "sponsorship's major contribution has been to increase the cost of F.1. enormously, it being basic Parkinsons law that the more money made available to a project, the more money that project will cost".

To summarise the four pages of Chris Nixons Autosport article is not easy since so many of the examples he uses to support his case would be done little justice through editing.

From an extract of a race report of the 1963 Monaco Grand Prix through to the 2-2 car grids used in todays F.1. Series, Nixons article is excellent reading.

Fortunately he does not conclude without offering a series of suggestion aimed at righting the errors of the previous decade.

Cars should race on the tyres with which they set their fastest lap.

Maximum width of tyres and cars should be reduced to enable overtaking to again feature in F.1. motor racing.

Clearly in Nixons view "skirts" should be banned, he quotes testing times by Ferrari at their Fiorano testing circuit in support of this view.

It will be interesting to see how the C.S.I. under its new President Jean Marie Balestre of France will handle the situation. He has not handled one or two issues too well since he was elected to office last year. Some of his remarks showing a clear disregard for established procedure. The John Watson/Argentina accident being a case in point.

It is to be hoped that the contents of this very interesting article on the very pinnacle of the motor racing pyramid will not be shrugged off by people of influence in world motor racing. After all why should F.1. not be subject to rule changes? be they changes that limit the designers of the cars, tyres or what ever. There are many sports whose rules give less freedom than those of F.1. - motorsports at that!

-Speedway Bikes, Karts, Midgets and have they suffered? I think not.

NORMAN HARVEY.

Shell SPORT

Gymbkhana

3.2.79

CLASS
PLACE

TOTAL

TEST
4

TEST
3

TEST
2

TEST
1

CLASS A:

P. Clendon
H. Wilson
R. Alder
P. Levet
R. Mc Corquodale
J. Holster

1100
Mini
1100
Moke
Moke
Suzuki

158.4
116.7
D.N.F.
105.6
105.1
106.0

29.0
27.5
—
25.6
26.0
26.3

41.0
38.6
—
34.5
35.1
34.6

42.2
26.4
23.2
21.5
21.0
22.5

26.2
24.4
25.0
24.0
23.0
22.6

CLASS B:

E. Hunter
J. Perkins
P. Freeth
P. Walby

Cooper S
Renault
Citreon
1300

125.1
126.4
216.0
122.4

28.5
28.5
40.6
29.8

41.4
41.8
71.0
42.0

28.0
30.5
51.8
23.6

27.2
25.6
52.6
27.0

CLASS C:

R. Stewart
H. Burrows
B. Faulkner
T. Jarvis
S. Kahn
R. Purvis
M. Kaye
R. Hazelwood
C. Meadows
B. Jones
R. Douglas

Anglia
Mazda
Escort
Escort
Sprite
Escort
Viva
Escort
Escort
Datsun
Anglia

149.8
124.5
124.7
115.5
126.6
125.0
142.5
130.6
158.1
134.4
142.7

30.4
29.4
27.4
27.2
28.2
30.2
30.0
30.4
32.4
29.0
30.2

45.1
42.6
38.3
38.1
41.2
44.6
47.3
46.0
47.3
42.0
46.2

43.5
26.5
33.0
24.2
32.0
24.0
33.8
24.0
45.0
35.0
38.9

30.8
26.0
26.0
26.0
25.2
26.2
31.4
30.2
33.4
28.4
27.4

CLASS D:

H de Thierry
K. Short
N. Strange
G. Mc Millan
M. Adams
A Ornstein

Galant
Galant
Avenger
Datsun
Demini
Avenger

131.5
110.1
125.6
166.6
117.4
117.2

28.2
27.2
30.0
35.5
47.2
28.4

41.9
35.1
41.9
54.6
40.0
40.0

32.0
23.2
27.5
44.5
24.2
23.0

29.4
24.6
26.2
32.0
26.0
25.8

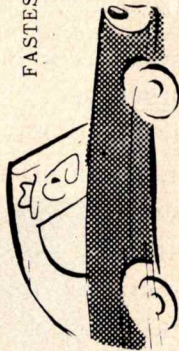
Class D continued

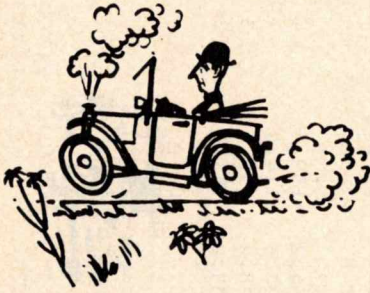
W. Rhodes	24.6	32.2	44.8	30.5	132.1	7
A. Veltmeyer	26.0	25.0	41.2	29.0	121.2	4
P. Van Dorsten	-	-	41.0	29.2	-	-
CLASS E:						
P. Coleman	30.0	25.0	44.6	31.0	130.6	8
J. Ferrall	28.2	26.5	46.6	31.0	132.3	9
R. Ferrall	26.2	25.0	39.9	27.2	118.3	2
R. Grant	25.8	35.5	45.4	29.5	136.2	12
A. Jack	29.4	30.0	46.1	32.8	138.3	13
P. Goldfinch	30.6	44.0	47.2	32.9	154.7	15
R. Carlsen	26.8	29.5	45.7	31.2	133.2	10
B. Mc Carthy	25.6	31.0	40.2	28.0	124.8	5
C. Hudson	25.0	25.0	39.8	27.5	117.3	1
T. Skellern	27.6	29.5	41.9	29.2	128.2	6
D. Meadows	28.8	26.0	46.0	32.9	133.7	11
G. Johnston	25.8	29.8	43.6	30.0	129.2	7
K. Lancaster	26.0	25.8	41.1	27.9	120.8	3
J. Hope	25.6	35.0	50.8	29.5	140.9	14
L. Busch	39.2	35.0	52.6	35.0	161.8	16
J. Busch	26.0	24.8	42.1	28.2	121.1	4

CLASS F:

C. Faulkner	38.8	36.5	49.8	34.2	159.3	4
P. Meadows	25.2	24.5	37.2	27.5	114.4	1
A. Lamb	29.4	38.5	51.4	38.2	157.5	3
B. Lindsay	32.0	32.8	51.0	35.2	151.0	2

FASTEST TIME OF DAY ROSS MC CORQUODALE





INTER CLUB GYMKHANA

11.2.79

This years event was again organised by Auckland University Car Club and the day started with documentation between 9.00 and 10.15 a.m. Four tests were laid out over the whole of the car parking area at Western Springs and the entry of 112 competitors were divided into 4 equal groups, with each group starting with a different test and then moving onto the next. All four tests were the same as used at the club gymkhana the previous weekend.

A few problems with timing gear took a bit of time to sort out and caused a few hold ups, but before long cars were screwing round through the tests. In the two sports car classes, Auckland only had one car, that of D. Hawes. In the small engine over driving wheels class, we had no competitors and in the larger engine over driving wheels class, Peter Walby and Kevin Lack were flying the flag for us.

In the conventional classes we were well represented with Ted Jarvis and Hugh Burrows the leading contenders in the small class. In the medium sized class Neville Strange and John Hope were going well, and the big class was represented by Alan Jack and Peter Batten.

It was disappointing to see only 25 entries from Auckland Car Club when we have had twice that number at our club gymkhanas. Where were the rest of you?

Auckland University again ran out winners of the Interclub Gymkhana with M.G. a close second.

RESULTS:

AUCKLAND UNIVERSITY CAR CLUB	157 points
M.G. CAR CLUB	152 points
AUCKLAND CAR CLUB	91 points
HIBISCUS COAST MOTORSPORT CLUB	55 points
NORTHERN SPORTS CAR CLUB	23 points
TRIUMPH CAR CLUB	17 points
ESCORT CAR CLUB	12 points
FIAT CAR CLUB	8 points

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ACCESSORIES DIVISION





This is part of a letter from a club member Barry Kirk-Burnand who has been in England for about a year now on a working holiday. Barry met up with Alan Carter and his offer to help was accepted. We also have a letter from Alan himself telling about the RAC from the drivers point of view which we hope to publish next month.

SERVICING ON THE 1978 R.A.C. RALLY FOR ALAN CARTER

Well, as Kevin Lancaster would say, she was a 'Ripper Rally'. Unfortunately I would have preferred to be driving in it but the lack of funds forces second choice of 'servicing' to be the best way to go. I went with a pom (seems to be a lot of them over here!) in one of Alan's four service vehicles although only our van and one other were carrying tools tyres etc.

Peter Bryan and John Halse (both from sunny Whangarei) headed up Alans number one crew, Peter being the mechanic and man responsible for the fantastic preparation job done on Alans car. Alans number two crew were purely a pursuit vehicle to follow the rally car everywhere possible within the rules(!) I was in number 3 vehicle which was the vehicle entered by Alans employer and sponsor in the 1977 London to Sydney Rally - a Bedford C.F. Van converted to a campervan. It actually completed the rally finishing about 22nd, and still had the stitches, advertising, roo bars and flashing red light - really looked the part. The fourth service vehicle was a 6 sleeper campervan which was used mainly for meals and a sleeping place for Alan and his co-driver Bendan Neville. All vehicles had two way radios fitted for the event.

Alans employer/sponsor was Apex Leisure Hire and North London Motor Caravans, Londons foremost Hire, Buy or Sell campervan centre. Of the eleven people involved in the rally only Alans co-driver John Halse and myself were not employed by them.

The rally started in Birmingham and consisted of the first division being a short 10 hour spectator day, the second division about 36 hours running up to Scotland and back and the last division about the same length through Wales and back to Birmingham.

Alan started at Car No. 56 and the first division went well for him, the only problem being a faulty starter motor (which was replaced at Donington) and the fact that the car was not running hot enough.

We saw Ari Vatanen in his usual style at Donington going backwards off a corner at about 80 m.p.h.! The first division was a very simple run for everyone in our crew and gave us a chance to get used to finding our service areas, getting set up for tyre changes etc and using the radios.

Spectators were of course a problem, creating massive queues of cars which in some cases we just had to use the wrong side of the road to meet our time schedule (our flashing red light came in handy a few times) but generally people were very considerate and let service crews and competitors through without any problems. The help that police gave us was unbelievable - service crews and competitors were always given priority at intersections or when coming out of service areas or side roads.

The end of Division One saw Alans car in Parc Ferme with only a scratch on the front spoiler after nudging a low wall and we retired for a good sleep in preparation for the next day.

The Second Division went well until about halfway through when Alans car started to run very hot. A blown head gasket was suspected and because we didn't have time to change it, Peter torqued the head down and we crossed fingers. The rear brake shoes were changed but towards the end of the division, the second starter motor packed up and we could not get a replacement. Alan was forced to complete the rally without being able to use one.

A couple of amusing things happened in this Division - one of them being Stig Blomquist's broken english description over the radio to his service crew of what had happened to his Saab when he broke his driveshaft. He said "I'm sorry, I think it is very broken and cannot be fixed".

I also saw how the professionals bend their cars - I saw Bjorn Weldergards car come in at the end of a stage after he had gone off at some rate of knots, backwards into a tree. He managed to put a beautiful 12" radius hollow in the rear of his car (dead centre) without breaking either of his tail lights - real smart! His crew had great troubles extracting the spare wheel and repairing damage to his fuel tank.

Towards the end of this division Alan was running in the 20's and third in class behind Terry Kaby in his Dolomite and Brian Culcheth in his Opel - certainly nothing to be ashamed of for a Group One Escort. The overheating problem seemed to have sorted itself out, although the car wasn't going as well as it should have. We returned to Birmingham after the longest division to have a good sleep in preparation for the last run.

Division Three saw Alan running under the 20's in overall position and now second in Group One after Terry Kaby's Dolomite burnt a piston. For most of this division Alan limited his revs to 5000 knowing that something was certainly wrong with the motor. As the division headed towards a close (and the 7th set of rally tyres bit the dust), Alan was lying 16th overall and still second in class. This was of course confirmed officially but the realization of Alans success took some time to sink in after a week of very little sleep. However, a hot bath, a few beers and a great celebration dinner that night helped the situation.

Summing up - it was a great experience to be on the rally - being so close to all the names that you normally only hear or read about. The weather throughout the event was mild 'believe

it or not!) a bit wet in places but no snow luckily. The organisation was excellent and quite a formidable task for 168 cars and crews. The hundreds of thousands of spectators that were always close at hand were hard to believe. The cost of the event is astronomical - entry fee alone is £295.00 (that in real money is about \$530.00) but this is small compared to the cost of fuel for 5 vehicles over nearly 2000 miles, hotel bills, tyres, food, hire of radios etc. But that's the way the sport is here - let's hope N.Z. stays as cheap as it is for some time to come.

Alans achievement of finishing 16th in an International Event such as this is something that should raise the eyebrows of all members of the Bombay Bicycle Club, but on top of that he did it in a Group One car and finished second in class.

The fact that he only had one off says something for his driving capability on an event of this calibre with 76 stages totalling 450 stage miles. He is well known as being an Antipodean and the N.Z. sticker on the back of the car was always kept clean by the N.Z. members of the crew. Alan has certainly proved his competence as an excellent organiser and driver and if he has his own way there will be better things to come in the future.

Already the '79 season is due to start and Alan has renewed his sponsorship with Apex Leisure Hire/North London Motor Caravans, and also English's Bournemouth (a Ford dealer), Goodyear and M & H Tyres. With this sponsorship he will be competing in the English Open Championship which consists of the following rallies: The Galway in Ireland, February, The Mintex in February, Circuit of Ireland in April, Welsh in May, Scottish in June, Donegal in June and the Manx in September.

Alans plans for the R.A.C. have not been finalised yet but he will certainly be in it and trying harder this year.

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ROTHMANS

information

ARI VATANEN BACKGROUNDER

Ari Vatanen, whose recent drive in last month's Monte Carlo Rally in one of the new Group 2 Fiestas was highly acclaimed by rally correspondents throughout Europe, will be driving the Rothmans sponsored Ford Escort in New Zealand this season. Like his team mate Hannu Mikkola, Ari Vatanen was born in the village of Tuupovaara, Finland, and has lived in the nearby town of Joensuu near the Russian border for most of his 26 years. An engineering student and part time road roller and excavator driver, he was virtually unknown outside his native Finland until 1975. In his home country however, he had by that time already made a considerable impact on the rally scene. Driving a well used Opel Ascona in Finnish national rallies he succeeded on one event in recording faster times on successive stages than Mikkola, who was driving a more powerful car. Mikkola promptly recommended him to a sponsor, and further successes followed.

With support from an oil company, Ari came to Britain in 1975 with his Opel to compete in both the Scottish and Welsh International Rallies. His performance on these events brought him an offer from Ford Finland to drive an Escort RS 1600 in Finland, and Ford Competitions also signed him to drive an RS 1800 on the 1975 RAC Rally. On the RAC that year he was well placed until he hit an unmarked jump in Clipstone Forest at 120 mph - he was uninjured but naturally enough had to retire.

The following year saw Vatanen take the British rallying scene by storm. He won the Welsh, Manx, Jim Clark, Burmah and Lindisfarne Rallies, placed second on the Tour of Dean, and third on the Snowman, Mintex and Granite City events. These successes earned him the distinction of becoming the first driver from overseas to win the British Rally Championship. As extra curricular activities he won the Tour of Britain in an Escort RS 2000 and drove an Escort Sport in the Debenhams Escort Racing Championship.

He began the 1977 season, an extraordinarily busy one for him, with wins on the International Artic Rally and the Mintex in England.

Vatanen first captured the public imagination in New Zealand when he competed in the 1977 International Rally.

Driving a Ford Escort, he came second despite losing nearly half an hour with off-the-road excursions. On the first night, he went down a bank backwards, and during the second division, the car rolled onto its side and slid down the road for over 100 metres.

He had to drive as fast as possible to make up the deficit caused by these incidents, and at the end of the seven-day event, despite his car being a battered wreck, he was only a minute and half behind the winner.

The rest of the year was not to be so successful for him - a spate of mechanical problems and a few accidents kept him away from the big wins.

In 1978 Ari Vatanen had a quieter year with most of his competitive driving taking place in Finland. Last year he competed in several international events, the most recent being the Madeira Rally which he won convincingly and he also secured wins on the Mantta Rally in Finland and the Donegal in Ireland for David Sutton.

Ari Vatanen is single and when he is not on the family farm at Joensuu or away on a rally he lives in a flat in Helsinki. He claims that he has no hobbies apart from rallying although he keeps fit by weightlifting.

Trials Trophy Points

D. Clendon	164	P. Stone	9
R. Stewart	133	A. Verry	8
C. Hudson	129	K. Florian	8
D. Bone	104	B. Clendon	8
J. Busch	41 $\frac{1}{2}$	D. Hamilton	8
B. Keach	34	S. Snaith	7 $\frac{1}{2}$
P. Batten	33 $\frac{1}{2}$	M. Kaye	7
B. Faulkner	27	A. Mowatt-Wilson	7
S. Cargill	24	S. Graves	6
P. Sergent	23	P. Levet	6
G. Bennett	21 $\frac{1}{2}$	W. Rhodes	4
P. Coleman	21	A. Jack	3
R. Alder	19	G. White	3
K. Lack	18	L. Bennett	2
M. Catterall	13	T. Swinburne	2
M. Finch	12	S. Subritzky	2
J. Legg	10	S. Morten	2
R. Nasey	10	M. Verry	1
J. Crombie	9	C. Goodson	1

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Interclub Hillclimb Series

RUN WITH US

ROUND 2
19.11.78

Well after the first round at Hamilton the Club wasn't doing too badly lying in 5th place on four points with Mike Marshall leading the 1601 - 2500c.c. class and Bill Powell lying 3rd in the 1301 - 1600c.c. class.

One thing we had learnt was that the current series was obviously going to be a tough one and to obtain a class win was not going to be an easy feat.

The second round, which was the first in the Auckland area, was hosted by N.S.C.C. at it's Coseys Farm venue. Of the 78 competitors the Club was well represented by Mike Marshall, Bill Powell, Stu Mc Bride, John Steward, Ross Vickery, Peter Hannaford, Lindsay Campbell, Kim Lovell, Rene de Jongh and David Tuck.

Untimed practice was underway at 10.45 a.m. and ran without incident apart from Stu Mac Farlane spinning his "Dollar Save" Mini. The Club's mainstay, Mike Marshall was really on form. The cars gear ratios were obviously perfect for the hill and he was right on the power.

The first official run was underway just before midday and the paddock opposite the finish line appeared to be the place to watch from. From here you could see it all happening from the halfway point to the finish line. The second car up the hill was Ross Vickery in his Datsun 1200 SSS and he was completely airborne over the yump, crossed it nicely for the last right hander and then valve bounced it the length of the final straight to the finish line.

Everyone was going mad over the yump. Practically everyone became airborne. Brian Watkin took the yump flat and came around the last right-hander in full cry. Warren Hull also took the yump flat, then fought the car from side to side the length of the final straight. Peter Meadows (HCMC) in his 3 litre Torana and Sandy Powell (HCC) in his turbocharged 1800c.c. Ford powered Imp, both had fuel problems and ended up crawling up the last half of the hill.

A Triumph Herald, I'm not sure who the driver was, clipped the left hander before the yump, went into the ditch then spun up approximately 70 yards past the corner. The tow truck was called but then appeared not to be required and returned to the top of the hill. They were still having difficulty getting the car mobile so the tow truck was called once again and this time hooked up to the rear of the car and towed it to the bottom of the hill.

After some fifteen minutes delay the meeting was underway again. John Steward in his 2 litre Escort came around the first demon right hander, went down off the road, hit the fence, managed to keep it going and got back on the road, but, in the process once again bent his favourite right rear guard. He sure looked spectacular and the photo of him in the 8th December edition of Motoraction show this.



KEVIN BREMNER (HCC)



MIKE MARSHALL (ACC)



BRIAN WATKIN (PCC)



MIKE MIERS (HCC)



BILL POWELL (ACC)



STU MC BRIDE (ACC)

The next due up was Mike Marshall and we all anticipated a super-quick time. However this was not to be, as what appeared to be a combination of too much power and too much grip stripped second cog as he was changing from first to second gear on the start line. He still managed to make it to the top in a time of 66.70 but unfortunately for us was sidelined for the remainder of the day.

The second run was underway at 1.25 and it was all on. The top six consisting of Audus, Hull, Woolf, Powell and Watkin were all within a fraction of a second of one another and all were out to take F.T.D. Practically every competitor leapt higher than ever over the yump, the most spectacular being Max Irwin in his V8 Escort which landed down on one side and had Max fighting like

.... to get it around the last left hander. A prominent Triumph Car Club member spun after he had gone around the last right hander and ended up facing back down the hill. Much to everyone's surprise he drove some 100 yards back down the hill and ended up turning around in a clearing right on the brow of the yump. Fortunately the next car which was already on its way up, didn't reach the yump at the same time.

Brian Watkin was really trying hard and ended up spinning at the left hander before the yump. I'm told that this is the first spin he has had all year.

One thing which has always concerned me about two cars running at broken intervals at a hillclimb happened in this run. Ken Hobern's (HCMC) Anglia suffered a fuel blockage and stopped just past the right hander after the yump. The flag marshal at the left hander before the yump could not see the car and obviously had not noticed that it didn't cross the finish line. The next competitor, Brendan Kell, was already on his way and as there was no red flag out went past the left hander before the yump, was completely airborne over the yump and it was not until he was crossed up for the right hander that he saw the Anglia in the way. Fortunately he was able to stop in time, but obviously some improvements are needed in the system.

The "Plastic Top" Team of Paul Adams and John Woolf were going well and both were most impressive on the top right hander. Then the first and only roll of the day happened. Club member Peter Hannaford in his Nick Pavlovich Motors sponsored Datsun 1600 slid into the ditch on the right hand side of the road before the first demon right hander, shot back across the road and rolled. Apparently the fire extinguisher went off as the car rolled and Peter's first impression was that the car was on fire. However although the roof and left front guard were badly damaged, Peter was a bit shaken up but otherwise O.K.

In the third run Bill Powell went out of his tree and was equally as high over the yump as Max Irwin putting up his fastest time of 50.72. The Triumph Herald of Kevin Hinchcliffe (TCC) went over the yump, didn't make the right hander and went straight ahead into the rough. Then came the rain and this ruined several competitors chances of putting up a faster time.

Well, after one practice and three timed runs it was all over. A prizegiving was held at the venue and the first three placegetters in each class were presented with various products consisting of "YUK OFF" engine degreaser, "BLAK BLASTA" tyre black and BARDAHL oil additives donated by the series sponsor D.R. Britton Limited. A miniature trophy was also presented to Brian Audas for taking F.T.D.

The Club's Team consisting of Bill Powell, Stu Mc Bride and John Steward put up a great effort and were placed 4th. The other Club Placings were 1st : P.C.C., 2nd : HCMC, 3rd : HCC, 4th : ACC, 5th : NSCC, 6th : AUCC, and 7th : TCC. It was again disappointing not to see any representatives from the M.G. Car Club. The top six placings overall who were only separated by 6/10ths of a second were Brian Audus 50.22: Warren Hull 50.42: Max Irwin 50.66: John Woolf 50.64: Bill Powell

50.72 and Brian Watkin 50.85. These times obviously show the competitiveness of the series and at this stage Pukekohe looks like the Club to beat. It was good to see Kevin Lancaster, Murray O'Donnell and many other club members out supporting the Club entrants.

Special thanks to Milner Lankow and all his helpers for a mighty day.

ROUND THREE

26.11.78

The third round of the series was staged by Triumph Car Club on its venue at West Road, Clevedon.

I must admit that in previous years I have never looked forward to this round as the venue is steep, is a sheer power hill and from a spectators point of view, there is very little room on the right hand bank at the top where you can watch all the action in the only two real tricky corners. However this year I sat on this bank for most of the day and it turned out to be one of the most spectacular and exciting rounds of the whole series.

Out of the total of 69 competitors, 15 were running for the Club. The only class we weren't represented in was the 0 - 1000c.c. class and we sure could have done with Geoff Hewitt who won this class last year running for us this season. In the 1001 - 1300c.c. class we had Clark Houltram in his Cooper 'S', Kim Lovell in his Anglia, Ross Vickery in his Datsun 1200SSS, B Richardson in his Escort, Rene de Jongh in his immaculate 1275 Clubman GT and Dave Tuck in his Corolla.

In the 1301 - 1600c.c. class were Bill Powell in his Twincam, Steve Browne in 'The Beast' and T. Gillard and Andy Veltmeyer in their Anglias. In the heavies class we had Mike Marshall in the CRC Escort, Mike Limbrick in his Mazda, Stu Mc Bride in his Repco sponsored Escort and Grant Johnston in his Mazda and in the big banger class (2501c.c. and over) we had Ray Olenius in the ex John Woolf Mazda.

This was surely one of the best fields the Club had fronted with at an interclub hillclimb for some time and I felt that surely with an entry like this we must be in for a good Club Placing. After a 5th then a 4th in the first two rounds we needed a high club placing to boost our competitors egos. Mike Marshall wasn't able to obtain the necessary bits to repair his gearbox he blew in Round 2 but had fortunately been able to borrow a standard Mk III Cortina 2000 box from John Steward. Mike was still pulling a million revs but taking off in second gear, as had he done so in first, he would have no doubts blown the box into a zillion pieces.

The meeting got underway at 10.30 a.m. and there were several incidents throughout the day.

Rob Dale (NSCC) in his new Escort Sport leaping into the rough and going up onto two wheels very nearly rolling it, approximately 70 yards before the finish line. Warren Hull (PCC) trying to take



JOHN WOOLF (HCMC)



PAUL FRASER (HCMC)

the first right hander flat and ending up facing back down the hill. Hamilton Club member R. Poultney in his Te Rapa Wreckers sponsored Imp fishtailing the full length of the first straight from the start line to the first right hander and then sliding off the road and into the fence. Numerous other competitors just missing the right hand bank on the last left hander, by fractions of an inch! Stu Mc Bride was very spectacular on the last two corners and in one run was still sideways across the finish line. An excellent shot of Stu, all crossed up appeared in the 22nd December issue of Motoraction.

The competitiveness in the last run was unreal. Mike Marshall a mass of concentration pulling a zillion revs and lifting the inside front wheel around the last left hander. Max Irwin putting the front left wheel up the bank around the last left hander. Colin Gibson (AUCC) just piping Paul Fraser (HCMC) by 1/100th of a second in the 1001 - 1300c.c. class.

Well after four runs it was all over. The drivers of the day were no doubt John Woolf, Brian Watkin and Mike Marshall who all put on one of the most superb displays of driving you could ever wish to see with John taking F.T.D. with a time of 36.33, closely followed by Brian with a time of 37.03 who just managed to edge out Mike with a time of 37.37.

In the 1001 - 1300c.c. class, Clark Houltram placed 4th, Kim Lovell 10th, Ross Vickery 11th, E. Richardson 13th, Rene de Jongh 21st and Dave Tuck 23rd.

In the 1301 - 1600c.c. class, Bill Powell placed 3rd, Steve Browne 5th, T. Gillard 11th, and Andy Veltmeyer 13th.

In the 1601 - 2500c.c. class, Mike Marshall placed 2nd, Mike Limbrick 3rd and Grant Johnston 15th. In the big banger class, Ray Olenius placed 3rd.

At the prizegiving held at the venue, we were informed that the Club placed 4th and this bugged me for the rest of that week as I felt with an entry such as we had we must surely have placed higher than that. However when I received my copy of the official results I found that there was an error and that our team now consisting of Mike Marshall, Bill Powell and Mike Limbrick had in fact placed 2nd and not 4th as advised on the day.

Other Club Placings were: 1st : PCC, 2nd : ACC, 3rd : HCMC, 4th : HCC, 5th : AUCC, 6th : TCC, and 7th : NSCC. Again there were not any entries from the M.G. Car Club.

Many thanks to Russ Abbott and his assistants for an excellent days hillclimbing.

ROUND 4
10.12.78

The fourth round of the series was hosted by Pukekohe Car Club on its venue at Bright Road, Waiuku. Apart from Hamilton's Pekanui Road this is the only other tarseal venue in the series. I personally feel that of all the venues this one provides the best viewing from a spectators point of view. I have however since heard a whisper that next year P.C.C.'s round will be staged on its Ridge Road venue and that Bright Road will be retained purely for Gold Star and some other events.

The total entry was 54, 8 from PCC, 11 from ACC, 4 from HCC, 11 from HCMC, 8 from TCC, 8 from NSCC and 3 from AUCC. Competing for the Club were David Tuck, Lindsay Campbell, Kim Lovell, Rene de Jongh, Steve Browne, Bill Powell, Mike Limbrick, Grant Johnston, S. Schwarz and Mike Marshall. One of the most noticeable figures there on the day was none other than Reg Cook in his Datsun 1200 coupe and I for one, was most surprised to find that he wasn't running for PCC but in fact for HCMC. Apparently Reg wanted to run for one of the smaller clubs to help them with points, but obviously someone was bullshipping him and failed to tell him that HCMC won the series last year and was at present, after 3 rounds, lying second equal with HCC.

Practice and the first official timed run were both over by midday, the only incident in Run 1 being when Milner Lankow (NSCC Speed Committee Chairman) did a 180° on the top corner and ended up with his escort nosed into the bank. After the first run Warren Hull was holding F.T.D. with a time of 32.82. Peter Mowston (HCC) was leading the 0 - 1000c.c. class, Colin Gibson (AUCC) the 1001 - 1300c.c. class, Brian Watkin the 1601 - 2500c.c. class and John Woolf the 2501c.c. and over class. With Warren holding F.T.D. the pressure was obviously on Marshall and Cook and judging by the sky, rain wasn't far away.

In the second run we saw some most spectacular near misses on the top corner. Peter Mowston had his 850c.c. Mini completely crossed up coming into the top corner, then he bottomed off and it straightened up extra quick, then it started heading for the spectator bank, then he locked up the brakes and managed to stop with the nose just touching the bank. John Woolf, Max Irwin,

Tony Eggleton and Mike Limbrick were all well and truly over in the rough but all kept their boot hard in and managed to pull their cars around the corner O.K. (Refer to photos). Then came Mike Marshall who set the car up beautifully for the top corner, lifting a front wheel all the way and doing a 32.69 to take F.T.D. from Warren Hull. Then in the rain and snaking most of the way Reg Cook did a 32.74 which gave him 2nd fastest time of the day.



PAT NEILL (HCMC)



MAX IRWIN (PCC)



MIKE MIERS (HCC)



KEVIN BREMNER (HCC)



REG COOK (HCMC)



TONY EGGLETON (PCC)



MIKE LIMBRICK (ACC)



BRIAN AUDAS (HCC)

In the 3rd run it was all on. Reg Cook, who apparently queue jumped again, to run in the dry, was completely crossed up on the top corner and did a time of 31.96 to take F.T.D. off Mike. Mike ended up having his run in the wet and could only manage a 33.17. With the rain falling steadily most times were slower and there were several spins. Two of these were Grant Johnston (ACC) doing a 180° on the top corner and Kevin Bremner (HCC) doing a 180° in the esses at the bottom of the hill.

Rain continued to fall heavily in the 4th run and both Kim Lovell and Kevin Bremner ended up doing 180°'s on the top corner. Both make excellent saves to stop their cars going into the ditch. Well obviously the weather wasn't going to clear so after four runs it was decided to call it a day, and most adjourned to a large garage where the prizegiving and a barbeque were held along with the consumption of many cans which appeared similar in size to those of 'Bardahl'.

A miniature trophy was presented to Reg Cook for taking F.T.D. and on receiving this he made a short speech and also apologised to all the competitors for his queue jumping but commented that they would no doubt get over it.

Top Club of the day was HCMC followed by PCC, ACC, HCC, AUCC, NSCC and TCC. The three fastest, forming the Club's Team were Mike Marshall, Bill Powell and Mike Limbrick.

In the 1001 - 1300c.c. class Kim Lovell placed 8th, Lindsay Campbell 10th, Rene de Jongh 16th and Dave Tuck 17th.

In the 1301 - 1600c.c. class Bill Powell, who finally managed to beat Brian Audas placed 2nd behind Warren Hull and Steve Browne was 6th.

Mike Marshall won the 1601 - 2500c.c. class with Mike Limbrick 4th, S. Schwarz 10th and Grant Johnston 12th.

Later after a few cans, Reg Cook maintained that he could beat any rally car that agreed to line up against him on this hill and was prepared to do so after the finish of the current Shellsport series. Hopefully the Pukekohe Car Club will take Reg up on this and organise a special hillclimb between say 'Rally' and 'Circuit' drivers and I'm sure this would draw an extra good crowd. I don't want to create the impression that I'm a stirrer but I reckon the Rally boys will bolt in.

Special thanks to Dave Pilkington, Stu Holmes and Keith Robinson and all their assistants for a mighty day (and heavy night).

As a result of the heavy rain on Wednesday 14th December the road at Anderson's Farm was badly rutted and consequently Auckland University Car Club had no option but to postpone Round 5 from 16th December to 20th January 1979.

ROUND 6
17.12.78

The sixth round was held by M.G. Car Club at Bald Hill, Waiuku. This gravel venue is one of the most popular amongst the competitors and also has excellent viewing from two paddocks, one either side of the road, both overlooking the last demon left hander at the top of the hill. If you haven't been to this hillclimb before then I can assure you that the top corner is where it all happens.

Entries totalled 73 and running for the Club were the same members as in Round 4 with the addition of Ross Vickery from Waihi in his Datsun 1200SSS. Also appearing for the first time in the current series was Howard Collier in the ex Rocky Cribb BDA Escort running for HCMC. Howard normally competes each year in most of the Northshore rounds, and it was good to see him there.

The meeting was underway fairly promptly, and the whole day was full of incidents. The first being in practice when NSCC member W. Casci in his 1100c.c. Mini rocketed into the top left hander and understeered straight off the road and down a fifty foot bank. You will notice from the photograph that photographer Trevor Corbin just caught him as he was starting to career down the bank. The car suffered extensive damage but fortunately the driver was O.K. The roof of the Mini ended up somewhat narrower and very pointed in the centre. My immediate thoughts were that this car would now be a good buy for a tall person, someone such as Kevin Lancaster.

Numerous spins were also seen in practice, the ones I can recall being club member Kim Lovell in his Anglia (refer to photo), club member Mike Limbrick in his Mazda and Max Irwin in his V8 powered Escort (refer to photo).

In the first run Steve Browne in 'The Beast' also lost it in a big way on the top corner (refer to photo). He slid right off the road ending up perched on the edge of the fifty foot drop with the two left wheels in the air and the car just resting on part of the body pan. Half a dozen of us ran across and managed to pull the car back onto the road. Fortunately Trevor Corbin also got this on film so we made sure the photo appeared in the bulletin so that Merv Mac Donald can see what Steve gets up to when he's not around.

Then there was that bloke called Stu Mc Bride. Now I've got to tell you about him because as you will see from Trevor Corbin's photograph, he had the most monumental spin of the day and ended up going backwards off the road and very nearly through the fence. Stu wasn't having much luck with this corner but in the final run he put a couple of Mike Marshall's A 2's on the rear, took the corner beautifully and did a good time of 45.38.

The 2 litre Triumph Herald of PCC member Tony Eggleton was also competing, but this time in the hands of brother Mike. You may have read John Cokers write up on Round 4 in Motoraction, where he commented that Tony was another driver who disengages his brain before competing. Well, in Mike's case he doesn't disengage his brain before competing, he has no brain. All joking aside, both brothers are extremely capable and both thrive on cornering under full power on full opposite lock, as you can see from the photograph of Mike taken on the top corner.

In the second run there was a roll and a half. The first was none other than Ross Vickery in his Datsun 1200SSS. In the first run he had done a good time of 47.59. This time he looked good coming into the top left hander, but then it all happened. The front left wheel appeared to hook into a rut near the bank, the car then partially rode up the bank, tipped right over onto its side, skidded along the road then flicked back up onto its

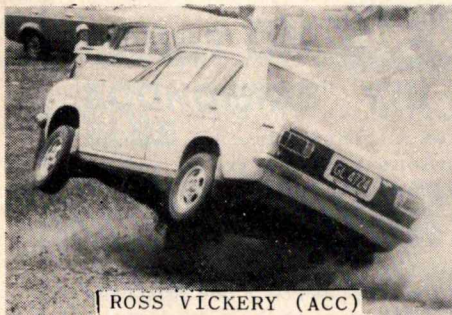
wheels. You will see from Trevor Corbin's photo that he caught him just as he was coming back onto his wheels again. I arrived at the scene just as Ross was getting out of the car. I checked to make sure he was O.K. and he said - Quote "Yea, I'm O.K., but I'm p..... off about what I just did". The damage wasn't too bad and after a couple of new door skins, a bit of beating, a touch up and several dollars, she was mobile again a couple of weeks later. However it's the only Datsun SSS that I'm aware of that's got gravel rash on the door handles.

The second roll also happened on the top corner and was done by PCC member R. Pykett in his Mk II Cortina. He too appeared to lock a wheel in the same rut then rode up the bank and flipped straight onto his roof. I gather he must have his own panel shop as I overheard him saying that he was most cheesed off that the damage wasn't even bad enough to try out his new chassis straightening machine.

The last run got underway around 3.45 p.m. and at this stage F.T.D. was held by Mike Marshall with a time of 41.96. Then Howard Collier put in a superb run taking F.T.D. with a time of 41.84. Mike Marshall was the last car to come up and we knew he would be trying. We were right. Over the first three quarters of the hill he was fair honking and approached the last left hander at an incredible speed, Unfortunately it was a little too quick and he ended up doing a 180° (refer to photo) so it was Howard's day.

Top Club of the day was Pukekohe (130.94) followed by Hamilton (130.98), Auckland (131.20), Hibiscus (131.70), University (140.65), Northern (142.12), Triumph (142.35) and M.G. (143.61). The closeness of the racing is obviously reflected in the times of the Pukekohe and Hamilton Car Club members, where the total times of the three fastest from each club are separated only by 4/100ths of a second.

In the 1001 - 1300c.c. class Ross Vickery placed 4th, Kim Lovell 5th, Lindsay Campbell 9th, Rene de Jongh 17th and Dave Tuck 20th.



ROSS VICKERY (ACC)



W. CASCI (NSCC)

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MIKE MARSHALL (ACC)



LINDSAY CAMPBELL (ACC)



STU MC BRIDE (ACC)



STEVE BROWNE (ACC)

In the 1301 - 1600c.c. class Bill Powell placed 5th and Steve Browne 8th.

In the 1601 - 2500c.c. class Mike Marshall placed 2nd, Mike Limbrick 5th, Stu Mc Bride 7th, Grant Johnston 11th and S. Schwarz 19th.

This time the three fastest who formed the Club's team were Mike Marshall (41.96), Mike Limbrick (43.86) and Stu Mc Bride (45.38). Stu drove well and managed to do a quicker time than usual team member Bill Powell who could only manage a 45.55.

Many thanks to the M.G. Car Club for a mighty day.

There was however one person at the venue who I and numerous other people weren't over-impressed with. He was the bloke who drove the Maroon coloured Mk II Escort which was being used most of the day as a hill clearance car etc. Each time he came past us on the top left hander he was obviously overdriving and in one instance he very nearly knocked down a lady who was having difficulty trying to climb the bank after having crossed the road from one paddock to the other. On another occasion he very nearly understeered over the bank on the top corner. On his way down the hill most times he stopped opposite the results board and then took off wheel spinning and tail wagging all over the road, generally driving like an idiot.

I realise that valuable racing time is ticking away whilst the hill is being cleared but when you hear numerous spectators, and competitors commenting on his idiotic actions, then surely this can't be good for the sport.



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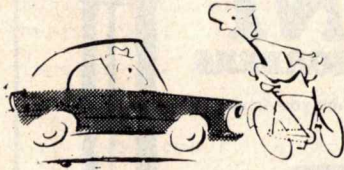
We sincerely welcome the following new members and hope to see them taking an active part in Club activities. New members are cordially invited to seek the assistance and advise of any Club Official (see Page 1) to help them settle in.

Ian Burkill
Neville Holland
Ken King
Paul Lack
Glen Mc Millan
Anthony Nicholson
Andrew Poulgrain
Daniel Hawes
William Castle
Mark Llewellyn
William Dunphy
Peter Goldfinch
Colin Meadows
Henry Van Glabbeek

Epsom
Mt Albert
Pukekohe
Drury
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Pt Chevalier
Thames
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