

JUNE, 1979



BULLETIN



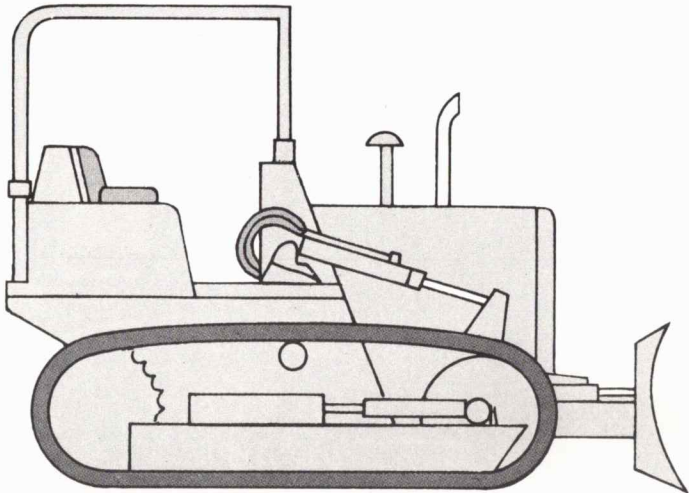
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— BULLETIN —

New Zealand Registered Magazine

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

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

CLUB OFFICERS:

PRESIDENT:

Ron Brown, Phone 678-739

16 Wayne Place, Mt Roskill.

PAST PRESIDENT:

Barry Webber, Phone HCK 49-959

12A Levaut Place, Buckland Beach.

VICE-PRESIDENTS:

Willard Martin, Phone 566-437

6 Melissa Place, Pakuranga.

Ian Ivers, Phone GLE 7738

28 Archibald Road, Glen Eden.

SECRETARY-TREASURER:

Wilf Maddren

EXECUTIVE:

Peter Batten, John Busch,

Maurice Cargill, Jenny Ferrall,

Norman Harvey, Kevin Lancaster,

Eric Mallard, Murray O'Donnell,

Bryce Platt, Les Rankin,

Trevor Swinburne, Bob White,

Rob Wylie.

CLUB CAPTAIN:

Ross Montgomery, Phone

876-501

3204 Great North Road, New

Lynn.

DEPUTY CLUB CAPTAIN:

Doug Bone, Phone 544-651

539 Remuera Road, Auckland 5.

CHAIRMEN OF SUB-

COMMITTEES:

Social: Maurice Cargill

Phone 860-999

Trials: Doug Bone

Phone 544-651

Racing: Les Rankin

Phone 298-4164

Speed: Ross Montgomery

Phone 876-501

Rallies: Rob Wylie

Phone HCK 46-826

BULLETIN COPY:

Post to 16 Wayne Place,

Mt Roskill. Telephone Enquiries

— Raewyn Brown, Phone 678-739

MEMBERSHIP SECRETARY:

Norman Harvey, Phone 889-344.

COMPETITION LICENCE

OFFICER:

Peter Batten, Phone 594-874

SECURITY OFFICER:

Gordon Southee, Phone 607-682.

CUSTODIAN:

Buster Boyle.

LOUNGE STEWARD:

John Bigelow.

BAR MANAGER:

Eric Mallard.

PLEASE NOTE THAT TELEPHONE NUMBERS LISTED ARE RESIDENTIAL



Club Member Fred Wilson caught in action at the "crossroads" during the Woodhill Rally held recently.

cover

"Sixteen wheels going round and round". Front runners in the final Formula Vee Championship race at Pukekohe were in close company. Congratulations to F. Vee Championship Series winner Rob Lester, (second Vee in the photo). 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



**CLOSED
CLUB**

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

JUNE 21ST

CLUB NIGHT AND FILM EVENING:

Thursday

To be held at the Clubrooms commencing at 8.15pm New Motorsport films. This night will also feature Motorsport personalty, Club Member Reg Cook who will address the meeting on his involvement in the sport and his thoughts on the future of racing and rallying. Supper will follow. Late License to 11.00 p.m.

JUNE 28TH

NIGHT TRIAL:

Thursday

Starts from Otara Town Centre Carpark at 6.30 p.m. Approx. 1½ hour duration. A learners type trial. The Bistro will be open at the Clubrooms for meals after the Trial. Exide and Trials Trophy Points.

JUNE 28TH

CLUBROOMS - BISTRO - LIVE ENTERTAINMENT:

Thursday

The Pit Stop Bistro will be open for excellent low cost meals and snacks. An entertainer will be along to provide background music. Come to the Club for a meal, a game of pool or just to relax in the Lounge. Late Licence till 11.00 p.m.

JULY 28TH

CLUB NIGHT AND FILM EVENING:

Thursday

Note change of night for July only, due to the clash with Motogard Prizegiving.



**OPEN &
INVITATION**

JUNE 3RD

INVITATION SPRINT:

Sunday

Promoted by Northern Sports Car Club to be run on the full B & H (3.5km) Circuit at Pukekohe. Scrutineering 10.00 a.m. Practice 12 noon.

- JUNE 8-10TH** M.A.N.Z. A.G.C.M.:
Fri-Sun The Annual General Council Meeting and Advisory Committee meetings to be held in Christchurch.
- JUNE 9TH** INVITATION SOCIAL - 'BLAST FROM THE PAST':
Saturday At Northern Sports Car Clubrooms. 8.00 p.m.
- JUNE 20TH** PROPOSED CLASSIC SALOON CAR FORMULA MEETING:
Wednesday Open to all interested persons. Auckland Car Club Clubrooms 7.30 p.m. Further details elsewhere in this bulletin.
- JUNE 24TH** COCA COLA RALLYCROSS SERIES - ROUND THREE:
Sunday Promoted by Hamilton Car Club, P.O. Box 6029, Hamilton and held at the Kaipaki Circuit.
- JULY 7TH** THERMAL RALLY:
Saturday Cancelled.
- JULY 15-18** MOTOGARD RALLY 79 - INTERNATIONAL:
Sun-Wed Entries for this event should be directed to The Organisers, P.O. Box 11129, Ellerslie, Auckland. The Rally starts from the Railway Station, Auckland 2.00 p.m. on Sunday and finishes approx 4.30 p.m. on Wednesday 18th.
- JULY 19TH** MOTOGARD RALLY PRIZEGIVING:
Thursday Watch for details to be advised.
- JULY 22ND** EBBETT MOTORS TRIAL:
Sunday Promoted by Hamilton Car Club, Round of the Mercury Trophy Series.



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Night Trial Series

Night Trial Series points for events held on 18.4.79 and 9.5.79.

DRIVERS

Doug Bone	18
Peter Clendon	12
Neville Strange	11
Chris Hudson	10
Colin Goldingham	8.5
Richard Jones	8.5
Peter Stone	7
Wayne Rhodes	7
Kevin Lack	6
Ross Montgomery	5
Vern Mc Laren	4
Richard Purvis	3
Steve Cargill	2
Murray Catterall	2
Jeff Law	1
Allen Hill	1

NAVIGATORS

Marylyn Kaye	18
John Crombie	11.5
Hugh Burrows	11
Kerry Pearce	10
Dave Clendon	9
Roger Stewart	8.5
Donna Scelly	7
Bronwyn Stone	7
John Busch	6
David Rawsley	6
Peter Batten	5
Shirley Graves	4
Steve Malloy	3
Brenda Cargill	2
Trudy-Anne Law	1
Colin Goldingham	1

- 1) The Night Trial Series is for Mid Week, evening events of Closed Club status only.
- 2) All nominated drivers are eligible if
 - a) They are Auckland Car Club Members
 - b) Their entry is for Auckland Car Club.
- 3) All nominated Navigators are eligible if
 - a) Their nominated Driver is a member of Auckland Car Club
 - b) Their entry is for Auckland Car Club.
- 4) Points will be calculated on basis of the best four placings over the Series.

Trials Trophy Points

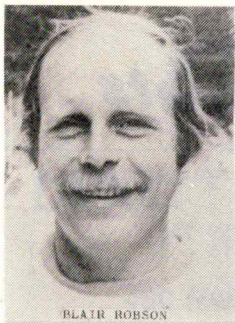
The following are Trials Trophy points up to and including the Mid Week Trial held on 9th May 1979:

Doug Bone	18	Richard Purvis	7
Peter Clendon	12	Kevin Lack	6
Neville Strange	11	Ross Montgomery	5
Chris Hudson	10	Vern Mc Laren	4
Richard Jones	8½	Murray Catterall	2
Colin Goldingham	8½	Steve Cargill	2
Peter Stone	7	Allen Hill	1
Wayne Rhodes	7	Jeff Law	1



SHOUTS and murmurs

.....At the Club's Annual General Meeting held a short time ago, the President, Ron Brown together with Vice Presidents, Willard Martin and Ian Ivers were returned to office unopposed. Ross Montgomery was elected to the position of Club Captain. Peter Batten did not seek re-nomination to this office, however he did stand for and was elected to the Executive Committee along with John Busch, Maurice Cargill, Bryce Platt and newcomer Murray O'Donnell. Kevin Lancaster, Bob White, Rob Wylie and Trevor Swinburne automatically retained their seats on this Committee. At a subsequent Executive Committee Meeting Doug Bone was re-appointed Deputy Club Captain. In view of the active role that Les Rankin and Eric Mallard play in Club Administration both were again formally co-opted to the Committee. Norman Harvey agreed to again carry out the duties of Membership Secretary and was thus also co-opted to the Executive. Jenny Ferrall has since accepted an invitation to join the Committee which will greatly assist our involvement with the Speed Committee which this year has Ross Montgomery as it's Chairman. Our Secretary/Treasurer Wilf Maddren was also re-appointed to this office. As you will note - all-in-all a most favourable line up which will ensure the continued strength and progress of your Club.

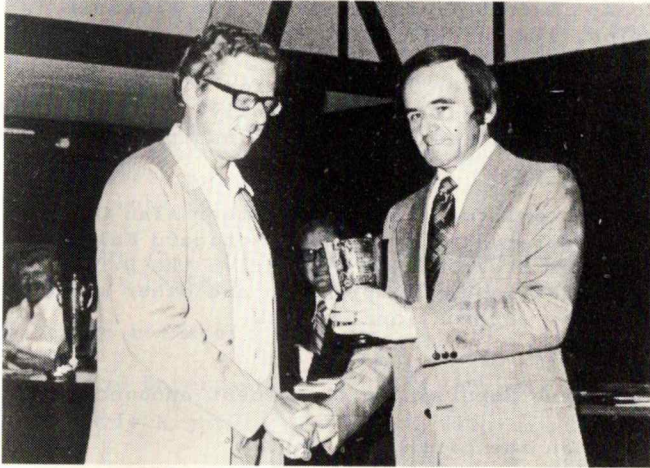
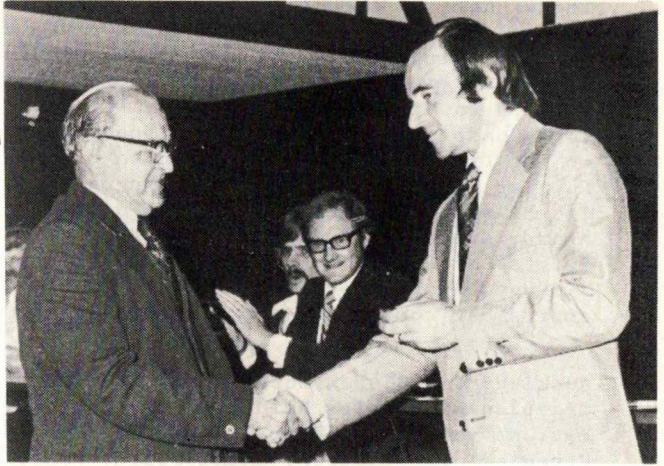


BLAIR ROBSON

Club Member Blair Robson with fellow member/co-driver Chris Porter, although troubled with punctures and a major gearbox fault took fifth place in Australias Castrol International Rally held around Canberra a few weeks back. Nice going lads. The Rally which attracted fifty entries was won by Australian Escort star, Greg Carr.

.....The first two rounds of the South East Asian Formula Pacific Championship have been won by Club Member Ken Smith in his ex-Fabi March 782B. Second place in both races was taken by fellow Kiwi Graeme Lawrence driving his new Rothmans Chevron B48.

Clubrooms custodian for 10 years, Bill Ferris (Left) was officially thanked by the President at the A.G.M. for his past services to the Club.



Alan Jack was named as this years winner of the Horace Robinson Trophy awarded by the Executive to a member, who is not an elected officer and who is deemed to have been of valued assistance to the Club.

Exide Points Winner John Busch, in effect the best all-rounder in Club competition, was presented with the trophy.



-The winners of the Club's premier Racing Awards were announced at the May Film Night. Presentation of Club Circuit Championship and Hillclimb Championship Trophies also took place. The Dennis Hulme rosebowl Trophy was awarded to Mike Finch, winner of the Motocraft Formula Ford Championship. Mike had already left for the U.K. so the Trophy will be presented to him on his return. Popular recipient of the Bruce Mc Laren Motor Racing Trophy was Mike Austin, also a Formula Ford driver. This award is made on the basis of endeavour. Runner-up in the Sports Car Championship, Bob Homewood was again awarded the Jim Boyd Sports Car Trophy as the Club's most successful sports car competitor over the past season.
-Auckland Car Club Members won almost all the motor racing Championship Series held over the past season. Congratulations to N.Z. Gold Star Champion, Dave Mc Millan; Motocraft Formula Ford Champion, Mike Finch; Shellsport Saloon Champion, Reg Cook; Escort Sport Champion, Ray Williams and Mini 7 Champion, Jim Harvey.
-Congratulations to Club Member Jim Donald for his excellent ninth placing in the Welsh Rally held recently. Jim drove for the Ford Works team in the World Championship event which was won by Hannu Mikkola.
-It has recently been confirmed that Club Member Alan Carter will drive a Lancia Stratos in this years Motogard Rally and that fellow member Steve Millen will drive the D.T.V. Vauxhall Chevette in National Championship and other major rallies after the N.Z. International event.
-Congratulations to:
 Stephen Browne and Jane Emberson on the recent announcement of their engagement.
 Marie and Neal Lowe on the birth of a son.
 Trevor and Leone Swinburne on their recent marriage.
 Best wishes to you all.
-Race Committee Chairman Les Rankin extends both his personal and the Club's thanks to all officials, marshals, competitors, sponsors and supporters for their involvement with the Clubs motor racing programme over the past season. Our motor racing activity during the 1979-80 season will, it is intended, include 3 Club Circuit events, a mini-National Meeting on September 9th and a National Championship meeting on March 9th 1980 including Formula Pacific, Shell-sport Saloons, Mini 7, Formula Vee and Escort Sport.
-Watch for details to be announced of our Annual International Rally 'Meet the Stars' Night in July which this year will be bigger and brighter than ever. Also keep Saturday June 23rd free for a night at the Epsom Trotting Meeting which will include a Motogard Rally promotion.

on the SOCIAL SCENE

This years Wine & Cheese/Fashion Parade has been and gone and what a good night it turned out to be. What Stretch would call a real ripper. Everyone appeared to have enjoyed proceedings. We would like to know who the gentleman was who made a date with the Bunny Girl. A report and photo's appear elsewhere in this bulletin.

The S.T.S. Gymkhana Trophy and class awards were presented at the April Film Night and the '1978 Motogard Rally' film was shown. Thanks to Murray O'Donnell for bringing it along.

Our Sunday entertainers continue to be very popular and certainly help to brighten the scene.

By way of a change we have arranged a Live Entertainer for Thursday June 28th. We hope members will support us this night as they do on Sunday Evenings. The Bistro will be open for meals and snacks. Go do your shopping and then come on to the Clubrooms and relax, eat and listen to good music. It may well be that this night will coincide with the opening of our new Draught beer on tap facilities. It promises to be quite a night. Hope to see you there.

Coming up in July we have a Saturday Feature Movie Night. Watch for posters at the Clubrooms.

Dates to remember:

Live Entertainer

Thursday 28th June

Movie Night

Saturday 21st July.

MAURICE CARGILL.

EXIDE TROPHY

Listed hereunder are points covering the first event of the Club's competition year the mid week Trial held on the 18th April 1979:

C. Hudson	10	N. Strange	5
P. Clendon	9	V. Mc Laren	4
D. Bone	8	R. Purvis	3
P. Stone	7	M. Catterall	2
K. Lack	6	A. Hill	1



LEO LEONARD

BLAIR ROBSON



MIKE MARSHALL



JOHN WOOLF



HOWARD COLLIER

PIX- D. Hargreaves Ph.68217 HSN

RALLY SPRINT

PIX - M. FISTONIC -- PH. TGN 5295



JOHN COWAN



WARREN HULL



BLAIR ROBSON



PAUL ADAMS



MARK JENNINGS



ANDY WALKER

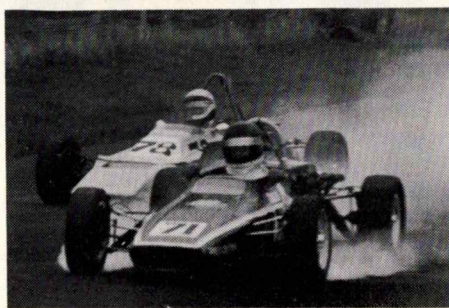


MIKE MARSHALL



ROBERT VAN GISBERGEN

CLUB CIRCUIT ANNUAL TROPHY DAY



ANNUAL TROPHY DAY

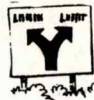
PUKEKOHE 1200m CIRCUIT

RACE ONE : MINI 7 SALOONS: Jim Clark, Morris Mini, 848, 1st; Bob Cullinane, Morris Mini, 850, 2nd; Kierran Wills, Mini, 850, 3rd; Robert Medhurst, Austin Mini, 850, 4th; Dave Strong, Austin Mini, 848, 5th; Gerald Fava, Morris Mini, 850, 6th. RACE TWO : MODIFIED SALOONS 0-1300c.c.: Kevin Butcher, Austin Cooper, 1293, 1st; Ross Vickery, Datsun SSS, 1298, 2nd; David Goodlass, Datsun Coupe, 1298, 3rd; Gary Rush, Hillman Imp, 998, 4th; Kim Lovell, Ford Anglia, 1300, 5th; Mary Bruce, Ford Escort, 1300, 6th. RACE THREE : FORMULA FORD: Rupert Gardiner, F.F., 1600, 1st; Mike Austin, F.F., 1600, 2nd; Terry Moon, Brabham BT18, 1600, 3rd. RACE FOUR : STANDARD PRODUCTION SALOONS: Trevor Mc Lean, Charger, 4335, 1st; Charles Conway, Mazda RX2, 2280, 2nd; Graeme Bowkett, Ford Escort, 1600, 3rd; Mike Williams, Mazda RX2, 2292, 4th; Neville Langley, Avenger, 1498, 5th. RACE FIVE : PRODUCTION SPORTS: Simon Boag, Mistral, 1353, 1st; Graham Mc Gregor, Lotus Elan, 1600, 2nd; Ted Dutch, Lotus Elan, 1558, 3rd. RACE SIX : MODIFIED SALOONS 1301c.c. AND OVER: Bryce Platt, Escort, 1600, 1st; Warwick Gray, Viva, 3310, 2nd; Fred Bailey, Escort RS2000, 2000, 3rd; Harold Wootten, Ford Anglia, 1700, 4th; Dave Wallace, Mazda RX2, 2292R, 5th; Kent Baigent, Escort Sport (Turbo), 1600, 6th. RACE SEVEN : MINI 7 SALOONS: Bob Cullinane, Morris Mini, 850, 1st; Kevin Lack, Leyland Mini, 863, 2nd; Kierran Wills, Mini, 850, 3rd; Dave Strong, Austin Mini, 848, 4th; Robert Medhurst, Austin Mini, 850, 5th; Mark Jones, Austin Mini, 850, 6th. RACE EIGHT : MODIFIED SALOONS 0 - 1300c.c.: Kevin Butcher, Austin Cooper, 1293, 1st; Ross Vickery, Datsun SSS, 1298, 2nd; David Goodlass, Datsun Coupe, 1298, 3rd; Gary Rush, Hillman Imp, 998, 4th; Mary Bruce, Escort, 1300, 5th. RACE NINE : FORMULA FORD: Mike Austin, F.F., 1600, 1st; Rupert Gardiner, F.F., 1600, 2nd; Rob Mc Millan, F.F., 1600, 3rd; Terry Moon, Brabham BT18, 1600, 4th. RACE TEN : PRODUCTION SALOONS: Trevor Mc Lean, Charger, 4335, 1st; Charles Conway, Mazda RX2, 2280, 2nd; Mike Williams, Mazda RX2, 2292, 3rd; Graeme Bowkett, Ford Escort, 1600, 4th; Allan Scott, Charger, 4342, 5th; Neville Langley, Avenger, 1498, 6th. RACE ELEVEN : SPORTS CARS: Simon Boag, Mistral, 1353, 1st; Graham Mc Gregor, Lotus Elan, 1600, 2nd; Ted Dutch, Lotus Elan, 1558, 3rd; Heather Spurle, Lotus Super 7, 1558, 4th. RACE TWELVE : MODIFIED SALOONS 1301cc AND OVER: Warwick Gray, Viva, 3310, 1st; Bryce Platt, Escort, 1600, 2nd; Fred Bailey, Escort RS2000, 2000, 3rd; Harold Wootten, Anglia, 1700, 4th; Dave Wallace, Mazda RX2, 2292R, 5th. Kent Baigent, Escort Sport (Turbo), 1600, 6th. RACE TWELVE A : GROUP SALOONS: Derek Mac Donald, Celeste (Turbo), 2000, 1st; Graeme Bowkett, Escort, 1600, 2nd; Neville Langley, Avenger, 1498, 3rd; Brett Lindsay, Austin Mini, 850, 4th; Ken Hobern, Anglia, 1600, 5th; Mary Bruce, Escort, 1300, 6th. RACE FOURTEEN : GROUP SALOONS: Charles Conway, Mazda RX2, 2280, 1st; Bob Cullinane, Mini, 850, 2nd; Dave Strong, Mini, 848, 3rd; Kierran Wills, Mini, 850, 4th; Kevin Lack, Mini, 863, 5th; Robert Medhurst, Mini, 850, 6th. RACE FIFTEEN : GROUP SALOONS:

Bryce Platt, Escort, 1600, 1st; Warwick Gray, Viva, 3310, 2nd; Kevin Butcher, Austin Cooper, 1293, 3rd; David Goodlass, Datsun Coupe, 1298, 4th; Harold Wootten, Anglia, 1700, 5th; Dave Wallace, Mazda RX2, 2292R, 6th. RACE SIXTEEN : FORMULA FORD: Ron Mc Millan, F.F., 1600, 1st; Mike Austin, F.F., 1600, 2nd; Rupert Gardiner, F.F., 1600, 3rd; Terry Moon, Brabham BT18, 1600, 4th. RACE SEVENTEEN : SPORTS HANDICAP: Ted Dutch, Lotus Elan, 1558, 1st; Graham Mac Gregor, Lotus Elan, 1600, 2nd; Heather Spurle, Lotus Super 7, 1558, 3rd; Simon Boag, Mistral, 1353, 4th. RACE EIGHTEEN : MINI 7 HANDICAP: Dave Strong, Mini, 848, 1st; Kevin Lack, Mini, 863, 2nd; Brett Lindsay, Mini, 850, 3rd; Kierran Wills, Mini, 850, 4th; Mark Jones, Mini, 850, 5th; Robert Medhurst, Mini, 850, 6th. RACE NINETEEN : SALOON HANDICAP 0 - 1300c.c.: Ross Vickery, Datsun SSS, 1298, 1st; David Goodlass, Datsun Coupe, 1298, 2nd. RACE TWENTY : PRODUCTION SALOONS HANDICAP: Charles Conway, Mazda RX2, 2280, 1st; Neville Langley, Avenger, 1498, 2nd; Graeme Bowkett, Escort, 1600, 3rd; Derek Mac Donald, Celeste, 2000, 4th. RACE TWENTY-ONE : SALOONS HANDICAP 1601c.c. AND OVER: Bryce Platt, Escort, 1600, 1st; Dave Wallace, Mazda RX2, 2292R, 2nd; Warwick Gray, Viva, 3310, 3rd; Harold Wootten, Anglia, 1700, 4th; Ken Hobern, Anglia, 1600, 5th; Ian Burkill, Anglia, 1536, 6th. RACE TWENTY-TWO : FORMULA FORD FEATURE: Ron Mc Millan, F.F., 1600, 1st; Terry Moon, Brabham, 1600, 2nd; Rupert Gardiner, F.F., 1600, 3rd. RACE TWENTY-THREE : PRODUCTION CAR FEATURE HANDICAP: Heather Spurle, Lotus Super 7, 1558, 1st; Graham Mac Gregor, Lotus Elan, 1600, 2nd; Neville Langley, Avenger, 1498, 3rd; Ray Mc Laren, Mini, 850, 4th; Ian Burkill, Escort, 1600, 5th; Ted Dutch, Lotus Elan, 1558, 6th. RACE TWENTY-FOUR : SALOONS FEATURE HANDICAP: Bryce Platt, Escort, 1600, 1st; Dave Wallace, Mazda RX2, 2292R, 2nd; Harold Wootten, Anglia, 1700, 3rd; Kevin Lack, Mini, 863, 4th; Warwick Gray, Viva, 3310, 5th; Dave Strong, Mini, 848, 6th.



Night Trial



18TH APRIL 1979

RESULTS

A.C.C.

1	Chris Hudson	376	9	Murray Catterall	1458
2	Peter Clendon	475	10	Allen Hill	1506
3	Doug Bone	541	11	Rex Alder	1546
4	Peter Stone	618	12	Steve Morten	1598
5	Kevin Lack	672	13	Ted Jarvis	1711
6	Neville Strange	712	14	Richard Jones	1770
7	Vern Mc Laren	982	15	Peter Vass	1894
8	Richard Purvis	1432	16	Owen Scelly	2116

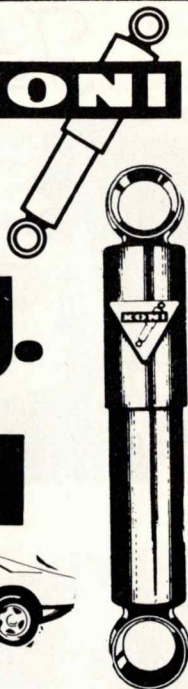
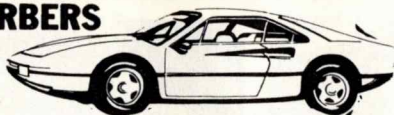
N.S.C.C.

1	John Sinclair	457	4	Graeme Evans	841
2	Doug Bone	541	5	Jackie Dawson	993
3	John Coker	682	6	Doug O'Shea	1088

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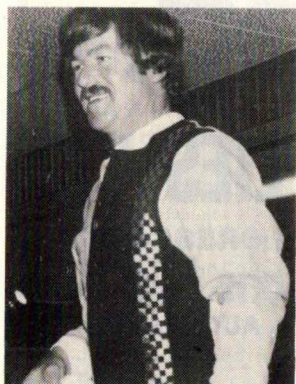
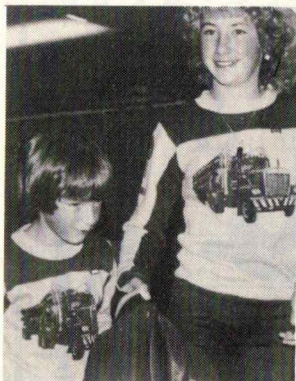
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Fashion Parade



Fashion Parade

The Lounge at the Clubrooms was transformed for the evening of the Fashion Parade/Wine & Cheese. The mood of the evening was set with red & white check table cloths, red candles, a catwalk and a variety of indoor plants which were kindly loaned by 'Green Fingers' of St Lukes. The evening was a great success having attracted a full house. It was certainly a night to remember on the social calendar. Club Steward John proved equally efficient with wine serving and did a terrific job keeping guests suitably lubricated.

The 'Fashion' part of the evening was organised by Mr & Mrs Glover of 'Glover Garments' together with Mr & Mrs Turner of 'Grahams Menswear' of the Stoddard Road Shopping Centre. Our sincere thanks go to all involved for all the effort that went into it.

There was a great variation in Ladieswear which ranged in age group 14 to 50 years. The 40's look is really in now and looks fabulous. Hat's to compliment outfits were shown and we also saw frocks, skirts, slacks, shirts, jumpers, evening wear and even some night attire.

Men were certainly not left in the shadow. Latest styles of menswear were modelled by Wayne and featured pin stripe trousers and waistcoat with silk shirt under, slacks with jumpers and jackets. Wayne also modelled Spears Speed Shop's latest fire-proof overalls, fireproof underwear and accessories. Popular person of the night was Herb Glover presenting our very own 'Bunny Girl', 'Disco Queen' and 'Who saw Herb's silver Beet?'. Thanks Herb for a great night.

We wish to thank all the models including Louise and Mark Pedersen representing the young folk. You all did a fabulous job that night.

PAT CARGILL.

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Classic Saloon Cars

A Classic Saloon Car Formula for pre-1960 model cars has been mooted by a group in Auckland interested in bringing an element of fun back into motor racing at a sensible cost.

As might be expected of a class that would include Humber 80's, MK II Zephyrs, FJ AND FE Holdens, Morris Minors, PA Vauxhalls etc. the C S C Formula had it's gestation in a hostelry, however the intentions are serious and in earnest.

Current Shellsport and Sports Sedan competitors such as instigator Rex Findlay - Bryce Platt, Greg and Kevin Lancaster, Don Halliday, Bill Leckie, Roy Harrington, Peter Levet among others attended the inaugural meeting to come up with a clear set of rules in preparation for a public meeting to be held at the Auckland Car Club Clubrooms, 44 Stoddard Road on Wednesday June 20th 1979 at 7.30 p.m. to officially launch the concept.

While it is acknowledged that we already have a plethora of racing classes at present, the founders feel that this class makes it possible for people who currently find it impossible to build an expensive competition car to compete and for those already racing to afford to have an enormous amount of fun without worrying about wrecking their multi thousand dollar investments.

It is intended to commence the class on a club circuit level, however, providing the class can show good spectator reaction and gain sufficient competitor support it is hoped that races may be provided on other North Island tracks.

Judging from interest shown so far it is felt that this may not be in the too far distant future.

REGULATIONS FOR CLASSIC SALOON RACING

- 1) Cars shall be registered in New Zealand before December 1959
- 2) All cars shall carry a current M.O.T. W.O.F.
- 3) Normal scrutineering requirements as listed under Schedule A in the M.A.N.Z. Year Book shall be adhered to.
- 4) An internal roll cage as per M.A.N.Z. requirements shall be fitted, as well as a full safety harness.
- 5) Cars may not carry any sponsorship signwriting on the bodywork. The only exception being a banner at the top of the front windscreen.
- 6) No cars would be eligible: 1. If over 3 litres; 2. If engine has overhead camshaft; 3. If front wheel drive; 4. If a 105E Anglia.
- 7) All mechanical components must remain in original position.
- 8) 96 octane fuel allowed only with no additives.

BODYWORK

Bodywork, both interior and exterior, shall be in tidy original condition and retain all original exterior trim, bumpers, lights, glass, chrome etc.

No lightweight body panels or lightening of standard panels shall be permitted.

Any aerodynamic improvements not permitted.

INTERIOR

Seats, floor covering and headlinings may be removed but door panels and original dash shall be retained.

If removal of rear seat leaves a gap to the boot, this must be panelled in.

Additional instruments are free and a smaller steering wheel may be fitted.

ENGINE

The engine must retain the original block and cylinder head, however, all components may be freely modified.

Blocks may be bored out to maximum.

Cylinder head ports must remain in original position but heads otherwise may be freely modified.

Camshafts and exhaust free.

Carburettors may only use one choke per two cylinders, maximum, otherwise free.

No forced induction permitted.

GEARBOX

Original type gearbox shall be retained with no close ratio kits permitted. Floor changes may be fitted.

DIFF

Original type diff. shall be retained, however final drive ratio may be altered. Limited slip diffs not permitted, nor locked diffs.

SUSPENSION

Suspension pickup points and steering may not be altered from standard.

All rubber mounts and bushes shall be retained. Chassis rails must remain as standard.

Shock absorbers and springs may be modified or exchanged subject to the above.

Anti roll bars free.

Two anti tramp rods may be fitted at a 90° angle to the rear axle but must be mounted facing forward.

BRAKES

Brakes may be modified with competition linings, scoops or boosters. Disc brakes not permitted unless supplied with all of the model as standard equipment and not as an option.

WHEELS AND TYRES

Steel wheels only may be used. Rim diameter free. Maximum width 6" but must comply with Schedule A in M.A.N.Z. Year Book.

Tyres must be N.Z. made however not steel belted. Retreads not permitted.



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.

Michael Ross
Barry Moir
Dean Edkins
Stephen Wells
Dennis Williams
David Brent
Clim Lammers
James Casey
Francis Casey
Judith Lines
Peter Richardson

Pakuranga
Mt Wellington
Hobsonville
Mt Roskill
New Lynn
Greenlane
Mt Eden
Kelston
Kelston
Milford
New Lynn

Cortina
Hillman

Monaro
Escort RS2000
Escort Sport
Escort
Falcon, Holden

1100 Mk II
Datsun 1200

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4 cylinder

\$35

6 cylinder

\$45

V6 & V8

\$75

Car Type D/Shafts

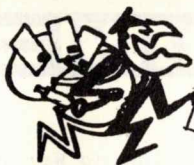
\$25

For complete job, comprising crank, flywheel, clutch, rods and pistons.

Rods are balanced end for end. This means all big ends and all little ends are same weight. This is essential.

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

Driveshafts made to customers' requirements. All workmanship guaranteed.



LETTER BOX

The Secretary,

I am writing on behalf of the Production and Classic Sports Car enthusiasts. You have not doubt heard of our very successful races at the Manfield Circuit over the past year or so, not forgetting the races at your Clubmans Meeting last September either.

Baypark hope to hold a long distance Production Saloon Car Race 09/09/79 and they have promised to make provision on the race day programme for 2 races for Production and Classic Sports Cars. They will take the form of one scratch and one handicap race, 5 - 6 laps each.

The Circuit Organisers have stated that 30 competitors will be allowed to take part in the two races and so far I have received 'definite promises' from 20 people.

I have secured sponsorship for these events and we hope to pay prizemoney down to 8th place in both events. We can arrange for Tauranga enthusiasts to set aside petrol and accommodation for any Auckland Car Club people who may be interested in competing.

On behalf of the Production & Classic Sports Car Enthusiasts, I eagerly await replies from any people in your Club who may be interested.

I am sure that the Baypark people would also be interested to hear from anyone interested in the Production Saloon Car Race.

Regards,

DONN WHITE,
20, 13th Avenue,
TAURANGA.



F.I.A. APPENDIX J - 1979

The Motorsport Association New Zealand advises that photocopies of the above Appendix are now available from the MANZ office at \$2.00 per copy. This Appendix covers in detail modifications and specifications for all cars of Groups 1 - 9, and is a very helpful document in connection with competitors wishing to enter the International Rally.

== LOTUS == == MARTINI ==



The photo shows reigning World Champion Driver, Mario Andretti, stepping into the revolutionary new MARTINI LOTUS 80 to take it for the first test drive.

The new car features moveable front mini-skirts (which guide the airflow underneath the car for better road holding) and driver-controlled trim tabs front and rear.

The French Ligier cars are making a big impact on this Year's World Championship and have so far overshadowed the Martini Lotus 78s of Andretti and Carlos Reutemann.

The new MARTINI LOTUS 80 is aimed at correcting this situation.

MAIN DIMENSIONS:

Wheelbase	274.8cms
Track Front	170.0cms
Track Rear	163.8cms
Overall Length	463.0cms
Overall Height	96.0cms
Ground Clearance	7.5cms
Weight (approx)	575 kgs

ENGINE:

Cosworth Ford DFV with minor external modifications to suit chassis installation.

CLUTCH:

7 $\frac{1}{4}$ " dia. 2 plate Borg and Beck hydraulically operated by an annular coaxial, slave cylinder machined into the bell housing. This mechanism renders the external slave cylinder and its linkages unnecessary.

GEARBOX:

Team Lotus designed utilising Hewland internals and incorporating half brake calipers integral with the casing.

WHEEL BEARINGS:

Front: Third generation double row angular contact ball bearings with internal ducting for brake cooling developed and manufactured by Team Lotus and R.H.P.

Rear: Fourth generation double row angular contact ball bearings incorporating the C.V. joint outer tracks in the bearing inner race. Developed and manufactured by Team Lotus,

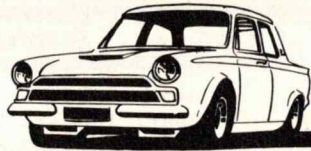


- BRAKES: Front: Outboard twin calipers per disc balanced system operating on a 27.9 cms dia x 2.4 cms thick ventilated disc.
Rear: Inboard double caliper per disc operating on a 27.9 cms dia x 2.4 cms thick ventilated disc.
- WHEELS: Front - 13" dia x 11" wide
Rear - 13" dia x 17" wide
- TYRES: Supplied by Good Year
- FRONT SUSPENSION: Fabricated 'Titanium' rockers with inboard spring damper units and wide base lower wishbones. Cast magnesium uprights. Driver adjustable front anti roll bar.
- REAR SUSPENSION: Fabricated 'Titanium' rockers with inboard spring damper units with wide base lower wishbones. Driver adjustable rear anti roll bar.
- DAMPERS: Supplied by Koni
- STEERING: Rack and pinion
- CHASSIS: Riveted aluminium alloy and Titanium monocoque
- FUEL CELL: Single rubberised fabric cell located behind the driver within the main structure holding 39 gallons and lined with deformable material
- BODY WORK: The one piece top, the under skin, radiator ducts, gearbox cover are lightweight glass fibre and kevlar with foam beam reinforcing
- WINGS: Adjustable trim tabs front and rear
- COOLING: Water cooling is by single copper/brass radiator mounted within the right hand wing pod. Oil cooling is by single aluminium radiator within the left hand wing pod.
- LUBRICATION: The oil tank is incorporated within the bell housing between engine and gear box.
- LIFE SUPPORT SYSTEM: The car is fitted with fire extinguishers for the cockpit and engine bay and a helmet air supply system.
- SKIRTS: Carbon fibre/foam sandwich skirt boards at front, centre section and rear of car. ●



Shell SPORT

automart



FOR SALE: ALFA ROMEO GUILLIA SS. THIS IS THE ONLY EXAMPLE OF THIS MODEL IN NEW ZEALAND AND THERE ARE ONLY THREE IN AUSTRALIA. THIS CAR WAS THE FACTORY SHOW CAR AT GENEVA IN 1964 AND HAS ONLY HAD TWO OWNERS. IT IS OFFERED RELUCTANTLY FOR SALE AS ITS RESTORATION IS ALMOST COMPLETE. ALL MECHANICAL COMPONENTS ARE IN EXCELLENT CONDITION AND ARE COMMON TO THE ORDINARY 1600c.c. TWIN OVERHEAD CAM ALFA MODELS. A GREAT OPPORTUNITY TO OWN THIS UNIQUE BERTONE BODIED COUPE FOR A REASONABLE PRICE. \$7,300

MOTOR MAGAZINES OF N.Z. GOING BACK TEN YEARS AND INCLUDING MOTORMAN, MOTORACTION, WIDE WHEELS DRIVER, AUTONEWS AND RALLY BOOKS. \$20 THE LOT

ESCORT 1600 GT MK 1. IDEAL ROAD AND CLUB CAR COMPLETE WITH ROLL CAGE, EXTINGUISHER, HARNESS AND HELMET. IN REALLY GOOD CONDITION ALL ROUND. BLUE AND WHITE MEXICO COLOURS. SPARE WHEELS, TYRES AND SUNDRIES. AVAILABLE MID-JUNE \$2,900

CONTACT : PETER HILL : PHONE 540 619

FOR SALE: FINDLAYS BAKERIES SHELLSPORT DATSUN COUPES. AS RACED BY REX FINDLAY AND GREG LANCASTER TO 3RD AND 6TH IN SHELLSPORT SERIES JUST COMPLETED AND WINNING \$3000 PRIZEMONEY. BOTH CARS MAINTAINED REGARDLESS OF COST AND FEATURE REBUILT C.M.R. MOTORS, STEEL GEARBOXES, VENTED DISCS ETC. FULLY LEGAL AND WOULD BE THE FASTEST 'NON-WORKS' DATSUNS IN THE COUNTRY. PRICE NEGOTIABLE DEPENDING ON SPECIFICATION REQUIRED OR WOULD CONSIDER SPLITTING.

ALSO SPARE MOTORS, RACE & RALLY GEARBOXES, (4 and 5 SPEED), DIFFS, GX HEADS AND MANIFOLDS, SSS MANIFOLDS, EXTRACTORS, ETC ETC.

DATSUN 120Y SSS COUPE. 71000 KM. RED WITH BLACK TRIM, MAGS, STEREO CASSETTE, SPOTLIGHTS, IMMACULATE \$5,400 O.N.O.

1974 HAMILTON JET 83 CABIN BOAT. 18'6" POWERED BY MONARO 308. TANDEM TRAILER. NEARLY AS NEW. OFFERS AROUND \$7000.

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NEW TRAILER. OFFERS AROUND \$2,300.

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1598c.c. TWIN CAM MOTOR, STEEL DRY SUMPED 180HP,
FULL SPECS ON APPLICATION: ULTRA-CLOSE LOTUS GEAR-
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SUIT ESCORT OR MK 1/MK 2 CORTINA BELLHOUSING: MK 2
CORTINA BELLHOUSING: MK 1 CORTINA ALLOY BELLHOUSING:
DRIVESHAFT TO SUIT THE ABOVE: ESCORT STARTER MOTOR:
MK 2 CORTINA RADIATOR: LARGE BRAKE BOOSTER (AS NEW):
ESCORT STEERING RACK: ESCORT FRONT CROSS MEMBER:
2 x 9" BRABHAM MAGS: 2 x 8" LOTUS MAGS: MINI
HYDROLASTIC FRONT AND REAR SUB-FRAMES WITH UNITS:
TWIN 1 1/4" SU CARBS, WITH MANIFOLD: COOPER S CAMSHAFT:
CAR TRAILER SUITABLE FOR ESCORT WITH DURA-TORQUE
SUSPENSION, SIDES AND FULL DECK: 4.1 CWP IN DIFF
HEAD.

WANTED:

3.9 C.W.P.

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773 540 (Bus)

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RALLY VEHICLE ELIGIBILITY WORKING GROUP

The following is a report of the Rally Vehicle Eligibility Working Group which was set up to consider Rally Vehicle Eligibility for the 1980 year and onwards:

RALLY VEHICLE ELIGIBILITY WORKING GROUP : PROPOSED REGULATIONS 1980/81/82

A. PREAMBLE

The Group considered that the following criteria were important to the decisions ultimately reached :

- 1) That existing vehicles as much as possible to be retained or at least phased out
- 2) That because of the fact that competitors entering Rallying at the lower level invariably progressed to higher category events, although they may not have originally intended to, there was a need to ensure that the eligibility Regulations for lower category events were such that a natural upward progression was possible without greatly increasing cost because of the vehicles' eligibility
- 3) That it is desirable to ensure that cars prepared to New Zealand Regulations were compatible with other Pacific countries' Rally Regulations.

B. SUBMISSIONS HAD BEEN RECEIVED FROM

South Canterbury Car Club; Rally Pilots Association (Auckland Region); Mr Ray Stone; Mr Reg Cook; Messrs Donald, Draper and Davidson; Rally Advisory Committee members Messrs J. Metherell and K. Lancaster; D. Malley and R. Mc Knight.

In considering these submissions, the following points were specifically noted:

- 1) The policy of providing for New Zealand equivalents to compete in the Motogard Rally at World Championship status to be continually pursued
- 2) Engine and transmission swaps were not considered desirable because effectively it introduced eligibility difficulties when there was a wish to enter vehicles with these modifications in higher category events
- 3) Concern was expressed at the trend to put high powered engines into vehicles not designed for this purpose (i.e. V8 engines into basically 1300cc cars). Invariably the other components - steering, suspension, braking and transmission - were not designed to cope with the additional power. As from 1981 these vehicles would be eligible at Closed Club level only.

- 4) A maximum capacity of 1600cc was not practical because:
- i too many cars would become obsolete
 - ii not in keeping with need to provide spectacle
 - iii not in keeping with requirements of sport
 - iv it would prevent competitive interchange between Pacific countries.
- 5) Although the establishment of a '2 tier' rally scene may be desirable it was not practical in an eligibility sense because of the criteria set down under item 2 of the preamble. For this reason the easing of regulations for engine modifications to facilitate easier scrutineering whilst desirable in theory, it would require a replacement to meet the requirements of eligibility in upper level.
- 6) Many of the recommendations were close to the existing regulations.
- 7) It was felt that many of the submissions were intended to assist in closing the gap between 'top' and 'lower' competitors, thus placing more emphasis on driver ability. The working group are of the opinion that event organisers should look more closely at their choice of venues. More tight winding stages would reduce the advantages of the 'power' cars. In situations where open stages could not be avoided the establishment of target times set at a level to enable the small cars to 'clear' the stage would reduce the power advantage.

C SUMMARY

After full consideration of all submissions and the comments of the Rally Advisory Committee the following criteria was laid down as the basis for 1980/81/82:

- 1) That the existing Schedule I of the 1979 MANZ Yearbook provided that basis of requirements for the future.
- 2) That the Technical Committee be asked to update Schedule I to work from the 1979 FIA Yearbook as a base
- 3) That the provision contained in the rules which enabled competitors to 'copy' homologated components from one make and adapt to another make be retained
- 4) That the Technical Committee be asked to look closely at New Zealand manufactured vehicles as the basis of the unmodified category.

In general, the comments made to the Working Group indicated that our existing rules and philosophy worked very well and there was not a need to significantly change them.

The Working Group wishes to record its thanks for the submissions received from the South Canterbury Car Club, Rally Pilots Association (Auckland Region), R. Stone, R. Cook, Messrs Donald, Draper and Davidson, J. Metherell, K. Lancaster, Dermott Malley and R. Mc Knight.



Well soaks, here is the latest on the Motogard Rally which will be the biggest sporting event in New Zealand for 1979.

Because of the fuel crisis and any adverse criticism that might be levelled at the sport, the organising committee have decided to reduce the event by one day and in doing so cut 850km out of the route.

Scrutineering will now take place at the Epsom Show Grounds on the Saturday afternoon, 14th July. The general public will be allowed in to view some of the worlds best rally cars and drivers plus their co-drivers.

The actual rally start will take place at the Auckland Railway Station right in front of the parcel deliver and despatch area. This is timed to take place at 2.00 p.m. Sunday 15th.

From here it is hoped to do two special stages in Auckland Central then head south into the Papakura area for two more specials. Pukekohe Race Circuit is next on the list, using much the same route as last years Pall Mall and then across to Thames for the first meal break. Competitors travel right up to Coromandel and down the East Coast to Tairua Forest then head through Waihi, Kati Kati to finish the first division at 5.41 a.m. on Monday. All competitors and service crews will have to supply their own petrol for this division, a total of 540km with 142km of special stages.

The first car leaves Tauranga at 4.00 p.m. Monday on the second leg of the Rally. First special is Baypark, from here the field moves down through Rotorua to Taupo. Competitors stop at Taupo for the first meal break then head south via Turangi, Taumarunui, another meal break here. Conditions could be very tricky here, may be ice, snow or plenty of rain. Crews carry on to Stratford then onto Inglewood to finally finish Division Two in New Plymouth at midday on Tuesday 17th.

Everybody is off to sleep after that division in readiness for what they have coming up in the third.

First car leaves New Plymouth at 8.30 p.m. 17th then travels back out through Inglewood, Waitara, back northwards from this point to Pio Pio, then competitors travel through Te Kuiti and have a meal break in Otorohanga. From here on all stages are in daylight. The rallycross in Hamilton will not be visited this year. Competitors travel through to Port Waikato then back



Auckland Car Club MARAMARUA RALLY



pix ... D HARGREAVES Ph 68217Hsn



through Pokeno for two stages then heads north to the final special at Pukekohe Race Circuit where only the seal will be used all in the reverse direction. First car will arrive at the finish ramp in Downtown Auckland at 4.30 p.m. Wednesday 18th.

Prizegiving will be on the 19th so everybody will have rested. Entries are open and can be obtained through the Grand Prix Office in Auckland. Rally Headquarters will be in Motor Specialties, Nugent Street building. All results will be on display there throughout the rally.

This years Motogard Rally will cover 2160km with 800km of special stages. 45 special stages will be traversed.

New Motogard Rally jackets are on sale plus the mighty poster featuring Hannu Mikkola, Masport Escort; John Woolf, Nylex Mazda and Ari Vatanen, Rothmans Escort. Tee Shirts are also available from all Motor Specialties branches.

Overseas drivers confirmed to start the Motogard are Hannu Mikkola (Masport Escort), Ari Vatanen (Rothmans Escort), Pentti Airikkala (Vauxhall Chevette), Andy Dawson and Timo Salonen (Datsun 2000cc sedans). All cars are from works factory teams.

Block Marshals are needed for the Auckland area on the first and three divisions. Those wishing to take part in this exciting event please leave your name at the Grand Prix Office Ph 593 108 Auckland.

Rally maps and badges will also be available at scrutineering on the 14th.

Make sure that you are in on the action this year!



MURRAY O'DONNELL. ●



MAKE THURSDAY NIGHTS "CLUB NIGHT"

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

FILM NIGHT JUNE 21ST

LIVE MUSIC JUNE 28TH

Championship Lead for RX7 Sports Car

Three consecutive class victories have given the new rotary-engined Mazda RX-7 a strong lead in the 1979 British Saloon Car Championship.

Hard on the heels of success in the Daytona 24 Hour event, the lone Mazda driven by Tom Walkinshaw has been showing devastating form on UK circuits so far this season.

The RX-7 has been challenging the 3-litre Ford Capris for overall honours, and the car's three class wins have given the Japanese newcomer an overall points lead.

With its twin-rotor engine rated at 2.3 litres, the Mazda runs in the 1601 - 2500cm³ category.

Tuned to series production Group 1 standards, the RX-7 runs in road-going trim which makes it virtually the same as the RX-7 sports cars which arrived in New Zealand last month.

"The RX-7 is scoring against its competitors in the areas of handling and aerodynamic shape," says David Palmer, spokesman for Mazda Car Imports (GB) Ltd.

"It is very low, the centre of gravity is almost perfect for a race car, while the wind tunnel-designed wedge body has an extremely small drag factor," according to Palmer.

The striking red, white and black car is capable of speeds up to 225 km/h, with the overdrive fifth gear proving ideal on faster circuits.

Work on the rotary engines is being carried out by Racing Services (Engines) Ltd, the UK Company which has been involved in engine preparation for Formula 2 and Formula Pacific power units. The Company has also had four years' experience tuning Mazda rotaries for racing and rallying.

Special NGK spark plugs developed for racing rotaries are being supplied by the factory in Japan. The RX-7 is creating a big impression on British circuits since it is the only one of its type in competition.

Although the RX-7 has already begun arriving in New Zealand in limited quantity, its UK launch is not until August.

The Mazda RX-7 opened its 1979 competition account with first and second placings in the Grand Touring Under 2.5 litre class at Daytona.

The two RX-7s were the only cars under 2500cm³ to finish in the top six, and it was only the second time in the history of the Daytona race that a GTU car has finished in the top five.

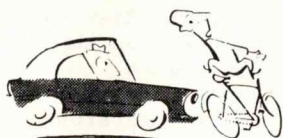
A turbocharged version of the RX-7 will soon become available.

Kenichi Yamamoto, head of Toyo Kogyo's research and development department, says intensive work has been going on to improve the power of the rotary at low and middle speeds.

With more power at 1500 to 3500 rpm, it would be possible to change overall gear ratios and reduce fuel consumption drastically, according to Yamamoto, the man who is considered the father of Mazda's rotary engine programme.

Development to date is concentrated mainly on the inlet ports of the engine.

Work on turbocharging is being conducted as a separate project. The Turbo RX-7 is expected to produce 15 per cent more power and 20 per cent more torque than the current version which is rated at 75kW at 6000rpm and 143Nm at 4000rpm.



TAIL PIECE



**Club Member Mike Marshall has had a string of bad luck recently. All the best Mike for a better run over the National and International Rallies.

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Union Travel are leaders in Motorsports tours from New Zealand with many successful groups in recent years to major sports events in Europe, U.S.A. and Australia.



BATHURST — THE HARDIE FERRODO 1000 escorted by Paul Fahey

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Our tour in 1979 will be for 7 days and will include a full day visit to the Bathurst circuit at an expected cost of \$350.00.



For further information on either of these tours contact **PAUL FAHEY (MR MOTORSPORT)** or your nearest **UNION TRAVEL** office, or write to **UNION TOURS, P.O. Box 6243, Auckland.**



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