

OCTOBER, 1979



BULLETIN



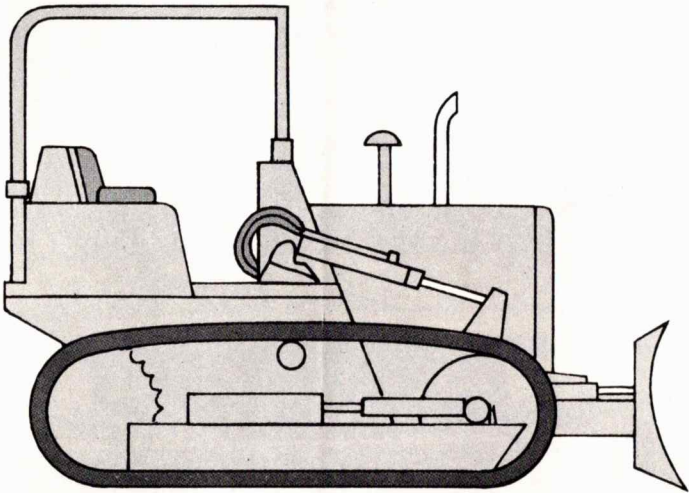
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AUCKLAND

— BULLETIN —

New Zealand Registered Magazine

AUCKLAND CAR CLUB (Inc.)

(Established 1932)

44 Stoddard Road

Mt Roskill

Phone 699-797

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

CLUB OFFICERS:

PRESIDENT:

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.

CHAIRMAN 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.

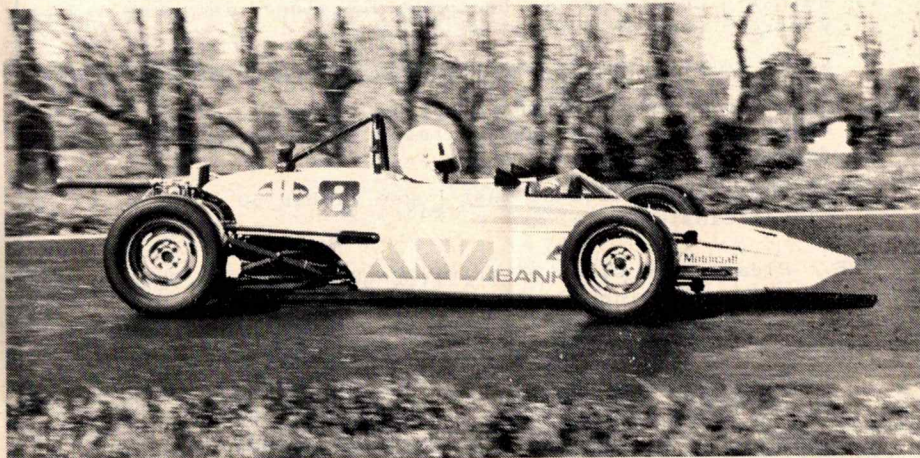
LOUNGE STEWARD:

John Bigelow.

BAR MANAGER:

Eric Mallard.

PLEASE NOTE THAT TELEPHONE NUMBERS LISTED ARE RESIDENTIAL



Club Member Mark Scott in his smartly turned out Elden F.F. was runner up in both heats of the Motocraft Ford Championship round held at Pukekohe on September 9th last.

cover

Regular Pukekohe Circuit 'Stormer' Trevor Mc Lean (Chrysler Charger) is a hard man to beat in the Production Saloon class.

PIX....ROSS CAMMICK

AUCKLAND CAR CLUB

Clubroom Hours

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

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

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

*** LICENSED PREMISES ***

*** 2 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.

OCTOBER 13TH

PRESIDENTIAL COCKTAIL/RE UNION PARTY:

Saturday

To be held at Clubrooms from 6.30 to 9.00 p.m. Come along and chat with older members. Tickets \$4.25 each inclusive of cocktails and nibbles. Limited number of tickets available from Ron Brown, Maurice Cargill or Eric Mallard.

OCTOBER 14TH

HILLCLIMB - PINCHGUT ROAD:

Sunday

Our first Hillclimb for season on a new venue. To get to Pinchgut Road go to Helensville. From Helensville stay on Highway 16 to go to the Kaukapakapa Hotel. At hotel proceed straight ahead off seal onto metal. This is Pinchgut Road. Entries from 10.00 a.m. Practice starts 11.00 a.m. Exide Points.

OCTOBER 18TH

CLUBNIGHT AND FILM EVENING:

Thursday

To be held at Clubrooms commencing 8.15 p.m. Lounge opens 7.30 p.m. We hope to have guest speakers discussing alternative fuels (LPG, CNG, Methanol, Ethanol etc) Motorsport Films, supper, social hour, late license till 11.00 p.m.

OCTOBER 25TH

MIDWEEK TRIAL:

Thursday

Another of these popular events. This Trial starts at 6.30 p.m. Incorporates Experts Cup for Driver and Navigator. Essential Map N42 4th Edition 1978 or 3rd Edition 1966 with limited revision 1971. Xerox copies of the map will be available at the Start. Exide and Trials Trophy Points.

OCTOBER 25TH

LIVE ENTERTAINMENT AND BISTRO:

Thursday

This evening at Clubrooms. There will be a singer to entertain and the Bistro will be open with the usual range of excellent meals available. Lounge opens at 7.30 pm.

NOVEMBER 3RD

FUNKHANA:

Saturday

To be held at Western Springs Car Park starting at 12 noon. This event is being run for the international Year of the Child. The Auckland Car Club will be entertaining the children from the Dingwall Orphanage. Top Rally and Race Drivers will be along. After the novelty type Gymkhana the children will be taken back to the Clubrooms for a barbeque tea. Come along. All welcome. No Exide or Gymkhana points on this event but will be a lot of fun.

NOVEMBER 10TH

FASHION PARADE:

Saturday

Evening commences at 8.00 p.m. Live music. Summer clothes parade. Tickets \$2.00 each available soon from Clubrooms or Telephone Maurice Cargill, 860-999. Further details in social column.



**OPEN &
INVITATION**

OCTOBER 6TH

HAWKES BAY GOLD STAR TRIAL:

Saturday

Entries for the Flaxmere Auto Centre Gold Star Blossom Trial available from P.O. Box 323, Hastings.

OCTOBER 7TH

BENSON & HEDGES PRODUCTION SALOON RACE:

Sunday

Pukekohe Circuit. 5½ race starts at 11.00 am.

OCTOBER 13TH

GOLD STAR HILLCLIMB:

Saturday

Entries from Taumaranui Car Club.

OCTOBER 14TH

C.I. MUNRO GOLD STAR HILLCLIMB:

Sunday

Barbers Road, Otorohanga. Entries close 10th September with Secretary, Waitomo Car Club, P.O. Box 111, Otorohanga.

OCTOBER 20/21

INVITATION SPEED WEEKEND:

Sat/Sun

Hillclimb on Saturday 9.00 a.m. and Straight Sprint Sunday at noon. Both events at Bright Road, Waiuku. Entries \$5.00 each event. Pukekohe Car Club.

OCTOBER 21ST

NATIONAL RACE MEETING - BAY PARK:

Sunday

Events for Sports Car Championship, Mini 7, Escort Sport, Formula Ford, Formula Vee, Sports Sedans and Production Sports Cars. A.S.R.'s etc from Bay Park Promotions, P.O. Box 2197, Tauranga.

OCTOBER 27TH

BARDAHL HILLCLIMB - ROUND ONE:

Saturday

Promoted by Hamilton Car Club on the 1.5 km Pekanui Road. Entries close on 25th October with H.C.C., P.O. Box 6029, Heaphy Terrace P.O., Hamilton.

OCTOBER 28TH

NATIONAL RACE MEETING - MANFIELD:

Sunday

Events for Formula Ford, Escort Sports, Formula Vee, Mini 7 and Sports Cars. A.S.R.'s from Manfield Autocourse Promotions P.O. Box 1959, Palmerston North.

NOVEMBER 3RD

GOLD STAR HILLCLIMB:

Saturday

Promoted by Hawkes Bay Car Club.

NOVEMBER 4TH

BARDAHL HILLCLIMB: - ROUND TWO:

Sunday

Cossey's Farm, Drury. Entries 9.00 a.m. A Northern Sports Car Club Event.

NOVEMBER 10TH

WAIRARAPA GOLD STAR HILLCLIMB:

Saturday

NOVEMBER 11TH

NATIONAL RACE MEETING - PUKEKOHE:

Sunday

Promoted by N.S.C.C. P.O. Box 22363, Auckland. Championship rounds for Formula Pacific, Escort Sports, Formula Vee and Mini 7 plus supporting events. Entries close 26th October - Further information phone 587-518 (Bus) Grahame Knight.

NOVEMBER 18TH

BARDAHL HILLCLIMB - ROUND THREE:

Sunday

Auckland Car Club event at Mc Lachlans Road. Entry Forms available at Clubrooms or from Ross Montgomery. Entries close Monday 12th November.

HILLCLIMB

pinchgut road

october 14th



on the SOCIAL SCENE



We have a busy few months ahead of us till Christmas. It's all go. Looking at past events the recent Steaknight was a great success with "Wayne Neath" the Entertainer getting everyone up to dance. 'Who backed into the Holly Bush'? I think most people did. Thanks to Eric, Audrey and family for a great meal.

September film night we had a Castrol Film "Stages to Victory" and on show an Australian Escort Ghia.

The Presidential Cocktail Evening takes place in October and we see it as a build up to our 50th Anniversary in 1982 which, when you think about it is not too far away.

The Trials Committee have a Mid Week Trial on Thursday 25th October. We have organised Wayne Heath to entertain you, 7.30 - 10.00 p.m. Full Bistro Menu will be available, so enter the Trial, come back for dinner and some music, or if you are shopping, pop in for a meal. Wayne Heath played at the last Steak Night and was very popular with the Members.

Looking into November...We have a Fashion Parade Evening on the 10th a Saturday Night. This will feature all the new Summer Fashions - Ladies and mens plus liver entertainment. The evening will start at 8.00 p.m. Fashion Parade from 8.30 - 9.30 p.m. The Clubrooms will stay open till 11.00 p.m. with live music. Normal Bar facilities will be available. Cover charge is \$2.00 each. Tickets will be available from the October Film Night or Phone me at 860-999. Don't forget 'Glover Garments' and 'Grahams Menswear' from Stoddard Road are organising the parade once again. Garments will be on Sale after the parade at 10% discount, so bring your cheque book Gents!!!

November Film Night we hope to feature a Go Kart Night with maybe a Kart Film. Watch for posters down the Clubrooms.

Note the following dates on your Calendar:

Presidential Cocktail Reunion Evening	Saturday October 13th
Live Entertainer. Bistro Meals	Thursday October 25th
Fashion Parade	Saturday November 10th
Childrens Christmas Party	Saturday December 1st
Adults Christmas Party	Saturday December 15th

MAURICE CARGILL. ●

SHOUTS and murmurs



Thanks must go to all officials, marshals, scrutineers, track services, competitors and of course spectators who turned out for the Clubs Race Meetings held at Pukekohe last month. We were once again faced with very wet and windy conditions throughout the day which was the opening championship round for Motocraft Formula Fords and Escort Sport. Several races for other categories including 'proclass' Production Sports Cars were also held. Many entrants in this latter class came from the Bay of Plenty and lower North Island to race for Trophies donated by Charles Conway (Chequered

Flag Sport Cars). Main results are listed elsewhere in this Bulletin. The Club has been criticised by some for running a Championship Meeting in September when the next rounds are not held till late October, however one only has to look at the National Calendar to note the scarcity of dates, along with other circuit commitments, to promote such a meeting. Sadly the days of being able to promote multi major championship rounds all on the same programme have through unrecoverable costs come to an end. Not many competitors would want to see their expensive race cars go up on blocks until the 'good times' return again - would they?.

.....A good entry of Formula Fords turned out for the meeting with Mike King and Mark Scott being the drivers up front. However, it's early days yet and there are several cars snapping at their heels who were hindered by the wet conditions. A very low entry was received for the Escort Sport round - many of last years front runners having dropped out. Hopefully the numbers will have increased a little by the next round at Labour Weekend. Over the winter the boys have been playing 'musical fords' with some of last years Escorts sporting new drivers e.g. Kirk Stoneman, ex Graeme Bowkett car: Noel Fava ex Kirk Stoneman car: newcomer Dave Brent ex Mike Hannel. Incidentally the Ray Williams Championship winning car is now in the hands of 'gravel rasher' David Glenn under D & W FORD colours.

.....Congratulations to Mike and Jenny Fennick on the recent birth of their daughter.

.....Many Members will be interested to know that 'E.D.P. Man' and motoring writer Peter Hill is now resident in Victoria, Australia. An extract from a recent letter is as follows

"I am sad that I am not a better photographer because last week I went to a hillclimb at the Lakeland Hill. An old haunt of mine 12 years ago. The hill is sealed

and fenced being on private property. The event was run by the Porsche owners club with the Ferrari owners invited along. I have never seen so many exotic cars gathered in one place before. Would you believe that they were all competing. Turbos and Carreras were common place with a silver 935 being the pick of the Porsches unless you went for the nostalgia of a 356 Cabriole. But the Ferraris were exceptional. Three Daytonas took part, two 246 Dinos, at least a couple of others and a very rare car that I thought was a 250 from the early sixties. A couple of Maseratis also turned up for a run but I do not recall the models. A few rain showere spoilt the day for the serious competitors with the 935 being the most serious of all winning the event handsomely."

.....Although it is only October there are not too many weeks left before we are into December and the Christmas festivities period. Now is the time for members to register their child/children for our Annual Kiddies Party, this year being held on Saturday 2nd December (See form printed elsewhere in this bulletin or copy information required onto paper and post in before closing date).

Fashion Parade

To be held in the AUCLAND CAR CLUB
MEMBERS' LOUNGE, 44 Stoddard Rd, Mt Roskill.

November 10th

*Both Ladies' and Menswear
will be shown*



Ticket Price \$2.00

EVERYBODY WELCOME

(Men, bring your chequebook.)

TICKETS AVAILABLE FROM THE CLUBROOMS



NEW MEMBERS

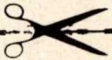
We sincerely welcome the following new members and hope to see them taking an active part in Club activities. New members are cordially invited to seek the assistance and advise of any Club Official (see Page 1) to help them settle in.

Rodney Lang
Tony Marsden
Ron Aitken
Murray Jackson
David Parkes
Gary Rae
Catherine Scott
Richard Shiells
Brian Smith
Murray White

Howick
Greenlane
Hamilton
Mangere
Melson
Mt Roskill
Remuera
Torbay
Belmont
Mt Albert

Mazda RX3
Escort Mk 1
Mazda
Alpine
Escort
Escort
Falcon
Mazda

Triumph P.I.



CHILDRENS CHRISTMAS PARTY

=====

To be held in the Clubrooms, 44 Stoddard Road, Mt Roskill on Saturday 2nd December from 2.00 - 4.00 p.m. Please complete this form and return it together with the Registration Fee of \$1.00 per child/\$2.00 per family to:-

Auckland Car Club,
Childrens Christmas Party,
P.O. Box 27-063,
Mt Roskill,
AUCKLAND, 4.



Note that the closing date for enrolment is November 11th.

NAME / S

AGE

SEX

.....
.....
.....
.....
.....

"There's only one reason to switch to KONI Shocks - they're the best!"

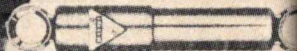
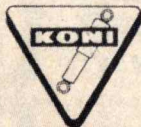
Mario Andretti

No other shock has so dramatically proven its ability to deliver performance, safety and long life as Koni. Only Koni adjustable shocks can absorb the punishing stresses of Grand Prix competition. Koni shocks are Grand Prix proven!



For the past five years, the Grand Prix Series winners all raced cars equipped with Konis. Indy winner Mario Andretti, who also won the 1978 GP Series and current world champion race driver, says:

“Koni shocks allow me to obtain peak performance whether I am behind the wheel of a racer or in my family car. Konis make driving a pleasure, the increased safety and improved handling are worth much more than the cost difference between ordinary shocks and Konis that are designed and engineered in Holland. There's only one reason to switch to Koni shocks - They're the best!”



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KONI - The Industry Standard



NATIONAL AND CLUBMANS

MOTOR RACE MEETING

Promoted by Auckland Car Club (Inc.)

9TH SEPTEMBER 1979

Posi-Prize	Car	tion Money	No.	Driver	Car	Fastest Lap
<u>FORD ESCORT SPORT SERIES 1st HEAT - 8 Laps</u>						
1st	\$90	1	Kirk Stoneman	Ford Escort Sport	1.29.7	
2nd	\$60	77	Stephen Mc Hugh	Ford Escort Sport	1.29.1	
3rd	\$40	8	Gerald Fava	Ford Escort Sport	1.30.6	
4th	\$30	10	Dave Brent	Ford Escort Sport	1.33.4	
5th	\$20	7	Ralph Watson	Ford Escort Sport	1.32.6	
6th	\$10	--				
		\$250				

Winner's Average Speed: 111.024 k.p.h.

<u>FORD ESCORT SPORTS SERIES - 2nd HEAT - 8 laps</u>						
1st	\$90	1	Kirk Stoneman	Ford Escort Sport	1.29.5	
2nd	\$60	77	Stephen Mc Hugh	Ford Escort Sport	1.30.0	
3rd	\$40	10	Dave Brent	Ford Escort Sport	1.34.3	
4th	\$30	7	Ralph Watson	Ford Escort Sport	1.35.5	
5th	\$20	8	Gerald Fava	Ford Escort Sport	1.38.9	
6th	\$10	--				
		\$250				

Winner's Average Speed: 110.6 k.p.h.

<u>MOTORCRAFT FORMULA FORD CHAMPIONSHIP 1st HEAT - 6 laps</u>						
1st	\$100	3	Mike King	Titan Mk 9C	1.13.0	
2nd	\$ 80	8	Mark Scott	Elden	1.13.7	
3rd	\$ 65	9	Walter York	Titak Mk 6	1.19.1	
4th	\$ 50	20	Ron Mc Millan	Titan	1.15.4	
5th	\$ 35	5	Mike Creswell	Cheetah	1.15.5	
6th	\$ 20	11	John Goodwin	Lynx	1.15.5	
		\$350				

Winner's Average Speed: 125.374 k.p.h.

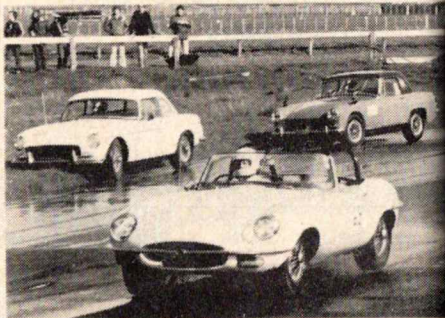
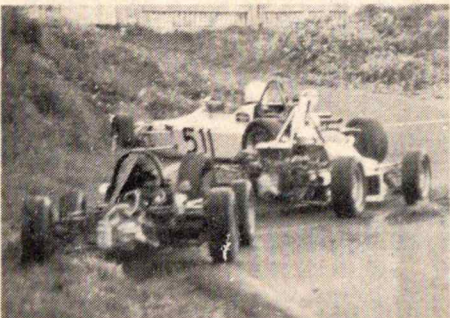
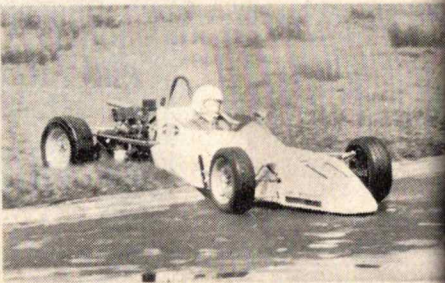
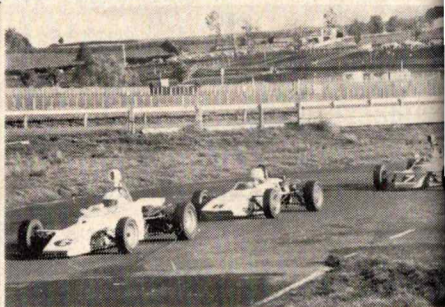
<u>MOTORCRAFT FORMULA FORD CHAMPIONSHIP 2nd HEAT - 6 laps</u>						
1st	\$100	3	Mike King	Titan Mk 9C	1.12.8	
2nd	\$ 80	8	Mark Scott	Elden	1.12.6	
3rd	\$ 65	Wally Galloway	Lola T342	1.13.4		
4th	\$ 50	7	Ian Capewell	Van Dieman	1.14.0	
5th	\$ 35	9	Walter York	Titan Mk 6	1.13.8	
6th	\$ 20	11	John Goodwin	Lynx	1.15.6	
		\$350				

Winner's Average Speed: 134.913 k.p.h.

<u>MINI SEVEN SALOONS - 5 laps</u>						
1st		34	Sel Melville	Austin Mini	1.27.5	
2nd		92	Kierin Wills	Morris Mini	1.26.1	
3rd		10	Terry Gladstone	Austin Mini	1.28.5	
4th		12	Jim Clark	Austin Mini	1.26.5	
5th		24	Robert Medhurst	Austin Mini	1.31.0	

Winner's Average Speed: 113.156 k.p.h.

NATIONAL AND CLUBMANS MOTOR RACE MEETING



PIX...D. HARGREAVES PHONE 68217 HSN

FORMULA VEE - 5 laps

1st	9	Steve Cameron	Flavel	1.26.1
2nd	10	Peter Bryant	Vortex	1.26.2

Winner's Average Speed: 110.499 k.p.h.

STANDARD PRODUCTION SALOONS - 5 laps

1st	14	Trevor Mc Lean	Chrysler Charger	1.29.4
2nd	49	Allan Scott	Chrysler Charger	1.30.6
3rd	82	Ross Vickery	Datsun SSS	1.31.6
4th	20	George Sheweiry	Ford Falcon GTHO	1.32.2
5th	7	Charles Conway	Mazda RX2	1.34.4

Winner's Average Speed: 110.107 k.p.h.

PRODUCTION SPORTS CARS - 5 laps

1st	22	Ernst Radel	Lotus 7 S4	1.30.9
2nd	33	Mike Hourigan	Jaguar E Type	1.32.7
3rd	67	Havard Daniels	Eureka P1 30	1.32.9
4th	55	Tony Matthews	Triumph TR5	1.36.5
5th	27	Harold Hawkins	Lotus Super 7	1.35.7
6th	4	Allan Morpeth	MGB Roadster	1.34.6

Winner's Average Speed: 109.253 k.p.h.

MODIFIED SALOONS - 5 laps

1st	9	Graeme Addis	Chrysler Charger	1.20.5
2nd	5	Rex Findlay	Datsun 1200 Coupe	1.20.6
3rd	1	John Tindill	Ford Escort RS2000	1.22.8
4th	8	Les Laidlaw	Morris Cooper S	1.29.2

Winner's Average Speed: 122.303 k.p.h.

MINI SEVEN - HANDICAP RACE - 5 laps

1st	10	Terry Gladstone	Austin Mini
2nd	8	David Strong	Austin Mini
3rd	24	Robert Medhurst	Austin Mini
4th	91	Anthony Johnston	Austin Mini

Winner's Average Speed: 104.349 k.p.h.

STANDARD PRODUCTION SALOONS - HANDICAP RACE - 5 laps

1st	86	Ted Jarvis	Ford Escort Sport
2nd	84	Mike Williams	Mazda RX2
3rd	14	Trevor Mc Lean	Chrysler Charger
4th	85	Stephen Willy	Mazda RX2

Winner's Average Speed: 105.964 k.p.h.

SPORTS CAR HANDICAP RACE - 5 laps

1st	7	Anil Naidu	MGB Sports
2nd	No number	Red Car	
3rd	67	Havard Daniels	Eureka P1 30
4th	22	Ernst Radel	Lotus 7 S4

Winner's Average Speed: 106.297 k.p.h.

MODIFIED SALOONS HANDICAP RACE - 5 laps

1st	71	Paddy Goodwin	Ford Escort
2nd	50	Dave Wallace	Mazda RX2
3rd	78	Steve Kahn	Ford Escort

Winner's Average Speed: 106.767 k.p.h.

MOTORSPORT ASSOCIATION NEW ZEALAND INCORPORATED

ADDITIONS/ALTERATIONS TO NATIONAL COMPETITION RULES, SCHEDULES & APPENDICES:

Additions and alterations to existing National Competition Rules, as agreed and ratified at the MANZ Annual General Council Meeting in June 1979, and effective as from 1 August 1979, are as follows:

Medical Certificates : NCR 119

Amend as follows:

Delete the first line, and substitute:

'All drivers in races, rallies and rallycross of restricted invitation status and above must...'

Appendix B, Schedule of Fees:

Add: '18 - Competition Fees

Closed Club Races and Rallies

\$1.00 per entry

Restricted Invitation Events

\$2.00 per entry

National Open and Higher Status Events

\$3.00 per entry'

First Aid and Medical Attendance : NCR 199(c)

Add:

'(xi) Triangular bandages'

Throttle Return Device : Schedule A, Section 7(b)

The heading in bold type in the Yearbook be replaced with:

'(b) Throttle Return Device Using Visible External Springs'

Fire Extinguishers : Appendix K 2/5

Appendix K 2/6 to be replaced with the following words:

'At least one .9 kg BCF extinguisher at each Flag Marshal Point'

Appendix R 3

An addition to the colours of rally signs contained in Appendix R is to be made in the forthcoming edition of the MANZ Yearbook to the effect of a Finish Timing Line without stopping (red background), which brings the colours of signs into line with FIA requirements.

Appendix T 24/2(ii)

Add:

'24/2(ii) When instructed to stay on this road, at each intersection encountered the highest applicable in the order of priorities must be executed'.

Appendix T 26/3

Delete the example sign 'No Road' from Appendix T 26/3.

Add after 'of the board'

'Such a sign makes a road non existent'

Appendix T 28/1 : Straight Line Maps

The labels 'Start' and 'Finish' to be added to the diagram T 28/1

To avoid confusion with competitors looking for 'Start' and 'Finish' signs, these words to be printed on instructions and added to the above diagram in lower case letters.

Appendix T 29/4(b) : Named Roads

On page 317 of the 1979 Yearbook, 29/4(b) to be altered as follows

Delete the second line ('Instructions must be given only to')

Replace with 'Instructions quoting Named Roads must be confined to the following.'

Appendix T 29/6(ii) : Loops

Add to 29/6(ii) the following:

'A loop is where a competitor leaves a point and comes back to that point within one CRI.

Where it is possible to traverse the loop in either direction, an organiser must state how to traverse the loop, i.e. clockwise or anti-clockwise'.

Appendix T 32/3 : Results

Delete

'and the MANZ' From Appendix T 32/3 (i)

Appendix T 35/17 : Penalties

Add to 35/17

'except in Closed Club events where the organiser may specify before the event the unrecorded passage checks, but in no case can these exceed 180 points'

ADVISORY COMMITTEE MEMBERS

Members of the various Advisory Committees elected at the AGCM are:

Racing Advisory Committee:

Mr K.F. Douglas (Chairman Shellsport, Escort Sport, Mini Seven, Sports Cars)

Mr R.K. Lester (Deputy Chairman Union Travel, Formula Ford, Formula Vee)

G. Begg, D. Oxtan, T. Rush.

Rally Advisory Committee:

Mr W.D. Forsyth (Chairman)

P. Cameron, K. Lancaster, C. Rabbidge

Speed Advisory Committee:

Mrs I.R. Boreham (Chairwoman)

R. Jackways, D. Pilkington, P. Wood.

Trials Advisory Committee:

Mr B. Higham (Chairman)

W.J. Bent, G. Robertson, G. Sharp

AMENDMENTS TO NCR'S APPROVED AT EXECUTIVE COMMITTEE MEETING : JULY 1979

Breaking of MANZ Seals

Further to the penalties imposed on the breaking of MANZ seals on vehicle components, as outlined in MANZ News No. 143, the following amendment has been made:

Add to new paragraph to NCR 145 (a) as a continuation of the last sentence the following:

'provided always however that a MANZ seal, which has been placed 'at the request of a competitor' on a vehicle component or components whilst such are under construction, repair or modification prior to competition, may be broken by the competitor without penalty'.

Radio Licences

As reported in MANZ News No. 143 a new clause (16/8) has been incorporated in Appendix R concerning competing cars in rallies carrying radio communication equipment. The latter part of this new clause concerning production of NZPO Licences has now been deleted from this clause, which in its entirety, now reads:

'Where competing cars or service cars are carrying radio communication equipment, all such equipment must be licensed with the New Zealand Post Office.'

NATIONAL RAFFLE

At the recent MANZ, AGCM, Mr Chandler outlined to delegates a proposal that the Association conduct a National Raffle to raise additional funds for motorsport. He explained that if the proposal went ahead, it would entail a concerted effort on the part of Clubs to support the project, and such a proposal would augment Clubs' finances which would receive a bonus on the number of tickets sold. The proposal received enthusiastic response from delegates, and it is anticipated that tickets will be ready for sale towards the end of September. It is hoped that first prize will be a sporty type luxury car.

EDUCATION OF DRIVERS FOR RACING EVENTS (K.F. Douglas)

Preparations are under way for a simple form of driver education for Motor Racing. Past experience has shown that there are a number of drivers who do not fully understand the normal flag signals. This applies to both learner and experienced drivers. In some cases, there have been blatant casing of passing under the yellow flag. Shell Oil Company N.Z. Ltd have generously agreed to produce a small stick-on sheet that shows the various flag signals and their meanings. This will be made available to drivers and Clubs. A further announcement regarding the distribution of this sticker will be made in the near future. It may be scrutineering requirement that all competing vehicles carry these in a prominent position so that all drivers can see them.

Research is also going on as to the possibility of including a pace car on the circuit when the yellow flag is out. This would be following the American practice, and no vehicles are allowed to pass the pace car or change their position.

With the introduction of Motor Racing on a simpler basis, i.e. no medical certificates, it is more necessary than ever to ensure that drivers on the race circuits know the various signals and appreciate their uses. Later on, more advanced forms of driver education may be tried, and if you have any suggestions along these lines, we will be pleased to hear of them. Simply drop a line to P.O. Box 3793, Wellington, and they will receive fullest consideration.

FORD ESCORT 1600 SPORT CHAMPIONSHIP

With the first round of the Escort 1600 Sport Championship commencing in Auckland on 9 September, intending competitors are reminded that it is necessary to be in possession of a set of the new 1979/80 Specification Sheet for this Series. Specification sheets, at a cost of \$2.00 each, are available from the MANZ Office, P.O. Box 3793, Wellington, and also registration forms for the Series.

As was done for the 1978/79 season, the Firestone Tyre and Rubber Company N.Z. Ltd have generously agreed to offer prize money to those competitors in the Escort Sport Series (1600) who choose to run on Firestone tyres.

Prize Money details is as follows:

Races carrying Championship points : 1st place \$50 (if these races are run in 2 divisions, then each winner will be paid \$25)
Overall Championship Winner : \$250
Second Place : \$ 75

Competitors are reminded that to be eligible for this prize money they must be registered in the current Escort Series.

FUEL CONSERVATION & FUEL USAGE IN MOTOR RACING

Discussions have taken place between Technical representatives of the Shell Oil Company of N.Z. Ltd and representatives of MANZ. Following this, a letter has been sent to the Minister of Energy offering the sport's services and co-operating in the testing of alternative and/or blended fuels, and the liquid Fuels Trust Board has also been advised of this offer.

A testing programme for alternative and/or blended fuels is shortly to commence at the Manfield Circuit.

The following Resolutions were passed at the last Meeting of the Executive Committee:

'PREMIUM GRADE 96 OCTANE PUMP FUEL is now the required fuel for Formula Pacific for the coming season.'

'THE USE OF Av GAS IS PROHIBITED IN MOTORSPORT from 1 October 1979'.

FORMULA FORD ASSOCIATION OF NZ INC

The Formula Ford Association Inc. previously the Formula Ford Register, is now an affiliated member of the Association. President is Mr Paul King, 2/172 Fisher Parade, Pakuranga, Auckland; and Secretary is Mr P. Haskett.

NEW ADDRESSES

Please note the following new addresses for Clubs:

Canterbury Car Club Inc, P.O. Box 20-120, Christchurch.

Hibiscus Coast Motorsport Club Inc, P.O. Box 57, Whangaparoa.

The Motor Racing Club Inc, P.O. Box 11-189, Christchurch.

RALLY ELIGIBILITY (M.C. Chandler)

The recent decision of the MANZ to restrict 'hybrid' cars to Closed Club level has naturally enough attracted a degree of criticism. It is therefore worth analysing the basis of this decision a little further.

There were two basic reasons why this decision was made:

- 1) Invariably, the cars are built up by people who do not, at the time of construction, intend to go further than the lower level events. Inevitably they then get a taste, have some success, and then want to go further. Then the problems begin. The car is not eligible - and who is to blame for this? why, MANZ of course! The question in the minds of MANZ then, is should we not discourage the construction of cars that have a limited range of eligibility and thus prevent disappointment when successful competitors wish to take the cars further?
- 2) The Technical Department has been concerned at the lack of thought put into the design and building of some of the cars to the extent that there was a question as to their safety. In view of the representations made to it, the MANZ Executive has reconsidered their earlier decision and decided to re-establish the status quo with regard to these cars. This means that cars not complying with Schedule 1 will be able to compete in events up to and including invitation level. The Technical Department have been asked to keep a close watch on these vehicles and direct upgrading in situations where they consider the cars are unsafe.

Shell SPORT

NOISE LEVELS AND EFFECTIVE MUFFLERS: A remit to the recent AGCM submitted by the Hutt Valley Motoring Club, had called for the introduction into the National Competition Rules a rule that required all vehicles competing in MANZ sanctioned events to be fitted with mufflers, to be effective to a specified decibel level. This level should be set by MANZ based on levels set overseas.

This remit has been supported by the Executive Committee, and at present the Technical Department has been asked to look at the problem, and the RAC and CAMS have been requested to advise regulations governing noise levels in their respective countries.

FORMULA FORD SPECIFICATIONS - SEVEN INCH WHEELS: Several submissions have been received from Formula Ford Association NZ Inc. and various drivers in this formula recommending that the Racing Advisory Committee's recent recommendation not to authorise the use of seven inch wheels in this formula be not accepted. The Executive Committee have looked into this recommendation in great depth; looking at the aspect of loss to competitors which much result from any change, and also, the international specifications for Formula Fords which emanate from the RAC in England, still employ the use of five and a half inch wheels. It has therefore been agreed that the Racing Advisory Committee's recommendation stand that the size for Formula Ford wheels remain at five and a half inch wheels.

MANZ TECHNICAL OFFICERS: MANZ still needs more qualified Technical Officers! Mr J.A. Gobbe, Chief Technical Officer, reported that although a recent request had produced a few suitable candidates, it had been established that many of these new Assistant Technical Officers would not be able to fulfil duties as they were also competitors in the various Championship events. If you know of anyone who would be interested in becoming a MANZ Technical Officer, with suitable qualifications, please write to P.O. Box 3793, Wellington.

DISCIPLINARY ACTION: Disciplinary action has been taken against the following two competitors:

Mr Alex Lamb, of Auckland, who collided with an ambulance during a race at the Pukekohe circuit whilst under the yellow flag. Mr Lamb's licence was suspended for a period of three months, and has been endorsed for a further twelve months.

Mr A.P. Brierly of Hamilton, who was issued a restricted licence by the Ministry of Transport and who still continued to participate in Motorsport events, has had his MANZ licence disqualified for the period of time his Civil Driver's Licence was fully inoperative.

PACIFIC REGIONALISATION: It has been confirmed that the full FISA Pacific Racing Championship will start officially in 1981. At this stage, it is proposed that the Series will consist of two races in New Zealand, two in Australia, one in Malaysia, one in Japan, and include the Macau Grand Prix. It was hoped that the Championship, which it is expected, will receive official FISA approval at the forthcoming meeting in October in Paris, would be able to commence next year, but several of the Pacific countries feel that they are not yet ready. Nevertheless January 1980 will see the introduction of a shortened championship with rounds in New Zealand, Australia and possibly Malaysia.

MANZ STAFF CHANGES: Bronwyn Griffiths, who had been with the Association for 4 years, looking after licence issues and clerical work has left. Her place is being taken by Linda Stevenson on a part time basis.

Jenny Nidd now takes on the position of Assistant to the Secretary General, as well as his Secretary.

NEW ZEALAND MANUFACTURED FLAMEPROOF OVERALLS: The FISA has given formal recognition to "Flamesafe" overalls made in New Zealand and marketed by E. Sime & Co. Ltd. The 'Flamesafe' material has been subjected to rigorous safety tests drawn up by the FIA and has successfully passed these. The tests were carried out by the Wool Research Organisation of N.Z. The final tests, consisting of a person wearing a sleeve of the material soaked in petrol and set alight, was witnessed by MANZ Technical Administration Officer, Malcolm Sutherland, and Dr E. Brownlie

SPECIAL RALLY LEVY

The M.A.N.Z. have recently advised that the Special Levy ceased on 24th September and is now replaced by the General Competition Levy adopted at the last M.A.N.Z. A.G.C.M.

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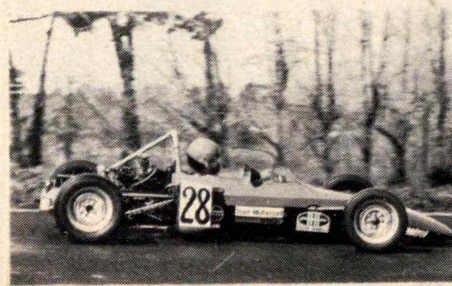
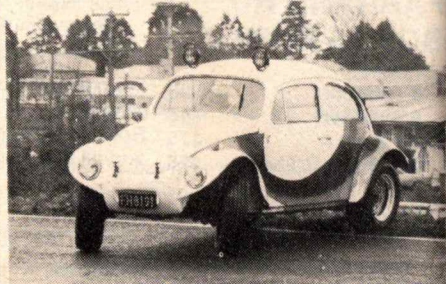
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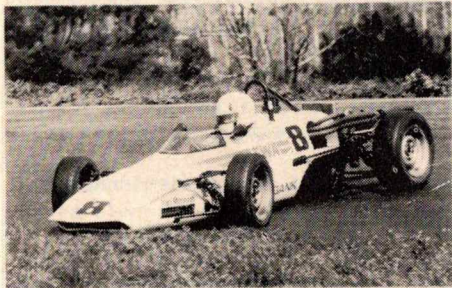
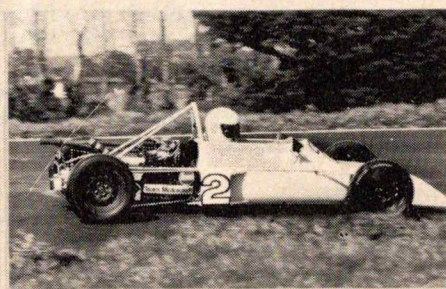
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2ND OVERALL	:	\$110.00 plus one pair 'Z' Beam Headlight units
Paul Adams/Mark Selman (Nylex Escort RS1800)		.. (value \$33.50 ea.)
3RD OVERALL	:	\$70.00 plus one pair of 'Z' Beam Headlight units
John Woolf/Grant Whittaker (Nylex Mazda RX3)		.. (value \$33.50 ea.)
4TH OVERALL	:	Motogard 3/8 Socket Set donated by Motospecs
Steve Millen/John Garner (G.M. Dealer Chevette)		.. (value \$41.06)
5TH OVERALL	:	Motogard 3/8 Socket Set donated by Motospecs
Tony Teesdale/Gary Smith (Engine Rebuilders Escort RS1800)		.. (value \$41.06)
6TH OVERALL	:	Motogard 3/8 Socket Set donated by Motospecs
Robert Van Gisbergen/John Fussell (Escort RS2000)		.. (value \$41.06)
7TH OVERALL	:	Motogard Metric/AF Socket Set donated by Motospecs
George Kuttell/Rob Aitken (Bonnie & Clyde Escort RS1800)		.. (value \$29.48)
8TH OVERALL	:	Motogard Metric/AF Socket Set donated by Motospecs
Tony Baker/Marlene Baker (Vauxhall Chevette H.S.)		.. (value \$29.48)
9TH OVERALL	:	Motogard Metric/AF Socket Set donated by Motospecs
Andy Walker/Peter Walker (Escort RS1600)		.. (value \$29.48)
10TH OVERALL	:	Motogard Metric/AF Socket Set donated by Motospecs
Allan Fergus/Gael Fergus (Campo Exhaust Mazda RX3)		.. (value \$29.48)
1ST	0 - 1300cc	\$40.00 - Peter Moore (Escort)
1ST	1301-1600cc	\$40.00 - Dave Parkes/ Stuart Green(Escort)
1ST	1601-OVER	\$40.00 - Steve Millen/ John Garner (Chevette)

1st, 2nd, 3rd and class prizes, donated by A.H.I, Agencies.
Motogard Socket Sets donated by Motor Specialties Limited.

FIRST FORD HOME : Trophy donated by Panmure Motors Ltd
 Jim Donald/Kevin Lancaster

FIRST ROLL OVER : \$25.00 donated by Cook Motor Racing
 Andrew Poulgrain/John Holster

FIRST N.Z.M.C. CAR HOME : \$25.00 voucher donated by NZMC
 Colin Gibson/Grant Liston Papakura

FIRST TODD MOTORS CAR HOME : \$25.00 voucher donated by Kirk Motor
 Barry Nicholl/Graeme Fenn Manurewa

TENTH FASTEST CAR OVER 2ND : Two tickets to B & H Race, donated
 PUBLIC ROAD STAGE by N.Z.I.G.P.
 George Kuttell/Rob Atiken ..(value \$13.00 ea.)

FIRST CAR USING AUNGER WHEELS : Two jackets donated by Cheviot
 THROUGHOUT RALLY Industries (Driver/Co-driver),
 John Woolf/Grant Whittaker ..(value \$54.95 ea.)

MOST MERITOROUS PERFORMANCE : \$25.00 donated by Auckland Car Club
 BY AN AUCKLAND C.C. MEMBER
 Peter Moore

MOST MERITOROUS PERFORMANCE : \$25.00 donated by Auckland Car Club
 BY AN AUCKLAND C.C. MEMBER
 Graham Hunter

FIRST LADY COMPETITOR HOME : Ultimate Electric Jug, donated by
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THIRTY FIRST CAR OVERALL : One pack of CRC Chemicals, donated
 Paul Healy/Chris Dunn by C.R.C. ..(value \$40.00)

LAST CAR OVERALL : One pack of CRC Chemicals, donated
 David Glenn/Trevor Hurst by CRC ..(value \$40.00)

NAVIGATOR OF CAR WINNING : One pack of CRC Chemicals, donated
 MOST SPECIAL STAGES by CRC ..(Value \$40.00)
 Kevin Lancaster

FIRST PUSH ROD FORD HOME : \$25.00 voucher donated by South
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SADDEST STORY OF THE DAY : \$25.00 donated by Settler Motor Co.
 Stuart Harper (arrow recovery)

CO- DRIVER OF FIRST ROLLOVER : Fluorescent lantern donated by
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TOTAL VALUE OF PRIZES \$1445.00



A PERSONAL VIEW

N.Z. RALLY CHAMPIONSHIP ROUND THREE
=====

Round 3 of the N.Z. Rally Championship (1979) will always remain in our Team's minds as a major achievement as, after 3 frustrating years, Jim Donald finally won a national rally. Jim has always been competitive and among the front runners over the last few seasons but frustrating let downs (e.g. punctures, cam belts, axles, etc) have always intervened and prevented an outright win (We've always had heaps of second placings!)

It's mainly for this reason that I was set upon by 'Club Pres' to compose this example of journalistic elegance together with the fact that I had a most enjoyable event.

As usual our event started right after the Motogard when the two cars were stripped down and rebuilt. Jim's was ready for the Cibie which he duly won and we eventually approached Round 3 in expectation of another tussle with Adams, Woolfy, Millen and of course, Blair Robson - our team buddy!!!

The first major task in our "pre-event organisational operation" was to prepare a service plan which turned out to be a piece of cake - you just weren't allowed to service!!! The Organisers - the N.S.C.C. - had decided to toughen up the rally by restricting servicing to three places only and if you serviced at any other place or time - EXCLUSION!! The idea was O.K. as it applied to everyone but I don't think it had the intended effect. From my observation the servicing was laid out so as the "big league" teams weren't at any advantage with fully decked service vehicles or constant tyre changing etc, thus bridging the gap between them and the average competitors. However the "big league" were prepared well enough to complete the event with little servicing whilst several of the average competitors couldn't service when they needed it - thus I feel the "gap" was in fact widened! The idea was still an interesting one and definitely worth a try.

The morning of the rally arrived and since she was starting at 8.00 a.m. it meant up at "sparrows" and, after a quick de-brief at our workshop we travelled in convoy to the start. We actually cut things a bit fine as we only got there with 50 minutes to spare!! Already the rally was proving extremely arduous for me as me driver's dumb wife fed him on three plates of Pea Soup the night before - sheer agony!!

Eventually she was "chocs away" and into the first stage through the Riverhead Forest where Jim decided to take things fairly easy especially since it was vital that Blair had to win the event. Young Woolfy came through quickest ahead of Adams, J.D., Marshmellow, Blair and Millen. The first corner of the stage proved a cracka as the Sofa Bothers had a monumental roll collecting a tree on the way. Apparently young Bob was feeling

about as popular as a land agent in Abbotsford but was soon joined by Rolf Lilleby who landed beside him with Mr & Mrs Rusty Mc Knight appearing on the scene a little later and also bouncing on their "swedes".

No servicing was allowed between Stages 1 and 2 so it was a pleasure to zap past the boys with fingers aloft!! Into Stage 2 we go and she's real Woodhill country with heaps of long straights etc. Towards the end we saw the Wembley Gang with Familiar Coruba Labels glittering through the trees - aaaarrghh! The rain was starting to come down at this point with Blair quickest ahead of J.D., Adams, Woolfy and Millen. A short service after saw general maintenance carried out together with new tyres, oil, fuel, etc and off up to Stage 3 which took us up the coast where Blair litterally rocketted up to beat Adams, Jim and Woolfy.

Stage 4 was around the Lagoon and it was here that Jim had to begin his attack in order to get in front of Adams, especially since Blair was way out in front. However, about 5 km before the end of the stage we found Blair and Richard (better known as the "Robson & Halls Show!") on the side of the road with the bonnet up. Apparently they had some sort of electrical fault and merely waved us on - not that we were going to stop anyway!!!! It was then we knew she was going to be another Cibie tussle all over again as we just beat Paul and took the lead.

Again there was no servicing permitted and we went straight into Stage 5 with Adams hot on our heels. We had a similar problem on this stage as we had going up the Coast in that the right hand wiper blade kept lifting off the screen - at about 95 mph - and we were honking along at about 115 mph!!! The stage was mainly straight and over heaps of blind brows so - in order to remain competitive - Jim kept the car straight whilst I called the brows!! She was apples over the straight brows but the ones that kinked were "big ball" stuff but, as Jim had to slow down for them anyway, the wipers settled on the screen allowing him to see again. Unfortunately these were few and far between. Believe me the pressure was really on as Adams took 0:01 of a minute of us in the 15 kilometres!!

At last we had a service and again replaced tyres, checked oil, water, fuel up, adjust engine idle and despatched ourselves to Stage 6 which was in the main Woodhill Forest area. By this time I just about had the "pops" because there was only about 0.05 of a minute separating the two cars. The stage wound down through the forest, across the notorious crossroads and down the coast to Muriwai and we encountered two close calls. There was a tight right hander over a brow after a long straight which we both new but still cut a bit fine - in other words I had to look out the left-rear window to see where the hell we were going!! The other goons behind us (we were first on the road) all went off - Adams sideways; Woolfy sideways; Millen backwards; Marshall frontwards - fortunately there was a run-off area.

The second close call occurred on a fast left-hander when Jim set the car up sideways and, about half way round, we're confronted by a farmer on a tractor coming the other way - right in the middle of the road!! - I don't know how Jim missed him but he did - too dangerous for my liking. Adams also encountered the tractor fortunately on a straight, but Woolfy passed him after he had pulled off the road. The tight right hander proved the turning point of the rally as we came out of the stage leading by about half a minute, but the pressure was still on.

Stage 7 was back through the Riverhead Forest with no servicing beforehand, and what a cracka! We overshot a tight right hander at a tee junction as I misjudged the speed, we were going down hill and called the instruction too late - Jim could've got round but it wasn't worth the risk - and he still beat Paul by 0:05 of a minute.

After this stage we went to Helensville for a half-hour service where we changed tyres, together with the usual maintenance and put on the lights just in case the last stage ran late and it got dark in the deeper parts of the forest. An excellent steak meal at Parakai followed and it was up to South Head for the start of the last stage - 88 kilometres - "balls out" !!!

Off we went and Jim litterally "fed 'er the Fat, mate" as we rocketed around the lagoon, down the coast, along Rimmers Road to head south through the major part of the forest. John Coker must have worked his ring off plotting this mother as we were going up hill and down dale, north then south - she was like a bleedin' mirror maze!! The roads were extremely cut up and boggy - she was a real drivers stage but not really rough, in fact nowhere near as rough as we've had in other rallies. The rain had stopped at this point so at least Jim could see where he was goin' on the straights.

Because of the length of the stage and the long straights I had to keep an constant eye on the Oil Pressure and Water Temperature but both remained perfect. For the last 28 kilometres or so the brakes began to fade and thus instructions had to be called sooner.

We eventually arrived at the "Crossroads" and I reckon she's one of the fastest 90⁰ rights I've ever had!! Needless to say Jim's heard from all the critics (mostly unqualified) who reckon he didn't take it well enough but the idea of driving a special stage is to get to the other end as soon as possible and not to impress people on one corner with fancy driving tactics. As it turned out we circled the bottom end of the forest and back to the finish to beat Paul by 27 seconds and thus clinch the rally.

She was a good event with no dust so Jim can claim a fair and square win together with 20 points. The P.U. at N.S.C.C. that night was a cracka although our team, as usual, were exceptionally quiet and well behaved. Summing up - an enjoyable and thoroughly testing rally, fairly well organised with a sporting friendly atmosphere throughout.

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nz rally championship

round 3

National Round Three was an 8 stage effort that took some 150 drivers through both the Woodhill and Riverhead Forests, starting at 8.00 a.m. and finishing around 5.00 p.m. (for the front-runners). Pouring rain with intermittent heavy drizzle meant she was Sherpas all the way. The rain also kept the sand and dust down, which made Paul Adams very happy. Mike Marshall and Blair Robson had finally got their cars going - Blair mending a little panel work and Mike some parts for the ZF box, and were running. Dave Parkes had brought the giant-killing pushrod Escort up from Nelson, Wellingtonians Mark Jennings, K. Foulkes and Sid Franklin; the Paraparamu pair of Shane Murland and Pete Parnell had also fronted up. Farthest competitor was probably Colin Tubb in the 1200 Datsun all the way from the Hydro Country in the Waitaki Valley down south.

Blair got the bit between the teeth and sent the rest of the field to the cleaners, before the "disintergrating gear lever act" put him on the sideline after Stage 3. J.D. took over the helm from there on, and had really only Paul Adams to contend with, with the group of Woolf, Millen, Marshall and Teesdale only slightly further back and chasing hard.

The Rally even up to here, hadn't been without it's moments. Bob Couch in the Amco Escort lasted to the first bend of the rally.. a stout Pinus Radiata ring-braked about 10 feet above the ground told the story. Dave Glen's Escort had apparently sustained a hairline crack in the rear axle at the end of the Cibie, which went undetected. In Stage 2, she really started to give way, and the unit had to be replaced at a Service Stop prior to Stage 3. Mike Marshall wrong slotted down a short cul de sac and upon doing a 180 to get out stalled the motor. Then the starter motor decided to take a breather, much to Mike's consternation, and some valuable time was lost getting the car going again.

The Riches Corolla cooked the motor crossing the finish line at Stage 2 and the Lilleby Escort was also eliminated at this point. One Mini did a rather heart-stopping 270 on it's occupants at high speed, gently nudging a bank, but no bent panels. Apparently a stone got caught in the tubeless rim, and deflated the tyre half off the rim, and somewhat chewed up, after a tyre change - he was away again.

Late afternoon saw Howard Collier limping out of Stage 6, his crippled Escort some quarter of an hour behind the pace, and the Service Crew worked frantically to get his car right again, spending an omniuous amount of time in doing so. Jim Donald was still trying to hold off Paul Adams, who had pressed to be with-in half a minute of Donald, with two stages still to run. Steve Millen, giving the works Chevette it's second run (the first being the Cibie Rally) was pressing John Woolf's Mazda for third place, and surprise of surprises....Shane Murland was getting very mobile in his Chevette as well, only two places back. Only



PIX...D. HARGREAVES PHONE 68217 HSN

Shane didn't have the Blydenstein Twin Cam motor - he'd found his bearings kaput, only a few hours before scrutineering, so he slapped in a Bedford truck motor, lying as grimy and as standard as could be in the workshop corner, and was running with this "cardboard" motor, keeping the revs down to 7 grand instead of nearly eight and a half.

Motogard Find Alan Fergus had a DNF and was out, so were the Wilkinson Escort, the Graham Mini, the Brock Viva, the Escorts of Holden and Clare and the Davidson Triumph.

The head gasket gods decided to give Mike Marshall a hard time and blow his head gasket. As CRC haven't yet invented a head gasket spray, poor Mike and Arthur were having to stop at various places throughout the stage and slosh some more water in (Mike Marshall stopping in a stage ??..UNTHINKABLE!)

Mike made it to the end of the stage and miraculously, only 3 minutes behind Donald and Adams in stage time. With the last stage still to come, a long 88 Km stage guaranteed to make your water gauge do a 360, your gaskets go pop, and your valves go twang, most of the field were itching to do a mighty strop.

For several, it was to be their undoing. No J.D. though. He simply abred his teeth and let it all hang out...sideways that is, everywhere between the fence on the left handside of the road and the ditch on the right hand side of the road - unnerving! Watching at the crossroads one could see (with about 10 Km to fun in the rally) some interesting moments. J.D. slid well before the distant bend, missed the bank by god knows how little, and shredded gravel everywhere as he snaked to the big right 90. Right way...then wrong way...slide...kick 'er in the guts Trev and round she goes (Shades of Vatanen!) Paul simply locked up the brakes, sledged into the corner with a little possible handbrake and took off after the elusive Jim. Woolfy had to be different though.. coming into the corner the Mazda went a little sideways..then as the gumboot was buried (too early), the tail came round in B..... big way! Just missing a thicket of trees with the boot, he kept the pedal to the metal and kept it coming round again. De pite rumour that Woolfy was too lazy to use his rear view mirror, he got the Mazda facing in vaguely the right direction and without slowing down, and as if nothing had happened, carried on at full stretch. Some people will do anything to get a bottle of champers!

With only 10 Km to go to the finish, she was all on mate... or rather all off, since that's what many competitors did in a big way. Wipeout of the rally went to Jeff Harriman who left the road at flank speed, sumersaulted THROUGH a tree, and down a 300 foot bank, spreading wreckage over a wider area than Skylab did in Australia this year! Jeff had incurred a badly gashed arm, so he struggled up the bank and flagged down a driver, who just happened to be Howard Collier. Howard was being chased by a Mazda, so he didn't have time to throw Jeff in the back. opening the driver's door, Jeff stood on the door sill, as Howard planted gumboot, and comprehensively dragged the Mazda blind. It was a sight and a half to behold. Collier at full stretch sideways, and his passenger - hanging on for dear life, with the driver's door flapping wildly. Jeff must have very strong fingernails indeed.

Morrie "Wonderlight" faded the Lancer over the bank near Harriman, but not so far down. Morrie reckons he saw a glint of sunlight about 30 feet up a tree, looked up and saw Harriman's front fender and bonnet hooks swaying in the breeze up in the branches.

A clattering sound could be heard a few Km down the road from the finish line, Mike Marshall was somehow keeping the stricken Escort moving, but she sounded as sick as ever and it was touch and go in a big way. Mike and Arthur had stopped several times on the way to top up the water system, and what's more he reckons no-one got past him, although Dave Parkes got to within a few seconds of doing so chasing Mike to the line. Amazingly Mike had driven his Escort some 100 Km on a blown head gasket (just like Ari in the Motogard) and had dropped from 5th place to 9th at the finish - stirring stuff indeed.

Drive of the rally was probably old Dumpty-doo Dumpty-day himself, who got the Datsun home in 8th place - not bad for a "roundy roundy" at all, and made up for his problems at Nelson, which cost him a tyre, a diff, and oddly enough a lot of liquor in wagers. The win was J.D.'s - his first national round win, and compensated for the mechanical ills he's been having this season. With Paul Adams second, and Woolfy third things are really hotting up for the final at Rotorua, with three or four sitting pretty on the points table.

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The South Island is to host the 1980 Motogard Rally, it was announced in Auckland on 21st September. It will be the first international rally to be held there since 1976 when Andrew Cowan won in a Hillman Avenger.

Confirmed last week as a Round of the World Rally Championship of Makes and Drivers, the Motogard will take in a 2000 kilometre mixture of public roads and high speed 'special stages' probably in mid July.

Starting and finishing points for the event are undecided at this stage but it appears most likely that the event will start in Nelson and take in the West Coast and Canterbury.

The last two Motogards have been held throughout the North Island each attracting in excess of 75 competitors.

The Rally has been shortened in recent years to about 2000 kilometres and three days from seven days and 4500 kilometres of previous internationals to conserve fuel.

The organisers also announced recently the use of alternative fuels of all types - methonal/petrol fuel extender, Liquid Petroleum Gas (LPG) and Compressed Natural Gas (CNG) - would be encouraged.

They are currently examining the International rule book on the question of eligibility for cars using these fuels and are expected to announce a decision soon.

"There is also provision in the World Championship Regulations for diesel-powered cars to compete" said Mr Murray O'Donnell, the Rally Co-ordinator. "Some manufacturers are entering diesel-powered vehicles in this special class regularly in European rallies" he continued.

A greater entry of International Competitors will be sought, the organisers stated. Apart from the European stars seen in this years Motogard - Finns Hannu Mikkola, Ari Vatanen, Pentti Airikkala, Timo Salonen and Englishman Andy Dawson - competitors from Japan, Australia and New Caledonia will be given every encouragement to enter.

BENSON & HEDGES

Saloon Car Classic

ENTRIES RECEIVED AT BULLETIN CLOSING DATE

OVERSEAS ASSEMBLED MODELS:

CLASS X 0 - 2000 c.c.

Garry Pederson	Fiat 131 Racing	2000 c.c.
David Oxtou		
Murray Hart		
David Simpson	Daihatsu Charade	993 c.c.
Robbie Booth		
Dauntsey Teagle	Alfa Romeo GTV 2000	1962 c.c.
Robbie Francevic		
Steve Borich	Triumph Dolomite Sprint	1998 c.c.
Rod Coppins		
T.B.N.	Volkswagen Golf	1600 c.c.
Frank Radisich		
Bill Sheills	Mini Clubman GT	1275 c.c.
Stirling Moss		
Denny Hulme	Volkswagen Golf GTI	1588 c.c.

N.Z. ASSEMBLED CLASSIFICATION:

CLASS A. 1601 - 2000 c.c.

Grant Campbell		
Ron Mc Millan	Ford Cortina 2.0L	1959 c.c.
Sydney Gardiner		
Rupert Gardiner	Ford Cortina	2000 c.c.
Rod Mc Callum		
Noel Goodwin	Datsun 200B	1952 c.c.
Wayne Jones		
George Wilson	Datsun 200B	1952 c.c.
Roger Hood		
Bob Homewood	Ford Cortina 2.0L/ Mazda 626	

CLASS B. 1301 - 1600c.c.

David Brent		
Kirk Stoneman	Ford Escort Sport	1600 c.c.
Gerald Fava		
Philip Fava	Ford Escort Sport	1600 c.c.
Jim Donald		
Blair Robson	Ford Escort Sport	1600 c.c.

CLASS C. 0 - 1300c.c.

Derek MacDonald		
Ross MacDonald	Mitsubishi Mirage GL	1244 c.c.
Rangi Greenland		
Les Reeves	Honda Civic	1273 c.c.

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Rules for the Sandringham Tyre Service Gymkhana Series:

DRIVERS:

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

PASSENGERS:

Passengers may not be carried in tests.

CLASSES:

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

PENALTIES:

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

REGISTRATION & LICENCING:

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

TYRES:

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

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

HANDBRAKES:

Dual or independently operated handbrakes will not be allowed.

SEATBELTS:

The wearing of seatbelts during gymkhana tests will be optional.

FOUR WHEEL DRIVE VEHICLES:

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

The Sports Sedan Association

Members who have modified Saloon Racing Cars, may be interested in the rules of the Sports Sedan Association and to compete in the seasons Sports Sedan races at various circuits.

As the majority of the races are handicap events, all those who enter have an equal chance of winning, irrespective of power or capacity.

There are many good club cars that would do very well at these meetings, given the right encouragement and assistance. It is the aim of our Association to provide both to potential competitors and make the step to the larger race meetings easier and more enjoyable.

Should you require further information please contact Graeme Addis - Executive Member Phone Auckland 27-62081/27-62082 or Auckland 569-207 After hours.

FOREWARD: These rules have been simplified to ease construction enforcement and to include cars running in Osca, Imsa, Shellsport and Clubman classes.

Equalising factors have been built into the Rules in the form of weight restrictions and tyre size.

It is our policy to keep these cars spectacular and different, and hence the freedoms expressed in the bodywork section.

Sports sedans command a lot of attention from spectators, Officials and other drivers, and should always be presented in a spotless and professional manner, to maintain the right image. Pit manners and racecraft of both drivers and crews should always be of a high standard. Clean, bright paintwork, good quality signwriting, and large clear permanent competition numbers, are essential items to complete this picture.

We welcome any owner/driver of a modified Saloon Car whatever it's capacity, to join our organisation, as most of the races are of a handicap nature and all entrants stand a chance of winning.

1. **ELIGIBILITY:** Any Saloon or sedan car capable of carrying a minimum of four passengers, and being a recognised production model.
2. **ENGINE:**
 - (a) Must be of type available in production Saloon Cars.
 - (b) Cylinder block must be made from the same material as the original production model.
 - (c) Cylinder Heads must be made from the same material as the original production model and must retain the original number of valves. 6 cylinder and 4 cylinder engines exempt from this clause.

- (d) Engine must remain in original compartment but fire-wall may intrude a maximum of 12" (300mm) into the drivers compartment.
- (e) Injection and multiple carburettors are permitted but supercharging or turbocharging is forbidden.
- (f) All other modifications are free.
- (g) There are to be no oil leaks. Leaking cars will be forbidden to run.
3. GEARBOX:
- (a) Must be of type available in a production model saloon car.
- (b) Must remain in the same position relative to the engine, as the model of car into which the unit is being installed.
4. DIFFERENTIAL:
- (a) Must be of type available in a production model saloon car.
- (b) Must remain in the same position relative to the engine and gearbox, as the model of car into which the unit is being installed.
5. WHEELS:
- (a) All wheels must be of the same diameter on the particular car.
- (b) Widths are free and should be selected according to the tyres permitted by the Rules.
6. TYRES:
- (a) V8 POWERED CARS
front tyres - 290-575 x 15 Dunlop 418
rear tyres - 340-575 x 15 Dunlop 418
- (b) 4 & 6 CYLINDER CARS
free choice
7. MINIMUM WEIGHT LIMITS
- (a) V8 POWERED CARS
3001-4000c.c.-2100 lbs (953 Kg): 4001-5000c.c.-2200 lbs (998 Kg)
5001-6000c.c.-2300 lbs (1054 Kg)
- (b) 4 & 6 CYLINDER CARS
minimum weight free.
- NOTE: Vehicle weights will be random checked subsequent to any particular race, including oil and water, but dry of fuel.
8. BRAKES:
- (a) Braking system components are free.
- (b) The footbrake must operate a dual system as defined in the MANZ Schedule 'A'.
- (c) Must operate both left and right hand rear brake lights.
9. ELECTRICAL COMPONENTS
- (a) The following elements of the electrical system must be fitted and in working order.
1. A complete ignition system.
 2. Starter motor.
 3. Left and right hand rear stoplights.
 4. An externally mounted isolation switch marked by a red spark in a blue triangle having a minimum side length of 4" (100mm).
 5. Windscreen wiper.

10. COOLING SYSTEM

Free, but must remain within the bodywork.

11. BODYWORK

- (a) Composition of body material free.
- (b) Shape of body shell from the top of wheel flares to roof top to remain standard.
- (c) A bonnet scoop not more than 3" (75mm) in height permitted.
- (d) Must have both front doors opening, with latches that can be operated both internally and externally.
- (e) Glass windows may be replaced with, perspex or similar.
- (f) Spoilers, bibs, wings, fairings are free provided they do not exceed the width of the car, or have a height greater than the roof top, or constitute a dangerous device. Wheel arch flares are free.
- (g) Headlights and bumpers must be retained but replicas may be utilised using light weight materials. The original grille and tail lights must be retained.

12. BODY SHELL INTERIOR AND SAFETY

- (a) Roll cage to be constructed to a minimum of that specified in MANZ Schedule A Section 7 (e).
- (b) A Safety Harness must be fitted in accordance with MANZ Schedule A Section 7 (f) (iii). It's use is mandatory.
- (c) No driver will be permitted to start a race without approved fire resistant overalls, underwear, socks, footwear, gloves, balaclava and helmet.
- (d) A minimum of a 2 lb dry powder extinguisher is to be fitted in the drivers compartment, within the drivers reach whilst he is retained by his harness. This extinguisher should also be able to be reached by a person standing outside an open front door.
- (e) No oil tanks, resevoirs, fuel tanks, or batteries are permitted in the interior. Service lines may pass through the interior provided they are enclosed in metal sheathing,
- (f) An effective front and rear fire walls are to be fitted.
- (g) The interior may be stripped of superfluous material provided an element of neatness is exercised.

13. SCRUTINEERING

- (a) All sports sedans must comply with the MANZ Scrutineering Schedule 'A' in particular.
 - 1. Fire Extinguisher
 - 2. Throttle return devices
 - 3. Fuel line fasteners
 - 4. Ignition switch position.
- (b) Compliance with the Sports Sedan Association Rules will be enforced by ourselves. Should any car not comply, the vote will be taken amongst the members at the time, and their decision shall remain firm until the indiscretion has been remedied.

14. SUSPENSION

Components and mounting points may be modified, substituted or added to.

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