Damn! Its my shout, I hate buying drinks in the International bar, so bloody dear! Oh well, take-off is not for a while yet so I can't get out of buying. When our friends see I'm drinking soda water they think its because of my training schedule HA! little do they know. There's the call for our aircraft QFI to Honolulu, Dave and I say our 'goodbyes', through immigration travel documents in order and onto the aircraft. Maximum power down the runway and we're off. Seemingly endless hours in the aircraft, boredom broken only by two things, Richard Pryor in Superman III and free drinks! - beats Tulla. Eleven hours after take-off, we start our descent into Honolulu. Qantas thank us for flying with them - I'm sure they say that to everyone, through U.S. Customs, pick up our luggage, believe it or not my bike is in one piece. We rush over to Hawaiian Air for our flight to Kona and of course they don't open for another hour. Have to wait until 6.30 a.m., 1½ hours to kill. Oh, the hardships of being a jet-setter. No wonder McEnroe is always shitty. Finally on our flight to Kona, we're offered mixed drinks, free tea or coffee, of course I have tea, in training you know. We get chatting to an American girl who competed in the 1982 Ironman. Mireille Gradeef-Casian, she told us about her experiences in the race the year before, then and there I nearly decided to get the first flight back to Oz - thanks a lot Mireille. With Mireille's help, Dave and I organize a hire car, load up our gear and we're off into Kona. Fortunately our hotel, 'The Kona Seaside' is on the entrance road to town and we find it with ease, except for the fact that everyone is driving on the wrong side of the road! Believe me after eleven hours in the air these small differences make life interesting. At last we're in the lobby of our hotel, introduced to our hosts, Uncle Herbie and Auntie Carol. Goodbye to Mireille and her enormous quadriceps and we finally settle in.

Next morning with a good night sleep behind us, we decide to explore Kona, fifteen minutes later I'm driving down Alii Drive and pulled up for speeding, 42 in a 30 mph zone. Can you believe it? They must drive their cars in 3rd gear. The joys of being in Paradise! Down to the famous pier area for a swim, there already there, muscled bodies strutting around in their new Triathlon gear, certainly impressive. It would be hard to find anywhere in the world where there are so many well conditioned bodies, male and female. The atmosphere at the pier and around Kona is an experience in itself.
Rohan Phillips training with his "ears" on.

Why?
Possibly checking that Peter Lang of "The Fox" is at work and not training.

Two weeks until the Ironman so our days are spent training a bit, sunbaking a bit, shopping a bit and eating a lot! Chocolate fudge ice-cream is the way to go! As the 22nd gets nearer we really get into the place, the people are so friendly, Kona is really pretty very laid back, of course on everyones lips is the Ironman. Fantastic atmosphere, when people found out that Dave and I are from Australia they were really interested in our country, Canadians were great, they love seeing the Yanks get beaten, thanks to Bertrand and the boys. Drive around the Island and over the bike course a few times over the next couple of days. As we sit at the turnaround point of Hawi, Dave tries to tell me the wind shouldn't be a problem, when I point out I can't open the car door because of the wind, he agrees maybe it will. (Confidence builder that boy)

ABC is in town and the place is pumping, two days until the start, I ride about thirty miles as my last training session before Saturday and see Dave Scott finishing off a 12 mile run, he has about 3 miles to go and he is cranking at least seven minute mile pace. I think to myself, we've all got our own way of tapering!

Thursday, through the registration process, very lick operation, everyone has been wee briefed in their role, it's evident at this stage just how professional the Ironman organization really is. Chat to Peter Lang in registration he is looking really fit and confident. On to the marquee for the carbo-loading party. Arte Johnson of Laugh-In-Fame is M.C., he's brilliant, he introduces Valerie Sild and John Collins they receive a standing ovation. Great Stuff!

Friday before the race, walking around killing time and eating
chocolate fudge ice-cream, we ran into Rohan and Franca Phillips, have a chat and leave Rohan saying something about remembering the Americas Cup to a couple of locals. The night before the race is reflection time you ask yourself what the Ironman will be like, what you will experience, have I trained enough, race strategy, what I would do differently next time.

Race Day! Up at 4.30 a.m. from our window we can see the pier is buzzing already. Let's go! Have some breakfast (not chocolate fudge) and down to the start. Wall to wall people, cameras clicking, lights flashing, it's electric! Gear up, wish all the best to Russell Black and Terry O'Shane and into the water to join 1000 other Triathletes for the start of the 1983 Ironman. Five, four, three, the crowd is screaming two, one, we're away. The swim is an experience in itself, I imagine it's like swimming in a washing machine, arms, elbows, legs everywhere. I settle into a comfortable pace and start to enjoy what's happening. Have a good swim, out of the water, quick shower and onto the bike, race through the crowd lined streets of Kona up the hill and onto the Queen Kam highway. I get the feeling this must be like walking onto the M.C.G. on Grand Final day, the atmosphere is intense. Settle into a comfortable cadence and enjoy seeing the miles go by. About half way to Hawi the wind picks up and makes it hard going for everyone. Right turn at Kawahal and the final approach to Hawi. The wind is literally screaming over the top end of the island, a steady 30 mph gusting to 50 mph headwind is making progress soul destroying, I'm in the lowest gear I have my bum out of the saddle just to make headway! There are athletes walking their bikes and a few being blown off the road. I paid $100 U.S. to do this crazy! I see Kim Peade just before Hawi and we debate who's thighs hurt the most. Finally at Hawi, from a U-Turn, pick up the now tailwind, jump on the biggest gear and hang on! Absolutely fly back into Kawahal. The rest of the bike course is rolling hills back into Kona, still windy, but the worst is over. The aid stations are an experience in themselves the volunteers who man them are really keyed in to the event, they want each person to finish as much as you do yourself. They're great! Back into Kona still and out to the Kona Surf Hotel for the marathon changeover. Down the hill into the carpark and finally off the bike, quickly change and start the marathon, takes me a couple of miles to feel comfortable out along Alii Drive and get a lift again from the crowd. By about the seven or eight mile mark I am hanging on, for the remainder of the run I am just trying to finish (not a great way to experience your first marathon!). Darkness comes down and it's hard to keep keyed in I'm really struggling, by this time the light sticks have been attached to runners and there's a procession of them up and down both sides of the highway. Finally hear the announcers voice over the P.A. the television lights have turned Kona into daylight, I try to lift my pace and finish this thing. As you re-enter Kona after swimming 2.4 miles, cycling 112 miles and are about to finish the marathon you realize you are going to do what you set out to do. The crowd drags you along screaming encouragement into the main street, a lift as you see the finish line, for that final 200 metres I could not feel my legs. To run across that finish line is one of the most gratifying moments of your life, sounds corny but it's true.

Dave holds me up as I collect 'The T-Shirt' and into continued on page 6
chocolate fudge ice-cream, we ran into Rohan and Franca Phillips, have a chat and leave Rohan saying something about remembering the Americas Cup to a couple of locals. The night before the race is reflection time you ask yourself what the Ironman will be like, what you will experience, have I trained enough, race strategy, what I would do differently next time.

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Dave holds me up as I collect 'The T/Shirt' and into continued on page 6.
JOHN COVACEVICH

Age: 35 years
Birthplace: Cairns Queensland.
Home: Cairns, Queensland.
Occupation: Solicitor.
Best Performance: 5th Coral Coast XXXX Triathlon 1983.
Hawaii Ironman selection.
Dear ATA Member,

Ramon Sporting Promotions and Qantas are proud to present the Australian Triathlon Association 1984 Ironman Triathlon Tour to Hawaii.

This tour is open to ATA members only.

Departure from Australia is planned for October 1st, 1984.

The basic itinerary is:
- 2 nights at the Princess Kaiulani Hotel in the heart of Honolulu.
- 5 nights at the Kona Surf Hotel (race headquarters) on the island of Hawaii to witness the Ironman event.
- 2 nights back in Honolulu at the Princess Kaiulani.

The cost, including all air travel, accommodation on a twin share basis at the above hotels and transfers in Honolulu and Kona is:
- $1620 ex Melbourne
- $1567 ex Sydney.

(Single room surcharge $390 extra.)

Please reserve me ........... place/s in the ATA Qantas Ironman Tour '84.

A 10% deposit is required with each reservation.

Membership No ..................................................

Name: ..........................................................

Address: ..........................................................

........................ P/Code

Phone: Home ..................................................

Bus ..........................................................

Tear off and post to: ATA Tour. P.O. Box 611. Frankston Vic. 3199
The Rosebank Stackhat was designed to help reduce head injuries which can occur in a wide range of active sporting activities. It was scientifically designed after many years of research into the types of injury which occurred and the preventative measures which could be taken to overcome them.

**ROSEBANK STACKHAT THE BEST PROTECTION FOR CHILDREN AND ADULTS**

Until the development of the Rosebank Stackhat there has not been any helmet approved by the Standards Association of Australia which gave maximum protection to the temple and the skull areas. The unique Rosebank Stackhat design incorporates both these important features and is approved by the Standards Association of Australia. It gives maximum protection from injuries, even those which could cause permanent damage or death.

**LIGHTWEIGHT AND COMFORTABLE**

The Stackhat is lightweight and comfortable (maximum weight 580 grams), therefore it can be worn for long periods by active sports people without discomfort. The "soft touch" inner comfort liner is a unique feature which contours to any shape head to make the Rosebank Stackhat the most comfortable helmet ever.

**SAFETY FIRST**

The Rosebank Stackhat is designed for the safety of children and adults. Outer shell colours include Brilliant White and Safety Yellow; these are highly visible and ideal for cyclists.

**THE ROSEBANK STACKHAT PROVIDES PROTECTION FOR YOUR HEAD**

The unique design of the Rosebank Stackhat contours the head and provides protection which could save these areas from serious injury - Forehead, Skull, Temple and Nape of Neck. The efficient strap retention system ensures that it will not dislodge during normal usage.

**STRONGEST MATERIALS MAKE ROSEBANK STACKHAT THE BEST POSSIBLE PROTECTION FOR YOUR HEAD**

Outer Shell is made from the strongest material available, Valox® Impact Modified PBT Polyester, providing maximum protection from impact shock.

Inner Shell is designed to absorb impact shock through controlled compression of the Expanded Polystyrene liner. This specially formulated material comprises thousands of small cells which will gently compress in an impact situation, this gives extra protection by reducing the shock of an impact.

Inner Comfort Liner made from "soft touch" Nylon/Polystyrene Laminate will gently contour to any head shape to provide comfortable fitting for long periods. It also helps dissipate perspiration.

Nylon Webbing Chin Strap will securely fasten the helmet and will last a lifetime.

**RANGE OF SIZES TO FIT BOTH CHILDREN AND ADULTS**

Available from selected retailers, sports stores and department stores. Trade enquiries welcome.
the recovery area for a massage. Back to the hotel, Dave rings Australia and tells them I'm still alive while I soak in a hot bath. Then it's back to the finish line to cheer on the finishing competitors, to see the condition of these people is really moving, physically they're gone, emotionally they are over the moon. It's funny I suppose but I've never even worn the finishers T-Shirt but I know it's mine! Satisfaction there's not much more in life than that.

AUSTRALIANS
Peter Lang 11.12:04
Rohan Phillips 11.12:04
Kimberley Peade 12.02:34
Kerry Dowling 12.12:52
Bern Gaulin 12.17:48
John Linterland 12.36:22
Russell Black 12.41:58
Gary Miller 12.57:51
Bill Evans 12.59:57
Terry O'Shane 14.14:44

WINNERS
Dave Scott 9.05:57
Scott Tinley 9.06:30
Mark Allen 9.21:06

FEMALE
Sylviane Puntous 10.43:36
Patricia Puntous 10.49:17

Got something on your mind? We’d like to hear about it

TRANSITION TRAINING
— Race Day is Too Late.
by Wayne Strong

Transition is defined as "a passage from one state or action to another." Obviously, in the triathlon, two transitions are made, from swim to bike and bike to run.

If the sequence is not practised in training, then the triathletes have only themselves to blame for either lost time or equipment problems which are likely to occur (Murphy's Law). Both transitions in the triathlon make special demands, eg. swimming to cycling is in effect coming from a horizontal plane to a vertical plane. Cycling to running requires practice so that the triathlete can overcome the "wobbles" and adjust to their pace much earlier.

Another problem likely to be encountered is salt left on the body which may cause chapping or painful irritation to the eyes when combined with sweat late in the event. This of course means that triathletes must experiment with the most suitable clothing to wear during each stage of the triathlon.

The following training suggestions may be of assistance in designing a suitable workout which involves transition training. Ideally triathlons, like most other sports, will involve specific training periods, beginning with the aerobic base, where the triathlete sets out to improve endurance and skills. Little or no real stress should be applied during this stage.

The second also involves considerable aerobic work, but more stress is now required to improve one's cardiovascular system. The best method for this is to include hill work in your training two or three times per week for each event, i.e. running and cycling. The aim also in this stage is for training workouts to approach the race distances. Swimming emphasis will be to concentrate on technique.

The third stage is when confidence can be gained, as now it is time to introduce interval sessions into the training program. Beware in this interval period
to try not to "chase" kilometres for the sake of your diary; there is a trade-off when intensity is increased, so be prepared to reduce the kilometres, especially in the initial interval period. It is also unwise to follow one hard interval session on one day with another the next day; make the day after an easy workout. Intensity should be sacrificed thus allowing the body time to recuperate.

This third stage is also an excellent time to begin transition training, as now the body should begin to be adjusting to the faster workouts. Probably the best transition workout would be during the longer training effort of each week. This training session should also follow the sequence of the race. The Triathlon Handbook recommends this long session should be about 75% of your predicted finish time. For example, if you expect to finish in four hours, the time required for this transition session would be three hours.

There are many ways of making training more enjoyable with transition training. For instance, rather than swim for an hour, the triathlete may decide to swim for 30 minutes and cycle for 30 - 40 minutes, not a very stressful workout but a pleasant break in the normal routine, which does not compromise on aerobic capacity and gives vital transition training.

**TRIATHLETE OF THE YEAR**

The 1984 Australian Triathlete of the Year will be selected from ATA members and the winner will receive a Nissan Pulsar (similar to the one advertised on the back page) from the Nissan Motor Company (Australia) Pty. Ltd.

**ANNUAL GENERAL MEETING**

Frankston Hotel, 11.00 a.m. Monday, 19th March, 1984.

**Election of Officers** -

President
Vice-President
Treasurer
Secretary

Nominations shall be made in writing, signed by two members of the association and accompanied by the written consent of the candidate.

Nominations shall be delivered to the Secretary of the Association not less than seven (7) days before the date fixed for the meeting.
Queensland Triathlon Scene
by Barry Voevodin

While most triathletes are proud of particular days or weeks in training they usually feel that the "perfect" week is still somewhere in the distance.

Gold Coast triathlete Rick Hering is in training for the Hawaiian IRONMAN and so he decided to experiment with overdistance workouts (one per day) rather than two or three sessions each day. "So what", you might say, "everyone does overdistance workouts occasionally" - well have a look at Rick's log book for the week of January 14 - 21.

<table>
<thead>
<tr>
<th>Day</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>Cycled 7 hours (hills)</td>
</tr>
<tr>
<td>Monday</td>
<td>Swam 6.5 kms.</td>
</tr>
<tr>
<td>Tuesday</td>
<td>Ran 4 hours (45kms).</td>
</tr>
<tr>
<td>Wednesday</td>
<td>Cycled 6.5 hours.</td>
</tr>
<tr>
<td>Thursday</td>
<td>Swam 7kms.</td>
</tr>
<tr>
<td>Friday</td>
<td>Ran 3 hours (hills)</td>
</tr>
<tr>
<td>Saturday</td>
<td>Swam 1500 metres, cycled 60km, ran 11km - NON NON STOP.</td>
</tr>
</tbody>
</table>

After all this Rick was still feeling guilty at the end of each day, as the fatigue from his morning workouts was usually forgotten by 3pm. To overcome his guilt, on Sunday 22nd he cycled 20km to a 9 km fun run (4th place), cycled back the 20km then swam for only half an hour.

Makes me tired just thinking about it! Meanwhile there's a lot of triathlons for Rick between now and October 6th - he'll be one to watch at Frankston on March 18th!

Triathlon's "Messiah"

At the age of 11 (about 1958) Ramon Russell hopped on a bicycle and rode competitively as an amateur cyclist.

Since then he made his mark (and what a big mark!) in both the amateur and professional cycling ranks within Australia and on the European cycling scene in the Tour of the Riviera and many other notable international events.

In the twilight of his pro. riding career Ramon thought he'd have a go at running cycling "his way" and held portfolios in cycling administration.

On the work front
Between turning the pedals on a bike, Ramon managed to combine a successful pro. cycling career with his bike shops on Melbourne's Mornington Peninsula. Out of the shops and factory came the famous white Ramon cycle and the internationally known Team Ramon pro. cycling team.

In July last year Ramon formed the Australian Triathlon Association and, at Christmas he eased his way out of the shop and stepped into his new venture of sports promotion.
"Barracuda Goggles ($27-$43)

LYCRA TOGS ($25-$35)

ITALIAN CYCLING JERSEY ($45-$85)

LYCRA SHORTS ($45-$75)

ITALIAN CYCLING SHOES (MID-COLOUR) ($80)

ITALIAN CYCLING SHOES (BLACK) ($80)

RACING FLATS ($65-$130)

LOOKING THE PART

WE WONT EVEN THINK ABOUT THE COST OF THE BIKE!
### Calendar

**February 12**
- **Lake Placid Triathlon**
  - Location: Cairns
  - Contact: John Covacevich (07) 55 6173
  - Swim: 1 km
  - Ride: 28 km
  - Run: 9 km

**February 12**
- **Sri Chinmoy Triathlon**
  - Location: Bellarine Peninsula, Vic.
  - Contact: Vidagdha Bennett (03) 813 1462
  - Swim: 1.5 km
  - Ride: 60 km
  - Run: 20 km

**February 26**
- **Hastings Triathlon**
  - Location: Hastings, Vic.
  - Contact: Jim Paton (059) 79 1204
  - Swim: 1 km
  - Ride: 8.5 km
  - Run: 23.2 km

**February 26**
- **Western Victoria Triathlon Championships**
  - Location: Sanctioned
  - Contact: John Holland (055) 62 3635
  - Swim: 0.7 km
  - Ride: 37 km
  - Run: 14 km

**March 4**
- **Sydney Triathlon**
  - Location: Narrabeen Lakes, N.S.W.
  - Contact: Dr. Paul Stone, P.O. Box 360, Maroubra
  - Swim: 2.1 km
  - Ride: 56 km
  - Run: 21.1 km

**March 18**
- **Australian Triathlon Championships**
  - Location: Sanctioned
  - Contact: Ramon Sports Promotions, (03) 783 3261
  - Swim: 2 km
  - Ride: 80 km
  - Run: 20 km

**March 18**
- **Royal National Park Triathlon**
  - Location: Audley Weir, Sydney
  - Contact: Barry Bulmer (02) 521 5375
  - Swim: 1.6 km
  - Ride: 41 km
  - Run: 17 km

**March 25**
- **Weerama Triathlon**
  - Location: Vic.
  - Contact: Margaret Nixon (03) 369 2904
  - Swim: 0.8 km
  - Ride: 23 km
  - Run: 18 km

**April 1**
- **University of Queensland Triathlon**
  - Location: Sanctioned
  - Contact: Liz Hepple (07) 371 7777
  - Swim: 1.5 km
  - Ride: 42 km
  - Run: 15 km

**April 1**
- **The Melbourne Triathlon**
  - Location: Frankston, Vic.
  - Contact: Greg Brown at Nautilus (03) 529 2622
  - Swim: 2 km
  - Ride: 36.8 km
  - Run: 17.5 km

**April 7**
- **Airforce Triathlon**
  - Location: Moogerah Dam, Q'land.
  - Contact: Leo Young (07) 280 2315
  - Swim: 2 km
  - Ride: 30 km
  - Run: 10 km

**May 5**
- **Gold Coast Triathlon**
  - Location: Gold Coast
  - Contact: Ramon Sports Promotions, (03) 783 3261
  - Swim: 2 km
  - Ride: 35 km
  - Run: 15 km

**May 6**
- **Australian Relay C'ships**
  - Location: Gold Coast
  - Contact: Ramon Sports Promotions, (03) 783 3261
  - Swim: 2 km
  - Ride: 40 km
  - Run: 10 km
The above details are correct as supplied to the ATA by race co-ordinators at the time of publication.

Dear Sir,

As one of the more senior members of the Triathlon Association I would like to make a plea for a more realistic grading for Triathlon competitors.

At present most of the competitions concentrate on age groups 30 years and below which prevents any person above the age of 40 years, unless they are outstanding athletes, of gaining any recognition. As the aim of any association or sporting activity is participation I would like to suggest that individuals compete against one another in the following age groupings - 11-13, 14-16, 17-19, 20-29, 30-39, 40-49, 50-59, 60-69, 70-79. In respect to placing I recommend that first, second and third be recognised either by a certificate, ribbon or a medal. I believe that this would be more appreciated and perhaps, in the long run less costly, than the large prizes given to the winners of present triathlons.

I realise that my suggestions will not be without problems and perhaps difficult to implement nevertheless I would be grateful if you could give them earnest consideration.

(P.O. KNUDSEN)
Queensland.

Published by the Australian Triathlon Assoc. Inc.
P.O. Box 611, Frankston, Victoria, 3199.
We've given Pulsar a big boot in the rear.

Introducing New Pulsar Sedan. The perfect match for Pulsar Hatch.

In sheer driving excitement, no other small car can match the Pulsar Hatch. Except one.
Meet the new Pulsar Sedan.
It shares all the same unique features that have made Pulsar Hatch front wheel drive at its best.
Plus, one of its own... a big boot in the rear. In fact, for a sedan this size, boot space is amazing. Deep, boxy and flat.

Up front, Pulsar's brilliant 1.5 litre cross-flow engine, mated with a 5-speed double-overdrive gearbox, provides impressive performance and economy up to 5.4 L/100km (52 mpg) highway cycle, 8.5 L/100km (33 mpg) city cycle (AS 2077).

On the inside, Pulsar Sedan offers ample room for 5 in deep, cloth upholstered seats. The high-backed, body-hugging bucket seats in the front feature adjustable lumbar support for the driver. Height adjustable steering column, push-button radio, 4-door courtesy lights... everything is there. Air conditioning can be added, too, if you want.

New Pulsar Sedan comes in a choice of GX or GL models. Both very comfortable, very powerful, very spacious. And very beautiful to boot. See for yourself at your Nissan Dealer.