



*Above left.* Auckland's Eastern Buses was a regular customer of Hawke's. No. 17, a 1980 Bedford YMT was one of the last Hawke Hunter-bodied buses built before Hawke's sale to Coachwork International. *Garth Stewart.* / *Above right.* Bonnici Coachlines No. 110, a 1980 Hawke Supercruiser II-bodied Leyland Leopard. Bonnici's order for ten of these vehicles launched this new body style, but follow-up orders were relatively few. *Garth Stewart.* / *Below.* Placed in the early 1980s, Auckland Regional Authority (ARA) orders for 109 Hawke-built VöV-style bodies represented a major blow to NZMB, previously the sole supplier of such bodies to the country's second largest operator. Illustrated is ARA No. 1659, 1982 VöV-style Hawke-bodied MAN SL200. *Sean Millar.* / *Bottom.* One of three 1982 Hawke Euro-bodied Volvo B58s bodied for Moe Trek's Contiki Tours operation. *Garth Stewart.*

Note: in some publicity material, Hawke referred to the Hunter, VöV and Euro styles respectively as the Mk III Omnibus, the Mk V Omnibus and the Mk IV Special Luxury Coach – designations which, unsurprisingly, had little effect on common usage.

*See the front and back covers for additional photos of Hawke-bodied vehicles.*

