



100 Years of Motorcycle Sport in New Zealand

1916-2016



Disclaimer

This is an overview of the history of the NZACU/MNZ and has captured the information from the organisation's archived files. In no way is there a reflection on anyone should they have, for some reason, not been included in this publication. The history of the organisation, like any organisation, will continue to be a work in progress.

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Foreword

An organisation that has survived 100 years is worthy of celebrating. This e-book has been created to document the history of the organisation that started as the New Zealand Auto Cycle Union Inc. (NZACU) in 1916, and then many years later modernised its name to Motorcycling New Zealand Inc. (MNZ) as we are known now.

We recommend this book as essential reading – by reading the history of the organisation you will get to know first-hand the challenges that it has faced throughout the years; from the World Wars, the influenza pandemic and the Great Depression, through to the modern day challenges.

We see some of the same family names right from the beginning still being involved in the sport; the first Championship to be won in New Zealand was by Percy Coleman, a name synonymous in the sport.

Our strong International standings are evident with entrants at the Isle of Man featuring heavily. In fact, a Road Race around Waiheke Island was started and this Road Race was known as the NZ Tourist Trophy (1931) and became the qualifying event for New Zealand teams to be selected to compete at the Isle of Man.

We would like to take this opportunity to acknowledge and thank the Clubs and volunteers who have been involved over the years.

Special thanks to Ian Dawson for the time and effort that has gone into researching the history of the organisation.

Dedication

We dedicate this book to our founding members, Cecil Bridge who in 1911 instituted a movement for form an Auto Cycle Union of New Zealand, Mr Gus Torstonson the first President, Mr H Osgood the first Secretary and Mr L Lloyd the first Treasurer – all elected at the first Conference held in Dannevirke, August 1916. After five years, and in the middle of World War One, the seed that Cecil Bridge had planted had finally germinated and bloomed.

Contents

4 Life Members

NZACU

5 Prologue

In the Beginning
(Pre-1916)

6 Chapter 1

The Early Years
(1916-29)

11 Chapter 2

The Pre-War Years
(1930-1939)

21 Chapter 3

World War Two
(1940-1945)

22 Chapter 4

A New Beginning
(1945-1949)

26 Chapter 5

A New Era
(1950-1959)

34 Chapter 6

The Swinging Sixties
(1960-69)

44 Chapter 7

A Decade of Change
(1970-1979)

55 Chapter 8

New Zealand Joins the FIM
(1980-1989)

69 Chapter 9

Goodbye NZACU, Hello
Motorcycling NZ(1990-1993)

74 Chapter 10

Motorcycling New Zealand Inc.
Towards 2000 (1994-1999)

81 Chapter 11

Into the New Century

88 Forms of Racing

In New Zealand

89 Road Racing

In New Zealand

99 2006 ISDE

New Zealand Hosts 2006 ISDE

103 World Superbikes

Kiwi Connection
(1988-90 & 1992)



2009 City Scramble

NZACU Life Members

1948

A Way

1951

K. Fowler
D. Palmer
W. Spragg
F. Jones
C. Allen
A. McLaren

1955

E. Pink

1960

A. Harp
T. McCleary Snr

1962

S. Brewer

1963

J. Porter

1964

R. Lyford

1968

C. Callendar

1970

A. Laurenson
C. Treneary
H. Henry

1972

Mrs D. Cook

1973

L. Payne

1977

D. Tomkins

1986

K. Duncan

1992

K. McCleary
M. Cleverly

1993

J. Douherty
E. McCabe
T. Redman

1997

A. Hathaway
M. Perry
R. Shearman

2002

R. Petersen

2003

T. Gibbes

2005

E. Conaghan

2006

R. Cooke

2010

R. Atkins

2011

G. Dyer
N. McCutcheon
P. Achison
Mrs F. Scammell
B. Scammell

2015

T. Heaphy
Mrs S. Perry
D. Morgan
D. Craig

Prologue

In the Beginning (Pre-1916)

Motorcycles and Motorcycle Clubs in New Zealand have been around since the earliest days of the twentieth century. The first record of a two wheeled 'Motor Bicycle' making an appearance was in 1901 in Christchurch – these were mainly bicycles with a universal motor bolted to a stronger frame.

By 1909 motorcycles were becoming more complicated. With the mass of cables and levers needed to operate in unison it was difficult for many riders to master. Around this time 'The

Trade' realised that, to prove their machines' build quality, competitions were needed and so they began sponsoring riders.

A number of clubs, such as the New Zealand Motorcycle Club based in Wellington, ran reliability trials, hill climbs, and other events in their respective areas of the country, each with their own rules and guidelines. While there is some anecdotal evidence that there was early talk of a national Union for motorcycles, the earliest found documentation is from 1911.

The Evening Post (Wellington) from the 20th of July 1911 reported:

The New Zealand Motorcycle Club (NZMCC) held it's annual smoke night* last evening in Scott's Rooms in Manners street Wellington. Around fifty members attended. The Secretary/ Treasurer Mr Cecil D Bridge** explained the advantages that would accrue through a national organisation with uniform rules and regulations for holding competitions.

He suggested many new riders would compete who at present regarded competitions as rather of the nature of an advertisement for the trade. Moreover the movement would lead to the establishment of affiliated clubs in such places as the Wairarapa, Marlborough and Nelson. It would tend to consolidate the interests of motorcyclists throughout New Zealand.

He received favourable responses and suggestions including the idea to hold a Conference of Club secretaries and delegates in Christchurch to consider the proposal and name. Mr Bridge then suggested that the NZMCC change its name to the Wellington Motorcycle Club which would be more indicative of where it was based.

In conclusion, Mr Bridge declared that members of the governing body should be strictly private owners.

A Mr Bender spoke about "The Trade" criticising the management of reliability trials. Mr Reynolds replied, pointing out that trade riders (Sponsored Riders) and that of private riders were mutually advantageous to one another. He mentioned that membership of the NZMCC was now eighty five and would soon reach one hundred members.

The value of trials and competitions was much appreciated by the makers of motorcycles, who were able to learn the good and bad points of their machines. The recent twenty four hour trial had been the hardest test for any motorcycle and rider to go through. He considered there was a great future indeed for the motorcycle and sport in the Dominion.

*The smoke night or smoke social was a predominantly male only social evening in the late nineteenth and early twentieth century New Zealand and Australia.

**Cecil Bridge (1880-1959) did see his idea become reality. He can rightly be credited as being the founding father of The New Zealand Auto Cycle Union Inc (Motorcycling New Zealand Inc).

Chapter 1

The Early Years (1916-29)

With the formation of the New Zealand Auto Cycle Union ('NZACU') in 1916, it should have been full steam ahead. However, it must be remembered that other events would affect these early days, namely World War 1 (1914-18), the Influenza pandemic (1918-19), and the start of the Great Depression (1929).

Like today, not all clubs were part of the Union. Throughout the governing body's history clubs have become affiliated then left, amalgamated or just disappeared. A few clubs are older than the Union, which is why many have already celebrated their 100 years.

It is interesting to note that the Union was actually set up to govern the overall activity of motorcycling, especially in regard to competitions, legislation, touring, roads, insurance, social activities and legal matters. In the beginning it was a difficult thing to try and unite the country, as the means of communications was limited and the logistics of getting around the country was very difficult, remembering that New Zealand itself was only seventy six years old.

But somehow the sport prospered with most events being reliability trials, mile grass tracks (run around horse racing tracks), beach racing, hill climbs and social runs. It is to be remembered that riders generally had a single

motorcycle that they would use for events on and off road. Percy 'Cannonball' Coleman won the first official Heavyweight Championship (Grass Track) in the 1916-17 season.

The first NZACU Conference was held in Dannevirke on the 16th of August 1916, and elected Gus Torstonsen as the Union's first President, with Mr H. Osgood elected Secretary and Mr L. Lloyd as Treasurer. Conflicting reports show the number of clubs affiliated at around six.

Within a year rider numbers affiliated to the Union had risen to 52 with 30 in the North Island and 22 in the South.

The 1917-18 season saw Roy Crawley win the New Zealand Heavyweight Championship, A. Boag the Middleweight and Jim Dawber the Lightweight.

By 1919 permits had been granted for Dannevirke, Woodville, Ashhurst, Manawatu, Christchurch, Napier, Rangitikei and South Taranaki clubs.

A world grass track record was set by Percy Coleman at Sockburn race course in Christchurch. The 15 mile distance was covered in 13min 50sec. The New Zealand Heavyweight Championship was won by Roy Crawley and the Middleweight by A. Boag.



Left to Right: 1910 Paekakariki Syd Charles Smith, 1915 Alan Woodman, 1914 Alec Anderson

The 1920's

The new decade began with a Conference in Wellington with eighteen Clubs sending delegates. However, not everything was going to plan – some Clubs had not furnished complete balance sheets and accounts, so the Treasurer could not present a complete set of accounts for the Union. Heated discussion was had, but finally the balance sheet was adopted.

Outgoing President, Gus Torstonson, concluded that the success of the sport could be seen by the large crowds at track meetings, and that he considered that the sport of motorcycling was one of the best sports in the Dominion (New Zealand) at the time. Mr A.E. Davey was elected as President.

By the time the 1921 Conference in Palmerston North had started, the number of clubs affiliated to the Union had grown to nineteen. Permits were issued for race meetings to fourteen clubs, some which were not used due to difficulties in securing tracks. The prize money offered for the season grew to £1,625 (\$138,344 in 2014 terms).

The New Zealand Heavyweight at Hawera and Middleweight Championships at Marton were both won by Lee Managh of Palmerston North for the 1920/21 season. Managh was a farmer from Halcombe near Feilding and beat Percy Coleman many times on the opposition brand of motorcycle – Indian.

The following season (1921-22) saw Mr Davey re-elected as President and Mr Arthur

Way elected Secretary – a position he would hold for the next 24 years. The New Zealand Heavyweight Championship was once again taken by Percy Coleman at Takapuna Auckland, and Lee Mangham took out the Middleweight Championship.

The next Conference was held at Hamilton with Mr E. Gaisford as President. Thirteen clubs ran permitted events over the 1922-23 season with the Nelson and Blenheim clubs being the only South Island clubs to run permitted events – the rest were spread from Auckland to Manawatu. The Union made a profit of £48, several new rules were proposed, including the size of number plates and a minimum standard for crash helmets be adopted.

From the earliest years a benevolent fund was set up for riders, should they be injured, funded by riders, clubs and the Union. The 1923/24 Conference listed that Steve Whitehead was awarded £15 and Mr B. O'Brien £6.6s after injuries suffered from accidents; the Union paid £141.5s in doctors and hospital expenses. While the system was generous, some people tried to get more than they were due. Such was the case of a rider who had an accident in Opotiki and forwarded a claim for £34.4s. After a full inquiry into the accident the Opotiki club forwarded a report to the Union. The Unions Council decided not to award the money as the accident occurred before the race meeting started, and the rider in question had no authority to even be on the track.



Left to Right: 1920s beach racing Otaki, 1925 beach racing Nelson, 1923 Manawatu Orion MCC

Remits to the 1924 Conference included that machinery and riding equipment be inspected before racing starts, and that qualified first aid and first aid equipment be compulsory at all NZACU permitted events.

The Heavyweight Championship again went to Percy Coleman at Christchurch; the Middleweight was won by Spencer Stratton and the Lightweight by Alan Woodman.

Percy Coleman was showing he was the leading rider in New Zealand at the time. On Friday the 7th of March 1924 he set several world records at the Takapuna race course under the auspices of the Auckland Motor Racing Club. Riding a 7 horsepower Harley Davidson he set the following records:

- Flying Mile: 47and 3/5th sec
- Standing Start 5 Miles: 4min 7sec
- Standing Start 7 Miles: 5min 42 and 1/5th sec
- Standing Start 10 Miles: 8min 4 and 4/5th sec
- Standing Start 12 Miles: 9min 40 and 2/5th sec
- Standing Start 15 Miles: 12min 4 and 2/5th sec

The 1924-25 season saw Chas Goodwin win the Lightweight New Zealand Championship, Henry Moller took the Middleweight and again Percy Coleman the Heavyweight.

The same three riders would win these same championships again in 1925/26 and 1926/27.

Over the year Wellington Motor Club, Greymouth Motor Club and Hokitika Motor Club granted affiliation, while the Wanganui Motor club was reinstated. Twenty clubs were Affiliated with 151 riders registered. Twenty one permitted race meetings were approved from Auckland to Hokitika. The Rangitikei Club was forced to cancel their race meeting due to the Infantile Paralysis Epidemic (Polio).

It was announced that on the 13th of June 1925 that Gus Torstonson had died aged 48 years old. Gus was the NZACU's first President in 1916

and again in 1918-19 and 1919-20. Throughout his time he was also head handicapper of the Union and Vice President from 1920 until the time of his passing. He was a keen motorcyclist and was at the forefront of the Union throughout its first nine years.

The Unions rules were revised and incorporated under the Incorporated Societies Act.

An Executive Committee was set up to carry out business that was previously carried out by the NZACU Council. The Executive consisted of G. Gainsford, W. Spragg and H. Burrell.

It was clarified that all NZACU licenced motorcyclist sportsmen were amateur not professional – professionals could not be members of NZACU affiliated clubs.

New records were set at Takapuna Race Course:

- Allan Woodman – 2.75HP Flying Mile: 55 sec (6th of December 1924)
- Percy Coleman – 7H.P. Five Miles: 4min 1 2/5th sec (7th of February 1925)
- Henry Moller – 3.5HP Five Miles: 4min 23 1/5th sec (7th of February 1925)

The 1925/26 Conference was held in Napier, the Union's books showed a loss of £11 10s 1d. This was due to having 1,000 rule books printed and Secretary salary arrears, among other items. The assets of the general account was £55 12s 9d with a credit bank balance of £97.10z.8d.

New Affiliated Clubs were Otaki Sports Club, Christchurch Motor Club, Foxton United Sports Club and Gisborne Motor Sports Club. The NZACU issued one-off permits to Awanui Sports Club, Pohangina Valley Sports Club and Feilding A & P Association to hold two races. Twenty permitted events were held from Auckland to Christchurch. The Union had 154 riders registered, an increase of 3 from the previous year.

The New Zealand Championships were won again by Percy Coleman (Heavyweight), Henry Moller (Middleweight) and C. Goodwin (Lightweight). Goodwin was also granted a

record for the flying mile at Takapuna on the 27th of February 1926 on his 2.25HP AJS (54 and 2/5th sec).

Two New Zealand riders, Spencer Stratton and Henry Moller, competed in Australia and England respectively. Stratton had some good results, while Moller was unfortunate not to complete the Isle of Man TT due to engine problems.

More World records were broken over the 1926/27 season, again at the Takapuna race course in Auckland. On the 12th of March 1927, on his 3.5HP, Douglas B. Bray took the World Grass Track Flying Mile record to 48sec, and A. Lemon recorded a time of 53sec for the World Flying Mile on his 2.75HP Harley Davidson.

The annual Conference was held in Palmerston North. The Auckland Sports Motorcycle Club applied for affiliation to the Union at this Conference. Eighteen permitted meetings were held from Auckland to Nelson.

From the beginning, injuries were recorded on all Conference reports due to accounting for the Benevolent Fund payments. In 1926/27 £153 was paid out; it was with regret that the death of a rider Mr W. Davidson, who crashed at a meeting in Auckland and died from injuries received. The Executive paid the hospital and funeral expenses.

The Executive considered a request from Mr H. Moller and Mr H. McCready for special masseur treatment amount to £16. After failing to arrive at an amicable arrangement the matter was referred to the Conference and it is not known how it was resolved.

The proposed Reliability Trial that was proposed to be run by the Union had to be abandoned due to poor response.

The 1927/28 Conference was held in Marton. The Union had assets of £1,000 approx. and 168 registered riders. Again around twenty meetings were permitted from Auckland to Christchurch. New Affiliated Clubs were Reefton, Stratford and Pioneer Sports Club of Christchurch.

The past season had been disastrous as far as injuries sustained by riders, and also the death of former New Zealand champion James Dawber. The Conference heard that although there were more pay outs, the Union's finances were still in good order.

Several New Zealand riders raced in Australia over the year; Harry Mangham, J. Wenney, J.R. Arnott and W. Allen all competed. Arnott had broken the Australasian record on a mile grass track, and had also won the first Australian Championship in Brisbane.

There was a suggestion that the NZACU affiliate with the recently formed Auto Cycle Council of Australia. The matter was referred to the Executive to deal with as soon as a constitution was received.

The 1927/28 New Zealand Championships were won by Percy Coleman (Heavyweight), David Managh (Middleweight) and George Dixon (Lightweight). World records were once again set for the Flying Mile: Percy Coleman on a 7HP Harley Davidson in 46 and 4/5th sec, and C. Walker on a 2.75 Rex Acme in 50 and 4/5th sec.

Some of the remits adopted at the Conference included: no two clubs in the Dominion being allowed to race on the same day, and a compulsory requirement to have an ambulance at each race meeting.

The end of the first full decade for the NZACU ended with a Conference at Marton on August 28th 1929 with W. Spragg as President, Arthur Way Secretary, and K. Fowler as Treasurer.

The Executive was made up of: E. A. Rodgers, F. Jones, B. Palmer and C. Allen.

The Union had 160 registered riders, 18 Affiliated Clubs and assets of £1,136 in total.

As of June 1929 the following Clubs were paid up affiliated members of the NZACU: Hawera, Rangitikei, Whangarei, Napier, Opotiki, Manawatu, Marlborough, Auckland, Wairarapa, Nelson, Pioneer, New Plymouth, Foxton, Otaki, NZ Speedways Limited, Wellington Speedways, Christchurch Speedways and Auckland Speedways.

Speedway Arrives in the Union

The New Zealand Championships were won by Percy Coleman (Heavyweight), Reg Ranby (Middleweight) and Jack Arnott (Lightweight).

For the 1928/29 year, 'Cinders Racing' was officially brought into the Union for the first time. The NZ Speedways Ltd, Christchurch Speedways, Wellington Speedways and Auckland Speedways became affiliated. The Wellington and Christchurch Speedways had several meetings at Wellington and one at Christchurch respectively. The arrangement

made between the Union and Speedways was that permission be given to NZACU registered riders to ride at their meetings, but the riders would not in the case of injury participate in the funds of the NZACU Benevolent fund, which was agreed to by the Speedway bodies.

The Union had survived its first 13 years, but more challenges were in store, including the Great Depression and then the beginning of World War 2, but also with these challenges came some successes.



Top: 1929 Kilbirnie Speedway action.
Bottom, 1929 Eddie Naylor Kilbirnie
Speedway



Chapter 2

The Pre-War Years (1930-1939)

The 1920's finished with the Wall Street Stock Market Crash which turned into the Great Depression. This would have a huge impact on the world over the next decade, and New Zealand would not be spared.

1930

In New Zealand in 1929/30 the NZACU continued to expand their involvement in Speedway. But a few events and hurdles had to be overcome along the way. A new entity known as the NZ Speedways Association was formed and was affiliated to the NZACU.

The Association was given the power to control the issue of permits, and the running of Speedway at the circuits.

The Wellington, Auckland, Christchurch and Dunedin Speedways were granted affiliation to the Speedway Association and held several successful meetings during the year. The issue of licencing of tracks and New Zealand riders was left to the NZACU. The individual circuits could still make their own arrangements with rider exchanges with Australia and England.

NZACU's President and Secretary spent some time dealing with issues, along with getting Christchurch's English Park amalgamated with Christchurch Speedway.

A breakaway group ran a number of meetings at Blandford Park in the middle of Auckland in Grafton Gully. The management applied for affiliation to the NZ Speedway Association, which was refused as the track was not the regulation size.



1930 Percy Coleman

A number of riders then resigned from the NZACU and continued to ride at Blandford until the end of the season at the Park. The riders then tried to re-register with the NZACU; however they were refused due to a resolution passed by the Executive on the 1st of March 1930: *"That their applications for re-registration be refused, and that they be informed that if they apply for registration at the beginning of the next season, their applications will receive favourable consideration only on the distinct understanding that they cease riding at any unregistered meetings and circuits."*

Two riders, L.R Coultard and A. Lemon, visited England at the end of the Blandford Park season, the former with the intention of riding the TT race at the Isle of Man. However, as he was a disqualified rider, steps were taken to prevent him from racing, this was enforced by the English Auto Cycle Union. Remember riders in those days were just that, riders, it didn't matter what discipline they rode in. In this case Coultard was banned for riding at black speedway meetings, yet was also not allowed to race the Isle of Man TT, a road race.

For several years it was thought that perhaps a closer relationship with Australia Auto Cycle Council was in order, at the same time affiliation to the English Auto Cycle Union was also a possibility.

In the interests of a closer working relationship, the NZACU President Mr Spragg and Secretary Mr Way decided to attend the annual meeting of the Australian Auto Cycle Council.

That was the primary reason to attend the meeting but, when it became known that the unregistered Blandford Park Stadium Company of Auckland was to be represented at the meeting to seek affiliation with Australia, Mr Spragg then considered it an imperative that the two delegates from the NZACU attend and oppose the application.

He explained what happened *"As soon as we arrived in Sydney we felt that we were not wanted, it seemed to us that the New South*

Wales people wanted to assist Blandford Park and its application and push New Zealand out. In Melbourne we were received with every courtesy and the Victorian delegates promised us every assistance they could give. At the Conference New Zealand was strongly opposed from the start. We were told we had no right to be there. We were put on the back landing and we paced up and down with the Blandford Park delegate. While conference held a council of war inside. I was called in, put in the witness box and cross examined. It made me feel like a criminal and an indignity to New Zealand. I blew out a lot of what Blandford had put on the table and contended that we had every right to be there as we were a registered body and they were not. The Blandford Park man was told to go about his business, we were then told that if we were to become affiliated with Australia we would have to work within their rules."

As it so happened, after all the drama in Australia, upon his return to New Zealand Mr Spragg received a message saying that the English Auto Cycle Union was prepared to accept New Zealand as an affiliated body. It must be noted that even before this, the ACU had already invited New Zealand to send a rider to the 1930 Isle of Man TT. No surprises that Percy Coleman was selected as New Zealand's first official rider at the Isle of Man in June 1930. Unfortunately he crashed in the Junior TT and had valve trouble in the Senior.

It was at the 1930 NZACU Conference in Marton in August where Mr Spragg announced that, in terms of the affiliation, *"I'm confident that matters will go along quite well with the new affiliation."* It was decided to advise Australia of the circumstances which led up to the affiliation with England, in order to show that the New Zealand delegates had been acting in good faith in approaching the Australian Council and had not gone behind their backs.

However there was still discussion to be had, especially from the NZ Speedway Association. Its delegate Mr R Johnson saying *"We arrived here today in Marton thinking that we would be working under the same arrangement as last*

year. We had no idea that you had affiliated with England and what we want to know is how will the new arrangement have any effect on our working agreement that we had in the past. We trust this won't alter at all, we would be perturbed if the present arrangements are interfered with."

Mr Spragg replied that he could not determine at that juncture just what effect the English rules would have, and he was not prepared to say just where they differed from New Zealand's.

In the 1929/30 season fifteen permits were issued, but Clubs were beginning to find it difficult to find suitable tracks – horse racing track owners were making it harder to race motorcycles as there was a feeling that the bikes were more popular than the horses – something that would eventually see the end of the sport.

The effects of the Great Depression were also starting to be felt.

The Union had 243 registered riders on its books, 20 Affiliated Clubs, and total assets of £1,273 (\$124,000 in 2015 terms).

The New Zealand Championships again saw Percy Coleman take the Heavyweight class racing in Christchurch, Reg Ranby take the Middleweight class in Napier and Tui Morgan take the Lightweight class at Opotiki. All three rode Harley Davidson machines.

1931

1930 had seen a lot of changes in the Union, both domestically and Internationally, with the NZACU becoming an affiliate of the English ACU. It must be also noted that, unlike today, riders were registered directly to the NZACU not through clubs.

The Great Depression was underway, and in New Zealand the devastating Napier earthquake had also occurred.

However the NZACU still had 15 paid up Clubs and six Speedway Clubs under its jurisdiction. Fourteen Grass Track permits were issued from

Auckland to Christchurch, while permits for 77 Speedway race meetings were granted. A total of 307 riders were registered to race.

The Union finances were still in good shape with the Benevolent Fund total being £837 and the general account £360. The Whakatane and Westport Motorcycle Clubs became Affiliated Clubs.

The ACU invited two NZACU riders, Ben Bray and Howard Tolley, to the Isle of Man in 1931, but both riders had failed to finish.

On the back of the affiliation with the English ACU, an idea was hatched by the Auckland Sports Motorcycle Club to run a race around Waiheke Island in the Hauraki Gulf as a sort of 'mini Isle of Man TT down-under'.

The first New Zealand TT took place on the 3rd of June 1931. Twenty five riders started the race, run along the same style as the famous Isle of Man TT. Sid Moses on his Rudge won from Len Sowerby on his Douglas. It was decided that the event be run every year and the selection of riders for the Isle of Man TT made from riders who rode at the NZTT.

The affiliation with English ACU also brought about some rule changes. The Union could not affiliate with a proprietary body, meaning the Speedway Association could no longer have or require a representative from the NZACU at its Council/general meetings. As the bulk of the discussions had nothing to do with Union anyway it didn't seem a huge issue. The Union was only involved to make sure the riders and tracks played the game with regard to licencing, and be an unbiased observer if called upon. However this uneasy alliance would not continue.

Meanwhile the Speedway branch of the sport was proving popular, with 77 permits granted. Auckland had 20 meetings, Wellington 18, Christchurch 16, Dunedin 12, and Manawatu 10. On account of refugees from the Hawkes Bay district being billeted at the Palmerston North Showgrounds, Manawatu Speedway were deprived of several meetings during the best part of the season.

The first NZ Speedway Championship was won by Alf Mattson at Western Springs Auckland.

New Zealand (Grass Track) Championships were won by Tui Morgan (Heavyweight), Alby Lemon (Middleweight) and Ben Bray (Lightweight).

1932

The year saw 232 riders registered, down from 307 in 1931. There were 11 permitted normal events and 59 permitted Speedway events. The North Shore Sports Motor Club was affiliated however the number of paid up Affiliated Clubs dropped to just nine: Foxton United, Opotiki, Manawatu, Pioneer, Wairarapa, Auckland Motor Racing Club, Nelson and North Shore.

The Great Depression was starting to affect the NZACU.

The Union's assets were estimated to be around £356 with no liabilities. The Benevolent Fund ran at a loss after many pay outs due to accidents, including one fatality in the Manawatu – Mr Bert Elwin died when he hit a guard rail. The Fund took in £66 but paid out £116. The Union also formulated a scheme for management of the dirt track (Speedway) Benevolent Fund.

Mr Spragg, Mr Way and Mr F Jones toured the South Island and visited Nelson, Westport, Greymouth, Timaru, Oamaru, Dunedin, Gore, Invercargill, Ashburton and Christchurch to visit clubs and talk about the Union and its objectives.

The Speedway Association and NZACU dispute came to a head, and the Speedway Association went out of existence, although the NZACU still received some revenue from the Speedway tracks and riders directly.

The New Zealand TT was won by Alf Mattson on a Norton from Sid Moses on his Rudge, with B. Cuthbertson on a Sunbeam third. Alf Mattson and Howard Tolley were selected to represent New Zealand at the Isle of Man TT but again had no success.

The New Zealand Championships (Grass Track) was won by Harry Magham (Open and Middleweight) and Doug Collinson (Lightweight).

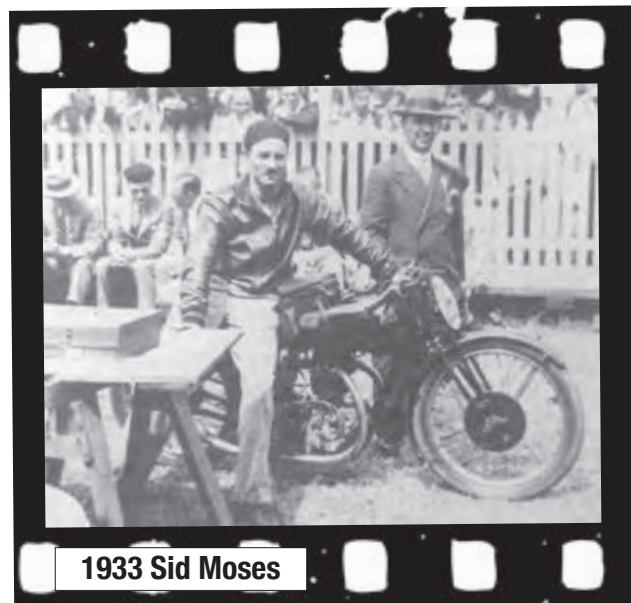
1933

The Great Depression had really begun to bite hard. There was no doubt that the Depression was affecting all sports clubs and bodies in New Zealand and the NZACU wasn't immune. There was a reduction in gate charges, rider registrations fees, affiliation fees and subscriptions, and this was reflected in the Union's reduced revenue.

The number of riders fell to 168, down from 232 the year before, Club numbers were down to 9 Affiliated Clubs and just two Speedway Clubs. The number of race meetings also fell – only six permitted Grass Track meetings were held with Foxton, Manawatu, Pioneer, Napier and Hamilton running meetings.

The Auckland Sports Motorcycle Club changed its name to the Auckland Sports Motor Club and ran meetings at Mangere and Muriwai Beach.

The Auckland Motor Racing Drivers Association affiliated with NZACU and conducted motorcycle races with car races at Auckland's



Hennings Speedway. The Ixion Club of Wellington was affiliated and ran reliability trials and beach races at Waikanae Beach. Only two Speedway companies opened during the season, Auckland and Christchurch each holding twelve meetings.

The NZACU Benevolent Fund experienced its worse season for pay outs since its inception. The total assets for the Union stood at £837 down from £1,128 for the previous twelve months.

The New Zealand Championship (Grass Track) was won by Harry Mangham (Middleweight) and J. Fenton (Lightweight). The Open Speedway Championship was won by C. Blackmore at Monica Park in Christchurch.

The New Zealand TT was won again by Sid Moses – he was the only rider out of the nine starters to finish. Sid Moses also became the first New Zealander to finish an Isle of Man TT, in the process winning the Nisbet Cup for “pluck and courage”.

1934

A better atmosphere prevailed throughout the NZACU during the season. Most of the Clubs that held meetings showed a better financial return, and most meetings were well attended by the riders.

However rider numbers continued to fall with only 132 riders registered, well down on the 307 in 1930. During the season Foxton, Manawatu, Pioneer, Napier, Gisborne, Auckland Motorcycle Club and Rangitikei ran race meetings. The NZ Motor Racing Drivers Association also conducted races at Hennings Speedway in Auckland.

The Ixion Club was granted a permit to hold Miniature TT races in Avondale, Auckland. A number of Reliability Runs and Beach Races were successfully conducted by the Ixion and Auckland Motorcycle Clubs. There were 13 paid up Affiliated Clubs.

For the first time no Speedway events ran during the season.

The Union once again ran at an operating loss of £39. In order to keep down expenses, the business required to be transacted by the Executive was carried out by a “Round Robin” system via mail. This proved very satisfactory and helped conserve funds. The Benevolent Fund paid out a lot less but still made a loss. The assets of the Union showed it to have £686 in the Benevolent Fund and £82 in the general fund.

Mr Spragg resigned as President of the Union and Mr Frank Jones was elected. Mr Arthur Way continued as Secretary.

The Executive decided not to send a rider to the Isle of Man TT owing to NZACU being unable to make satisfactory financial arrangements with ACU in London.

The New Zealand TT was once again won by Sid Moses. There were 21 starters but after a number of crashes and engine troubles only five finished. The distance was 168 $\frac{3}{4}$ miles. This was Sid Moses' third win from four starts, having also finished 2nd in 1932.

The New Zealand Championships were won by Ben Bray (Heavyweight), Harry Magham (Middleweight) and Charles Goldberg (Lightweight).

1935

After a year of not operating, Speedway reopened with Auckland, Wellington and Christchurch Speedways all opening during the latter part of the season. Crowd attendance and race numbers were a great indicator that Speedway was as popular as ever.

During the season other race meetings were held by Foxton, Manawatu, Nelson, Napier, Auckland and Blenheim Clubs.

Beach Racing was very popular during the season. The Auckland Motorcycle Club held the first New Zealand Beach Racing Championship on Muriwai Beach which was won by Bill White on his Velocette. The Auckland Club also ran a number of weekend Beach Races and Reliability

Trials. The Ixion Club conducted a series of beach meetings at Waikanae and Otaki as well as Reliability Runs.

The New Zealand TT was run on Waiheke Island again, and this time 18 starters lined up for what was to be an exciting race. The results were:

- 1st – A. Bradley – 3hr 7min 38sec
- 2nd – A. Mattson – 3hr 8min 56sec
- 3rd – L. Sowerby – 3hr 9min 9sec
- 4th – C. Goldberg – 3hr 12min 12sec
- 5th – L. Perry – 3hr 13min
- 6th – J. Dale – 3hr 13min 55sec
- 7th – M. Jones – 3hr 14min 6sec

Bradley was selected to go to the Isle of Man TT, and fundraising was organised through a Gold Nugget Art Union draw. This showed a profit of £28, and with additional assistance from the Nelson Motorcycle Club he sailed for the Isle of Man. Unfortunately he met with a mishap in practice and could not start.

The NZACU made another attempt at run a Reliability Trial, running the event over four days during Easter. While 37 started from Napier, only 24 completed the 1,013 ½ mile course. Day 1 was 307 miles from Napier to Auckland, day 2 was 241 ½ miles from Auckland to New Plymouth, day 3 was 248 miles from New Plymouth to Wellington via Palmerston North

and Levin, and day 4 was 217 miles from Wellington to Napier via the Wairarapa.

The winners were Mr C. Jones (Ixion Club) and Mr W. White (Auckland Motorcycle Club) who each lost 13 points and tied for the win. They each received £17.10s in prize money and Silver Cups. Third was Mr F. Mitchell (Manawatu) who lost 15 points and took home £5. The first Club Team prize went to the Manawatu team of H. Robson, J. Manning and F. Mitchell who took home the Harley Davidson Shield.

The New Zealand Championships were won by Harry Mangham (Open and Middleweight) and Doug Collinson (Lightweight).

The first New Zealand Beach Racing Championship was won by W. (Bill) White.

While the sport was showing some good signs of life, registered rider numbers still fell to 117. The assets of the Union were the Benevolent Fund (£650) and the general account (£71). However both the President and Executive felt that things would improve.

1936

Speedway once again look like it was starting to grow. The Manawatu Speedway started operations in Palmerston North and held several successful meetings, greatly assisted by Putt Mossman and his team of American riders. Auckland, Wellington and Christchurch Speedways also held popular and financially successful meetings.

Normal grass track meetings were held by the following Clubs: Foxton, Manawatu, Nelson, Napier, Pioneer and Hamilton.

The Union had total of ten clubs and five Speedway tracks affiliated, and for the first time in several years the number of registered riders grew to 140 – an increase of 23 from the previous year.

For the first time in several years three new clubs were affiliated – the Pahiatua Motorcycle Sports



1935 Harry Mangham

Club, the Blenheim Motorcycle Club, and the Canterbury Auto Cycle Club.

The Canterbury Club applied to run the first New Zealand Grand Prix, making it the second major road race in the country after the NZTT at Waiheke.

The New Zealand Grand Prix was run for the first time at Easter at the Cust circuit in North Canterbury. The 152 ½ mile race was won by W. Nelson on a Norton in a time of 2hr 41min 12 and 3/5th sec. The meeting was well supported by riders and spectators with the only real problem being dust – a problem that would need to be solved in the future should conditions be similar.

The 1936 NZTT was run on New Year's day on Waiheke Island under the usual auspices of the Auckland Motorcycle Club. Watched by a large crowd, the race was run over a 168 mile length and was won by Charles Goldberg on a 500cc Velocette at a record speed of 3hr 4min 38sec. John Dale was 2nd on a Rudge and O. Cox 3rd on a Velocette.

Charles Golberg then was selected to represent the NZACU in the Isle of Man TT. Becoming the most successful New Zealand rider to date to ride the TT, he finished 15th in the Junior TT and 6th in the Senior TT.

New Zealand Championships were starting to grow in numbers and categories. The Open Grass Track was won D.Collinson at Napier, the Middleweight by Harry Manham in Nelson and the Lightweight by P. Phillips in Palmerston North. The NZ Beach Championship was won by John Dale on a Rudge at Muriwai Beach, and the NZ Beach Sidecar Championship was won by R. McKenzie on a Harley Davidson, also at Muriwai.

Mr Frank Jones stepped down as President of the Union and Mr K. Fowler was elected. The outgoing President spoke with an optimistic outlook for

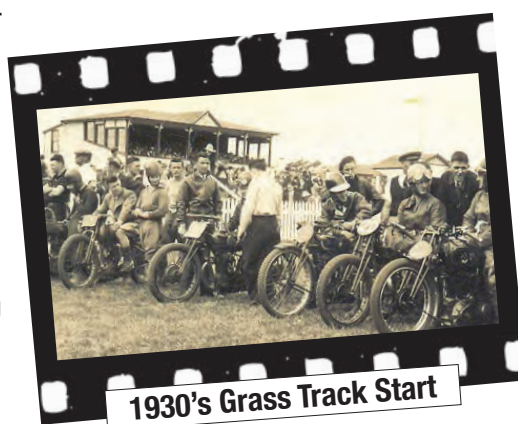
the future: *"During the last five or six seasons motorcycle sport has suffered considerably as a result of the Depression, which has been in evidence in this country for the last five or six years. Being a young man's sport, naturally it suffered more than others for the simple reason that the young man who takes up the sport did not have the wherewithal to encourage him to carry on. It was the younger generation who suffered during the adverse condition, both on account of lack of support from the public and in addition, positions were offering for the rising generations during those years. With the advent of better times due to the general improvement in world conditions the prospects are certainly brighter for the coming year."*

1937

Speedway once again had its positives and negatives. The Manawatu Speedways held seven meetings with good attendances. The presence of Putt Mossman and his American riders help keep favourable impressions.

Christchurch's Stadium Sports ran four meetings, while Wellington Speedways held only one meeting and then went into recess.

Auckland Speedways Limited went into liquidation and permission was given to transfer the Track Licence to Mr A.J. Roycroft. However, he was unable to make arrangements for American Midget Cars to arrive in New Zealand for the season. Permission was therefore granted to the Auckland Speedways Club to hold Motorcycle Meetings on Western Springs, which proved successful, with nine meetings run.



1930's Grass Track Start



1937 New Zealand Grand Prix

Grass track meetings were run by Foxton, Manawatu, Pioneer, Napier, Hamilton and Pahiatua Clubs. The seventh New Zealand TT on Waiheke was run by the Auckland Motorcycle Club and attracted 16 starters. The race was won by Alf Mattson on a Velocette from A.J. Dean on a Norton and A. Carlinson on a Norton. Owing to a injury suffered by Charles Goldberg prior to the NZ TT, and the inability of Alf Mattson to make a trip to England, the NZACU was not represented at the Isle of Man TT.

The second New Zealand Grand Prix was run at Cust in North Canterbury on Easter Monday. Great racing with thrills unmarred by any crashes were witnessed by a large crowd, who had travelled to the circuit by train. The winner was Mr A. Currie from Invercargill in a time of 2hr 28min 14 and 3/5th sec. His average speed of 61.8 mph bettered the previous year's average by five mph. The conditions were perfect, the course was in excellent condition, all corners, hump back bridges and the long straight to the finish line had been sprayed with 1,200 gallons of used sump oil, settling the dust problem that had affected the previous year's event. The distance of the race was 152 ½ miles around the 6 1/10th mile circuit.

The New Zealand Grass Track Championships were won by T. Young (Open) in Christchurch, Harry Mangham (Middleweight) at Napier and L.V. Perry (Lightweight) at Foxton. The Quarter Mile Championship was won by Putt Mossman in Hamilton. The New Zealand Beach Racing Championship was won by Merv Jones at Muriwai Beach.

The Union ended the year with 149 registered riders. During the year there were several pay outs to riders of just £33 from the Benevolent Fund, and total assets were £706.

1938

The year was not a good one for the NZACU, with the number of registered riders falling to 71, a 50% decline in numbers. The Rangitikei Club was affiliated taking the number of paid up Affiliated Clubs to 10 for the year.

A problem obtaining race tracks had become a major issue. Grass Track had been the major discipline for many years. The Championship and Non Championship racing took place on horse racing tracks around the country for decades attracting huge crowds. However, for some time horse racing organisations had been making it difficult to obtain the tracks for motorcycle racing, claiming damage to the ground as a major problem.

The Union was waking up to the fact that Grass Track was on the way out and realised they needed activities other than just Grass Track for riders to compete on.

Speedway again was struggling with only Western Springs Limited running 9 meetings over the year.

The 8th New Zealand TT was held on Waiheke Island run by the Auckland Motorcycle Club. Ten riders started and the race was won by L. Dixon from Len Perry in 2nd and A. Carlinson 3rd. Dixon won by just 20 seconds from Perry making it the closest TT to date.

The Canterbury Auto Cycle Club ran a three day Reliability Trial over 457 miles. The Trial had 34 entries, the winner was T. Farley on his Ariel.

The Club also ran the third New Zealand Grand Prix at Cust on Easter Monday, with 30 riders starting the 152 mile race. The winner was R. Stewart averaging 64.9mph. The fastest lap of the race was by B. Rosson who made a lap of the 6 mile circuit in 5min 3sec, averaging 72.4 mph. All times were generally faster than previous years.

Not all the New Zealand Championships were run during the season. The Lightweight Grass Track was won by Doug Collinson, while Len Perry won the Middleweight Grass Track. The NZ ¼ Mile Championship was run at Morrinsville and won by Alf Mattson. The NZ Beach Racing Championship and South Island Beach Racing Championship held at New Brighton were won by L.E. Evans on an O.K. Supreme. The Ministry of Transport and Safety Road Council had been looking into restricting motorcycle speeds and also banning pillion

passengers for all road riders. The President Mr Jones and Secretary Mr Way met with the Minister Bob Semple and were successful in obtaining a resolution from the Council that nothing further would be done until the following August. The Union entered in to a joint road safety campaign with the Ministry.

The Union had £670 in the Benevolent Fund, £61 in the general fund, and total assets of £731.

1939

The last Conference of the 1930's was held at Marton on the 16th of August. Not only was it the last Conference for the decade, but it would also be the last Conference for the NZACU for some years due to the outbreak of World War 2 on the 1st of September that year.

During the season the Western Springs Speedway held eight meetings for motorcycles and midget cars. Grass Track meetings were finally beginning to fade away with only Foxton United and Manawatu running meetings. The Auckland Sports Motorcycle Club held a race at Hennings Speedway at Mangere, while Gisborne Sports Club had to cancel their Easter meeting due to wet weather, which was unfortunate as they had received a great number of entries.

New Clubs affiliated were Rangitikei Motor Cycle Club, Manx Motorcycle Club of Wellington, New Plymouth Motorcycle Club and Wanganui Sports Motorcycle Club.

Len Perry was selected to race at the Isle of Man TT, however met with an accident during practice and as a result was unable to compete.



1939 Doug Collison and his Peashooter Harley Davidson was the winner of the lightweight handicap race at Levin Racecourse

TONIGHT — 8 p.m. — **SPEEDWAY** — 8 p.m. —

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APPRO HIS SUCCESSFUL ENGLISH SEASON!

LES MOORE v. BILL BOWE

SID JENSON v. FRANK BOYLE v. ALF CLARKIN

THE BATTLE OF THE GIANTS!

NICK HOLLAND — JACK CUNNINGHAM — ARTHUR LAMPORT

PLUS: RICH TUNBRIDGE, DON BOYLE, ARTHUR LANSEFORD, KEITH McMILLAN, BARRY HANSARD, and others

All your Local Favourites!

Remember! Saturday Night is Speedway Night!

The 9th New Zealand TT was held at Waiheke Island on the 2nd of January. There was a record crowd of spectators, however it was noted that evidently the public thought that the sport was being provided for their special benefit, as the gate takings were only £6 7s. Len Perry won on a Velocette in a time of 2hr 47min 31sec, just under a minute behind A.J. Dean took 2nd with a time of 2hr 48min 26sec, and John Dale was 3rd with a time of 2hr 59min 56sec; all three beat all previous records.

The fourth New Zealand Grand Prix took place at Cust on the 10th of April, proving a great success with 41 riders entered. Len Perry looked to have it the race in hand with a substantial lead and was riding unchallenged until a tyre failed and he had to retire. This left W. Alexander to take the win on a Rudge from R. Alexander in 2nd and M. Wear in 3rd. The sealed handicap was won by T. Torres, and P. Clarkson won the Chevroet Gold Helmet for fastest lap at an average of 71 mph. The meeting was marred by one fatality when M. Karetai struck a fallen rider's bike and crashed, suffering fatal head injuries.

The New Zealand Championships were once again not all competed for, but some new classes appeared. P. Clarkson won the Middleweight, D. Collinson won the Lightweight, while the Open Class and Quarter Mile were not run. The NZ Hill Climb Championship was won by D. McLaren at Hamilton; Len Perry won the 350cc, 500cc and Open NZ Beach Racing Championships; R. Smith won the 250cc, and L. Evans won the 350cc and 500cc South Island Beach Championships.

The second official NZACU Reliability Trial was run over three days in June in Christchurch and won by R. Frizzell who lost only 16 points, R. Wisely (35 points lost) was second and T.R. McCleary third (41 points lost). The Teams Prize went to T.R. McCleary, J. Lang and F. Pierson.

The Benevolent Fund only paid out only £5 for minor accidents. During the year £81 was received in rider's fees with 94 riders registered, and the Assets of the Union totalled £809.

The Road Safety Campaign that had started the previous year had been a success and the President Mr Jones said: "I would like to thank all the Clubs and officials who have worked so hard in their efforts to bring better conditions on the road for the safety of all motorcyclists. It is pleasing to note that the number of accidents show a decline in numbers."

Chas Allen from Auckland was elected as the new NZACU President.



1939 Len Perry

Chapter 3

World War Two (1940-1945)

1940

On account of the prevailing War the annual Conference of the NZACU was not held. Instead, an Executive meeting was held in Palmerston North.

Chas Allen wrote: *"Taking into consideration the outbreak of war and petrol restrictions, it is pleasing to record that the season has been fairly successful, but as regard the future it is impossible to predict what the outcome will be. Our main object at present is to win the war and it is pleasing to record that a number of our riders have enlisted, and we congratulate them on their attitude in volunteering for active service, and hope they will return safely to the Dominion."*

The Executive decided to recommend to Clubs to keep their members who are on active service financial during the duration of the War and for six months after. The Secretary was instructed to obtain information regarding the Social Security sick pay and employment liability payments.

During 1940 there were nine meetings run at Western Springs Speedway. Grass track meetings were held by Foxton, Manawatu-Orion at Levin, Hamilton Club at Morrinsville and Auckland Motorcycle Club at Henning's Speedway. The Manx Motorcycle Club, Ixion and the Auckland Club also held several beach race meetings.

The New Zealand TT was run on the 1st of January and won by Bill Grey of Rotorua riding a 500cc Rudge. The New Zealand Grand Prix was run at Easter at Cust and was won by R. (Dick) Lawton on a 500cc Triumph.

The New Zealand Championships were run with Charles Buchanan winning the Quarter Mile Championship at Epsom Showgrounds. Len Perry won the Open Championship at Mangere, R. Young won the Middleweight at Levin, and H. Tolley won the Lightweight at Foxton. The NZ Hill Climb Championship was held at Hamilton and won by G. Bell. The Open Beach

Racing Championship was won by A. Langford, the 500cc by W. Bowe and the 350cc by J. Solomon, all at Waikanae.

Union assets totalled £820.

1941

There was very little activity amongst the Clubs in 1941 due to War conditions and petrol restrictions. The Auckland Club held some beach races and track meetings along with NZTT. The Hamilton Club ran the NZ Hill Climb Championship and Western Springs Speedway held nine meetings.

The NZTT was won by H. Hallam. The NZ Cinder Track Championship was won by C. Buchanan at Western Springs. The NZ Hill Climb Championship was won by P. Avery. The One Mile Championship was raced at Epsom Showgrounds and won by L. Perry. The 350cc Beach Championship was won by P. Clarkson, while the Open was won by G. Stewart along with the 500cc North Island.

The assets of the Union at the 30th of June 1941 were £741 15s 10d.

The Officials of the Union as at the 30th of June 1941 were:

President:	Chas Allen (Auckland)
Vice Presidents:	G. Laurenson (Christchurch), P. Palmer (Palmerston North), R. Goodwin (Wellington)
Treasurer:	K. Fowler (Marton)
Auditor:	F. Hatherly (Wanganui)
Secretary:	Mr Arthur Way (Marton)
Executive:	F. Jones (Wellington), W. Spragg (Hawera), B. Palmer (Palmerston North), G. Laurenson (Christchurch)

It was decided to place the NZACU in recess until the end of the War. The first post-War Executive meeting would not be held until the 30th of September 1945.

Chapter 4

A New Beginning (1945-1949)

After being in recess since 1940, the Executive of the NZACU met in Palmerston North on the weekend of the 29th and 30th of September 1945. The meeting dealt with compensation claims, granted permits for Speedway racing, and allocated championship certificates.

The Secretary was instructed to contact the Internal Affairs Department for permission to hold Reliability Trials. It was decided that providing the necessary restrictions were removed (e.g. petrol etc), the NZACU would hold a four day Victory Reliability Trial in the North Island during Easter 1946, providing it didn't clash with Pioneer Club's Reliability Trial.

It was stated that, with the release of a number of motorcycles from the services, there was every probability of a number of returned servicemen again taking up motorcycling.

The Union had total cash assets of £940.

The following Championships were run in March/April 1945:

- NZ Dirt Track (Speedway) Championship, Western Springs, 500cc – J. Hunt (Rudge)
- NZ Beach Racing Championship, Muriwai, 350cc – R. Clarkson (Velocette)
- NZ Beach Racing Championship, Muriwai, 500cc – J. Dale (Norton)
- NZ Beach Racing Championship, Muriwai, Open – J. Dale (Norton)

1946

On the 24th of August 1946 the first post-War NZACU Conference was held in Palmerston North. Mr Arthur Way tendered his resignation after 24 years of service as Union Secretary – the longest serving Secretary in the history of the Union. Mr R.S. Goodwin would be the incoming Secretary.

64 riders registered during the season. The Pioneer Club conducted the NZACU Reliability Trial and also the 500cc Beach Championship. The Hamilton Club ran the NZ Hill Climb Championship and ¼ Mile Grass Track

Championship. The Auckland Club also ran a number of Beach, Hill Climb and Reliability meetings.

Speedway had a full season with 19 races at Western Springs. Full Mile Grass Track Racing, common pre-World War 2, disappeared into history all together while ¼ Mile Grass Track meetings were becoming more common. Hill Climbs were being encouraged where Clubs didn't have access to beaches or tracks to race.

Reliability Trials were also starting to grow in popularity as they catered to more members than racing and was, for many Clubs, the biggest part of their membership.

The New Zealand TT at Waiheke was won by Len Perry – a TT Shield was designed and presented to Len, and planned to be presented in years to come. Len also won the Senior Dirt Track Championship at Western Springs. The NZ Reliability Trial was held by the Pioneer Club and was over a 250 mile course from Christchurch to Kaikoura. Mr P. Phillips won, losing 34 points. The NZ ¼ Mile Championship was won by W. O'Brien at Hamilton.

1947

The sport started to crank up in 1947; finally the Union was becoming the national body that was always envisioned. A meeting called by Tom McCleary of the Canterbury Auto Cycle Club to discuss the affiliation of Southern Clubs resulted in some new affiliations. The Auckland, Hamilton, International, Ixion and Pioneer Clubs renewed. The Canterbury, Huntly and Manawatu Clubs re-joined after the War years. New Clubs included Feilding, Hutt, North Otago, Petone, Southland, and Wanganui, while the old established Otago Club affiliated for the first time. It was expected that more Clubs would join in the not-to-distance future. Former Secretary Arthur Way died.

The NZACU Benevolent Fund ceased, due to the changes in NZ Social Security Law.

District Representatives (Stewards) were appointed for the first time.

Rider registrations grew to 169, and Mr A. McLaren was elected President.

No representative was sent to the Isle of Man due to financial reasons. The NZACU renewed its affiliation with the ACU in London.

Speedway was again growing in popularity with Western Springs running 17 meetings, the largest attracting 20,000 spectators. Racing started up again in Palmerston North, attracting crowds bigger than ever. However a five rider pile up at Palmerston North claimed the lives of Mr Jack Woods and leading New Zealand rider Howard Tolley. Woods was the leading rider from Wanganui at the time, while Tolley was a successful national rider and represented New Zealand at the Isle of Man twice. He was a member of the NZACU Executive and President of the Ixion Motorcycle Club.

Len Perry won both the New Zealand Senior and Junior TT at Waiheke Island. The New Zealand Grand Prix returned for the first time since the end of the war at Cust. The Senior was won by S. Jensen, the Junior by V. Brown and the Lightweight by R. Entwistle.

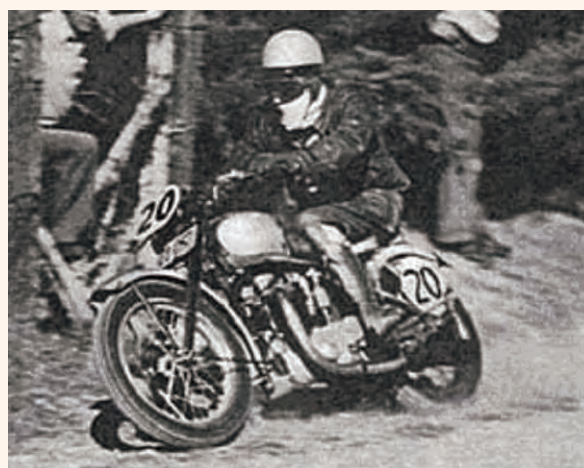
Major New Zealand Championship Winners 1946/47:

- Senior Speedway Championship – G. Craven
- Junior Speedway Championship – H. Bradford
- NZ Open Beach Championship – R. Wemyss
- NZ 500cc Beach Championship – J. Phillips
- NZ 350cc Beach Championship – R. Robson
- NZ Open Road Hill Climb Championship – A.G. Holland
- NZ Grass Hill Climb Championship – L. Perry

1948

Continuing its growth in 1948, the number of Clubs grew to 28 and the number of registered riders had grown to 297 – the highest level since 1931. Total cash assets for the Union was £1,070 (approx. \$77,000 in 2015 terms).

During the year the Marine Department suddenly imposed a ban on beach racing throughout the country. It looked bad for those Clubs with beach meetings planned. After much work by the NZACU Secretary and Executive a



1948 Grand Prix Syd Jensen

compromise was reached with the Government where a limited amount of days were granted for NZACU to permit to approved Clubs.

The NZ Open Beach Championship was won by S. Winterburn and the 500cc by A. Langford.

The Rangitikei Club decided to re-introduce a One Mile Grass Track meeting at Marton – a first for many years, this was a successful meeting with a large attendance.

Road Racing saw the Auckland Club continue to run the New Zealand TT at Waiheke Island, Len Perry again took the Senior and Junior TT making his total six TT wins. The Canterbury Auto Cycle Club once again ran the New Zealand Grand Prix at Cust. A crowd of 20,000 watched as Sid Jensen repeated his Senior GP win of 1947, while J. Phillips won the Junior GP and Tommy McCleary Jnr took the Lightweight.

The big news of the year in Road Racing was the first road race in the North Island mainland at Hamilton. An entry of 97 riders in front of over 10,000 spectators saw the main 'Hamilton 100' won by A. Holland with P. Clarkson winning the Junior.

Another Road Race venue was proposed and approved, with the Wanganui Motor Racing Club given approval to hold a 100 mile road race on Saturday the 23rd of October 1948, and to the Wanganui Sports Club to conduct a 70 mile race later in the year or in early 1949.

- NZACU Reliability Trial (held by the Canterbury Auto Cycle Club) – G. Dennison
- NZ ¼ Mile Grass Track Championship (Dunedin) – E. Smither
- NZ Road Hill Climb Championship (Wanganui) – W. O'Brien
- NZ All Powers Air Strip Championship (Seagrove Aerodrome) – P. Clarkson

Speedway continued to grow and once again went through some changes. Another new track opened in Lower Hutt, making it three operating in the North Island for cinder track riders. New applications for track licences indicated that there could be as many as seven tracks

operational in the following 12 months, some of these in the South Island.

Unfortunately the polio epidemic kept attendances down. Western Springs held 21 meetings, Palmerston North 16, and the new Taita (Lower Hutt) Speedway held 17 highly successful meetings.

An important rule was brought in dealing with Speedways and that was the NZACU Executive handle all Speedway matters. It was proposed that, where Speedways operated, riders form an association and appoint a delegate. Those delegates along with track promoters would meet the Executive to discuss Speedway matters.

It was decided that, in future, midget cars would not be allowed to compete on the same programme as motorcycles.

Several new rules were proposed and adopted including:

- Machines Classes for all NZACU Championships including Road Races would be: Lightweight up to 250cc, Junior 251cc-350cc, Senior 351cc-500cc, and Open 501cc-1050cc, and
- All NZACU controlled hill climbs and speed record attempts would be electrically timed, with the NZACU to supply blueprints of timing circuits to those Clubs requiring them.

1949

The sport was continuing to grow. A number of Clubs ran some big events that were mainly Road Races and were more or less successful, but only just – the risks of running events like this were becoming financially challenging. Returns were in a couple of cases barely covering expenses. The overall operating expenditure of the Union was also being closely looked at.

Sid Jensen was the NZACU Isle of Man representative (the first since the end of the War) and he finished 5th in the Senior TT.

A major change happened at Speedway. The latter part of the season saw the formation of the

NZACU Speedway Control Board. The Board was set up to allow all Speedway issues to be dealt with away from NZACU Club business. Speedway experienced another good year with a total of 85 permits issued and meetings being held in Lower Hutt, Palmerston North, Auckland and Christchurch.

Major Events and New Zealand Championship Winners 1949:

- NZTT, Waiheke Island (Senior) – L. Perry
- NZTT, Waiheke Island (Junior) – S. Jensen
- Patea Road Race (Senior) – S. Jensen
- Patea Road Race (Junior) – S. Jensen
- Hamilton 100 Road Race (Senior) – S. Jensen
- Hamilton 100 Road Race (Junior) – S. Jensen
- NZ Grass Track Championship (1 Mile) 500cc, Marton – R. Coleman
- NZ Grass Track Championship (1 Mile) 350cc, Marton – L. Perry
- NZ Miniature TT Championship, Onehunga – L. Perry
- Beach Championship (Open), Auckland – D. Cameron
- Beach Championship (350cc), Auckland – L. Perry
- Beach Championship (500cc), Waikanae – A. Langford
- NZACU Reliability Trial, New Brighton – G. Dennison
- NZ ¼ mile Grass Track Championship – N. Morgan
- NZ Grass Hill Climb (Open), Hamilton – H. Holland
- NZ Grass Hill Climb (350cc), Hamilton – L. Perry
- NZ Road Hill Climb (Open), Otago – E. Smither
- NZ Road Hill Climb (500cc), Wanganui – R. McHinnie
- NZ Road Hill Climb (350cc), Manawatu – S. Jensen
- NZ All Powers Airstrip Championship, Auckland – W. Glew
- NZ Speedway Championship, Palmerston North – Harold Fairhurst

The 1940's came to a close and the Annual Conference was held in Auckland in June 1949.

President: A. McLaren, Hamilton
 Secretary: R.S. Goodwin, Wellington
 Treasurer: F. Jones, Wellington
 Executive: E. Smither (Otago),

J. Dale (Auckland),
 S. Brewer (Wanganui),
 L. Lamb (Oamaru)

District Stewards: C. Allen (Auckland),
 A. McLaren (Waikato),
 E. Pink (Manawatu),
 E. Skews (Wellington),
 S. Brewer (Taranaki and Wanganui),
 A. Laurensen (Canterbury),
 L.D. Lamb (South Canterbury and Nth Otago),
 E. Smither (Otago), and
 R. Tall (Southland).

The number of Affiliated Clubs had increased to 37 and several others were seeking affiliation, along with an all time record of 423 registered riders. Cash assets stood at £1,583 (\$105,000 in 2015 terms).

The Secretary resigned before the end of his term. A new Secretary was elected, L. Poutawera of Wellington.

The 1940's had been interrupted by War, however the Union had been revived and was growing into a truly national body as it moved into the 1950s.

Chapter 5

A New Era (1950-1959)

1950

The new decade started with the Union having 37 Affiliated Clubs and a record 471 riders registered. Mr Allan McLaren was President and Mr T. Mason the new Secretary.

Unfortunately there were a number of concerns. Finances were still an issue – while assets were reasonable, yearly operational costs were a problem. This was not helped by the number of Clubs and riders who had fallen behind on their subscriptions to the Union.

In fairness the Clubs had not been advised by the Secretary directly – it had been mentioned in circulars and it had been thought that Clubs would comply with such reminders. Further to this, there had been complaints from the Secretary about the lack of prompt response, especially given the increased workload generated by the growing numbers of Clubs and riders. This brought about the idea of a standalone office and a paid part-time Secretary.

As was the case pre-War, the Union and Clubs were once again involved in all forms of motorcycling, not just racing. Many Clubs resurrected the Road Safety Campaign that was run prior to the War.

NZ Team members John Dale, Sid Jensen and Jim Swarbrick won the Team's prize at the Isle of Man TT, the first time an overseas team had won it.

Meanwhile the Speedway Control Board seemed to be working well. There were 94 permits issued for meetings in Auckland, Palmerston North, Hastings, Lower Hutt, Christchurch and Dunedin.

A Selection of Major Events Results:

- NZ Senior TT – K. Mudford
- NZ Junior TT – L. Perry
- Patea Road Race (Senior) – R. Coleman
- Patea Road Race (Junior) – R. Coleman
- Hamilton 100 (Senior) – P. Clarkson
- Hamilton 100 (Junior) – J. Dale
- All Powers Airstrip Championship – G. Stewart
- NZ Open Grass Hill Climb – J. Dale
- NZ 500cc Grass Hill Climb – G. Bunyard
- NZ 500cc Road Hill Climb – S. Jensen
- NZ ¼ mile Grass Track – H. Mangham
- NZACU Reliability Trial – G. Dennison

1951

The New Year saw a more confident Union, after a restructuring of the secretarial side of things, a new rule book and better communications and co-operation between the Clubs and Union. However, finances were still a concern.

Sporting Observed Trials was a growing part of the sport along with Road Racing. The latter was coming under fire from outside the sport and there was a movement to stop racing on roads altogether. The Executive was moving to bring in standards for Road Races.

New motorcycle laws were being proposed by the Ministry of Transport however, due to the



1950 Trevor Redmond at PN

work of the NZACU Executive, the laws were averted. It is amusing to see that back in 1951 the compulsory wearing of helmets was one of the laws the Government was looking to enforce, but it was the NZACU that opposed it at the time.

The Road Safety Campaign was addressing many issues but was also highlighting the general public attitude towards motorcyclists. It was suggested that proper organised Clubs and better riding on the roads should be encouraged to persuade the public that motorcycling was an acceptable activity, and beneficial to all from an educational, economic and physical point of view.

The Speedway Control Board was still operating as intended with Mr. Allen and Mr. Brewer stepping down as was the process after two years, and then re-elected to the Board.

The Isle of Man TT team comprised of Len Perry, Rod Coleman and Ken Mudford (as a replacement for Jim Swarbrick). Perry finished

9th in the Senior, and Coleman 8th and Mudford 18th in the Junior. The three riders rode in several races in Europe with Coleman and Perry both winning races.

The first New Zealand Scrambles (later to be called Moto-Cross) was run and won by M. Martick on a Velocette from N. Forsythe and D. Emmett.

A Selection Major Events Results

- NZ Senior TT – J. Dale
- NZ Junior TT – J. Swarbrick
- NZ Senior GP – J. Swarbrick
- NZ Junior GP – S. Jensen
- NZ Lightweight GP – S. Harding
- Hamilton 100 (Senior) – D. Hollier
- Hamilton 100 (Junior) – J. Swarbrick
- Wanganui GP (Senior) – G. Hagget
- Wanganui GP (Junior) – R. Coleman
- NZ Beach Racing Championship 500cc – D. Palmer
- NZ Beach Racing Championship 350cc – D. Palmer
- NZ Trials Championship – E. West
- NZ Reliability Trial – C. Oram



1952

The year dawned with a new President Mr E. Pink and the Union's finances still at the top of the agenda. An excess of income over expenses was shown as just £12. The matter of how income could be increased, reserved and expanded as a controlling body were proposed with changes made.

The Speedway Control Board was still able to do its job in spite of a terrible season impacted by adverse weather and other factors. However, the future was still looking bright.

Motorcycling was still not performing well in the eyes of the public and authorities. The Clubs and Union were putting their efforts into road safety, as the Government was still concerned about the high number of accidents on the roads. The President urged that more be done in the areas of education and training – this was a serious matter that could have major implications for the sport of motorcycling in general, the Union and the Trade.

The Isle of Man team was Rod Coleman, Dene Hollier and Ken Mudford (replacing Gordon Haggert).

A Selection of Major Events Results:

- NZ Scramble Championship – R. Williams
- NZ Senior Road Racing Championship – D. Hollier
- NZ Junior Road Racing Championship – S. Jensen
- NZ Senior TT – J. Swarbrick
- NZ Junior TT – J. Swarbrick
- NZ Senior Grand Prix – L. Perry
- NZ Junior Grand Prix – T. McCleary
- NZ Lightweight Grand Prix – J. Fisher
- Hamilton 100 (Senior) – R. Coleman
- Hamilton 100 (Junior) – S. Jensen
- NZ 500cc Beach Championship – L. Perry
- NZ Open Miniature TT – T. McCleary
- NZ ¼ Mile Grass Track – P. Clarke

1953

An improved financial situation in 1953 was welcomed, however as much of that income had come from the Speedway Control Board, it

was pointed out that there was still work to be done in other areas as Speedway could not be relied upon to always be so successful. A surplus of £696 income over expenditure was welcomed and took the general fund to £2,680.

The Executive continued to work with the Government on road safety issues.

The Speedway Control Board continued to operate well, but the weather again put a dampener on the season. An official test series between England and New Zealand took place over five races with New Zealand winning 3-2. New Zealand rider Geoff Mardon was third in the World Speedway Championship.

The Isle of Man Team for 1953 was Leo Simpson, Ray Laurent and Peter Murphy. Several other New Zealand riders also rode at the TT, including Rod Coleman, Ken Mudford and Barry Stormont. Rod Coleman had the best result with 4th in the Senior TT.

A Selection of Major Events Results:

- NZ Senior Road Race Championship – L. Perry
- NZ Junior Road Race Championship – S. Jensen
- Hamilton 100 Senior Winner – R. Coleman
- Hamilton 100 Junior Winner – R. Coleman
- Wanganui GP (Senior) – S. Jensen
- Wanganui GP (Junior) – S. Jensen
- NZ Senior GP – L. Perry
- NZ Junior GP – S. Jensen
- NZ Senior TT – R. Coleman
- NZ Junior TT – R. Coleman
- NZ Sporting Trials – N. McCutcheon
- NZACU Open Trial – W. Herdman
- NZ Beach Championship 350cc – J. Hempleman
- NZ Beach Championship 500cc – S. Kirwin
- NZ Beach Championship Open – L. Lamb
- NZ ¼ Mile Grass Track – T. Allan

1954

The year of 1954 will be remembered as a year of success on the International stage. New Zealand saw its first ever World Champion. Ronnie Moore won the World Speedway Championship in



1954 Rod Coleman

front of 80,000 spectators at Wembley Stadium London, and all the while riding with a broken leg. Barry Briggs finished 5th in the Championship, Geoff Mardon 7th and Trevor Redman 10th, making it four Kiwis in the top ten.

The New Zealand Team of Rod Coleman, Leo Simpson and Peter Murphy again won the team's prize at the Isle of Man TT, while Rod Coleman also won the Isle of Man Junior TT to become the first individual Kiwi to win on the Island. He would also win the Swedish round of the 500cc World Championship and eventually finish third overall in the 350cc World Championship.

The Union continued to try to help all motorcyclists in New Zealand, not just Clubs and members, by working to change attitudes by the public and politicians. From the earliest times the internal combustion engine was not welcomed by many.

The Union had 48 Affiliated Clubs with a membership of 2,860 and a call went out to try to get the many thousands of motorcyclists who weren't part of a Club to join one. The programme of expansion outside of normal Union activity was proposed to offer inducements to those not already within the ranks of Clubs to join up.

The Speedway Control Board along with similar boards in other countries had another difficult year. Speedway Promoters wanted midget car racing to return to race with motorcycle meetings. After much consideration between the Board, Midget Car Association and Promoters, it was decided to amend the policy and agree that this type of racing be brought back, providing certain conditions to safeguard all concerned were met. The future looked promising.

A Selection of Major Events Results:

- NZ Senior Road Race Championship – R. Coleman
- NZ Junior Road Race Championship – R. Coleman and L. Simpson
- NZ Senior GP – L. Simpson
- NZ Junior GP – D. Hollier
- NZ Senior TT – R. Coleman
- NZ Junior TT – R. Coleman
- NZ Scrambles Championship – B. Ferrier

1955

Auckland's Chas Allen was once again elected President, having served as President from 1940-1946. Some 50 Clubs were affiliated. The Executive met four times to discuss Union business. The proposed expansion scheme was put on the back burner as further research was needed and the Union simply didn't have excess funds to invest in such a process.

Work continued through the Union's NZ Road Safety Council representative. The relationship between the Department of Transport and NZACU remained cordial. A considerable amount of time was spent in connection to a standard specification for a safety helmet.

Finances showed a slight improvement and were in a reasonably sound position, with assets being shown as £3,538.

The Union had several riders competing on the Isle of Man TT in 1955. The policy of sending new riders every second year was going to pay dividends, but the question of financing for Isle of Man representatives was coming under

review. The riders were Bill Aislabie, Bill Collett, Fred Cook, John Hempleman, Peter Murphy, Morrie Low and Barry Stormont.

The Speedway Control Board had a well conducted season of Speedway once again, even though the season was a packed one with the re-introduction of midget cars and stock cars to the programme. The result was positive for the meetings, and it was predicted that more tracks would open up in the not-too-distant future. Ronnie Moore finished second in the World Championship and Barry Briggs finished third.

Early in 1955 a new World Speed Record for solos and sidecars was achieved by Russell Wright and Bob Burns on Tram Road, Swannanoa in North Canterbury. Using Wright's Vincent Black Lightning fitted with streamlining and, in the case of the sidecar, a third wheel. Wright's solo top speed was 185.15mph and Burns sidecar was 162mph.

The number of Affiliated Clubs remained static over the year, however membership of individual Clubs seemed to be decreasing. The reason was hard to pinpoint, but indeed the smaller Clubs were short of members and funds, and were only surviving because of key people.

Road safety was again a major focus of the Executive over the year. The settling of the minimum standard of specification of helmets was discussed by our representative with the Transport Department and received favourable consideration. During the year an idea of a Learners Riding School was raised – the NZ Motor Trade Association had already started one in Auckland and plans were to expand this around the country with support from the NZACU.

A Selection of Major Events Results:

- NZ Senior Road Race Championship – R. Coleman
- NZ Junior Road Race Championship – K. Mudford
- NZ Senior TT – G. Murphy
- NZ Junior TT – K. Mudford
- NZ Senior GP – J. Swarbrick
- NZ Junior GP – L. Simpson
- NZ Lightweight GP – D. Lowe
- NZ Sidecar Road Championship – D. Smith
- NZ Scramble Championship – J. Williams
- NZ ¼ Mile Grass Track – K. Robinson
- NZ 500cc Beach Championship – T. Lamberton
- Patea Road Race – R. Coleman
- Halswell 100 (Senior) – J. Swarbrick
- Halswell 100 (Junior) – R. Coleman
- Marton Road Race (Senior) – R. Coleman
- Marton Road Race (Junior) – R. Coleman

The Union appeared to be on a better financial footing. The TT riders fund was reviewed. Sadly there was a tragic start to the Isle of TT for New Zealand when the Captain of the team, Bill Aislabie, was killed in Northern Ireland prior to the event. The team continued with little success compared to previous campaigns.

New Zealand riders at the TT included George Begg, Stan Cameron, Bob Coleman (team member), Fred Cook (team member), Paul Fahey (reserve team member), Bob Cook (who would later be killed in Ireland), Gavin Dunlop and Harry Lowe.

The Speedway Control Board reported a successful year and its future seemed assured. New tracks had been opened and the advent of stock cars caused some early worries, but nothing that wasn't easily fixed. On the world stage, Ronnie Moore again finished second in the World Championship while Barry Briggs finished fifth.

A Selection of Major Event Results:

- NZ Open Scramble Championship – P. Hughy
- NZ 350cc Scramble Championship – P. Knight
- NZ 250cc Scramble Championship – K. Cleghorn
- NZ Senior TT – M. Lowe
- NZ Junior TT – D. Hollier
- NZ Senior GP – A. Holland
- NZ Junior GP – D. Hollier
- NZ Lightweight GP – T. McCleary
- NZ ¼ Mile Grass Track – R. Smith
- NZ Road Sidecar – A. Wallace
- NZ Open Road Hill Climb – I. Ferrier
- NZ 500cc Road Hill Climb – W. Dempster
- Otago Road Race – A. Holland
- Hawkesbury Road Race (Senior) – M. Holland
- Hawkesbury Road Race (Junior) – L. Simpson
- Hamilton 100 (Senior) – R. Coleman
- Hamilton 100 (Junior) – D. Hollier
- Wanganui Round the Houses (Senior) –

G. Murphy

- Wanganui Round the Houses (Junior) – G. Murphy
- Airfield Championship (Senior) – R. Coleman
- Airfield Championship (Junior) – R. Coleman

1957

In 1957 another New Zealand World Speedway Champion was crowned when Barry Briggs took the title, while Ron Johnston was 6th.

Tom McCleary was elected the NZACU President, out-going President Chas Allen remained on the Executive. The idea of a Union expansion plan was once again hatched, not aimed at the sport and social riders, but to the thousands of other riders. Club affiliation stood at around 50 but membership numbers of those Clubs had dropped 50% since 1954. The President voiced concerns *"We need to increase membership of Clubs not necessarily the number of Clubs. The main activity of a Club is in the sporting and social field and while this avenue of interests would seem to be covered, it would appear as if something is lacking in the general set up which does not entice the many thousands of motorcyclists at present outside the club influence."*

After full consideration the Executive had decided to attempt to increase the Union's sphere of influence and, to that end, entered into negotiations with Association of Car Clubs of New Zealand for a reciprocal agreement of combined interest.

Tom McCleary had also been the NZACU representative on the Road Safety Council for a number of years and continued to do work that benefited both the NZACU and members, and also the non-affiliated clubs and members.

On the financial front, it appeared that the Union had made in-roads on its resources. In general, the finances were sound and it was hoped they

would continue to remain so. Mr. McCleary did state however it was up to the Clubs and members to indicate general policy which would conserve the assets by keeping overheads under control or increasing income.

The Union once again sent a team to the Isle of Man TT, with John Hempleman (Captain), Noel McCutcheon and John Anderson selected. The team won the Isle of Man Motorcycling Challenge Cup for teams. Harry Lowe and Peter Murphy also competed at the Island, Murphy finishing 6th in the Junior TT and 8th in the Senior, while Noel McCutcheon finished 9th in the Junior TT, the best of the team riders.

The Speedway Control Board had a number of serious issues to attend to during the year but, like previous years, the matters were dealt with and the season progressed with the best interests of the competitors in mind.

A Selection of Results from Major Events:

- NZ Senior TT – G. Murphy
- NZ Junior TT – R. Coleman
- NZ Lightweight TT – R. Coleman
- NZ Senior GP – R. Newbrook
- NZ Junior GP – R. Coleman
- NZ Lightweight GP – R. Coleman
- NZ Ultralightweight GP – R. Knowles
- NZ Open Scramble Championship – K. Cleghorn
- NZ 350cc Scramble Championship – K. Cleghorn
- NZ Open Road Hill Climb Championship – K. Cleghorn
- NZ 500cc Grass Hill Climb Championship – K. Cleghorn
- NZ ¼ Mile Grass Track Championship – B. Scobie
- NZ Road Sidecar Championship – F. Holder
- Halswell 100 (Senior) – R. Coleman
- Halswell 100 (Lightweight) – R. Coleman
- Halswell 100 (Junior) – T. McCleary
- Wanganui Round the Houses (Senior) – R. Coleman
- Wanganui Round the Houses (Junior) – R. Coleman

1958-59

The final two years of the decade did not see much change in regard to the affairs of the Union. The Speedway Control Board still controlled Speedway, but had a few challenges on the horizon. Discussions were ongoing about expansion and Road Safety, and Mr S. Brewer became President in 1959. Club numbers did not increase, but this was seen as satisfactory as Clubs were spread around the country and served most of areas.

Barry Briggs won his second Speedway World Championship in 1958. The New Zealand TT team of Noel McCutcheon (Captain), John Anderson and Peter Pawson took home the team's award for both the Senior and Junior TT – a first for an overseas team – and also individually took home silver replicas. John Hempleman also rode and finished 15th in the Senior TT.

In 1959 Ronnie Moore won the World Speedway Championship for the second time with Barry Briggs third. John Hempleman took 8th in the 350cc World Championship, winning the East German 350 GP. He also finished 10th in the 500cc World Championship and took a podium in the East German 500 GP with a third. Peter Pawson was the sole representative on the Isle of Man and finished 10th in the Senior TT but failed to finish the Junior.

A Selection of Major Events Results (1958):

- NZ Senior TT – G. Murphy
- NZ Junior TT – G. Murphy
- NZ Senior GP – A. Holland
- NZ Junior GP – T. McCleary
- NZ Open Scrambles Championship – K. Cleghorn
- NZ 500cc Scrambles Championship – K. McCleary
- NZ 350cc Scrambles Championship – D. McNeill
- NZ 250cc Scrambles Championship – J. Dinley
- NZ Open Beach Championship – C. Marsden

- NZ 500cc Beach Championship – F. Cardon
- NZ 350cc Beach Championship – F. Cardon
- NZ Open Road Hill Climb Championship – W. Dempster
- NZ ¼ Mile Grass Track Championship – B. Scobie
- Inter-Island Scramble – won by the North Island

In 1958/59 the Officers of the NZACU were:

Patron: F. R. Jones
 President: S.V. Brewer
 Vice Presidents: A.S Harp, T. R McCleary, J.F Porter
 Treasurer: A. McLaren
 Secretary: T. Mason
 Executive: C. Dougherty, R. Lyford, W. McCarty, T. Page, E. Pink, C. Treneary

A Selection of Major Events Results (1959):

- NZ Senior TT – J. Hempleman
- NZ Junior TT – J. Hempleman
- NZ Senior Grand Prix – R. Newbrook
- NZ Junior Grand Prix – N. McCutcheon
- NZ 350cc Scramble Championship – T. McCleary
- NZ 250cc Scramble Championship – R. Plummer
- NZ Open Beach Championship – T. Handley
- NZ 350cc Beach Championship – B. Molloy
- NZ 250cc Beach Championship – D. Boyle
- NZ Open Grass Track Championship – B. Coleman
- NZ 500cc Grass Track Championship – B. Coleman
- NZ 350cc Grass Track Championship – B. Coleman
- NZ Sidecar Road – R. Philips
- Inter-Island Scramble – won by the South Island



Chapter 6

The Swinging Sixties (1960-69)

The 1960s opened with no official team sent to the Isle of Man. However, as Hugh Anderson and Peter Pawson were over there, it was decided to approach them with an Australian rider to form a team. The ACU of London gave the three riders a grant to compete.

John Hempleman finished 5th in the World 125cc Championship, and also won both the Eastern German 250cc and 500cc Grand Prix, as well as having successes in other races in Europe.

Ronnie Moore finished 2nd again in the World Speedway Championship.

Back in New Zealand the NZACU was just going about its normal business, with no major problem areas that couldn't be dealt with.

Mrs Dorothy Cook took over the Secretarial part of the NZACU after Mr Mason passed away, Mrs Cook would hold that position throughout the 1960s and into the 1970s.

The sport was going through a slow period, as attendance by the public and also competitors had fallen away. Restrictions on importing suitable machines had some bearing on this, especially for Road Racing.

Tom McCleary continued his work with the Road Safety Council and Ministry of Transport, and continued to foster a good relationship with them.

The finances of the Union were in a fairly sound position. The Union helped with the financing of the Inter-Island Scramble and also assisted Clubs with paying a portion of cost of the last Conference as it had proved expensive.

The Speedway Control Board had to oversee the Speedway season, which was going through another lean period. A great deal of work was going to be needed to get the sport back to its previous popularity.

A Selection of Major Events and Winners 1960-61

- NZ Senior TT – H. Anderson
- NZ Junior TT – H. Anderson

- NZ Senior GP – R. Newbrook
- NZ Junior GP – R. Newbrook
- NZ Sporting Trial Championship – V. Rush
- NZ Open Scramble Championship – D. Burns
- NZ 500cc Scramble Championship – D. Burns
- NZ 350cc Scramble Championship – B. Scobie
- NZ 250cc Scramble Championship – W. Veitch
- NZ Open Miniature TT Championship – W. Veitch
- NZ Open Beach Championship – T. Handley
- NZ Open Road Hill Climb Championship – R. Smith
- NZ Open Grass Hill Climb Championship – D. Burns
- NZ Open Airfield Championship – J. Hempleman

1961

1961 was business as usual for the NZACU. Jack Porter was the President, work was still being done in all areas of the sport and across the Union, and finances were sound. The sport was going through the same slow period as the previous year, but the Clubs were doing their best to keep things going in difficult circumstances.

The NZACU Stock Reliability Trial was run over two days in April and organised by a sub-committee of the Union. It was a great success and finished in Taupo. Executive members Don Tomkins and Len Payne were the driving force behind the Trial, and it was thought that a Trial like this could perhaps become an Inter-Island Challenge in the same way the Inter-Island Scramble had become.

The Inter-Island Scramble was held in Blenheim and was a close battle with the North winning with 279 to 260 points for the South.

In a year that was not known for many high points, one highlight was the start of Motocross/Scrambles at a small town on the east side

of the Manawatu Gorge. Three years later in 1964, Woodville would see the beginning of the first International Motocross series organised by NZACU life member Tim Gibbes and the Manawatu Orion Motorcycle club. Today, racing at Woodville continues and the town is home to the New Zealand Motocross Grand Prix.

Speedway was making a bit of a comeback and, while tracks were opening up, a lot of work and thought would still be needed.

A Selection Major Events and Winners 1961-62

- NZ Road Race Champion – F. Cardon
- NZ Senior TT – F. Cardon
- NZ Junior TT – F. Cardon
- NZ Senior GP – F. Cardon
- NZ Junior GP – W. Holmes
- NZACU Reliability Trial – V. Keats and R. Coleman (lost 16 points each)
- NZ 500cc Scramble Championship – R. Coleman
- NZ 350cc Scramble Championship – M. Low
- NZ 250cc Scramble Championship – D. Muller
- NZ ¼ Mile Grass Track, Stock Class – W. Wetzel
- NZ ¼ Mile Grass Track, Speedway – M. Dunn
- NZ ¼ Mile Standing Sprint (Open) – H. (Burt) Munro
- NZ ¼ Mile Standing Sprint (500) – W. (Bill) Veitch
- NZ ¼ Mile Standing Sprint (350) – W. (Bill) Veitch
- NZ Open Airfield Championship – J. Hempleman
- NZ 350cc Airfield Championship – J. Hempleman

1962

Import restrictions on suitable motorcycles continued to hurt the sport in 1962, but in spite of this the sport still survived. Road Circuit closures were difficult to get, but somehow Road Races were still being run. New purpose-built circuits had been planned to be built. Teretonga in Invercargill and Levin were

already in existence, and the next would be at Pukekohe and Ruapuna Park in Christchurch in 1963.

The Isle of Man team consisted of Hugh Anderson, Colin Meehan and John Gabities. Tragically, Colin Meehan died on the 6th of June at Union Mills in the Junior TT. Hugh Anderson finished 6th in the Junior TT.

Speedway had been fairly active in New Zealand, but it was left up to the Promoters and Competitors to do their best to make the sport exciting again, especially on the back of New Zealand riders doing so well on the world stage.

The NZACU Stock Reliability Trial was organised by Mr Ian Ward and ran over one day in the South Island, finishing in Christchurch. It was not as well supported as the first Trial in 1961 (in the North Island), but was still enjoyed by everyone who took part.

Finances were still in a sound condition with grants given to the Inter-Island Scramble and Reliability Trial, and also towards Conference expenses. Cash assets stood at £5,168.

A Selection Major Events and Winners 1962-63

- New Zealand Road Race Champion – H. Anderson
- NZ Senior TT – H. Anderson
- NZ Junior TT – H. Anderson
- NZ Open Scramble Championship – C. Dixon
- NZ 500cc Scramble Championship – K. Cleghorn
- NZ 350cc Scramble Championship – D. Dorrell
- NZ 250cc Scramble Championship – G. Terry
- Inter-Island Scramble – won by the North Island (452 points to 194 points)
- Hawkesbury Road Race (Senior) – M. Daniel
- Tauranga GP (Senior) – H. Anderson
- Tauranga GP (Junior) – H. Anderson
- Southland Grand Prix 500cc – G. Molloy
- Southland Grand Prix 350cc – P. Pawson
- Rotorua Grand Prix 500cc – H. Anderson
- Rotorua Grand Prix 350cc – H. Anderson
- Franklin Grand Prix (Senior) – G. Molloy

1963

A new NZACU President was elected for 1963 – R.C. Lyford took over from Jack Porter.

The year also saw Hugh Anderson win the World 50cc and 125cc World Championship – the first New Zealander to win a World Road Race Title and, even more amazingly, two in one year.

Barry Briggs once again finished 3rd in the World Speedway Championship.

Back in New Zealand the NZACU went about its business with nothing much different from the previous couple of years. It was still difficult for members to get machines due to importing issues. However, there was talk that this would soon change with a large number of

machines and spares expected in the not-too-distant future.

The Speedway Control Board issued a new rule book and a new Speedway opened in Christchurch. The season's meetings were of a high standard and the rule book was accepted by both Promoters and Riders without any problems.

A Selection of Major Events and Winners 1963-64

- NZ Road Race Champion – H. Anderson
- NZ Road Sidecar Champion – G. Skilton / R. Larsen
- NZ Senior TT – A. Dobbs
- NZ Junior TT – A. Dobbs
- NZ Open Scramble Championship – B. Roberts



1964 Morley Shirriffs on Alan Collison's CZ

- NZ 250cc Scramble Championship – G. Terry
- NZ Open Road Hill Climb Championship – W. Veitch
- NZ 500cc Road Hill Climb Championship – W. Veitch
- NZ 350cc Road Hill Climb Championship – W. Veitch
- NZ Sporting (Observed) Trial Championship – W. Moffat
- NZACU Reliability Trial – V. Keats
- Inter-Island Scramble – won by the North Island (283 points to 256 points)

1964

There were another two World Championships for New Zealand riders in 1964. Hugh Anderson took out the 50cc Championship, while Barry Briggs won his third World Speedway Championship. Anderson also finished 3rd in the 125cc championship.

Other New Zealand riders performed well in Europe. Morrie Low finished 5th in the 500cc West German Grand Prix, however was tragically killed in a Hill Climb event in Germany.

Double World Champion Jim Redman competed in New Zealand along with Hugh Anderson. The NZACU was to have a real look at the policy of sending riders to the Isle of Man.



1964 Woodville MX. #1 Arthur Harris (UK), #5 Ken Cleghorn (NZ) followed Alan Collinson and Glen Wroblenski

Speedway had a good year with very little in the way of problems – all the meetings and tracks ran smoothly all year.

The Manawatu Orion and Tim Gibbes ran the first big International Motocross at Woodville in early 1964. This event was later called the “phony international” as the international riders were actually ex-pat Australians, English and French riders who were living in New Zealand. But it was the beginning of something bigger in years to come.

The Union itself was operating as usual with Mrs Cook doing a great job, however an appeal was made to all officers of the Union to make sure that all paperwork was completed in a timely manner so Mrs Cook could tend to them promptly. In the Presidents words: *“this is a real problem.”*

A Selection of Major Events and Winners 1964-65

- NZ Senior TT – J. Redman
- NZ Junior TT – J. Redman
- NZ Road Race Champion – H. Anderson
- NZ Road Sidecar Champion – G. Skilton / R. Larsen
- NZ Open Scramble Championship – C. Dixon
- NZ 500cc Scramble Championship – W. Veitch
- NZ 350cc Scramble Championship – T. Gibbes
- NZ 250cc Scramble Championship – T. Gibbes
- NZ Sporting Trial Championship – M. Harris
- NZACU Reliability Trial – G. Kenah
- Inter-Island Scramble – won by the North Island (405 points to 135 points)

1965

The NZACU elected Mr C. Callender as President for 1965.

Hugh Anderson won the World 125cc Championship – his fourth title, winning eight Grand Prix's along the way. New Zealand still had representatives at the Isle of Man with Bryan Scobie, Bob Haldane and Stewart Mellsop

the official riders. Ginger Molloy won five International meetings in Europe and took 6th at the Ulster Grand Prix – all on Bultaco machines.

Back in New Zealand nearly 1,000 riders had registered with the Union along with 547 Speedway riders – the largest number of registered riders ever at that time.

Scrambles/Motocross got a real shot in the arm in late 1964 and into 1965 when the Gold Leaf International Motocross Series took place. Tim Gibbes and the associated Clubs ran a successful series with leading international competitors such as Arthur Harris, Max Morf and George Hauger doing battle with local riders.

The Inter-Island Scramble was held in Kaiapoi and saw close racing with the North taking another win 290 points to 248 points.

Speedway was certainly enjoying a large number of competitors and some excellent racing was had throughout the season around the country. The Speedway Control Board continued to look after this branch of the sport, at times having to face some controversial matters.

For many years the Union had been asked to do something about getting cheaper insurance for motorcycle events. Through Executive member Len Payne a satisfactory policy was arranged through General Assurance. The response from Clubs was a big disappointment, with most Clubs showing very little interest in the policy, especially some of the larger Clubs who had practically demanded something be done in past years.

The Secretary Mrs Cook was snowed under with the increased rider numbers and insurances etc, but she managed to keep things ticking over.



1964 Alan Collison formerly Palmerston North & invited International rider George Hauger from Germany

1965 Invited English rider Arthur Harris on a Harris Triumph leading German George Hauger on a Maico

1965 Tim Gibbes leads Ken Cleghorn & Melvin Banks Woodville MX 1965

A Selection of Major Events and Winners 1965-66

- NZ Road Race Champion – B. Scobie
- NZ Sidecar Champion – G. Skilton / R. Larsen
- NZ Senior TT – S. Mellsop
- NZ Junior TT – B. Scobie
- NZ Senior GP – T. McCleary
- NZ Junior GP – T. McCleary
- NZ Open Scrambles Championship – R. Johnston
- NZ 500cc Scrambles Championship – T. Gibbes
- NZ 350cc Scrambles Championship – M. Shirriffs
- NZ 250cc Scramble Championship – A. Collison
- NZ Sporting (Observed Trials) Championship – R. Hamilton
- Inter-Island Scramble – won by the North Island (290 points to 248 points)

1966

The NZACU celebrated its 50th Jubilee in 1966. The event was celebrated in Palmerston North over the weekend of the 16th and 17th of April. On the Sunday a special Auto Cycle Union Trophy was raced for in the Jubilee Scramble – it was won by Tim Gibbes after Morley Shirriffs pushed him all the way.

On the International stage Barry Briggs won his fourth World Speedway Title and Ivan Mauger placed 4th overall. Ginger Molloy won the Ulster 250cc Grand Prix on a Bultaco and finished 10th overall in the Championship. Hugh Anderson took 4th in the 50cc World Championship and 5th in the 125cc World Championship.



1966 Levin MX. Alan Collison leads Ken Cleghorn, Tim Gibbes and Colin Schuttlitz

The successful Gold Leaf International Motocross Series was once again organised by Tim Gibbes and Clubs. The Series was won by Swedish rider Bert Lundin, who actually missed the last event due to injury.

Speedway had a bumper year. The return of several riders from England increased the interest in tracks around the country.

The Union was operating as well as ever. Problems of motorcycle gangs getting publicity that had harmed the image of the sport were addressed.

A Selection of Major Events and Winners 1965-66

- NZ Senior TT – N. Landrebe
- NZ Junior TT – H. Anderson
- NZ Lightweight TT – H. Anderson
- NZ Senior GP – T. McCleary
- NZ Junior GP – O. May
- NZ Lightweight GP – K. McCleary
- NZ Sidecar GP – G. Skilton / R. Larsen
- NZ Sporting Trial Championship – E. Norriss
- NZ Stock Reliability Trial – T. Kirby
- NZ Open Scramble Championship – T. Gibbes
- NZ 500cc Scramble Championship – K. Cleghorn
- NZ 350cc Scramble Championship – R. Meyer
- NZ 250cc Scramble Championship – G. Terry
- NZ Road Race Champion – N. Landrebe
- NZ Sidecar Champions – G. Skilton / R. Larsen
- Inter-Island Scramble – won by the North Island (283 points to 256 points)

1967

The New Year began with the country's economic situation in bad shape. A fall in wool prices and bad balance of payments meant that indirect taxes were increased and public expenditure cut to decrease demand for products. The big problem for motorcycles was that the Government introduced a 100% sales tax on motorcycles. The Union protested to the Government over this.

Tom McCleary continued his work on the Road Safety Council, a position he had held for many years. Motorcycle accident statistics were still improving, but the work continued to try and hammer home being safety conscious when riding on the road.

A new NZACU President was elected with Canterbury's A.M. Laurenson taking over from Mr Callender who had stood down.

Speedway was once again showing good growth. The Speedway Control Board introduced new regulations and in response

there was good activity, especially with several stock car tracks in operation. A fair number of overseas competitors came to New Zealand and boosted the sport. A record 794 Speedway riders registered. The downside was more work was placed on the NZACU's Secretary, Mrs Cook.

The Gold leaf International Motocross Series was a great success again thanks to Tim Gibbes and Motocross Enterprises. British riders Keith Hickman and John Burton were the stars, with Hickman winning the series.

A close Inter-Island Scrambles almost went South in a close battle in Timaru. However in the end the North ran out the winners again – 273 points to 267 points. The South got revenge in the Inter-Island Trial run in Christchurch winning with 616 points lost while the North lost 1,024 points.

The matter of public risk and personal accident insurances had been a hot topic for many years. In 1958 a Ellesmere Club remit was proposed, in 1965 the Manawatu Club did the same. Over the years the NZACU had tried up to come up with a scheme that was worthwhile to Clubs and riders, and in 1965 they finally delivered one. After all the work and years the response was disappointing – out of 962 riders, only 20 invested in the Personal Accident Policy, while only 11 of the 34 Clubs took up the Public Risk Policy. It was commented by the outgoing President: *"Looking on the black side, one could almost assume that Clubs are only putting remits into Conference for the fun of it and without any proper consideration of the work or facts involved, and also the Executive need not bother*

to execute any business passed at Conference as nobody is interested anyway."

1968

New Zealand riders took the top two places in the Speedway World Championship in 1968. Ivan Mauger won his first World Championship and Barry Briggs took 2nd place on the podium. Ginger Molloy finished 3rd in the 125cc World Championship, 4th in the 350cc and 5th in the 250cc World Championship.

In New Zealand Speedway was enjoying popularity, however a few cracks were beginning to show with the expansion of Speedway. The Speedway Control Board spent a lot of time working on issues. An official test series was run between riders from the UK and New Zealand.

The NZACU Executive had reduced its size to four members in 1964 and this appeared to be working more effectively.

The Union put in a late effort to send a representative to the Isle of Man. When nominations were open only one rider was available. However subsequently Graeme Lacy and Ian Vetich arrived in England and with support from Keith Turner they were able to gain acceptance by the ACU as an official team. Turner was nominated as Captain. Tragically, Ian Veitch died after crashing in the Junior race. Graeme Lacy received injuries during practice and was replaced by Ray Breignan who finished 19th in the Lightweight and retired in the Senior. Keith Turner finished 10th in the Senior and retired in the Lightweight.

A Selection of Major Events and Winners 1966-67

- NZ Road Race Champion (500cc) – B. Haldane
- NZ Road Race Champion (350cc) – T. Discombe
- NZ Road Race Champion (250cc) – K. McCleary
- NZ Senior TT – B. Haldane
- NZ Junior TT – T. Discombe
- NZ Lightweight TT – K. Turner
- NZ Senior GP – R. Clarke
- NZ Junior GP – T. Discombe
- NZ Lightweight GP – K. McCleary
- NZ Sporting Trial – E. Norriss
- NZ Open Scramble Championship – A. Collison
- NZ 500cc Scramble Championship – L. Peeti
- NZ 350cc Scramble Championship – G. Stapleton
- NZ 250cc Scramble Championship – T. Gibbes

Road Racing was given a lift in New Zealand with Rothmans Tobacco agreeing to sponsor a one-off New Zealand Road Race Championship with prize money down to fourth in three capacity classes. Pure Class racing was accepted as having merit. The NZACU Road Race Championship was contested over the same series but in its original, open class format, so there were separate results for that.

Scrambles were increasing in popularity and the overall standard was improving fast. The Gold Leaf International Series was once again a success. The Inter-Island Scrambles continued again with the North taking another win.

The variation in the running of the South Island Open Scramble Championship had widespread effects on the National Championship, with the use of Gold Star points over a series rather than the traditional 'one shot' event. Many New Zealand riders had been competing in the UK Scrambles and it was having a detrimental effect on this form of racing in New Zealand. Changing trends were tending to minimise some of the older forms of the sport such as Hill Climbs, Gymkhanas, Beach Racing, and Grass

Track and Trials, but it was acknowledged that these forms of the sport were still happening.

On the road safety front Tom McCleary was still doing sterling work, with much of it being about instituting the new International Standards with regard to crash helmets.

The Union made \$408 and had assets valued at \$11,668. Mrs Cook was still the Secretary and was able to keep working despite her husband passing away during the year.

A Selection of Major Events and Winners 1967-68

- Rothmans Road Race Championship 500cc – L. May
- Rothmans Road Race Championship 350cc – T. Discombe
- Rothmans Road Race Championship 250cc – G. Stott
- NZACU Road Race Championship 500cc – L. May
- NZACU Road Race Championship 350cc – T. Discombe
- NZACU Road Race Championship 250cc – C. Kingston
- NZ Sidecar Championship – G. Skilton / R. Larsen



1968 Ken Cleghorn

- NZACU Inter-Island Trial – South Island Wins
- NZACU Inter-Island Scrambles – North Island Wins
- NZ Open Scramble Championship Open – A. Collison
- NZ Open Scramble Championship 500cc – R. Harper
- NZ Open Scramble Championship 350cc – I. Miller
- NZ Open Scramble Championship 250cc – I. Miller
- NZ Sporting Trial – E. Norriss
- NZ Senior TT – G. Lacy
- NZ Junior TT – I. Veitch
- NZ Senior GP – L. May
- NZ Junior GP – G. Stott

1969

Speedway once again grabbed the headlines internationally for New Zealand in 1969. Ivan Mauger won his second World Title then backed that up with a win in the World Pairs Cup (not as yet an official Championship) with Bob Andrews. Topping that off was another runner-up position in the solo Championship for Barry Briggs. For the second year in a row New Zealand riders were 1st and 2nd in the world.

Speedway in New Zealand was running on a high with both competition licences and track licences reaching record levels. Many changes were made following a review of the whole sport. These changes would be beneficial to everyone concerned in the future.

Road Racing enjoyed great support and was boosted by Ginger Molloy and Neville Landrebe returning to race in several races in New Zealand. The Rothmans Series once again proved popular and was creating a real interest in the sport. The series was run over ten rounds from Whangarei to Invercargill.

Scrambling had leapt ahead both worldwide and in New Zealand. Many more New Zealand riders had ventured offshore to get experience and it was beginning to show. The Inter-Island Scramble was once again won by the North.

A noticeable rising interest in Observed Trials was making itself felt and standards were rising also, with a new breed of skilled riders coming to the fore. The North-South Trial was to become a star event on the calendar, with the North Island winning the 1969 event.

On the road safety front the New Zealand Road Safety Council was re-formed and representation was reduced. The NZACU, along with many other bodies, lost its seat and although every endeavour was made for recognition, it was unsuccessful.

The Union was still in constant touch with the Government regarding import restrictions, registrations, tyre regulations and recognition of Hugh Anderson.

The Union was in a good financial position with assets of \$12,622.

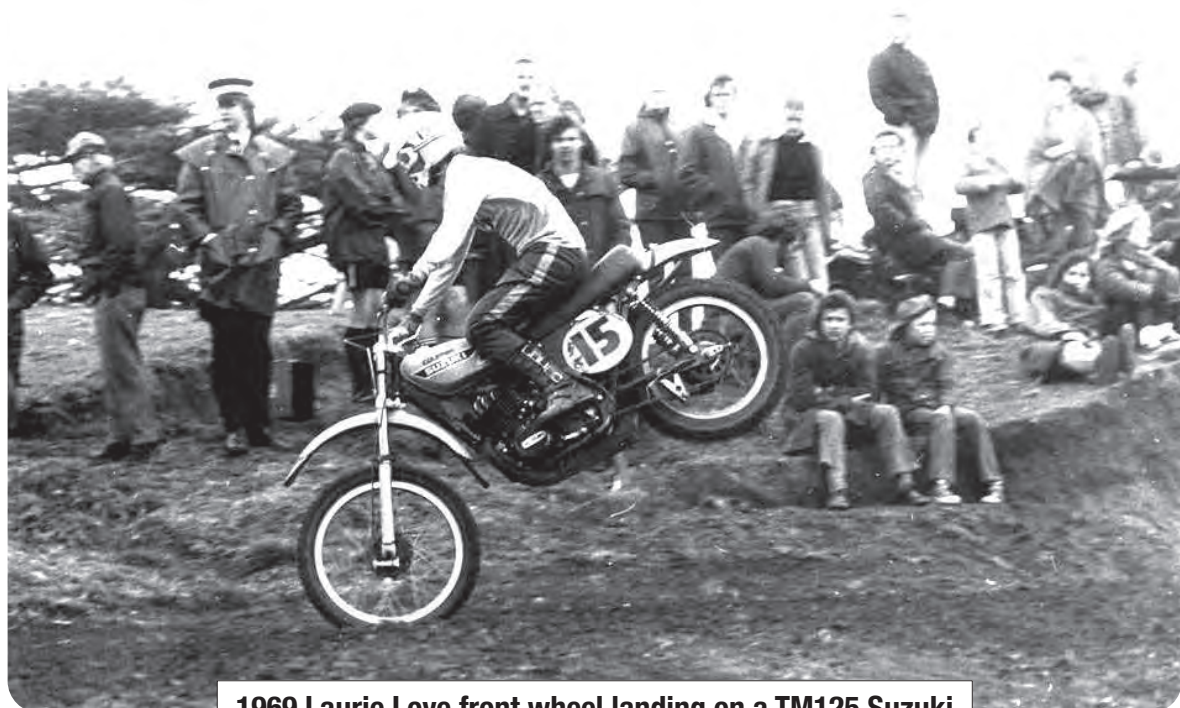
A Selection of Major Events and Winners 1968-69

- Rothmans Road Race Championship 500cc – L. May
- Rothmans Road Race Championship 350cc – T. Discombe
- Rothmans Road Race Championship 250cc – P. Richards
- NZACU Road Race Championship 500cc – L. May
- NZACU Road Race Championship 350cc – G. Molloy
- NZACU Road Race Championship 250cc – P. Richards
- NZ Sidecar Champions – G. Skilton / R. Larsen
- NZ Senior TT – L. May
- NZ Junior TT – G. Molloy
- NZ Lightweight TT – G. Perry
- NZ Senior GP – N. Landrebe
- NZ Junior GP – N. Landrebe
- NZ Open Scramble Championship – A. Collison
- NZ 500cc Scramble Championship – A. Collison
- NZ 350cc Scramble Championship – L. Worsley
- NZ Sporting Trial Championship – M. Harris

NZACU 1969/70

Patron: F. Jones
 President: W. L. Payne
 Vice President: I. Dougherty
 Secretary/Treasurer: Mrs D. Cook
 Executive: A. Laurenson, A. McLaren,
 C. Treneary, D. Tomkins
 Senior Stewards: C. Callender, A. McLaren,
 A. Laurenson, C. Treneary
 District Stewards: D. Leahy, D. Tomkins,
 C. Treanery, I. Ward,
 R. Taylor, G. Spooner,
 E. Culver, R. Pink,
 R. Cooke, L. Harrop,
 R. Smith, J. Martin,

District Stewards: W. Veitch, A. Bell,
 N. Jenner, R. Campbell,
 D. Carter, I. Groombridge,
 A. Cain, W. Holmes,
 N. Morrow, I. Gray,
 G. Ross, D. Wilson, I. Ace,
 T. Shand, J. Roderick,
 A. Trilford, A. Laurenson,
 E. McCabe, O. Suter,
 B. Jones, E. Rennie,
 P. Wareing
 Publicity Officers: W. Neame, M. Andrews,
 I. Ace, D. Cannell,
 A. Harrop, J. Fraser,
 K. Duncan, R. Dew



1969 Laurie Love front wheel landing on a TM125 Suzuki

Chapter 7

A Decade of Change (1970-1979)

The 1970s would be the decade that would change the sport of motorcycling forever.

The Japanese had arrived in the 1960s providing machines that were mainly aimed at the small to middleweight market. The 1968/69 season showed a few Japanese machines in the results of New Zealand races, mainly in the smaller classes. However, by the 1969/70 season, Japanese bikes were winning more often than not.

While there would be major successes and growth in the motorcycle industry and sport, there were also challenges, such as the stock market crash of 1973/74 and oil shock in 1973, followed by another oil crisis in 1978.

The first shock was partly caused by an oil embargo by Arab oil producing countries, protesting the USA's involvement in the Yom Kippur War where they re-armed Israel after the Egypt and Syria made a surprise attack to capture the Sinai and Golan Heights. The second shock was triggered by the Iranian Revolution that caused interruptions to the Middle East oil exports. The crisis led to the Government introducing policies, such as car-less days and not being able to purchase petrol on the weekends, to control demand. But motorcycle sport continued, be it on a reduced scale.

On the positive side, the oil crisis saw motorcycle sales rocket in New Zealand first peaking in 1973 with 25,760 new motorcycles registered in one year, then declining and increasing again by 1978-1980 when the all time record of 29,957 bikes were registered in 1980. All of this can be linked to the oil shocks and also registration of racing machines for use on road circuits, as well as registrations of some farm motorcycles. To put this into context, new registrations in the ten years between 1960 and 1969 totalled 29,778 – the next ten years (1970-79) saw over 180,000 motorcycles registered in New Zealand.

1970

Ivan Mauger won another World Speedway Championship in 1970 and partnered with Ronnie Moore to take the World Pairs Speedway Championship. Ginger Molloy finished 2nd in the World 500cc Road Race Championship and finished on the podium four times throughout the year. Geoff Perry won the Malaysian GP and Singapore GP and finished 5th in the Daytona 200.

The decade in New Zealand started with the last Gold Leaf International Motocross Series run in 1970. The Series had seen more than five years of top flight International Motocross racing all thanks to Tim Gibbes. The finale Series saw former World MX Champions Jeff Smith and Dave Bickers competing as well as training our riders.

After many years of trying, the NZACU were granted an import licence of \$3,000 so that competition machines could be imported into the country for registered riders. As a result, six bikes were imported.

Riders continuing to make a mark on the domestic front including: Dale Wylie, Ray Dumbleton, LLOYD May, Geoff Perry, Neville Landrebe and Trevor Discombe. Rider numbers were growing for Road Racing, due in part to more sealed purpose-built tracks like Pukekohe, Bay Park, and Levin and South Island tracks like Ruapuna, Levels and Teretonga running along with road circuits.

The Rothmans Sports Foundation agreed to again sponsor the Rothmans Road Race Championship to the tune of \$600 over nine rounds. The NZACU Executive chipped in some money (\$210) to be divided over the three solo Classes in the NZACU Road Race Championship.

Observed Trials were growing in size around the country. A keen following in both Islands kept Trials growing. To help the competitors who had organised a Trials Training School, the NZACU gave a grant to offset costs of bringing noted International Sammy Miller was brought to New Zealand through the efforts of Mike Harris and Tim Gibbes and financing from the Manawatu-Orion and Ixion MCC's.

Scrambles were also increasing in popularity and new machinery was starting to appear. The sport was being supported nationwide, with competitors travelling out of their local areas to race. The Inter-Island Scramble was marred by some incidents that occurred between competitors; the President of the Union, Len Payne voiced his disgust at some actions, and then took a swipe at officials not enforcing rules in the rule book that would have dealt with the matter.

The success of the second Speedway Conference was seen as the way forward to become a Conference where remits are presented and the body can set its own specifications and rules pertaining to Speedway. It was predicted that the Speedway Control Board would become just an administrative body. Stewards would in the future issue competition licences and rulebooks to competitors when riders signed contracts to race.

After losing its place on the New Zealand Road Safety Council, the NZACU returned to the Council table when Mr. Tom McCleary was successfully reinstated. Tom was held in high esteem by both the Minister and the Council which went along way to getting the NZACU represented again on the Council.

The biggest concern financially was the fact that the Speedway part of the Union had propped up the Affiliated Club section of the NZACU. It was suggested that this situation should be corrected and there was no time like the present.

Stewards were acknowledged, but also it was mentioned that some were slow in getting paper work back to the Secretary in a timely manner. Mrs Cook was doing an amazing job, many believed too much for one person. She had two Conferences to organise each year, over 2,000 registered riders, twelve speedway tracks plus



1970s Sidecars, Manfeild

Clubs to manage and the work load was more than a normal eight hours a day.

A Selection of Major Events and Winners 1969/70

- NZ Senior TT – Ron Grant (Suzuki)
- NZ Junior TT – Geoff Perry (Yamaha)
- NZ Senior GP – Trevor Discombe (Yamaha)
- NZ Junior GP – Trevor Discombe (Yamaha)
- NZACU Road Race 500cc – Ron Grant
- NZACU Road Race 350cc – Geoff Perry
- NZACU Road Race 250cc – Ron Grant
- Rothmans Road Race 500cc – Ron Grant
- Rothmans Road Race 350cc – Geoff Perry
- Rothmans Road Race 250cc – Ron Grant
- NZACU Sporting Trial – Robert Rush
- NZ Open Scrambles Championship – A. Collison (CZ)
- NZ 500cc Scrambles Championship – R. Austin (CZ)
- NZ 350cc Scrambles Championship – L. Love (Suzuki)

1971

Ivan Mauger had another successful year in 1971, winning the World Long Track Championship and finishing 2nd in the World Solo Championship. Partnering with Barry Briggs he also finished 2nd in the World Pairs Championship.

Keith Turner finished 2nd in the World 500cc Road Race Championship, making it two years in a row that a Kiwi had finished behind Giacomo Agostini on the Factory MV Agusta. Keith finished on the podium three times throughout the season. Geoff Perry won the Singapore and Malaysian 500cc Grand Prix and took 2nd in the International feature at Oran Park in Australia.

New Zealand Road Racing continued to be strong with the Executive proposing rules for a Production Bike Race Class. This was due to the increasing number of production bikes being sold to the general public and making an affordable way to race.

Scrambles and Trials were both being kept alive by a strong following of Clubs and riders

with an increase of meetings throughout the country. The Inter-Island challenges of both disciplines were still being run, with the North winning the Scramble and the South the Trials. It was proposed that perhaps the Scramble Championship be decided over more than one round as was the case with the Gold Star Series.

The Speedway Control Board now had its own Conference to decide the direction of the sport.

A new NZACU rule book was issued. In future the District Stewards could issue licences direct to the competitor. Riders under 21 were required to have a parent or guardian sign the application form in the presence of a Justice of the Peace. This also applied to one day licences.

The NZACU Public Liability insurance was being taken up by more Clubs. As a policy it was good for a year and covered any event under a NZACU permit.

An Award of Merit was established by the Executive and awarded to Hugh Anderson, Ivan Mauger and Burt Munro.

A Selection of Major Events and Winners 1970/71

- NZACU Road Race Championship and Rothmans Road Race Championship
 - 500cc – Dale Wylie
 - 350cc – Trevor Discombe
 - 250cc – Keith Turner
- NZ Scrambles Championship Open – Alan Collison
- NZ Scrambles Championship 500cc – Hugh Anderson
- NZ Scrambles Championship 250cc – Morley Shirriffs
- NZ Senior TT – Trevor Discombe
- NZ Junior TT – Trevor Discombe
- NZ Senior GP – Jim Landrebe
- NZ Junior GP – Jim Landrebe
- NZ Sidecar Championship – Gordon Skelton / R. Larsen
- NZ Sporting Trial Championship – Mike Harris
- Inter-Island Trial – won by the South Island
- Inter-Island Scramble – won by the North Island

1972

Once again the International story was Ivan Mauger. In 1972 he again took the World Speedway Solo and Long Track World Championships, and finished 2nd in the World Pairs teamed with Ronnie Moore again.

Back home the Union had access to \$6,000 worth of import licences to bring in more competition machines – double the original amount of \$3,000 in 1970.

For the first time the Union allowed advertising to be displayed on racing machines, the days of drab black machines was over. The bikes now were of different colour combinations and brightened the sport up, the one piece race black leathers were also starting to become more colourful. Trade sponsorship had lifted the sport to a new level, especially with Road Racing.

Trials was growing also, however some discussions between Clubs who ran Trials saw them all meet in Blenheim, through the efforts of Bob Cooke. Six of the NZACU Affiliated Clubs attended. It was proposed that a Trials Association be formed, but this was unacceptable to the Union. Another association was not needed; all concerned Clubs needed to do was send concerns to the NZACU to address. Road Racing Clubs had come together to sort out Production racing rules that were then actioned by the NZACU – there was no reason that Trials couldn't do the same thing.

The President reminded Clubs and riders that the NZACU was their organisation and its objects were to protect the interests of motorcyclists and to foster, control and manage the sport of motorcycling in New Zealand. They could vote for change as they were the stakeholders. The Club Conference delegates could elect by democratic method any officer of the Union.

Road Racing was getting stronger; the season saw a record number of Road Race events around the country. The popularity saw riders travelling the length of the country to attend meetings. The Rothmans Sporting Foundation

continued to sponsor the sport. Overseas Geoff Perry was making a name for himself in Asia and the USA, winning the 500cc Singapore, Malaysian, Penang and Indonesian Grand Prix and taking a win at Ontario California on a factory Suzuki.

A relatively unknown Kiwi racer, Kim Newcombe, started to make people sit up and take notice in Europe when in his first attempt on his Konig 500 took 10th in the World 500cc Championship. In the course of the season he finished on the podium twice on his unusual machine powered by an outboard motor.

Scrambles and Mini TT Racing was looking strong in the North Island but not so much in the South. There were changes in Scrambles with new zoning and grading for the National Titles.

The North again won the Inter-Island Challenge.

Insurances showed more and more clubs taking up NZACU's public liability insurance. There was a new life cover policy which included motorcycle racing.

The workload was increasing on Mrs Cook as Secretary/Treasurer. Effectively doing the job of two people, handling the affairs of the Speedway Control Board and NZACU, Mrs Cook would later in 1972 have to retire due to illness. Mrs Cook was made a Life Member. Sadly, she would pass away some five years later.

There were 36 Clubs affiliated to the NZACU in 1971/72, the largest being Auckland with 200 members followed by Gisborne (161), Wanganui Club (131), Canterbury Club (124), Pioneer (119), Hamilton (116), North Taranaki (112) and Ixion (105). There were 2,520 registered NZACU licence holders and 1,090 Speedway Control Board licence holders.

Don Tomkins was elected President and Mr Ian Dougherty would take over from Mrs Cook.

A Selection of Major Events and Winners 1971/72

- NZ Senior TT – G. Perry
- NZ Lightweight TT – G. Perry

- NZ Junior TT – R. Waterer
- NZ Senior GP – R. Dumbleton
- NZ Junior GP – R. Dumbleton
- NZ Lightweight GP – M. Baylis
- NZACU Road Race Championship 500cc – G. Perry
- NZACU Road Race Championship 350cc – T. Discombe
- NZACU Road Race Championship 250cc – J. Landrebe
- Rothmans Road Race Championship 500cc – G. Perry
- Rothmans Road Race Championship 350cc – T. Discombe
- Rothmans Road Race Championship 250cc – G. Perry
- NZ Sidecar Championship – W. Wallace / K. Atkins
- NZ Open Scramble Championship – C. Shultz
- NZ 500cc Scramble Championship – P. Ploen
- NZ 350cc Scramble Championship – M. Shirriffs
- NZ 250cc Scramble Championship – M. Shirriffs
- NZ Miniature TT Championship 500cc – H. Anderson
- NZ Miniature TT Championship 350cc – H. Anderson
- NZ Miniature TT Championship 250cc – H. Anderson
- Inter-Island Trial – won by the North Island (1,106 points lost to 1,229 lost)
- Inter-Island Scramble – won by North Island (353 points to 187 points)

1973

The year of 1973 would be largely remembered for a series of tragic incidents and challenging conditions.

Sadly two of New Zealand's International racers died. Geoff Perry started the year by winning another race in the USA and signing a factory contract to race the TR750 Suzuki. He was tragically killed on the 23rd of July 1973 when Pan Am Flight 816 crashed after take-off at Faa'a International Airport, Tahiti. His body was never recovered.

Later in the year Kim Newcombe died from injuries received at Silverstone riding his Konig and challenging for the 500cc World Title. He had won on the bike in Yugoslavia and finished on the podium four other times (two seconds and two thirds). Kim was to posthumously claim 2nd place in the World 500cc Championship. He was the third New Zealand rider to finish 2nd in the 500cc World Championship in four seasons.

Then, another disaster struck the Union when many of the records of the NZACU were completely destroyed in a fire. It would take a number of years to sort out.

With the previous Secretary Mrs Cook falling ill, it became apparent that the Union work of the Secretary/Treasurer was far too much for one part time person. Mr Ian Dougherty took over the job for a period of time.

1973 was also the time of the first world oil shock. A decision had to be made about whether the sport could continue, and the President announced a reduction in events, only to have the Executive over-rule that decision. It was very confusing what the right path to go down was.

In 1973 The New Zealand Scrambles Championship officially became the New Zealand Motocross Championship and a new graded Championship was inaugurated. Trials were booming under the watchful eye of Bob Cooke.

Road Racing saw the introduction of a Production Class, although this was tarnished by the efforts of some people who would not accept the intentions of the rules, something that Production Road Racing would have hanging over its head for years to come.

On another positive note, the Phillip Morris tobacco company decided to enter the New Zealand market and, after efforts by Mr Malcom McGregor and various other people, the International Marlboro Series was born. The opening round in the series was held at Pukekohe, where American International Cal Rayborn was unfortunately killed. The other



Alan Collision & Graeme Crosby, Whanganui 1974

circuits were Wanganui, Gracefield in Lower Hutt and Christchurch. The Gracefield round saw young Christchurch rider, John Boote make the world debut of the Yamaha TZ700 outside

of Japan – it was also the first win of the big Yamaha. The series overall was won by New Zealand Champion Dale Wylie – the only New Zealander to win the series in its five year life.

Major Event Winners 1973/74

- NZ Open TT – D. Wylie
- NZ Senior TT – G. Molloy
- NZ Junior TT – T. Discombe
- NZ Lightweight TT – S. Avant
- NZ Production TT – A. Collision
- NZ Sidecar TT – P. Corbett / S. Forbes
- NZ Senior GP – S. Avant
- NZ Junior GP – S. Avant
- NZ Lightweight GP – M. Delacy
- NZ Ultra Lightweight GP – A. Mitchell
- NZ Moto Cross A Grade Champion – P. Ploen
- NZ Moto Cross B Grade Champion – P. Turnbull
- NZ Moto Cross C Grade Champion – A. Major
- NZ Moto Cross 125cc Champion – R. Shirriffs
- NZ Stock Reliability Trial – P. Ware
- NZ Scott Trial – C. Harris

1974

A new President in 1974, Ivan Ace and new Secretary Eileen Ace headed the charge to get the NZACU back on its feet. The past year or so had been one of many changes and growing pains which had been felt by all areas of the Union. Mr Ace commented: *"As I imagine a person would feel after undergoing major surgery, the NZACU experienced similar stresses and strains, but I can assure you we are on the way to recovery."*

The appeal went out for copies of records prior to August 1972 as the Union had virtually nothing, it was a plea to assist with retaining history of the Union.

In spite of the problems, the sport had boomed and the Union had over 3,000 licenced competitors and was continuing to grow. Club affiliations had grown to 50 and all areas of the sport were growing.

The Marlboro Series in 1974/75 was won by American Pat Hennen on the ex-Geoff Perry TR750 Suzuki. In this year Pukekohe was dropped and replaced by Bay Park in the Bay of Plenty. Timaru also entered the Series as the second South Island Round.

The Castrol 6 Hour Production Race was held for the first time in 1974 with Ginger Molloy riding Solo on a Kawasaki Z1 to take the victory.

1975

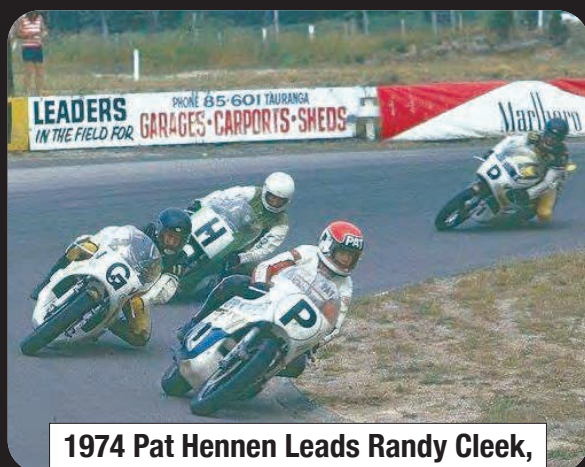
In 1975 the Executive appointed its first ever full time, paid Secretary. Mr Max Cleverly was appointed and the Union rented an office in Hamilton for the first time, however this office was found to be unsuitable and Mr Cleverly was soon moved to another better suited office.

Road Racing was still happening at a domestic level, but some changes were being called for. The Marlboro Series was being seen as the Road Race series to compete in.

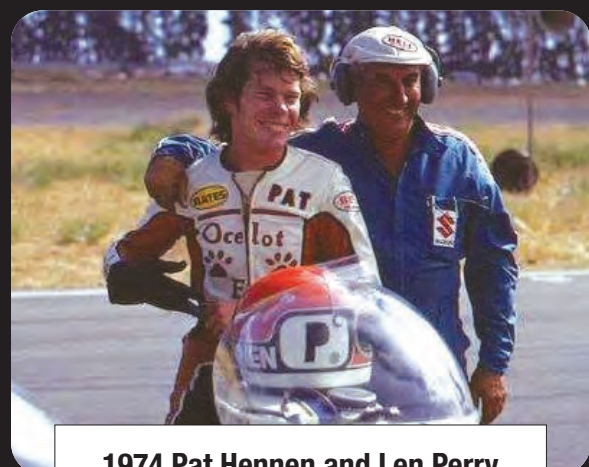
Motocross was going well but with perhaps a few changes to come; several Clubs were proposing a continuation of the five zone series, but with Classes to be changed. This year saw World 125cc Motocross Champin Gaston Rahier compete in several International events. It was regarded that the round at Wellington was the best round with some 'out of the box' thinking regarding the promotion of the event. The question was being asked – should professional promoters be involved in running Motocross?

Junior Motocross guidelines were drafted by the Executive and the first Junior Licences were issued. Some Clubs were already underway with training programmes.

Trials were running smoothly. Bob Cooke retired from the position of Coordinator and was replaced by Brian Hoare. A Trans-Tasman series was set in place and dates confirmed.



1974 Pat Hennen Leads Randy Cleek, Murray Sayle, Phil McDonald at Marlboro Series, Tauranga



1974 Pat Hennen and Len Perry Marlboro Series Ruapuna



1975 Paul Corbett and Stu Forbes, Bay Park

Enduros were being run with selected Trials events. The discipline was prospering and strictly speaking was not part of Trials. The call went out to draft up a set of rules for Enduro and that a recognised championship be established. A long list of rules was proposed by the Hamilton and Raglan Motorcycle Clubs at the 1975 NZACU Conference.

The Speedway Control Board continued to administer Speedway from Auckland to Invercargill, sponsorship was pouring in but mainly for stock cars and midgets. The main event for the year was the Australasian Championship which Australia won. No major changes occurred in the sport.

The Union was on a sound financial footing, due to an increase in the number of licences issued. Mr Butler was elected President after Mr Dougherty stepped down.

1976

Ivan Mauger once again took yet another World Long Track Speedway Championship in 1976. American Pat Hennen won his second 1975/76 Marlboro Series. New Zealand racers were performing well in Asia, Australia and Europe. Stu Avant had several good placings in the

World 500cc Championship. Graeme Crosby was winning in Australia, as was John Woodley who won the Australian TT at Bathurst.

The Union received a grant from the Ministry of Sport and Recreation of \$875. The money would go to new administration plans. The Executive agreed to set up a stewards training program.

The question of direct affiliation to the FIM was asked after an approach from the Speedway Control Board. The advantages of being part of the FIM would be in a number of areas:

- New Zealand would have a direct voice at International level. The way things were, New Zealand was not considered in any International business, as it was seen as being partnered with the UK ACU.
- The NZACU would be able to apply for International permits without having to go through London.
- New Zealand would be able to issue International Licences for its competitors. The New Zealand Road Racers were issued full licences by the ACU in London but Motocross and Speedway riders did not find it as easy to obtain a licence.
- New Zealand would be able to run a round of a World Championship.

The Speedway Control Board supported the FIM affiliation as presently they had no say in any world Speedway matters despite the fact New Zealand was a major Speedway country, having had several World Champions including in the present year.

It was only through the support of the ACU and ACCA in Australia that New Zealand wasn't being ignored completely. Should the affiliation happen the good relationship with the ACU and Australia should continue as they were all in the British zone. It would not be until 1983 that New Zealand would become affiliated.

Road Racing continued and the ruling was adopted that championship rounds be only run at motorcycle only meetings. Production racing was gaining in popularity, and so were repeated calls to slacken rules. It was pointed out that Production racing was designed to be an affordable way to get riders into the sport.

The 1976/77 Marlboro Series would be won once again by American Pat Hennen in his final appearance in the series. Prize money was increased to around \$50,000 and also a full International programme of Sidecars, 250cc, 350cc and Open machinery. It was acknowledged that the Series was providing more international experience for New Zealand riders. Stu Avant, John Woodley and Graeme Crosby (among others) gained more sponsorship to compete competitively in Australia, America and in Europe.

Motocross was again proving a success with more and more riders and purpose built affordable machinery making it move ahead. The Championship was sponsored by "Golden Breed". The sport was expanding at such a rate that it called into question the ability of some Clubs to run a Championship. Calls were made that perhaps would see a minimum standard required to run a Championship round.

Enduro had become a separate identity with guidelines for conduct set out in the new rule book, including how to run an event.

Trials were still active and Mr Ivan Ace was the appointed Coordinator. A team of three riders represented New Zealand in the

Trans-Tasman test.

The Speedway Control Board Executive Manager position was discontinued, leaving Mrs P. McConnel as Secretary to administer the SCB. The sport was in a healthy state. A call was made that the future in the sport was down to the younger riders like Larry Ross, with Barry Briggs and Ivan Mauger entering their twilight of their careers. Funny how they forgot to tell Ivan that he was over the hill.

The Union had 50 Affiliated Clubs and 3,453 licenced riders.

1977

Ivan Mauger won his fifth World Speedway Championship in 1977, was awarded an MBE and became the New Zealand Sportsman of the Year.

New Zealand racers continued to perform internationally. Ivan Miller became the Australian Motocross Champion. John Woodley won the Australian TT again and competed in Europe, obtaining many top ten placings. Stu Avant competed in Europe and Australia also with some success. Larry Ross won the London Speedway Riders Championship.



1976 Vaughan Coburn leads Stu Avant and Mike Vinsen in the 350cc series of the Marlboro Series. Gracefield Lower Hutt

1978

The Marlboro Series was run for the final time in 1978 and won by Australian Jeff Sayle. The Series had run its course, and the final Series saw factory machines entered for the very first time. The likes of the Marlboro Series would not be seen again in New Zealand. There were other series, and in 1988 the World Superbike Championship, but it is the Marlboro Series that is best remembered as setting the standard.

Overseas, Mike Adler was tragically killed at the Isle of Man. Stu Avant won the Australian 500cc Championship, while Graeme Crosby had a string of success in Australia on a variety of machines. John Woodley and Dennis Ireland competed in Europe.

The sport in general just 'kept on keeping on' in New Zealand. The Castrol 6 Hour was growing in popularity with more and more teams featuring New Zealand and Australian riders entering. It was fast becoming a showcase for production machines.

In Motocross the Central Hawkes Bay Club proposed that an "Official Junior Motocross Championship be sanctioned."

The Union was once again in a sound financial position, with 847 permitted events, 54 Affiliated Clubs and 3,730 licenced members. Ken Duncan was elected President.

A Selection of Championship Winners 1977/78

Road Racing Champions:

- Open – R. Freeth
- Senior – A. DeLautour
- Junior – C. Waugh
- Lightweight – N. Hawker
- Ultralightweight – S. Dundon
- Sidecar – P. Sowersby / R. Wilson
- Senior Production – P. Fleming
- Junior Production – M. Pero

Motocross Champions:

- Over 250cc – I. Miller
- 250cc – G. Brinck
- 125cc – T. Meeks

Trials Champion:

- NZ Open – P. Symons

Enduro Champions:

- NZ Over 200cc – J. Nicholson
- NZ 200cc – J. Jamieson

1979

Ivan Mauger cemented his place as a legend of Speedway by taking home his sixth World Speedway Championship in 1979. He was also the Captain of the New Zealand team that won the World Teams Championship (Larry Ross, Mitch Shirra, Bruce Cribb). Then, to cap the year off, Ivan was awarded the New Zealand Sportsman of the Year for a second time.

John Woodley, Dennis Ireland, Graeme Crosby and other riders competed overseas. Dennis Ireland won the Belgium 500cc Grand Prix and placed 3rd in the Senior Isle of Man TT. Crosby had a good season mainly in England. John Woodley again won at Bathurst.

A new era in junior racing saw the first Junior Motocross Championship run in 1979. Some of the first juniors had already graduated to senior ranks prior, and after much discussion it was decided to take this part of the sport to the next level to promote the future champions.

In New Zealand the sport was having a successful run. All the New Zealand Championship events were well supported. However warnings were put out about the coming year due to the second fuel crisis which may have effects on the sport in general. Indeed the fuel crisis did have an effect with restrictions on the purchase of fuel and car-less days. But somehow the sport would survive.

Major Championship Winners 1978/79**Road Race Champions:**

- NZ Open Championship – John Woodley
- NZ Senior Championship – John Woodley
- NZ Junior Championship – D. Hiscock
- NZ Lightweight Championship – J. Wood
- NZ Lightweight Championship – R. Holden
- NZ Sidecar Championship – P. Soper / P. Schipper
- NZ Senior Production – D. Hiscock
- NZ 410 Junior Production Championship – M. Pero

NZ Motocross Champions:

- Over 250cc – G. Brinck
- 250cc – P. Ploen
- 125cc – T. Meeks

NZ Trials Champions:

- Open – G. Power
- Expert – G. Power
- Scott Trial – W. Merriman

NZ Enduro Champions:

- Over 200cc – P. Swift
- Up to 200cc – P. Thompson

Hare Scramble (Cross Country) Champions:

- Over 200cc – G. Brinck
- Up to 200cc – G. Wilson

NZ Beach Racing Champions:

- Open – L. Miller
- 350cc – L. Miller

Miniature TT Champions:

- Open – G. Brinck
- 750cc – F. White
- 500cc – R. Dixon
- 125cc – M. Anderson

Road Hill Climb Champions:

- Open – R. Scott
- 750cc – W. Moulton
- 500cc – L. Freemantle
- 250cc – R. Holden

Standing ¼ Mile Champions:

- Open – P. Anderson
- 750cc – W. Ladbrook
- 500cc – P. Anderson
- 350cc – P. Anderson
- 250cc – G. Burrows
- 125cc – R. Healey

NZACU 1979/80

Patron:	C. Allan
President:	K. Duncan
Vice President:	J. Doherty
Secretary/Treasurer:	M. Cleverly
Executive:	L. Payne, D. Boyce, K. McCleary, M. Farquar, J. Shand, E. McCabe
Life Members:	C. Allen, A. McLaren, T. McCleary, J. Porter, C. Treneary, L. Payne, D. Tomkins
Championship Coordinators:	L. Payne (Motocross), G. Power (Trials), B. Reiher (Enduro), B. Rodgers (Hare Scrambles), M. Cleverly (Road Racing)
Senior Stewards:	I. Ace, J. Doherty, K. Duncan, E. McCabe, L. Payne, G. Spooner, D. Tomkins, C. Treneary
District Stewards:	A. Chant (Auckland), R. Shearman (Canterbury), R. Wright (Central Otago), T. Parker (East Waikato), R. Petersen (Gisborne), D. Watson (Hawkes Bay), R. Davey (King Country), E. Conaghan (Manawatu), G. Vercoe (Marlborough), R. Cooke (Nelson), A. Stringer (Northland), A. Banks (Otago), W. Holmes (Rotorua), L. Timmings (S. Canterbury), T. Hartley (Southland), D. O'Connor (Taranaki), R. Dean (Tauranga), D. McLaren (Waikato), G. Bull (Wairarapa), C. Sim (Wanganui), I. Groombridge (Wellington)
SCB Secretary	Mrs P. McConnel

The NZACU comprised of 65 Affiliated Clubs with 4,055 registered competitors. 926 permitted events were run in the last year of the 1970s.

Chapter 8

New Zealand Joins the FIM (1980-1989)

The 1980's started with the effects of a recession, spiralling inflation and the second world oil shock having an effect on the sport and life in general.

1980

Motorcycle registration reached an all time high in New Zealand with nearly 30,000 new registrations, and the sport continued relatively strongly despite car-less days and no petrol sales available on the weekend. Enterprising ways were found to allow riders to get to and from meetings around the country. In some cases some had extra fuel tanks fitted to their particular van or ute, or large drums of petrol were carried with enough fuel to get to a meeting and home again on a Sunday night.



**1980s John Nicholson interviews
67 Tony Rees Tarawera 100**

Graeme Crosby opened the 1980's by becoming the FIM World TT Formula 1 Champion, becoming New Zealand's second ever Road Racing World Champion. On the world stage New Zealand riders competed from Australia to Ireland putting up great results on road and off-road. The New Zealand Enduro team won the teams trophy at Cessnock 4 Day in Australia.

Back home in New Zealand the appointment of Jim Doherty as road race referee was welcomed. Production racing was really becoming the most important part of road racing in New Zealand and needed attention, with distributor backed teams competing hard especially for the Auckland 3 Hour and Castrol 6 Hour production race honours. Huge crowds turned up at the 1980 six hour at Manfeild to see the battle between Honda and their CB1100R and Suzuki "Black Pipe" GSX1100s. Production racing was booming also in the smaller classes.

Motocross was also strong and Enduro was growing fast. The first Junior Motocross Championship was held in Wellington during the 1979/80 season.

Speedway overseas for New Zealand was very flat. The domestic scene was again good, with lots of promising younger riders coming through. During the year the Secretary Mrs McConnell retired and was replaced by Mrs Sandra Miller (Perry) who had a great background in Speedway.

Major New Zealand Championship Winners 1979/80

Motocross Champions:

- Over 250cc – Ivan Miller
- 250cc – Craig Coleman and Gary Goodfellow (Joint Champions)
- 125cc – Murray Anderson

Road Race Champions:

- Open – Paul Mclachlan
- Senior – Paul Mclachlan
- Lightweight – Paul Mclachlan
- Junior – Bryan Hall
- 125cc – Bill Biber
- Sidecar – Doug Chivas / Margaret Halliday

- Open Production – Dave Hiscock
- 750cc Production – Neville Hiscock
- 550cc Production – Dave Hiscock
- 250cc Production – Bob Toomey

Trials Champions:

- Open – Tim Ashton
- Expert – Tim Ashton

Enduro Champions:

- Open – Lester Yates
- 250cc – John Nicholson
- 200cc – Barry Reiher

Hare Scramble Champions:

- Over 200cc – Dave Temperton
- Up to 200cc – Brendon Rodgers

The NZACU Life Member and Road Safety rep Tom McCleary was awarded the Queens Service Medal for his work in road safety. He was the current chairman of the Road Safety Association.

The Union finished the 1979/80 season with 4,997 Licensed Competitors and 64 affiliated clubs. 374 Motocross meetings were held, 144 Trials meetings, 75 Hare Scrambles, 74 Miniature TTs and 56 Road Races out of a total of 933 permitted events. The six biggest clubs in terms of licenced members were Victoria University (252), Mosgiel (219), Hamilton (212), Pioneer (211), North Taranaki (210) and Pukekohe (208).

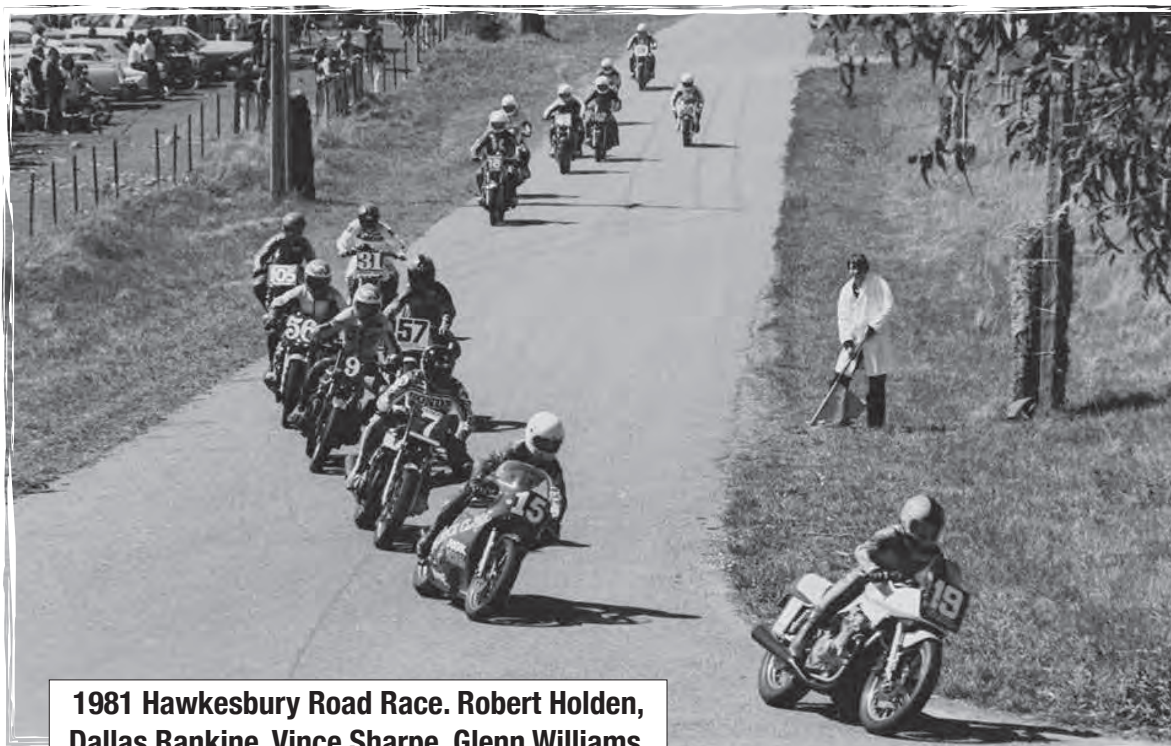
1981

Problems with Speedway resurfaced in 1980/81 and was leading to a bitter divide between two wheels and four. The Speedway Control Board Secretary Mrs Sandra Miller (Perry) took over as the NZACU Secretary following the retirement of Max Cleverly after seven years. Mrs M. Lloyd became the SCB Secretary.



1980s Late Heroes J Wood, Rodger Freeth, Rob Holden, Hawkesbury

A big year for Motocross, Mr Ian Miles and the New Brighton Club ran the Duckhams Oil Motocross Championship in Christchurch. Costs were a concern in general and also clashes of dates. Junior Motocross continued to grow but the high cost of machinery was a concern, it was hoped that this wouldn't have a major impact on the riders in future.



1981 Hawkesbury Road Race. Robert Holden, Dallas Rankine, Vince Sharpe, Glenn Williams, Robbie Dean Bob Toomey, and #31 Bill Biber

Graeme Crosby took out the FIM World Formula One Championship for a second time. Other Kiwis performed well overseas as well with Stu Avant, Dave Hiscock, Dennis Ireland and John Woodley in Europe, and Neville Hiscock, John Wood, Rodger Freeth and Peter Fleming in Australia. The New Zealand Championship went off well and was helped by sponsorship from Shell Oil and Moller Yamaha. Live TV of the Wanganui Road Races on Boxing Day started, bringing the average person closer to the sport from the comfort of their home.

Major New Zealand Championship Winners 1980/81

Motocross Champions:

Open – Ivan Miller
 250cc – C. Maindonald
 125cc – M. Anderson
 Junior 125cc (12-15yrs) – G. Allan and R. Michau
 Junior 80cc (12-15yrs) – K. Peters
 Junior 80cc (8-11 yrs) – A. Steele
 Inter-Island Motocross – won by the South Island (393 points to 152 points)

• Road Race Champions:

Open – D. Hiscock
 Senior – M. Pero
 Junior – M. Pero
 Lightweight – B. McCleary
 Ultralightweight – A. Willacy
 Sidecar – D. Chivas / M. Halliday
 Open Production – N. Hiscock
 750cc Production – B. Toomey
 550cc Production – N. Hiscock
 250cc Production – K. Chapman

• Trials Champions:

NZ Open – S. Johnson (Aust)
 NZ Expert – K. Pinfold
 NZ Scott Trial – W. Merriman

• Enduro Champions:

Open – L. Yates
 250cc – T. Ashton
 200cc – B. Watkins



1981 Castrol 6 Hour Start. Pic Stu Newby

1982

1981/82 was another 'business as usual' period for the NZACU. The sport was enjoying a high level of coverage on TV with live coverage of the Boxing Day Road Races at Wanganui and great coverage of road racing in general. The NZ Motocross Championship also featured on TV.

Sponsorship was growing thanks in no small part to Ian Miles and Ray Whitham, who brought much needed funds to the Union and Clubs.

Clubs were once again slow in many cases sending in results, which was an on-going problem. The third NZACU year book did not eventuate, but it was hoped that it may be revived in the future.

Sandra Perry had completed her first twelve months as Secretary and was proving more than capable, along with her assistant Mrs Dorothy McKenzie.

On the Road Safety side, Tom McCleary QSM was still the representative and continued to put in even more hours as he was also the National Chairman of Road Safety.

The issues with Speedway administration continued, however the sport itself was keenly contested with several solo riders heading overseas. The Executive proposed that the Union not seek to re-negotiate the agreement with MANZ in respect of control of four wheel Speedway competition. The issue of the future of the NZACU's part in the Speedway Control Board would come to a head in the not-too-distant future.

Two of the newer members of the Union were singled out for praise over the year. The Victoria University Motorcycle Club had grown to be one of the larger Clubs and was running events in three to four different categories, including the large "Shell Two Wheeler" meeting at Manfeild. The Mosgiel Club was also very active, running the Wingatui 6 Hour race for Standard Enduro Machines around the horse racing course. The New Zealand three day Enduro and lastly the Speedbowl at Forbury Park trotting track in the middle of Dunedin which was a success for competitors and spectators.



1982 Dick Leppard Jim Goodin. Photo Stu Newby



1982 Dave Hiscock McIntosh. Photo Stu Newby



1982 Mike Pero Bay Park. Photo Stu Newby

Dave Hiscock raced to 3rd place in the World and British F1 Championship behind two factory team riders. Graeme Crosby won at Daytona and Imola and placed 2nd in the World 500cc Championship riding for Yamaha, then announced his retirement from racing. Dennis Ireland won the Senior TT at the Isle of Man, while Stu Avant continued to produce top results in the UK including winning the 500cc race at the Northwest 200 in Ireland, finishing 6th in the 500cc British Championship, and 2nd in the Swan International Series in Australia.

Bob Toomey, Robert Holden, Richard Scott and Peter Byers had successful races in Australia. Ivan Miller and Murray Anderson kept the flag flying in MX in Australia.

The big news was that Graeme Harris, Darryl August and Mark MacDonald were able to compete in the ISDE in Czechoslovakia after they gained a late entry. The three men rode the six days in a strange country and on borrowed bikes to win a Bronze Medal each and finish 9th as a New Zealand Club Team. The effort was thanks to Tim Gibbes who controlled the effort. It was hoped that another team would be sent to the 1983 ISDE in Wales.

At the end of 1982 the five largest clubs (licenced members) in the Union were Pukekohe (281), Waitemata (249), Corsair (246), Victoria (211) and Hamilton (206). There were 5,253 licenced members in total in the Union, and 68 Clubs ran 992 permitted events for 1981/82 season.

**Major New Zealand Championship Winners
1981/82****Motocross and Off Road Champions:**

- Over 250cc – F. White
- 250cc – M. Anderson
- 125cc – R. Saunders
- Junior 125cc (12-15 yrs) – D. Gabities
- Junior 80cc (12-15 yrs) – J. Bates
- Junior 80cc (8-11 yrs) – G. Sisarich
- Mini TT Open – M. Shirriffs
- Mini TT 750cc – M. Shirriffs
- Mini TT 250cc – P. Turnbull
- Mini TT 125cc – P. Turnbull

Road Race Champions:

- Open – D. Hiscock
- Senior – M. Pero
- Junior – M. Pero

- Lightweight – B. Jones
- Ultralightweight – L. Spicer
- Sidecar – D. Leppard / J. Goodin
- Open Production – D. Hiscock
- 750cc Production – R. Toomey
- 550cc Production – M. Hogan
- 250cc Production – R. Harris

Trials Champions:

- Open – A. Clement
- Expert – A. Clement

Enduro Champions:

- Open – S. Oliver
- 250cc – B. Rehier
- 200cc – T. Ashton

Hare Scramble Champions:

- Over 200cc – C. McPherson
- Up to 200cc – J. Penny

1983

1983 saw history made when the NZACU Inc. became directly affiliated to the Federation Internationale Motorcycliste (FIM), a process that had taken six years to achieve. For the first time New Zealand riders could compete as New Zealand riders (not British or Australian), with International Licences issued by the NZACU rather than going through the ACU of Great Britain as it had done since 1930. The ACU in London had also increased its affiliation fee from \$45 to \$300 and did not guarantee New Zealand riders anything more than what was already happening. The Idea of managing the sport directly from New Zealand was a no brainer – New Zealand would have:

- Its delegate to the FIM congress assisted with travel (the first to be held in Munich).
- Direct ISDE entry as a New Zealand team and an automatic number (not like the situation previous where riders had to ride as a English club team).
- Better access to major events in England and Europe for New Zealand Motocross and Road Racers (with Motocross Champions almost guaranteed a start at major events).
- The right to hold International events including world championships.

The first representative for the NZACU would be ex-President Ken Duncan.

The NZACU had drifted away from representing

all things to do with motorcycling as it had originally been formed to do, and a suggestion was made that perhaps the NZACU should return to broader purpose, not just competition.

The continuing Speedway issues around administration persisted and this year was no exception, except instead of hoping things would sort itself out, the problems were taken head on. Mistrust and quite a number of misguided beliefs existed across all parties, which resulted in some unsavoury actions and statements made.

Once the parties (MANZ, NZACU and SCB) overcame their differences and recognised each other's roles, real progress was made. Part of the understanding was that the NZACU create a seat for a Speedway representative to attend and contribute to any Speedway business.

**NEW ZEALAND 1983 ISDE TEAM**

From left – Jock McLauchlan, Tjebbe Bruin, Tim Gibbes, Graham Harris, Paul Swift, Terry Cameron, Shaun Stanbridge & Brent Carrod.

The country was in an economic downturn, many clubs were seeing a reduction in entries for their race meetings. Some clubs looked at this as a challenge and continued to promote big events and diversify their activities. Around the same number of permits had been issued along with licences. Steward seminars were conducted throughout the country.

The Nelson Motorcycle Club celebrated its 75th year and had the distinction of being the oldest club in New Zealand and longest affiliation to the NZACU.

After the 'grandiose' New Zealand Motocross Championship of the previous years, it was back to basics. Smaller Clubs were involved. No TV coverage or major sponsorship saw very little promotion but the racing was good. The Union also gave its support in principle to send a team to the Trophee De Nations with the FIM affiliation making this easier to do.

Junior Motocross was strong in some areas of the country but was struggling in others. The NZ Championships took some criticism and a new format was devised.

Road Racing saw the tragic death of Neville Hiscock in South Africa. Neville had been one of the top production racers in New Zealand and Australia. Many riders were competing overseas with some success. Back in New Zealand a two round televised series was run at Wanganui and Gracefield in Lower Hutt.

Enduro saw another New Zealand club team go to Wales for the ISDE comprised of Paul Swift, Shaun Stanbridge, Graham Harris, Jock McLaughlan, Tjebbe Bruin and Terry Cameron. The team finished 4th in the Club team results with six of the seven earning Bronze medals.

For the first time ATV racing was being conducted and the growth was towards its own championship. It had been noticed that the sport had operated outside of the NZACU and moves were made to bring them into the organisation.

After many years as the Union's representative on the Road Safety Board, Tom McCleary resigned and Mr Ian Groombridge, who had

been assisting Tom, took over the position. Tom McCleary had spent much of his life devoted to motorcycle safety.

Financially the Union made a small profit, but it was not sure how lifting of the price freeze would affect things. One day licences and new permit structures were having an effect.

Major New Zealand Championship Winners 1982/83

Motocross Champions:

- Over 250cc – J. Leisk
- 250cc – M. Anderson
- 125cc – T. Meeks
- Junior 125cc (12-15yrs) – J. Bates
- Junior 80cc (12-15yrs) – B. Hunt
- Junior 80cc (8-11yrs) – J. Thompson

Road Race Champions:

- Formula 1 – R. Freeth
- Formula 2 – P. Pavleitch
- 350cc – B. Woodley
- 125cc – L. Spicer
- Sidecar – R. Leppard / J. Goodin
- Open Production – D. Hiscock
- 750cc Production – R. Toomey
- 600cc Production – A. Delautour
- 250cc Production – B. Forbes

Trials Champions:

- NZ Open – A. Clement
- Expert – M. Vincent

Enduros Champions:

- Open – W. Mc Kinley
- 250cc – T. Cameron
- 200cc – T. Ashton

Hare Scramble Champions:

- Over 200cc – F. White
- 200cc – T. Ashton

The end of 1983 saw 5,266 licenced members and 69 Affiliated Clubs run 1,158 permitted events. The President was Des Boyce.

1984

1984 saw the Speedway situation develop into a full on legal battle for control of Speedway in New Zealand. At the SCB Conference a resolution was passed to form a new organisation called The Speedway Control Board of NZ (SCBNZ).

This meant that the NZACU could have nothing to do with anyone who chose to be part of the new organisation. Much was said about the situation along with many untruths told and printed, with claims and counter claims.

A meeting was held to negotiate an agreement which would enable a smooth and interrupted season to start. This was abandoned and Court proceedings taken out by the new organisation (SCBNZ) against the NZACU and MANZ (Motorsport New Zealand).

The unfortunate victims in these differences were the motorcycle and three wheeled competitors who were not able to obtain International or NZ Championship recognition. It was only after overseas riders and drivers came to compete in New Zealand that everyone realised that a desirable solution must be found.

It was then realised that Speedway now had an organisation who had claimed to not want motorcyclists running their Speedway because they had a majority car membership. Now it was offering to

represent motorcyclists with only one voice on the car and promoter dominated Board. The NZACU had an obligation to make sure that Speedway motorcyclists did not lose their voice.

The sport in general continued to do its thing. Many competitors competed overseas with many outstanding results, particularly in Road Racing. Almost every Road Racing event in Australia featured a New Zealand competitor in the result. A large team of Enduro riders competed in the ISDE in Holland and also the Trophy Des Nations.

The introduction of a successful 'International' race series, combining with a proposed new Road Race Championship season, gave a boost to the sport. Live TV covered much of the racing.

Motocross took on a new life thanks to a major sponsor. An earlier season format was trialled to try and alleviate the dust problem. Junior Motocross had not increased in numbers but the ability and quality of the riders had, with some ex-Juniors now competing well in the Seniors.

Major New Zealand Championship Winners 1984/85

Motocross Champions:

- Over 250cc – M. Anderson
- 250cc – P. Leask
- 125cc – G. Hanson
- Junior 125cc (12-15yrs) – C. Dunlop
- Junior 85cc (14-15yrs) – D. Atkins
- Junior 85cc (12-13yrs) – S. Mahoney
- Junior 85cc (8-11yrs) – C. Turner

Road Race Champions:

- Formula 1 – R. Freeth
- Formula 2 – B. Jones
- 350cc – B. Jones
- 125cc – C. Roberts
- Sidecar – R. Leppard / J. Goodin
- Senior Production – A. Delautour
- Junior Production – A. Delautour
- 250cc Production – G. Ramage

ATV Champions:

- Open – A. McKeagg

- 250cc – S. Waite
- Stock – P. Ansley

Trials Champions:

- Open – S. Oliver
- Expert – R. Hampton

Enduro Champions:

- Expert (Over 200cc) – J. McLaughlin
- Expert (Under 200cc) – M. MacDonald
- Expert (Stock) – P. Finnegan
- Intermediate (Over 200cc) – A. Sue
- Intermediate (Under 200cc) – G. Stephens
- Veterans – A. Sue
- Women's – D. Lupton

Hare Scramble Champions:

- Over 200cc – W. McKinley
- Up to 200cc – M. Davies

Beach Champions:

- Open – P. Krinkel
- 750cc – P. Krinkel
- 500cc – P. Krinkel
- 350cc – P. Krinkel

Trials competition and interest continued to grow with Clubs supporting this discipline. Australian riders came to compete in a Trans-Tasman challenge which New Zealand won.

Ken Duncan became the first New Zealand Delegate at the FIM World Congress in Munich.

Finances had improved and several grants issued to competitors. A Ministry of Sport and Recreation grant helped with the continued administration costs of the Union.

Major New Zealand Championship Winners 1983/84

Motocross Champions:

- Over 250cc – B. Patterson
- 250cc – P. Leask
- 125cc – J. Wright
- Junior 125cc (12-15yrs) – G. Hayes
- Junior 80cc (12-15yrs) – D. King
- Junior 80cc (8-11yrs) – A. Mahoney

Road Race Champions:

- Formula 1 – R. Holden
- Formula 2 – J. Meads
- 350cc – B. Woodley
- 125cc – L. Westoby
- Sidecar – R. Leppard / J. Goodin
- 750cc Production – A. Delautour
- 600cc Production – R. Harris
- 250cc Production – R. Holden

Trials Champions:

- Open – A. Clements
- Expert – A. Clements

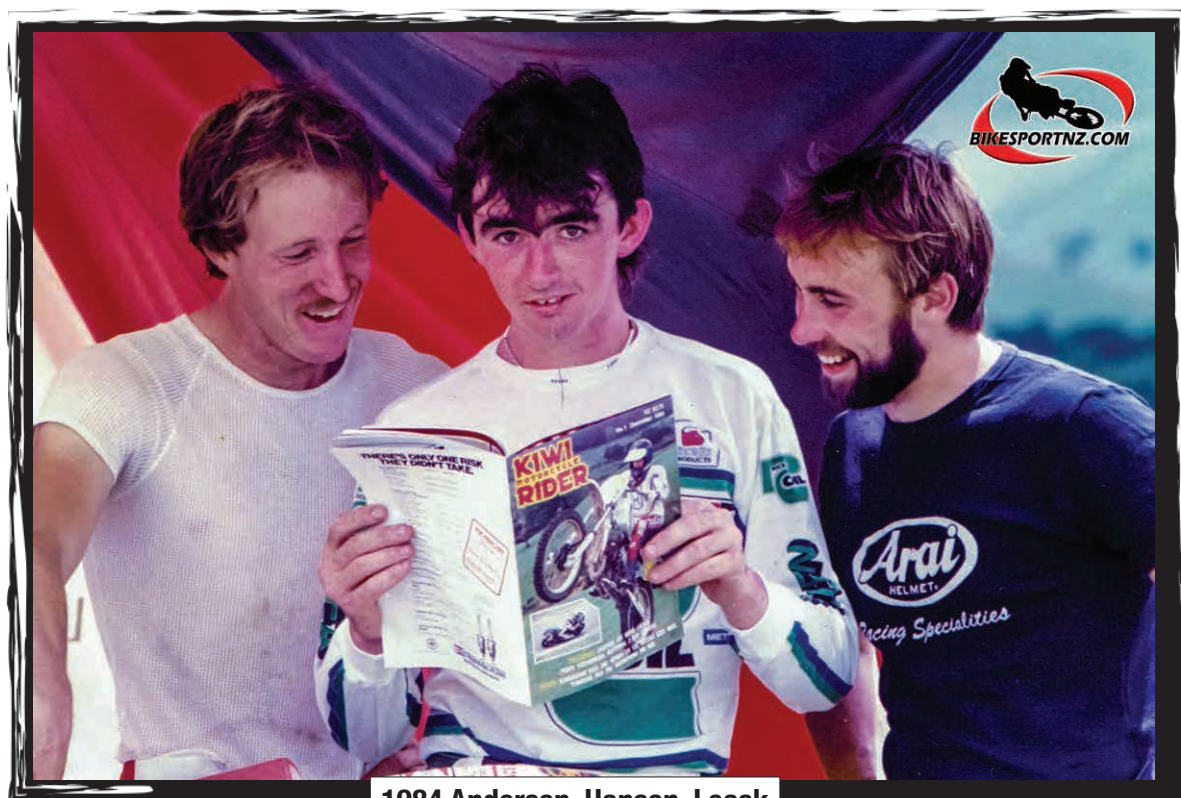
Enduros Champion:

- Open – T. Cameron

Hare Scramble Champions:

- Over 200cc – F. White
- 200cc – T. Ashton

The year ended with a drop of 700 licenced riders, with a total of 4,509 registered. A total of 1,053 permitted events were run by 69 Clubs.



1984 Anderson, Hanson, Leask



1982 Castrol 6 Hour at Manfeild. Bob Stevenson, Dave Hiscock, Steven and Tony Reeves (The wombles) John Humphrey Robert Holden. Suzuki GSX1135

1985

1985/1986 saw business as usual. GST (Goods and Services Tax) was being implemented by the Government in 1986 so was a new area to be dealt with. The NZACU granted money to most who applied including the Speedway despite differences. The NZACU sponsored the 125cc NZ Road Race Championship. A grant was given to Junior MX rider Darryl Atkins to compete in the USA. The Government once again granted the NZACU some funding.

The sport was entering a new era in all its disciplines. No longer was it the winner of the \$50,000 private series. With FIM affiliation it was only the National Championship that was recognised. All sections of the sport suffered from a lack of sponsorship. The NZACU decided to support a smaller but most effective ISDE team to Spain. Unfortunately lack of sponsorship made the contribution just a token, the result however was more than worthwhile with New Zealand's first Gold Medal which went to Graeme Harris. Darryl August took a Silver and Rob Snep at Bronze.

The NZACU used funds to underwrite the cost to bring out notable International Trials rider Steve Saunders to conduct Trials training. Unfortunately these schools did not take place, however there was renewed interest in Trials.

Road Racing was well supported in most classes and it was encouraging that clubs were also running training days and rider education. There was added interest to pay more attention to street circuits.

Ivan Mauger conducted a farewell tour of New Zealand to mark his final year of Speedway racing.

The New Zealand Motocross Championship had a new format, however a last minute withdrawal of a sponsor almost put it in jeopardy. Rock Oil stepped up to underwrite the series. The Championship winners were past Junior Championship winners and there were many placings by other top Juniors. Darryl King, Graham Allan and David Furze took the main titles.



Tim Gibbes holding the sledge hammer, knocking errant pegs back in at MX, but honouring the sponsors with cap & T-shirt.

NZACU membership continued to slide with 3,876 licenced members. 865 Permits were issued to 68 Affiliated Clubs.

1986/87

The next two years the NZACU had to adapt to many changes occurring within New Zealand – the introduction of GST, corporate takeovers, and general social changes brought on by the Labour Government, culminating in October 1987 with the stock market crash which significantly affected people's spending power.

On a brighter note, New Zealand FIM Delegate Ken Duncan proposed a World Superbike Championship be instigated. By 1987 membership of the NZACU had dropped to 3,355 licenced riders.

Major New Zealand Championship Winners 1985/86

Motocross Champions:

- Open – G. Allan
- 250cc – Craig Dack
- 125cc – D. King
- Junior 125cc (12-15yrs) – S. King
- Junior 85cc (14-15yrs) – D. Atkins
- Junior 85cc (12-13yrs) – C. Chapman
- Junior 85cc (8-11yrs) – S. Oldeman

Road Race Champions:

- Formula 1 – R. Freeth
- Formula 2 – B. Jones
- 125cc – L. Westoby
- Sidecar – H. Gregory / T. Price
- Senior Production – R. Holden
- Junior Production – L. O'Connor
- 250cc Production – A. Algie

Trials Champions:

- Open – S. Oliver
- Expert – K. Bishop

Enduro Champions:

- Expert (Over 200cc) – J. Harre
- Expert (Under 200cc) – K. Mc Donald
- Expert (4 Stroke) – B. Davidson

ATV Champion:

- Open – C. Kershaw
- Hare Scramble Champions:
- Over 200cc – A. Youren
- 200cc – D. Gallagher

Major New Zealand Championship Winners 1986/87

Motocross Champions:

- Over 250cc – G. Hanson
- 250cc – G. Allan
- 125cc – S. King
- Junior 125cc (12-15yrs) – C. Reid
- Junior 85cc (14-15yrs) – S. Mahony
- Junior 85cc (12-13yrs) – S. Oldeman
- Junior 85cc (8-11yrs) – I. Cunningham

Road Race Champions:

- Formula 1 – R. Holden
- Formula 2 – B. Jones
- 125cc – S. Clegg
- Sidecar – K. Wendt / A. Kippen
- Senior Production – R. Holden
- Junior Production – D. Martin
- 250cc Production – A. Slight

Trials Champions:

- Open – A. Poad
- Expert – S. Merriman

Enduro Champions:

- Expert (Over 200cc) – J. Harre
- Expert (Under 200cc) – M. Davies

ATV Champion:

- Open – K. Carian

Hare Scramble Champions:

- Over 200cc – A. Youren
- 200cc W. Beere



1988, Darryl Atkins and Murray Anderson

1988

The 1988/89 year was one of change for the Union and the Sport. After searching for premises to buy as a permanent base for the Office, the Union purchased a house in Huntly. Sandra Perry continued as Secretary but her able assistant Dorothy retired after twelve years service. In her place Sue Healy took over her position. On the financial front the Union was doing well after careful budgeting and a grant from the Hilary Commission.



1988, Manfeild



Darryl Atkins

The NZACU's Speedway business was working ok with SCBNZ. The Union's representative was Mr Bob Wells.

The big event of 1988 was the running of New Zealand's first FIM World Superbike Championship Event. New Zealand hosted the final round of the Championship at Manfeild. The event, although hounded by bad weather, was a success and the event was assured for three years. Several New Zealand riders rode in the event. The Championship was decided at Manfeild with American Fred Merkel taking his first world title.

On the home front the Road Racing scene had seen a trend to racing on public streets. While these events were popular with sponsors and public, there was a call to remember the increased dangers with such events. Motocross was still in a good place, with the series being run to an increased standard of quality. John McKee became New Zealand's only rider at the ISDE taking home a silver medal. Trials saw two top English riders come out to New Zealand to show

our riders techniques and tips.

Major New Zealand Champion Winners 1987/88

Motocross Champions:

- Pro (Open) – D. King
- Pro (Up to 125cc) – D. Atkins
- Intermediate (Open) – D. Sowanan
- Intermediate (Up to 200cc) – D. Herbert
- Junior 125cc (12-15yrs) – B. Perese
- Junior 85cc (14-15yrs) – K. Thompson
- Junior 85cc (12-13yrs) – A. Gobert
- Junior 85cc (8-11yrs) – D. Marshall

Road Race Champions:

- Formula 1 – R. Toomey
- Formula 2 – P. Pavletich
- Formula 3 – T. McMurdo
- Sidecar – D. Beresford / V. Steur
- Senior Production – R. Toomey
- Junior Production – Dave Martin
- 250cc Production – Andrew Stroud

Trials Champions:

- Open – E. Kent
- Expert – S. Merriman

Enduro Champions:

- Expert (Over 200cc) – J. McLaughlin
- Expert (Up to 200cc) – S. Stanbridge
- Expert (4 Stroke) – S. Clarke

ATV Champion:

- Open – L. Collins

Hare Scramble Champions:

- Over 200cc – K. Peters

- Up to 200cc – J. Sharland

1989

The last season of the 1980s saw two main things happen.

Firstly, Mrs Sandra Perry was elevated to a more managerial role becoming the Union's first Executive Officer. The Union had grown from very humble beginnings from a suitcase full of papers in the early post war years, to a full blown office with three full time staff. Sue Healy took over the day to day running of the office along with Vicky Simm. Sandra had started work with the NZACU at the beginning of the decade and her new job would enable her to seek out benefits to the sport and improve the image to those people who may have been ignorant to the advantages of supporting motorcycling.

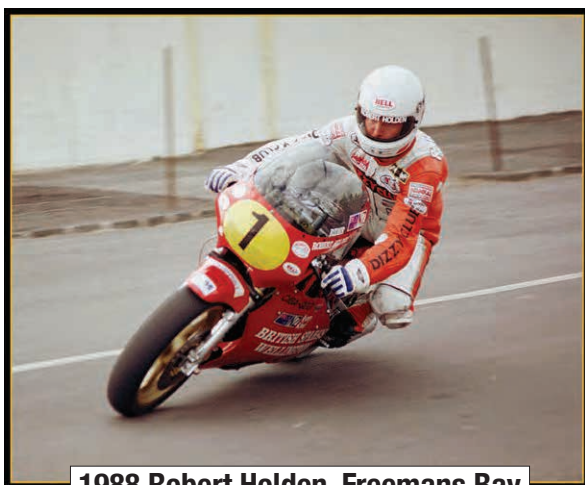
Secondly, it was year two of the "World Superbikes" at Manfeild. Unfortunately the International promoters withdrew at the last minute leaving the NZACU to find substantial support to run the event. If it had not been for Rob and Wendy Lester of Manfeild Promotions, the Palmerston City Council and an army of unpaid volunteers, the event would not have happened. That would have been the end of the matter – no more World Superbikes.

Despite valiant efforts at the annual FIM Congress in the US on behalf of Manfeild and Rob Lester with representations to Flammini, the price was still too high. They just didn't want to come, really.

Wanganui rider Rodney Knapp had a good season in the UK winning the Shell ACU 600cc Supersport Title. Aaron Slight finished 3rd in the Australian Superbike Championship.

Stefan Merriman travelled to England to compete in the World School Boys Trials and winning. After his effort the New Zealand Sporting Foundation committed to help fund him in future.

An Oceanic Championship was proposed to be recognised by the FIM to enable our competitors to compete on a world level. The FIM agreed to



**1988 Robert Holden, Freemans Bay
race Ducati. Photo Stu Newby**



Darryl King

bring that into existence in 1991. The first year would be Road Racing, Supercross and Trials. On the Enduro front moves were being made to raise money to send a good sized team to the ISDE in Australia in 1992.

The FIM was approached about holding the congress in New Zealand and it was approved that the 1991 congress would be held in Christchurch.

In Speedway, New Zealand rider Mitch Shirra was banned from the British League for a season for bringing the sport into disrepute after failing two drug tests. Controversy about the decision soon followed and the ban was lifted by the Speedway Control Board after 3 months. Ivan Mauger was awarded an OBE to go with his MBE making him New Zealand's most decorated motorcyclist.

The decade ended quite differently from the beginning. The introduction of cheap Japanese cars was hitting the overall motorcycle market place, with new registrations falling from nearly 29,957 in 1980 to only around 5,800 in 1989. And things were going to get worse.

The Union had 3,208 licenced members spread over 67 Affiliated Clubs. There were 985 permits issued.

Major New Zealand Championship Winners 1988/89

Motocross Champions:

- Pro (Open) – S. King
- Pro (Up to 125cc) – L. Andrew
- Intermediate (Open) – S. Midgley
- Intermediate (Up to 200cc) – R. Towler
- Junior 125cc (12-15yrs) – S. Oldeman

- Junior 85cc (14-15yrs) – J. Wilson
- Junior 85cc (12-13yrs) – Damian King
- Junior 85cc (8-11yrs) – N. Smith

Road Race Champions:

- Formula 1 – R. Dean
- Formula 2 – M. Webb
- Formula 3 – T. McMurdo
- Senior Production – J. McEwan

- Junior Production – C. James
- 250cc Production – S. Crafar
- Sidecar – H. Gregory / T. Price

Trials Champion:

- Expert – S. Merriman

Enduro Champions:

- Expert (Over 200cc) – B. Reiher
- Expert (Up to 200cc) – M. Davies
- Expert (4 Stroke) – J. McKee

Road Hill Climb Champions:

- Open – D. McLeod
- 750cc – K. Eyles
- 500cc – D. McLeod
- 350cc – G. Park
- 250cc – G. Park
- 125cc – G. Park

Miniature TT Champions:

- Open – I. Hughes
- 250cc – I. Hughes
- 200cc – D. Collins

¼ Mile Grass Track Champions:

- Speedway Solo – L. Ross
- Non-Speedway Solo – D. Sincock

- Sidecar – F. Gillespie

ATV Champions:

- 3 Wheeler (Over 200cc) – C. Kershaw
- 3 Wheeler (Up to 200cc) – A. Pryce
- 4 Wheeler (Over 250cc) – J. Price
- 4 Wheeler (Up to 250cc) – M. George

Long Track Champions:

- Speedway Solo – G. Allen
- Non Speedway Solo – D. Veitch

Beach Champions:

- Open – P. Krinkel
- 750cc – P. Krinkel
- 500cc – P. Krinkel
- 350cc – C. Wilkinson
- 250cc – C. Wilkinson and P. Lawrence

Standing ¼ Mile Champions:

- Open – I. Brock
- 750cc – I. Brock
- 500cc – R. Anderson

Hare Scrambles Champions:

- Over 200cc – C. Wilkinson
- Up to 200cc – A. Wilson

The Union Officers as at 31 December 1989:

Patrons: J. Porter, T. McCleary

President : K. McCleary

Vice President: R. Whitham

Secretary/Treasurer: Mrs S. Perry

Executive: D. Cosford, K. Duncan,

J. Shand, E. Conaghan,

T. Gibbes, A. Hathaway

Championship Co-Ordinators:

D. Perry (Motocross),
E. Conaghan (Trials),
S. Stanbridge (Enduro),
D. Youren (Hare Scrambles),
R. Whitham (Road Race)Senior Stewards: E. McCabe, G. Spooner,
D. Tomkins, C. Treneary,
A. Hathaway, O. Sutter,
C. Dixon, K. Duncan,
J. Doherty, M. Perry,
R. Shearman, R. Wells (Flat
Track & Club Speedway)District Stewards: J. Campbell (Auckland),
S. Newby (BOP),
R. Shearman (Canterbury),
G. Healey (Central Otago),
R. Petersen (Gisborne),J. Cummings (Hawkes Bay),
E. Conaghan (Manawatu),
L. McKendry (Marlborough),
R. Cooke (Nelson),
E. Anderson (Northland),
P. Acheson (Otago),
F. Hamilton (S. Canterbury),
J. Connolly (Southland),
H. Plowright (Taranaki),
C. Browne (Taumaranui),
M. Perry (Waikato),
G. Shakes (Wairarapa),
D. Mc Kinlay (Wanganui),
D. Delacy (Wellington),
G. Sinclair (Westland)

Road Safety and Helmet Standards Rep:

T. R. McCleary

Overseas Speedway Representative:

Trevor Redman

SCB Representative: Mr R. Wells

Life Members: A. McLaren, T. McCleary
QSM, J. Porter, C. Treneary,
L. Payne, D. Tomkins,
K. Duncan

Chapter 9

Goodbye NZACU, Hello Motorcycling New Zealand (1990-1993)



1991 Aaron Slight TZR250 Production Bike

The 1990s would have many highlights for the NZACU, starting with the World Superbikes which very nearly fell over in 1989. Thankfully New Zealand was able to host a round in 1989 after the NZACU joined forces with Manfeild Promotions to run the event. 1990 saw another round hosted, however a year's break in 1991 saw the event replaced by a one off Pan Pacific Road Race Championship. It was hoped that the event might grow into something but this never eventuated. In 1992 another round of the 'Pan Pacific' Road Race Championship was run in Japan, and Kiwi riders Tony Rees and Russell Josiah both raced. However the series was a non starter and was axed.

1991

The NZACU had been awarded the World FIM Congress to be held in 1991 in Christchurch. Forty two countries were hosted and, along with various committees and assorted representatives, over 400 people attended. Not long after the Congress was the sad news that the NZACU's FIM Representative, Life Member and Former President Ken Duncan had passed away in Dunedin. One of his dreams had been to see an FIM Congress in New Zealand, and this had been fulfilled. He had worked tirelessly at the FIM Congress in

Christchurch, and for the Union over many years, and would be sadly missed.

After some hard fought discussions at the FIM Congress in Christchurch, the World Superbikes arrived back in New Zealand in 1992, but it would be for the last time.

Another worldwide recession was in full swing in the early 1990s and would continue in one shape or form throughout the decade. Domestic Road Racing was seeing a drop of in grid sizes, and it was hoped a change in format and classes may help revive the sport. Motocross and Supercross hadn't seen a big change. The triple act of Darryl and Shayne King along with Darryl Atkins continued to dominate the scene. Darryl King finished 2nd in the inaugural Pan Pacific Supercross Championship.

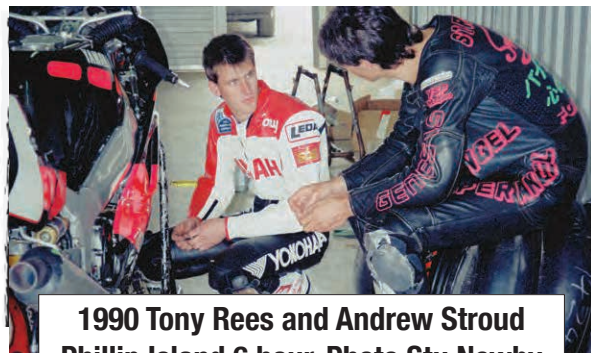
Trials were being again led by Stefan Merriman in his overseas efforts. Enduros were building towards a good attempt at the ISDE in Australia in 1992. The plan had been in place over a number of years and there was optimism that a top team of riders and support crew could be sent.

The call went out again that the NZACU should be a leader in all motorcycle affairs – not just competition, but also the world of road safety, rider training and legislation. This was seen as a way of helping Clubs grow.

1992

A new President was elected in 1992; John Shand took over from Kevin McCleary who had kept the top job for a number of years.

The ISDE was held in Australia in 1992. Having set aside funding over the previous few years, a 10 rider, two team contingent was able to be sent to compete. The Kiwi riders performed with distinction with the trophy and junior trophy team gaining top five placings. Sean Clarke won an individual Gold Medal and both teams won the Watling Trophy which was normally just awarded to one team for outstanding performance. Winning the Watling Trophy gave MNZ considerable traction and funding from the Hillary Commission,



**1990 Tony Rees and Andrew Stroud
Phillip Island 6 hour. Photo Stu Newby**

which was mainly used for MNZ training, an area that needed attention.

New Zealand also fielded a team in the Motocross of Nations with a strong showing from Darryl King, Shayne King and Darryl Atkins where they finished 10th overall and Stefan Merriman was 3rd in the Scottish Six Day Trial.

The Pan Pacific Supercross Championship was run in Christchurch at Addington Showgrounds. Shayne King was the New Zealand nominated rider and secured 2nd place in the Series.

The fifth international event involving New Zealand in 1992/93 was the New Zealand Long Track Grand Prix. Ivan Mauger promoted a successful Grand Prix with more than 20 overseas competitors. Long Track racing had a great following in Europe and it was hoped it would catch on here in New Zealand. At this meeting Mitch Shirra was presented with his FIM medal for 2nd place in the World Long Track Championship.

The NZACU with help from the Hillary Commission were able to conduct a series of seminars for Stewards in both Islands. The Domestic Road Race season had its difficulties owing to a conflict of dates with the car fraternity, leaving a rather disjointed series with competitors not able to compete in both Islands. Overseas, Aaron Slight won his first World Superbike Race in Albacete Spain and would finish 6th in the overall World Championship in his first full season.

In New Zealand rider numbers in ATV, Hare Scrambles, Motocross and Supercross seemed to have stabilised – a good indication that the recession that the country was again experiencing may have reached a turning point.

1993

The new season in 1993/94 brought with it a big change for the NZACU – it was to be the last year of the New Zealand Auto Cycle Union. After seventy six years the NZACU had outlived its name. It was suggested the name was linked to old times and that, to bring the Union into the modern age, it needed a name that better reflected modern terminology. The name proposed was Motorcycling New Zealand Inc. and it was adopted – in 1994 the organisation would officially have a new name and logo. This was to be the start of many changes over the coming years.

The New Zealand Motocross of Nations team improved to take 5th in the 1994 event. Thanks to the efforts of the Kiwi trio of Darryl and Shayne King and Darryl Atkins.

Aaron Slight won again in World Superbikes, this time in Italy, and he finished the year in 3rd in the overall Championship. He capped that off with a win in the Suzuka 8 Hour in Japan. Simon Crafar rode in the World 500cc and 250cc Grand Prix as well as the WSBK Championship with several good rides. Andrew Stroud raced in Australia on the Britten and the USA Superbikes on a Ducati.

Stefan Merriman and James Lawton were flying the Trials flag by taking the top two places in the Australian Trials Championship.

A strategic plan, 'Towards 2000', was circulated to all Clubs. It was well received and, as part of better communication (pre-Internet days), a magazine was proposed and published.

The Hillary Commission granted \$68,000 to the Union, more than any other time.

Coaching was once again to the fore and the Executive appointed a Coaching Director with an aim to develop a structured coaching system.

New Zealand was once again on the calendar for the World Superbike Championship, but that was not to last. The politics in Europe would see to that. Trevor Redman the Union's long time FIM Speedway Representative to the

FIM was not re-elected to the FIM Speedway Commission.

John Shand stepped down as President; he was the last President of the NZACU inc.

Despite valiant efforts at the annual FIM Congress in the US on behalf of Manfeild and Rob Lester with representations to Flammini, the price was still too high. They just didn't want to come, really.

The NZACU came to the end of its life with 3,426 licenced members, and 986 permitted events run by 73 Affiliated Clubs. With cash, debtors and fixed assets, the Union's total assets were \$270,838.

The last NZACU Officers 1992-1993:

Patron:	J. Porter
President:	J. Shand
Vice President:	E. Conaghan
Executive Officer/Treasurer:	Mrs S. Perry
Executive:	T. Gibbes, T. Heaphy, H. Plowright, P. Acheson, A. Hathaway, A. McMurdo
Senior Stewards:	E. McCabe, G. Spooner, A. Hathaway, O. Sutter, C. Dixon, J. Doherty, M. Perry, R. Shearman, R. Wells, J. Campbell, J. Shand, E. Conaghan, N. McCutcheon, S. Newby, D. Delacy, H. Plowright
District Stewards:	W. Newby, S. Newby, J. Wilson, J. Forsyth, R. Petersen, J. Cummings, B. Young, N. Smith, E. Cooke, E. Anderson, Mrs P. Acheson, F. Hamilton, R. McKenzie, N. Little, M. Perry, G. Shakes, D. McKinlay, Mrs J. Bailey, G. Sinclair
Life Members:	J. Porter, C. Treneary, L. Payne, K. McCleary, M. Cleverley

The last NZACU New Zealand Championship Winners –1990/91, 1991/1992 & 1992/1993:
(Missing years indicate the Championship was not contested that year)

Road Race Champions:

- Formula 1 – S. Crafar (90/91), C. Haldane (91/92), R. Josiah (92/93)
- Formula 2 – R. Holden (90/91), S. Harris (91/92), B. Anstey (92/93)
- Formula 3 – A. McMurdo (90/91), A. McMurdo (91/92), B. Coad (92/93)
- Senior Production – C. Haldane (90/91)
- Junior/600/Supersport Production – S. Crafar (90/91), J. Gillard (91/92)
- 250cc Production – M. McCutcheon (90/91), J. Hepburn (91/92), G. Ramage (92/93)
- Sidecar – A. Kippen / G. Staples (90/91), A. Kippen / G. Staples (91/92), A. Scrivener / M. Deverell (92/93)

Motocross Champions:

- Pro (Up to 250cc) – D. King (90/91), S. King (91/92), S. King (92/93)
- Pro (125cc) – D. King (90/91), D. Atkins (91/92), S. King (92/93)
- Junior 125cc (12-15yrs) – J. Way (90/91), D. Marshall (91/92), N. Smith (92/93)
- Junior 85cc (14-15yrs) – D.J. King (90/91), J. Coppins (91/92), D. Ham (92/93)
- Junior 85cc (12-13yrs) – N. Smith (90/91), A. Buschi (91/92), C. Sargent (92/93)
- Junior 85cc (8-11yrs) – T. Baigent (90/91), R. Sutherland (91/92), R. Sutherland (92/93)

Supercross Champions:

- Pro (Up to 250cc) – D. King (90/91), S. King (91/92), D. Atkins (92/93)
- Pro (Up to 125cc) – D. King (90/91), D. Atkins (91/92), D. Atkins (92/93)
- Junior 125cc – J. Way (90/91), D. Hurley (91/92), A. Hardisty (92/93)
- Junior 85cc – D.J. King (90/91), A. Hardisty (92/93)

Trials Champions:

- J. Lawton (90/91), S. Oliver (91/92), S. Merriman (92/93)

Hare Scrambles Champions:

- Over 200cc – W. Jennings (90/91), N. Reader (91/92), N. Smith (92/93)
- 200cc – D. Herbert (90/91), M. Fuller (91/92), N. Coombe (92/93)

Enduro Champions:

- Over 200cc – Darryl August (90/91), J. McKee (91/92), J. McKee (92/93)
- 200cc – D. Herbert (90/91), D. Humphrey (91/92), D. Humphrey (92/93)
- 4 Stroke – J. McKee (90/91), S. Clarke (91/92), S. Clarke (92/93)

Miniature TT Champions:

- Open – M. Meadows (90/91), L. McKay (91/92), L. McKay (92/93)
- 250cc – D. Veitch (90/91), C. Negus (91/92), M. Miller (92/93)
- 200cc – B. Scammell (90/91), D. Hoskins (91/92), M. Fletcher (92/93)

ATV Champions:

- 200cc – 3 Wheel – D. Keller (90/91)
- Over 200cc 3 Wheeler – C. Kershaw (90/91), C. Kershaw (91/92), C. Kershaw (92/93)
- 200cc Quads – P. Neustroski (90/91), R. Bradley (91/92), D. Marshall (92/93)
- 250cc Quads – R. Hucksted (90/91), M. Ferguson (91/92), M. Ferguson (92/93)
- Open Quads – G. Burnett (90/91), G. Burnett (91/92), W. Bates (92/93)

Grass Track Champions:

- ¼ Mile Speedway – J. Tuffey (90/91)
- ¼ Mile Non-Speedway – J. Feaver (90/91)
- ¼ Mile Sidecar – M. Officer / G. Thomson (90/91)
- NZ Club Speedway – D. Bargh (90/91)

Beach Champions:

- Open – C. Wilke (91/92), C. Hyde (92/93)
- 500cc – C. Wilke (91/92), C. Hyde (92/93)
- 250cc – C. Hyde (92/93)

Hill Climb Champions:

- Open – J. Veitch (91/92), D. Bell (92/93)
- 750cc – J. Veitch (91/92)
- 500cc – J. Veitch (91/92)
- 250cc – M. McCutcheon (92/93)
- 200cc – D. Murray (92/93)

Grass Hill Climb Champions:

- Open – R. Davey (90/91)
- 250cc – J. Jilsen (90/91)
- 200cc – G. Stephens (90/91)

Long Track Champions:

- Speedway Solo – M. Hollow (90/91), G. Meyers (91/92), J. Mauger (92/93)
- Non Speedway – K. Mauger (90/91), J. Feaver (91/92), M. Hollow (92/93)
- Speedway Sidecar – Not held

Standing ¼ Mile Champions:

- Open – D. Anderson (90/91), W. Ladbrook (91/92), B. MacAskill (92/93)
- 750cc – D. Anderson (90/91), A. Sargeant (91/92), P. Finnie (92/93)
- 500cc – D. Anderson (90/91), A. Sargeant (91/92), A. Edwards (92/93)
- 350cc – G. Tocher (91/92), R. McKenzie (92/93)

- 250cc – G. Tocher (91/92), M. Button (92/93)

National Records as at 22 February 1994:

Flying Kilometre:

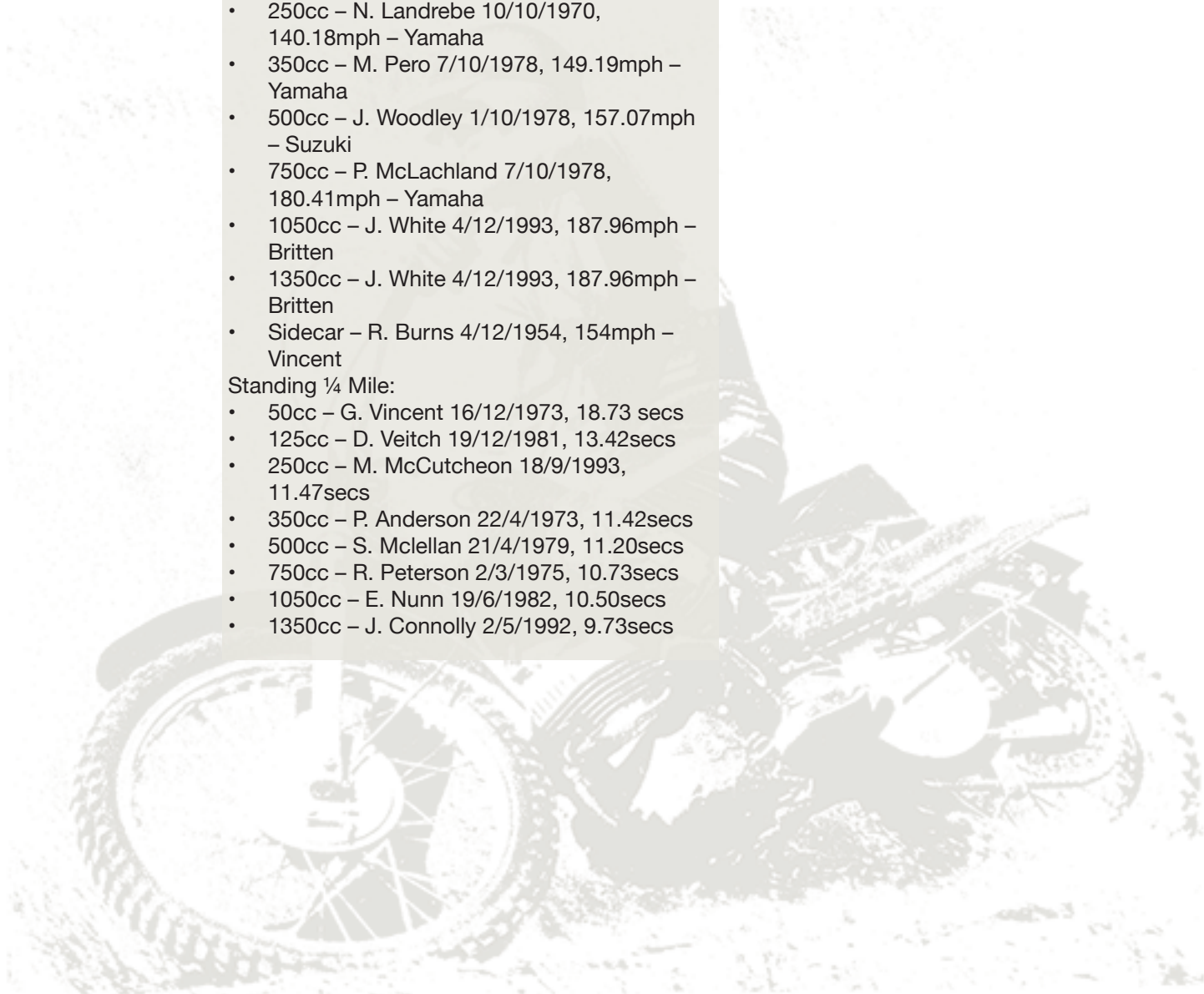
- Sidecar (Open) – R. Burns 2/7/1955,
162mph – Vincent
- 1050cc (Over 750cc) – J. White 4/12/1993,
302.65kph (188mph) – Britten
- 1350cc (Open) – J. White 4/12/1993,
302.65kph – Britten

Flying Road:

- 50cc – P. Sales 15/5/1984, 80.21mph –
Suzuki
- 125cc – A. Hill 15/6/1985, 113.78mph –
Honda
- 250cc – N. Landrebe 10/10/1970,
140.18mph – Yamaha
- 350cc – M. Pero 7/10/1978, 149.19mph –
Yamaha
- 500cc – J. Woodley 1/10/1978, 157.07mph –
Suzuki
- 750cc – P. McLachland 7/10/1978,
180.41mph – Yamaha
- 1050cc – J. White 4/12/1993, 187.96mph –
Britten
- 1350cc – J. White 4/12/1993, 187.96mph –
Britten
- Sidecar – R. Burns 4/12/1954, 154mph –
Vincent

Standing ¼ Mile:

- 50cc – G. Vincent 16/12/1973, 18.73 secs
- 125cc – D. Veitch 19/12/1981, 13.42secs
- 250cc – M. McCutcheon 18/9/1993,
11.47secs
- 350cc – P. Anderson 22/4/1973, 11.42secs
- 500cc – S. McLellan 21/4/1979, 11.20secs
- 750cc – R. Peterson 2/3/1975, 10.73secs
- 1050cc – E. Nunn 19/6/1982, 10.50secs
- 1350cc – J. Connolly 2/5/1992, 9.73secs



Chapter 10

Motorcycling New Zealand Inc. Towards 2000 (1994-1999)

1994

Motorcycling New Zealand Inc. ('MNZ') saw its first year of operation was 1994. The first Conference was held at Waipuna Hotel in Mount Wellington, Auckland in April 1995. The President was Errol Conaghan, Vice President Henry Plowright, Executive Officer Sandra Perry. The Executive was Tim Gibbes, Alan Hathaway, Stu Newby, Warren Guy, and Brad Heath.

It was widely accepted that the new name was a good move forward. There was a revision of the Constitution which also saw a few rule changes and a new, New Zealand Mini Motocross Championship which was first run by the Taupo Motorcycle Club.

A new coaching system was being set up to help develop riders to their full potential at a domestic racing level, before embarking on any overseas racing activities.

The domestic race scene was still being keenly contested, and a number of disciplines had set up mini-Conferences to discuss rules and concerns before putting them to the Conference. The ATV side of the sport was singled out as one example.

On the International front, John Shand's drive and organisation resulted in a New Zealand Team of riders being sent to the Isle of Man with Robert Holden as the Captain. The team won the Maudes Trophy, when the team of ten New Zealand riders averaged over 100 mph on standard bikes chosen at random from the UK warehouse in the Supersport 600 TT.

New Zealand racers Aaron Slight and Simon Crafar both performed with great success in the World Superbike Championship with Slight finishing in 3rd and Crafar in 5th in the overall Series.

Robert Holden had a successful year in the UK and Europe taking wins in European Singles

in Monza (Ducati Supermono), Singles British Championship at Mallory (Ducati), Classic Ulster GP at Dundrod (Triumph Trident), Twins Class at Assen (Ducati 916), at BEARS International – Assen (Saxon Triumph), and Singles International – Phillip Island (Supermono). He also finished 2nd in the Bol'dor 24 Hour and 3rd in the Spa 24 Hour race in the World Endurance Championship, where he would finish 6th overall in the Series.

Andrew Stroud won the Battle of the Twins race at Daytona on the Britten.

New Zealand placed 16th in the Motocross of Nations with Shayne King, Darryl Atkins and Cameron Negus as riders. Josh Coppins placed 2nd in the Pan Pacific Supercross Championship.

Stefan Merriman and Andrew Poad finished 2nd and 3rd in the Australian Trials Championship.

Several other Kiwis rode in different races overseas with some good placings in the top ten.

In Motorcycling New Zealand's first season (1993/94), there were 71 Affiliated Clubs with a total of 3,107 licenced members who participated in 1,010 permitted events with Motocross being 370 of these, then Trials (115), closely followed by Trail Rides (108) and Road Races (104).

Motorcycling New Zealand Inc. had fixed assets of \$86,279 including Unitron and AMC computers and six fax machines, and a modem (something new for MNZ).

First Motorcycling New Zealand Inc Championship Winners 1993/94

Motocross Champions:

- Pro (Open) – S. King
- Pro (Up to 125cc) – S. King
- Junior 125cc (12-15yrs) – A. Buschl
- Junior 85cc (14-15yrs) – J. Satchwell
- Junior 85cc (12-13yrs) – R. Sutherland
- Junior 85cc (8-11yrs) – J. Burkhart
- NZ Women's – L. Heath

Road Race Champions:

- Superbike – R. Josiah
- Formula 2 – R. Holden
- Formula 3 – N. Spargo
- Supersport 600cc – R Drinkwater
- 250cc Production – B. Richmond
- Sidecar – C. Lawrance / R. Lawrance

Trials Champions:

- Open – A. Poad
- Expert – A. Poad
- Inter-Island Trials – won by the North Island

Enduros Champions:

- Over 200cc – J. McKee
- Up to 200cc – C. Mabey
- 4 Stroke – S. Clarke

Miniature TT Champions:

- Open – K. Purdon
- 250cc – P. Rooney
- 200cc – B. Thomas

ATV Champions:

- Quad (Open) – L. Jepson
- Quad (200cc) – J. Symons
- Quad (250cc) – I. Fitch
- Quad 4 Stroke (Up to 350cc) – D. Marshall
- Speedway (201cc-250cc) – I. Fitch

4 Stroke Motocross Champions:

- Open (Over 350cc) – J. Penny
- Open (Up to 350cc) – D. Hurley
- Open (Up to 250cc) – K. Tapp
- Open (Up to 225cc) – A. Maitland

Supercross Champions:

- Pro (Up to 250cc) – S. King
- Pro (Up to 125cc) – S. King
- Junior 125cc (12-15yrs) – A. Hardisty
- Junior 85cc (14-15yrs) – A. Hardisty
- Junior 85cc (12-13yrs) – S. Hart

Beach Champions:

- Open – P. Krinkel
- 500cc – P. Krinkel

Hare Scrambles Champions:

- Over 200cc – K. Archer
- Up to 200cc – K. Hermansen
- Team – K. Archer, M. Pollard, E. Kent

Notes:

1. The following were not held in Road Racing: Formula 2 NZGP, 600 Supersport and 250 Production NZGP
2. The Short Track and Long Track were either not run or not applied for
3. No Grass or Road Hill Climb Championships were held

4. No Grass Track were applied for, neither were ATV Long Track or Speedway (except 250cc)
5. Only Open and 500cc Beach Racing titles were run, the others were void.
6. In Motocross NZ Veteran and Junior Women's Championship were void (likely due to not enough entrants).

1995

The second season as Motorcycling New Zealand Inc. (1994/95) saw New Zealand motorcycle greats, Ronnie Moore, Hugh Anderson and Graeme Crosby inducted as Members of the New Zealand Sports Hall of Fame, joining Ivan Mauger and Barry Briggs, and bringing the total number of motorcyclists to be recognised to five.

Discipline Commissions were set up with membership including people from outside of the Executive to address various issues relating to various areas of activities of MNZ. These commissions were also set up to control the domestic New Zealand Championships.

There was a push to get 'more bums on seats' and consequently many facets of the sport had needed to look at the events they were running in relationship to other leisure activities.

It was pointed out that gone were the days of Enduro riders carrying bikes across swamps, sliding down hills, etc. Some riders wanted to enjoy their riding without such demands and many events were starting to move in this direction.

On an environmental front, activities were being encouraged to be more compatible with what the environment could handle. Considerable progress was made with regard to noise, particularly with Road Racing where competitors had to comply with the requirements of the local authorities.

The Hillary Commission continued to support MNZ, allowing the Strategic Plan that was adopted to be managed and adopted. Part of the plan was to develop coaching – principally

aimed at Motocross and Supercross with some other Off-Road and Road Racing activities.

As well as coaching the competitors, MNZ were aware of the need to coach officials. For many years there had been stewards training, but it was planned to expand this to meeting officials including race secretaries and the clerks of the course.

On the sporting front, Aaron Slight was once again 3rd in the World Superbike Championship and Simon Crafar 6th. Aaron made history by winning the Suzuki 8 Hour Endurance race for

a third time in succession. Andrew Stroud won the World "Bears" Championship on the Britten and Stephen Briggs placed second on another Britten – this happened just weeks before the death from cancer of John Britten, the creator of the winning machines.

Other Road Race riders performed well with Robert Holden winning the Single Cylinder Isle of Man TT and winning the Northwest 200 in Ireland. Shaun Harris placed 5th in the Lightweight TT.

In the world of Off-Road, Darryl King finished 3rd in the World 500cc Moto-cross Championship and brother Shayne 9th. Josh Coppins finished 41st in his first year in the 250cc World Championship, and Darryl Atkins returned from near career-ending injuries to finish 53rd overall in the 125cc World Championship.

New Zealand's team of Darryl and Shayne King and Josh Coppins finished 7th in the Motocross des Nations. Andrew Hardisty won the Pan Pacific Supercross title, and Stefan Merriman and Andrew Poad finished 1st and 2nd in the Australian Trials Championship.

The 1994/95 season saw Motorcycling New Zealand with 3,056 licenced riders competing in 907 permitted events. There were 300 Motocross meetings, 108 Trail Rides, 99 Road Races and 94 Trials events.

1996

The coming year (1996) would mark the 80th Anniversary of the NZACU/MNZ Inc, and Motorcycling New Zealand received a special birthday present when Shayne King was crowned the World 500cc Motocross Champion – New Zealand's first ever Motocross World Champion. Brother Darryl took 5th in the Series but also won the 500cc Grand Prix of Austria. The New Zealand Motocross des Nations team of the two King brothers and Josh Coppins took out 6th place.

A New Zealand team also competed for the first time in the "International Trophy for National



1996 Shayne King

Teams" and finished 8th in their first attempt. Stefan Merriman finished 2nd in the Australian Trials Championship, and won the Australian Enduro Championship.

In Road Racing internationally, Aaron Slight finished 2nd in the World Superbike Championship, with Simon Crafar finishing 7th. Simon would also finish 2nd in the Suzuka 8 Hour in Japan.

However there was also great sadness in 1996. One of New Zealand's best known and most successful Road Racers was killed. Wellingtonian Robert Holden died on the 31st of May after crashing in practice at the Isle of Man TT, having run wide on a fast left-hand bend at Glen Helen on a Ducati Corsa. Robert was 37. He made his Isle of Man debut in 1988, and won the Single Cylinder TT in 1995.

He would be remembered for his many successes and never give up approach to racing. It was a shock to the New Zealand racing family.

Local events were the focus for most. The newest events being the Lambton Harbour street race and indoor Supercross both held in Wellington. Unfortunately the street race wasn't to be repeated, and the Supercross wasn't a major success either.

The administration side of the sport remained busy organising coaching schemes and undertaking general administration activities. The Hillary Commission continued their funding.

1997

MNZ changed its financial reporting year in 1997 to align more with the actual year of competitions, and also changed the time of licence renewal.

The FIM were re-organising themselves and in the plans was for the formation of the Oceania Union which included just Australia and New Zealand, with the idea that it may include smaller island countries in the future. This was still in the planning stages and proposed to be effect by 1999. Overseas, New Zealand Riders were still

performing well, particularly in Europe. Aaron Slight again finished 3rd in the World Superbike Championship, winning three races and taking ten podium positions throughout the season. Simon Crafer took 5th in the Championship with six podium positions throughout the season. Andrew Stroud won the Formula Xtreme series in the USA, as well as taking two wins at Daytona. Shaun Harris was 4th in the Isle of Man TT.

James Lawton took 3rd in the Australian Trials Championship, while the New Zealand Team finished 5th in the Trials De Nations on the Isle of Man.

Stefan Merriman took a 6th place in the ISDE in Italy in the 250cc two stroke class.

In Motocross it was another good year. New Zealand finished 7th in the Motocross des Nations in Belgium. The team was once again Darryl King, Shayne King and Josh Coppins. New Zealand riders filled two of the three top placings in the World 500cc Motocross Championship in 1997. Darryl King won three Grand Prix's and finished 2nd overall, and brother Shayne finished 3rd overall. Meanwhile, Darryl Atkins won a major Supercross in Denmark.

The end of the year saw 3,360 licenced riders riding in 883 permitted events throughout New Zealand organised by 69 Affiliated Clubs. Motocross events were the most commonly run event with 341 events, followed by Trail Rides and Road Racing (91 each), Trials (89), and Hare Scrambles (81).

1998

In 1998 there was more success for New Zealand riders. The New Zealand Motocross des Nations team of Darryl King, Shayne King and Josh Coppins made history in England by taking 3rd place, the highest placing by any New Zealand team. Darryl King was once again at the top of his game, finishing 2nd in the World 500cc Motocross Championship.

Simon Crafar had left World Superbikes and was riding the 500cc World Championships. He would get three podium positions throughout

the season, one of them on the top step. Simon won the British Grand Prix at Donnington Park in convincing fashion, as well as finishing 2nd in Australia and 3rd in Holland.

Aaron Slight came so close to winning the World Superbike Championship. Having stood on the top step of podium three times through the season and taking second places five times, it was not to be – once again he finished runner up.

Motorcycling New Zealand was continuing to change. In 1998 a new management structure was recommended with the Executive to be replaced by a Board who would take on more of a Governance role and provide the direction for the sport, allowing employed staff (such as a General Manager) to put it into action. It would take some time before the changes would take place. However the process was set in place with the Executive revising the Constitution.

A review panel worked through many submissions and took these on board and, along with the proposed direction changes that were occurring, produced a report. The major outcomes related to the Commissions and the management structure of MNZ. The review recommended that each discipline's Commission become elected bodies and become more responsible for the rules in their area, rather than all of the rule changes being debated at the Annual General Conference. There was a need to improve the rule changing mechanism rather than continue with the old remit system.

A new licencing system was put in place with a base licence fee and an additional participation levy. It would prove to be unpopular.

A proposal to hold a round of the World 500cc Motocross Championship was still on track for the year 2000. It would be a joint effort between Australia and New Zealand. Tim Gibbes worked hard to make this event happen and made a trip to FIM in Switzerland to present our case. Unfortunately the FIM MX Commission made the decision to "ensure the 2000 MX des Nations not be held outside of Europe" literally as Tim was walking through the door!

An agreement was reached with the TAB regarding sports betting on selected motorcycle events. These would initially be World Championship events only. The end of 1998 saw 3,479 licence members, riding in 907 permitted events. Motocross again had the most events (338), followed by Road Racing (103), Trail Riding (101), Trials (90), and Hare Scrambles and Miniature TTs (43 each).

1999

The last year of the 20th century saw some resistance to the changes within MNZ. It was obvious that not all parties were in agreement with the changes being made.

The frustrations were beginning to show within the whole of MNZ, from the top down. The President criticised some for not getting on and moving in the same direction. An example given was where the Commissions and Executive would have meetings with representatives from Clubs to discuss ideas and objectives in relation to a series or championship, but then decisions that were made were taken back to Clubs and not accepted.

"Why bother having the representative at the meetings in the first place?" the President asked. He clearly felt that the kind of attitudes being exhibited would stop the progress of the sport, and that everyone needed to be heading in the same direction.

The new licencing system, where members paid a base licence fee then a user-pays levy, was into its second year. The new system was introduced so MNZ might reach a situation where it was not dependent on the Hillary Commission funding, but it was not a success. A number of factors came into play – there were events with no permits or levies, and a number of events where the number of competitors were understated.

Coaching was contracted out, after it had been established, so was not run entirely through the MNZ office. MNZ also launched its first website.

The President also stated he would like to see a change in Conference structure, with a little time spent reporting what has happened in the

past year, some time spent on rule changes, but most of the time on where MNZ is going.

He believed for motorcycling to advance, MNZ needed to all work towards the same vision, which meant firstly putting a vision together, secondly agreeing to it, and thirdly carrying it out. *"Too much to expect? I hope not for the future of motorcycling,"* he said.

1999 saw the New Zealand team win the Oceania Motocross and Trials Championship.

Paul Williams won the 400cc Lightweight Isle of Man TT, Bruce Anstey was 7th in the 250cc Lightweight TT and Blair Degerholm was 8th in the Senior TT and 10th in the Junior TT. Craig Shirriffs won the Newcomer of the Year Award at the Isle of Man TT.

Sadly Dunedin rider Stu Murdoch was killed when he crashed in the Junior TT.

Tony Rees finished 9th at the Bol'dor 24 hour in France, and Aaron Slight finished 4th in the World Superbike Championship.

In Motocross, Tania Satchwell was 2nd in the US Pro Senior Women's Championship. Shayne King finished 5th in the World 500cc MX Championship, Daryl Hurley was 2nd in the Australian 250cc Motocross Championship, and Josh Coppins was 7th in the World 250cc Motocross Championship.

By the end of the century Motorcycling New Zealand had 5,370 licenced members, while 69 Affiliated Clubs held 913 permitted events: including 355 Motocross, 119 Trail Rides, 98 Trials, 91 Road Races, and 73 Cross Country.

A Selection of Championship Winners 1995-1999

Motocross Champions:

- 500cc – S. King (96/97); M. Rowe (97/98); M. Cotter (98/99)
- Pro (Up to 250cc) – A. Hardisty (94/95); D. King (95/96)
- 250cc – S. A King (96/97); J. Coppins (97/98); M. Cotter (98/99)
- Pro (Up to 125cc) – D.N. King (94/95); D.J. King (95/96)

- 125cc – B. Thomas (96/97); J. Coppins (97/98); D. Hurley (98/99)

Supercross Champions:

- 125cc – J. Coppins (94/95); D. King (95/96); J. Coppins (96/97); J. Coppins (97/98); J. Coppins (98/99)
- 250cc – J. Coppins (94/95); D.N. King (95/96); J. Coppins (96/97); J. Coppins (97/98); J. Coppins (98/99)

Road Race Champions:

- Superbike – J. McEwan (94/95); A. Stroud (95/96); C. Haldane (96/97); C. Haldane (97/98); A. Stroud (98/99)
- Formula 2 – D. Cole (94/95); D. Cole (95/96); D. Cole (96/97); R. Clee (97/98); B. Anstey (98/99)
- Formula 3 – R. O'Conner (94/95); N. Spargo (95/96); N. Bish (96/97); J. Love (97/98); A. Bolwell (98/99)
- 250 Production – R. Clee (94/95); D. Franks (95/96); L. Richardson (96/97); D. McLaughlin (97/98); I. Smith (98/99)
- Open Sports Production – T. Rees (96/97); T. Rees (97/98); T. Rees (98/99)
- 600cc Sport Production – D. Cole (96/97); R. Clee (97/98); B. Anstey (98/99)
- 125cc – K. Shirriffs (95/96); H. Bool (96/97); S. Ward (97/98); D. Charlett (98/99)
- Sidecar – Scrivener/Jordain/Deverell (94/95); West/Voice (95/96); Scrivener/Meads (96/97); Murray/Abrahams (97/98); Buckley/Meads (98/99)

Miniature TT Champions:

- Open – M. Wadsworth 94/95; L. McKay 95/96; M. Meadows 96/97; No Results 97/98; M. Miller 98/99
- 250cc – B. Thomas 94/95; P. Wilson 95/96; E. Brookland 96/97; No Results 97/98; J. Rooney 98/99

Trials Champions:

- NZ – A. Poad (94/95); A. Poad (95/96); A. Poad (96/97); W. Laugesen (97/98); J. Lawton (98/99)
- NZ President – C. Murray (96/97); J. Ravenscroft (97/98); J. Lawton (98/99)

Enduro Champions:

- Over 200cc – D. Bird (94/95); S. Bird (95/96); S. Bird (96/97); S. Clarke (97/98); S. Clarke (98/99)
- 200cc – D. Humphrey (94/95); D. Humphrey (95/96); M. Pollard (96/97); M. Pollard (97/98); C. Birch (98/99)

Hare Scrambles/Cross Country Champions:

- Over 200cc – K. Hermansen (94/95); K. Archer (96/97); W. Jennings (97/98); R. Bird (98/99)
- 200cc – B. Thomas (94/95); M. Fuller (96/97); K. Hermansen (97/98); P. Broxholme (98/99)

Chapter 11

Into the New Century

The first years of the 21st Century for Motorcycling New Zealand was a time of change and, at times, controversy as calls were made for changes to be made to the corporate structure.

There were many changes in staff personnel. The role of the Chief Executive Officer role was renamed General Manager, and then subsequently changed back again. And the Executive changed its name to become a Board.

There was one final change, with the role of Chief Executive Officer disbanded in favour of a General Manager Operations, after an administration review of the MNZ Office.

The Chief Executive Officers, General Manager & General Manager Operations in this time were; Sandra Perry, David Appleton, Trevor Gill, Paul Pavletich and Vicky Hicks (Simm).

There were also changes in Presidents, with Errol Conaghan being replaced by David Appleton. David then stepped down from the position, with Sandra Perry taking on the role for the rest of the term before being voted in for an additional term. Jim Tuckerman was then voted in for three terms, during his last term he stood down in favour of the role of FIM Oceania President, which saw representation on the FIM Board, the first time in history that MNZ had someone as this representational level.

Glen Williams took on the role of Acting President until such time as there were elections and he was officially voted in as the President.

The Sport

In New Zealand the sport continued to ebb and flow. In the mid-decade sponsorship for the series saw Road Racing experience very strong growth, with major teams making an effort bringing some of the top Australian racers to our shores. One of them, Robbie Bugden, would win five New Zealand Superbike Championships throughout his time in New Zealand.



2010 Quentin Palmer

The Motocross Championships also saw overseas racers arriving to do battle New Zealand's best, with semi-professional race teams being set up with team members racing both in New Zealand and Australia.

Enduro was gaining momentum with sights firmly on the ISDE to be held in New Zealand – teams and riders were travelling internationally to gain experience in preparation for the prestigious event.

In 2003 and 2004 the FIM World Long Track Grand Prix was held in New Plymouth, brought to New Zealand by Ivan Mauger, OBE, MBE. The first event in 2003 was the first time that the event had been held outside of Europe, and was a consequence of Ivan's friendship with a local businessman who helped convince the New Plymouth District Council to fund these events. The planned event for 2005 had to be cancelled due to increasing costs.

In November 2006 the 81st FIM International Six Day Enduro was held in Taupo – arguably the biggest Motorcycling event in the history of the organisation. Costing over \$1 million to host, and with 600 entries from 31 different countries, the event featured (at that time) the most competitors to have ever entered into an ISDE in its 81 year history. In total there were 103 competitors from New Zealand.

This event was recognised by the NZ Government as a major sporting event and supported as such. Finland won the Team Trophy, with France 2nd and Spain 3rd.

New Zealand was 7th, and the Junior Trophy team was 10th.

New Zealand was represented by:

- Trophy Team: Shayne King, Paul Whibley, Chris Birch, Cameron Negus, Lachlan Columb and Darryl King
- Junior Trophy Team: Adrian Smith, Karl Power, Michael Phillips and Jason Davis

Four New Zealand riders won Gold Medals, Shayne King, Paul Whibley, Cameron Negus and Chris Birch, along with several more Silvers and Bronzes.

Immediately prior to the ISDE, the Taupo Motorcycle Club took the opportunity to host an International Motocross which featured the likes of Stefan Everts and Joel Smets, as well as New Zealand's own Josh Coppins. The event was a great spectacle with in excess of 10,000 spectators.

Three years later another World Championship was held in Taupo, the FIM World Junior Motocross Championship. New Zealand had two top ten places – Hamish Dobby was 3rd and Courtney Duncan 6th in their respective classes.

Racing was already tough in all sport activities, but the impact of the Global Financial Crisis really started to hit racing around 2009 and, while Motocross remained the biggest



2006 Kiwi team



2006 Ben Townley



2006 Darryll King



2004 Ivan Mauger



2008 Columb

discipline and continued to thrive, other areas began to see problems arising.

Bill Buckley brought the FIM World Speedway Championship to Western Springs for three years in 2012, 2013 and 2014. While it was a spectacle, many expected it to be like the days gone by when New Zealand riders dominated the sport – it wasn't, how could it be, those days will never be repeated.

Other Disciplines like Trials (now Moto Trials) saw long time competitors and Champions Warren Laugesen (2000,2002, 2003,2004,2005,and 2006) and Andrew Poad (2001) joined by a new name in 2007, Jake Whitaker. Jake won all the New Zealand Moto Trial Championships between 2007 and 2015. Only visiting Englishman Jack Sheppard has beaten him and that was in 2014.

International

From the turn of the century there has been much to celebrate internationally for Motorcycling New Zealand and riders. New Zealand ran the FIM ISDE in 2006, the FIM World Junior Motocross Championship in 2009, and a round of the World Speedway Championship for three years in 2012, 2013 and 2014.

In 2004 Ben Townley won the MX2 World Championship title, in the process winning twenty races in the season and eight World MX2 Grand Prix rounds overall along the way.

In 2006 Katherine Prumm won the FIM Women's MX World Cup and repeated the victory in 2007.

Tony Cooksley (2007) and Darryl King (2012) took out the FIM Veterans World Cup.

In 2002 Josh Coppins finished 2nd in the World MX1 Championship taking six overall podium finishes. He also won the Italian Motocross Championship. In 2004 he finished 3rd in the Championship winning three races and fifteen podiums. He also won the British Motocross Championship. Coppins would take 2nd in the MX1 World Championship in 2005, winning four races and two overall Grand Prix, and taking twelve other podiums. He won his second British Motocross championship.

Ben Townley would finish 3rd in the MX1 World Championship behind his countryman Coppins,

taking five race wins and scoring four overall Grand Prix victories. After finishing 7th in 2006, Josh Coppins bounced back to take 3rd in the 2007 World MX1 Championship, winning two Grand Prix's outright, winning nine races in total, and taking another eight podium placings.

The New Zealand Motocross des Nations teams had an up-and-down time from 2000-2016. In 2000 they finished 19th, then jumped up to 3rd in 2001. No team was sent in 2002, but in 2003 they again performed well to take 4th, were 7th in 2004 and 4th in 2005, before taking another 3rd in 2006. In 2007 the team failed to qualify, and on their return in 2008 they placed 8th. In recent years they have finished 11th (2009), 8th (2010), 29th (2011), 15th (2012), 20th (2013), 23rd (2014) and 8th (2015).



2007 Coppins (MX GP)



2013 Whitaker

Other Major International Top Three Podium Successes**2000**

- Brett Richmond: 1st Lightweight 400cc TT – Isle of Man
- Bruce Anstey: 2nd Lightweight 250 TT – Isle of Man
- Tony Rees: 3rd Australian Formula Xtreme
- Warren Laugesen: 2nd Australian Observed Trials Championship
- Stefan Merriman: 1st FIM World Enduro 400cc 4 Stroke Championship | ISDE Outright 400cc

2001

- Daryl Hurley: 1st Final Round Australian Pro-Lites Motocross Championship
- Darryl King: 1st 250cc Australian Motocross Championship 1st Australian Thumper Nationals
- Stefan Merriman: 1st FIM World 400cc 4 Stroke Enduro Championship
- Tania Satchwell: 1st US-WML Pro Motocross Championship

2002

- Bruce Anstey: 1st Lightweight 250 TT – Isle of Man | 1st 1000cc Production – North-West 200 | 2nd Production 600 TT – Isle of Man | 3rd Production 1000 TT – Isle of Man
- Daryl Hurley: 2nd Australian Thumper Nationals | 2nd 250cc Australian Supercross Championship
- Darryl King: 2nd Australian Open Motocross Championship
- Shayne King: 3rd Australian Open Motocross Championship
- Warren Laugesen: 1st Australian Observed Trials Championship
- Stefan Merriman: 1st ISDE 125cc 2 Stroke | 3rd FIM World Enduro Championship Overall Classification

2003

- Bruce Anstey: 1st Junior 600cc TT – Isle of Man | 1st Production 1000cc Ulster GP – Dundrod | 2nd Superbikes Ulster GP – Dundrod | 2nd Production 1000 TT – Isle of Man | 3rd 600 Supersport Race 2 North-West 200
- Shaun Harris: 1st Production 1000cc TT – Isle of Man | 1st Production 600cc TT – Isle of Man
- Lindsay Fagan / Ash Voice: 2nd Australian F1 Sidecar Championship
- Darryl Atkins: 1st “King of Herning” International SX – Denmark | 1st Czech Supercross Championship | 2nd Malmo

International Supercross- Sweden

- Darryl King: 1st Pro Open Australian Motocross Championship
- Shayne King: 2nd Pro Open Australian Motocross Championship
- Stefan Merriman: 1st FIM 250cc World Enduro Championship | 1st ISDE 250cc 2 Stroke | 2nd ISDE overall

2004

- Bruce Anstey: 1st Production 1000cc TT – Isle of Man | 1st Production 1000cc North-West 200 | 1st Supersport 600 Race 1 North-West 200 | 2nd Senior TT – Isle of Man | 2nd Junior TT – Isle of Man | 2nd Production 600 TT – Isle of Man | 3rd Formula 1 TT – Isle of Man
- Darryl Atkins: 1st “King of Herning” International Supercross – Denmark
- Cody Cooper: 1st Pro-Lite Australian Motocross Championship
- Daryl Hurley: 1st Round 1 World Supercross Championship – Spain
- Darryl King: 1st Pro-Open Australian Motocross Championship
- Shayne King: 2nd Pro-Open Australian Motocross Championship

2005

- Bruce Anstey: 1st Superbikes North-West 200 | 1st Superstock TT – Isle of Man | 2nd Superstock North-West 200 | 3rd 600cc Race 1 North-West 200
- Tony Rees: 3rd Australian Superbike (Privateers) Championship
- Daryl Hurley: 1st Pro-Open Australian Motocross Championship
- Luke Burkhart: 3rd Pro-Lites Australian Motocross Championship
- Darryl King: 2nd Pro-Open Australian Motocross Championship
- Shayne King: 3rd Pro-Open Australian Motocross Championship
- Darryl Atkins: 3rd AMA Unlimited Supermoto Series
- Sean Clarke: ISDE Silver Medal

2006

- Bruce Anstey: 1st Superstock TT – Isle of Man | 1st Supersport Race 2 North-West 200 | 1st Superstock North-West 200 | 2nd Superbikes Race 1 North-West 200 | 3rd Supersport Jnr 600 TT – Isle of Man | 3rd Supersport Race 1 North-West 200 | 3rd Senior TT – Isle of Man
- Brad Groombridge: 2nd MX2 Oceania Motocross Championship
- Darryl King: 3rd MX1 Oceania Motocross Championship

- Josh Coppins: 1st Oceania Pro-Open Motocross Championship
- Chris & Richard Lawrance: 2nd Australian F2 Sidecar Championship
- Michael Menchi: 3rd Junior Oceania Motocross Championship
- Andrew Stroud: 2nd Australian Superbike Privateers Championship

2007

- Bruce Anstey: 1st Supersport Race 1 North-West 200 | 1st Supersport Race 2 North-West 200 | 1st Superstock North West 200 | 1st Superstock TT – Isle of Man | 2nd Superbike Race 1 North-West 200 | 3rd Superbike Ulster GP – Dundrod
- Cody Cooper: 3rd Australian Pro-Open Motocross Championship
- Josh Coppins: 1st Oceania Pro-Open Motocross Championship
- Cameron Dillon: 2nd 85cc (14-16yrs)

Australian Motocross Championship | 3rd 125cc (13-15yrs) Australian Motocross Championship

- Hamish Dobbyn: 1st 125cc (13-15yrs) Australian Motocross Championship
- Daryl Hurley: 2nd Australian Pro-Open Motocross Championship
- Katherine Prumm: 1st Australian Women's Motocross Championship | 1st Women's Oceania Motocross Championship

2008

- Bruce Anstey: 1st Supersport Junior TT Race 2 – Isle of Man | 2nd Superbike TT – Isle of Man | 2nd Superstock North-West 200
- Darryl Atkins: 2nd AMA Unlimited Supermoto Championship
- Paul Dobbs: 2nd 400cc North-West 200
- Katherine Prumm: 1st Australian Women's Motocross Championship



2009 Duncan, World Juniors

- Daryl Hurley: 2nd Pro-Open Australian Motocross Championship
- Paul Whibley: 1st OMA (United States) Championship
- Chris Birch: ISDE Gold Medal
- Sean Clarke: ISDE Silver Medal
- Mark Delautour: ISDE Silver Medal
- Jono Kight: ISDE Silver Medal
- Luke Uhrle: ISDE Silver Medal
- Adrian Smith: ISDE Silver Medal
- Morgan Dransfield: ISDE Silver Medal
- Rory Mead: ISDE Silver Medal
- Jason Davis: ISDE Silver Medal
- Tom Chapman: ISDE Silver Medal
- Mark Newton: ISDE Silver Medal
- Brenton May: ISDE Bronze Medal
- Duncan McLaren: ISDE Bronze Medal

2009

- Bruce Anstey: 2nd Superbike North-West 200 | 2nd Supersport North-West 200 | 2nd Supersport Race 2 TT – Isle of Man | 6th Superstock Ulster GP – Dundrod
- Hamish Dobbryn: 3rd 125cc World Junior Motocross Championship
- Courtney Duncan: 1st 85cc (12-16yrs) Australian Female Junior Motocross Championship | 6th 85cc World Junior Motocross Championship
- Darryl King: 1st Australian Motocross Veteran Cup

2010

- Bruce Anstey: 1st Superbikes (Race 2) Ulster GP – Dundrod | 2nd Superbikes (Race 1) Ulster GP – Dundrod | 3rd Senior TT – Isle of Man | 3rd Supersport (Race 2) North-West 200
- Paul Whibley: 1st OMA (United States) Championship | 3rd AMA Grand National Cross Country Championship
- Chris Birch: 1st Red Bull Romaniacs

2011

- Bruce Anstey: 1st Supersport 600 TT (Race 1) Isle of Man | 1st Superbike (Race 1) Ulster GP- Dundrod | 3rd Supersport (Race 1) North-West 200 | 3rd Senior TT – Isle of Man | 3rd Supersport (Race 1) Ulster GP-Dundrod
- Josh Coppins: 2nd Australian Pro-Open Motocross Championship
- Paul Whibley: 1st OMA (United States) Championship

2012

- Bruce Anstey: 1st Supersport (Race 2) Ulster GP-Dundrod | 1st Supersport TT (Race 1) Isle of Man | 2nd Supersport (Race 1) Ulster GP-Dundrod | 2nd Supersport (Race 2) North-West 200 | 3rd Superbike TT – Isle of Man
- Josh Coppins: 1st Australian Pro Open Championship
- Cody Cooper: 3rd Australian Pro Open Motocross Championship
- Kayne Lamont: 1st Australian Under 19 Motocross Championship
- Paul Whibley: 1st AMA Grand National Cross Country Championship | 1st OMA (United States) Championship

2013

- Bruce Anstey: 2nd Supersport (Race 2) North-West 200 | 2nd Superstock North-West 200 | 2nd Supersport TT (Race 1) – Isle of Man | 2nd Supersport TT (Race 2) – Isle of Man | 2nd Supersport (Race 1) Ulster GP-Dundrod | 2nd Supersport (Race 2) Ulster GP-Dundrod | 2nd Superbikes (Race 2) Ulster GP-Dundrod | 3rd Senior TT – Isle of Man | 3rd Superstock Ulster GP-Dundrod
- Jake Lewis: 1st European Junior Cup Championship
- Courtney Duncan: 1st US Women's Nationals Motocross Round One
- Hamish Harwood: 1st Australian Development Under 19 Motocross Championship
- Paul Whibley: 1st AMA Grand National Cross Country Championship | 1st OMA (United States) Championship

2014

- Bruce Anstey: 2nd Supersport TT – Isle of Man Race 1 | 3rd Supersport TT – Isle of Man Race 2 | 3rd Superstock TT – Isle of Man

2015

- Bruce Anstey: 1st Superbike TT – Isle of Man | 2nd Supersport TT – Isle of Man Race 1 | 2nd Supersport TT – Isle of Man Race 2
- Avalon Biddle: 1st FIM European Women's Cup
- Josiah Natzke: 2nd European Motocross Championship (125cc)

Forms of Motorcycle Racing in New Zealand



Road Racing in New Zealand

New Zealand has a long history of Road Racing. After years of searching for a suitable track around the country, the first official Road Race was run on Waiheke Island on the 3rd of June 1931 by the Auckland Sports Motorcycle Club Inc.

NZTT

The New Zealand TT was modeled as a smaller version of the Isle of Man TT but only 6¾ miles around instead of 37 miles. The New Zealand race was a time trial just like the Isle of Man, and both races were run around an Island, one in the Irish sea the other in the Hauraki Gulf. However speeds were much lower on Waiheke.

The first Isle of Man TT was run in 1907 and New Zealand riders had travelled to the Isle of Man from as far back as 1910 to ride in the race (21 years before the Waiheke Island event was established).

However, it wasn't until 1930 that New Zealand had it's first official rider at the Isle of Man following an invitation from the ACU in London. That rider was Percy Coleman. Coleman was at that point New Zealand's most successful rider, having competed overseas and winning many New Zealand Championships, mainly in Grass Track and such events. He did not finish the Isle of Man TT that year.

The winner of the first NZTT was Sid Moses from Len Sowerby. Sowerby actually crossed the line first, but on elapsed time Moses took the win – he had finished 2nd on the road. Len Perry would take the most wins on Waiheke from 1931-1950. Sid Moses also became the first New Zealand rider to finish an Isle of Man TT, doing so in 1933. As a side note, in later life Sid was the man who saw the introduction of Decimal Currency in 1967 in New Zealand.

It was decided that, with the help of the ACU of England, representatives from New Zealand would be selected from performances

at the New Zealand TT each year. Although representatives were chosen to go to the Isle of Man right through to the 1960s, eventually the NZTTs became a race for a New Zealand title only.

The NZTT was run at Waiheke until 1950, with the exception of the War years. It then ran on the mainland at Seagrove, Mangere, Ardmore and Pukekohe, before heading to parts around New Zealand. Often the individual classes were not run at the same meeting. NZTTs have been run at most circuits around New Zealand and continue to be run in the present day.

New Zealand Grand Prix

The next major Road Race to appear was the New Zealand Grand Prix at Cust in North Canterbury on Easter Monday 1936, organised by the Canterbury Auto Cycle Club.

The course was 6.1 miles in length and was comprised of a twisting and undulating straight of approximately two miles in length, featuring an uphill S-bend, two hump-backed bridges over which the riders jumped at speed. It also included a two mile, flat back straight with a bridge in the middle and a undulating down hill straight of one mile, with a sharp dip on to the front straight. The speed of the riders on this portion of the course was estimated at over 100 miles per hour.

1960 saw a major change to the course – it was reduced in length to 4.5 miles to make the course more compact.

Like the TT, there was no racing during the War years.

There were problems in the early years with dust, but that was fixed by spreading over 3,000 gallons of waste oil on the circuit. The practices were held on Saturday as racing on Sunday was against the law, and the races used to run on Easter Monday.

Special trains would take people out to the races, and crowds of 20,000 people were common. The races were even broadcast on the radio in the 1950s.

In total there were 22 years of racing at Cust before it was moved to its current home at Ruapuna Park in 1963.

Other Races Emerge

In the late 1940s and early 1950s more races began to be held. The Hamilton 100 was the first Road Race on the mainland of the North Island in June 1948 – the first race attracted 97 entries and a large crowd of around 10,000 spectators.

The following year saw a Road Race at Patea in South Taranaki, then Wanganui in 1950 and the first Cemetery Circuit races in 1951, followed by the Halswell 100 and others.

Over the years there have been dozens of road circuits, some having a short life span, others making revivals then fading away. Running alongside them were the purpose built circuits and airstrips, the earliest being Lake Bryndwr in Christchurch in the very early 1950s. Other famous purpose-built race tracks that have had motorcycles race on them include: Levin, Teretonga, Pukekohe, Ruapuna, Levels, Bay Park, Manfeild, Taupo and Hampton Downs.

Famous Street Circuits include Whangarei, Mangere, Titirangi, Hamilton, Paeroa, Taupo, New Plymouth, Wanganui, Gisborne, Onekawa (Napier), Masterton, Porirua, Gracefield (Lower Hutt), Wellington Waterfront, Lyall Bay, Hawkesbury (Blenheim), Nelson, Greymouth, Halswell, Sydneham, Methven, Dunedin, Wyndam and Invercargill.

Road Racing on airstrips was common as well with Wigram, Paraparaumu, Ohakea, Whenuapai, Ardmore and Seagrove all running Road Race meetings over the years.

The New Zealand Road Race Champion as such was first mentioned in the late 1950s. Usually it was from points scored over a few race meetings throughout the season.

The first recorded stand alone New Zealand Road Race Champion was in the 1960/61 season when Forrest Cardon was the Champion; he had won the Senior and Junior TT, the Senior NZGP and a number of other wins in Whangarei and Ohakea.

In the 1967/68 year Rothmans Tobacco sponsored their own series which ran alongside the National Series and paid prize money down to 4th. This meant that, for a few years, there was the National Champion and the Rothmans Road Race Champion. The Rothmans Series ran until around 1973.

The Marlboro Series

In 1973 the biggest Road Race series ever seen in New Zealand was launched: the Marlboro Series.

The first year suffered teething problems with bikes arriving late and only a smattering of overseas racers from Australia and America. The first round was held at Pukekohe and is unfortunately remembered for the wrong reasons with one of America's leading riders, Cal Rayborn, killed.

The Series continued to Wanganui and Gracefield in Lower Hutt in January 1974. A young 18 year old rising star, John Boote, created world history by being the first to race and win on a Yamaha TZ700 outside of Japan. The last round was at Ruapuna in Christchurch, where eventually some of the bikes for the riders had arrived – only a month late. Dale Wylie would win the Series and become the only Kiwi to do so.

The following four seasons of the Marlboro Series saw American Pat Hennen win three of

them in a row, and Australian Jeff Sayle win the final Series in 1977/78.

During its brief history the series brought in Factory team riders, top privateers and future World Champions to the race tracks of New Zealand. For the last Series \$50,000 (or \$318,000 in 2016 terms) in prize money was spread over four international Classes: Open, 350, 250 and Sidecar.

Not before or since has such money been on offer.

Castrol 6 Hour Production Race

The other big event to kick start in 1974 was the Castrol 6 Hour Production Race. Modeled directly on the Castrol 6 Hour in Australia, this race would become the most important race for motorcycle distributors, tyre manufacturers and riders.

The prestige was huge, especially during the middle years (late 1970s and early 1980s). The race ran 15 times between 1974 and 1988 and established production racing superstars.

The race was important as it coincided with the biggest period for motorcycle sales in New Zealand history.

There were always controversies, like the Honda CB1100R and Suzuki's 'Black Pipe' GSX1100 that did battle in 1980. The Suzuki story has more or less become New Zealand folk law, perhaps one day we will learn why only New Zealand had these machines at the time.

Whatever the reason, such were the stakes that many issues with claims and counter claims have been aired. There is no doubt that the rules were stretched throughout the race's history.

Sadly it died out in 1988, a shadow of its former self. There was brief hope that another race backed by Castrol might happen, but that never came to anything.

The Winners of the New Zealand Castrol 6 Hour were:

- 1974: Ginger Molloy (solo) – Kawasaki Z1-A
- 1975: Graeme Crosby (solo) – Kawasaki Z1-B
- 1976: Graeme Crosby (solo) – Kawasaki Z1000
- 1977: Graeme Crosby and Tony Hatton – Kawasaki Z1000
- 1978: Dave Hiscock and Neil Chivas (Aust) – Suzuki GS1000
- 1979: Dave Hiscock and Neil Chivas (Aust) – Suzuki GSX1100 (first model)
- 1980: Dave Hiscock and Neil Chivas (Aust) – Suzuki GSX1100 Black Piper
- 1981: Malcolm Campbell (Aust) and Mick Cole (Aust) – Honda CB1100R
- 1982: Dave Hiscock and Neville Hiscock – Suzuki GSX1100 Katana
- 1983: Bill Biber and Phil Payne – Honda VF750F
- 1984: Alan Delautour and David Martin – Honda VF1000F
- 1985: Dave Hiscock and Neil Chivas (Aust) – Suzuki GSX-750
- 1986: Aaron Slight and Rob Doran (Aust) – Yamaha FZ750
- 1987: Aaron Slight and Wayne Clarke (Aust) – Yamaha FZR1000
- 1988: Tony Rees and David Hicks – Yamaha FZR1000

It must not be forgotten that New Zealand riders also won and placed well in the Castrol 6 Hour in Australia also, mostly teamed with Australian teams. Craig Brown placed 2nd in the second ever race in 1971. Mike Steele won in 1972, and John Boote was 2nd in 1973. Neville Hiscock won in 1981, Peter Byers was 2nd in 1982, and Robert Holden 3rd in 1983. Richard Scott won in 1984 and Robert Holden was 3rd again. Richard Scott won again in 1985 and Iain Pero was 2nd. In 1986 Robert Holden and Brent Jones riding together took 2nd and Richard Scott 3rd. In the last year Peter Byers was 2nd, and Robert Holden and Aaron Slight were 3rd riding together.

The National Championship Series

The National Championship Series has changed so many times since 1970s; formats, dates, Classes, tracks and Clubs. It has survived,



2013 Team NZ

against outside influences and other race series, most of which have ended while the National Series has continued.

The Series in later years has been called the NZSBK Championship. It faces new challenges ahead, cost of racing has always been a factor in Road Racing. One of the biggest challenges in the modern day is track suitability and the cost of travel, hireage, etc.

In addition, privately run non-competitive track days have grown in recent years, perhaps taking riders away who would have normally raced in other years.

Taking on the World

For a small country, New Zealand has had a huge amount of successful Road Racers, who have left their mark both in New Zealand and overseas. We have turned out International winners and World Champions, most of whom did it hard with the help of some generous

people who themselves wanted to be successful and be part of the riders' careers.

Prior to the 1970s our Road Race heroes were people like Sid Moses, Len Perry, Rod Coleman, Sid Jenson, Jim Swarbrick, Noel McCutcheon, Tommy McCleary through to Hugh Anderson and Ginger Molloy (to name a few).

In the 1970s new names began to emerge. With the introduction of the Japanese machines, and with Production racing becoming a large part of the racing scene in New Zealand and Australia, for the first time Kiwi riders were becoming well known and successful on both sides of the Tasman as well as around the world.

Over the next 30-40 years many riders would emerge, including: Trevor Discombe, Geoff Perry, Keith Turner, Kim Newcombe, Stu Avant, Graeme Crosby, Dennis Ireland, Paul McLaughlin, Dale Wylie, Dave Hiscock, Neville

Hiscock, Robert Holden, Bob Toomey, Vince Sharpe, Richard Scott, Mike and Iain Pero, Peter Byers, Andrew Stroud, Tony Rees, Aaron Slight, Simon Crafar, Chris Haldane, Gary Goodfellow, Shaun Harris, John Hepburn, and Bruce Anstey (and the list goes on).

Some of these heroes of the race track are still active and competing, and hopefully a new generation will continue to come through – by all indications it is.

In 2016 the old names of Stroud and Rees continue to pop up. And while Andrew Stroud

and Tony Rees are still showing some of the much younger racers around, the next generation (Jacob, Caleb and Jesse Stroud, and Damon and Mitch Rees) are beginning their mark.

Other younger racers such as Daniel Mettam, Shane Richardson, Bailie Perriton and Rogan Chandler are also showing that they have what it takes to shine by now being top National riders. Will they look to compete internationally? Mettam and Perriton have already competed overseas, but chances are you'll be hearing their names at least nationally for a few years to come.

Not forgetting other notable achievers such as Avalon Biddle and Jake Lewis; they are a part of a young crop of riders who have already tasted success on the domestic and world stage, Lewis winning the European Junior Cup in 2013 and Biddle the FIM Women's Cup in 2015 and leading in 2016.

So in spite some of the difficulties from being so far away from the rest of the world, and it being more and more difficult to compete, the cream of the crop will always find a way to get to where they want to be racing in the world.

Chances are they won't be World Champions, but they'll give it a go anyway. Such has been the way for generations of New Zealand's Road Racers.

But it's not just the riders who have helped to establish Road Racing in New Zealand. Innovation such as the Dickie Lawton, Steve Roberts and Ken McIntosh built machines, and not forgetting the Legendary Britten motorcycle and Bill Buckley's BSL500, have all helped fuel interest over the years.

And let's also give thanks to the dedication of Clubs, volunteers and supporters who have all worked tirelessly to keep Road Racing alive.

Trials (Moto Trials): Still going after 100 years

Motorcycle Trials is a discipline where riders ride through or over obstacles to get through a section, all the while not allowing the use of a riders foot to aid in getting through the section.



Greg Power in deep water

Using the foot or 'Footing' results in penalty points. To be successful the rider needs bike control and balance.

While modern Trials are measured on a rider's ability to get through sections of a course, the sport actually started life as Road Going Reliability Trials more than 100 years ago.

Riders needed to be able to be self sufficient, being able to deal with the mechanical problems that often occurred, as well as being good at navigation.

To succeed in a Trial, a rider needed to have the least amount of penalties after completing the course within a set time limit, without stops, repairs or any outside assistance. It was a test of endurance, something the Motorcycle trade embraced to show how great and reliable their machines were.

It was in 1907 that the first known Trial was run in New Zealand – in Christchurch by the Canterbury Cycling and Motor Club. Nineteen riders were entered and the distance was 100 miles. You can just imagine the type of motorcycles in 1907; they were at best primitive, mainly using bicycle based frames and motors with no gearbox, clutch or suspension. That would have been a long 100 miles!

While the first Trials only needed to follow the (often in poor condition) gravel, clay and mud roads, by around 1914 this changed as the bikes and roads had improved.

To add an extra challenge to the rider and his machine, special test sections were introduced. The most famous being the Scottish Six Days that had been running since 1909. Riders would cover as much as 100 miles per day and with special test sections included to test the rider and machine.

From the 1930s through to the 1950s, machines became more powerful and more reliable, however they were still not purpose-built machines. The machines were a one size fits all design – Trials, Beach Racing, Hill Climbs and just plain everyday transport could be done with one motorcycle. In most cases

riders would ride their machines to an event, compete, and then ride home after the day was over.

Reliability Trials continued into the 1960s, but the tests were beginning to get more severe. It was around this time that proper purpose-built Trials machines were starting to appear.

In 1975, seeing that the machines were no longer suited to roads, the NZACU allowed them to compete on circuits and farms without the need for road registration. The Japanese had entered the Trials scene as well by the mid-1970s with Yamaha TYs, Honda TL's and Kawasaki KT's becoming very common.

The bikes continued to develop over the years with lightweight frames (as little as 65kg), disc brakes, water cooling and better suspension. Today, the modern machine has low weight, good throttle response, small gas tanks and range from 125cc to 250cc in size. Tubeless radial tyres are the standard issue in the modern sport. They also feature no seats as the sections are managed standing up.

Today Trials, or Moto Trials as it is now known, is one of the smaller disciplines in the sport of motorcycling in New Zealand, but there is no doubt that it has roots long before any other form of motorcycle sport.

In the beginning, three main areas conducted most of the Trials in New Zealand: Christchurch, Wellington and Hamilton. Nelson's Bob Cooke established the New Zealand Trials Series in the 1960s.

New Zealand has produced many leading and well known riders, some who have also competed internationally with some success. These include Mike Harris, Vic Rush, Evan Norris, Chris Harris, Greg Power, Andrew Clements, Paul Symonds, Kevin Pinfold, Peter Grinter, Warrick Merriman, Alan and Grant and Stephen Oliver, as well as Stefan Merriman, Andrew Poad, Elliot Kent, James Lawton, Warren Laugesen, and Jake Whitaker who has won the National Championship eight times since 2007.

Moto Trials National Champions

1950:	(Reliability)	G. Dennison
1951:	(Sporting)	V. Martick
1952:	(Sporting)	R. Lockett
1953:	(Sporting)	Noel McCutcheon
1954:	(Sporting)	Peter Martin
1955:	(Sporting)	Victor Rush
1956:	(Sporting)	Michael Harris
1957:	Not Run	
1958:	(Sporting)	Michael Harris
1959:	(Sporting)	William McLeod
1960:	(Sporting)	Victor Rush
1961:	(Sporting)	Michael Harris
1962:	(Sporting)	William Moffatt
1963:	(Sporting)	Michael Harris
1964:	(Sporting)	In Contention
1965:	(Sporting)	Evan Norris
1966:	(Sporting)	Evan Norris
1967:	(Sporting)	Evan Norris
1968:	(Sporting)	Michael Harris
1969:	(Sporting)	Robert Rush
1970:	(Sporting)	Michael Harris
1971:	(6 Road Series)	Christopher Harris
1972:	(6 Road Series)	Christopher Harris
1973:	(6 Road Series)	Christopher Harris
1974:	(6 Road Series)	Gregory Power / Bruce Mitchell
1975:	(6 Road Series)	Gregory Power
1976:	(6 Road Series)	Christopher Harris
1977:	(6 Road Series)	Gregory Power
1978:	(6 Road Series)	Paul Symons
1979:	(6 Road Series)	Gregory Power
1980:	(Auckland/Thames/Hamilton)	Timothy Aston
1981:	Nelson (Aust.)	Stephen Johnson
1982:	Hawkes Bay	Andrew Clement
1983:	Christchurch	Andrew Clement
1984:	Wellington	Paul Symons
1985:	Taranaki	Stephen Oliver
1986:	Christchurch	Stephen Oliver
1987:	Tauranga	Andrew Poad
1988:	Christchurch	Elliot Kent
1989:	Manawatu	Stefan Merriman
1990:	Nelson	Stephen Oliver
1991:	Auckland	James Lawton
1992:	Nelson	Stephen Oliver
1993:	Wellington	Stefan Merriman
1994:	Christchurch	Andrew Poad
1995:	Taranaki	Andrew Poad
1996:	Marlborough	Andrew Poad
1997:	Hawkes Bay	Andrew Poad

1998:	Nelson	Warren Laugesen
1999:	Wellington	James Lawton
2000:	Marlborough	Warren Laugesen
2001:	Tauranga	Andrew Poad
2002:	Christchurch	Warren Laugesen
2003:	Manawatu	Warren Laugesen
2004:	Alexandra	Warren Laugesen
2005:	Taranaki	Warren Laugesen
2006:	Nelson	Warren Laugesen
2007:	Hawkes Bay	Jake Whitaker
2008:	Alexandra	Jake Whitaker
2009:	Wellington	Jake Whitaker
2010:	Christchurch	Jake Whitaker
2011:	Hamilton	Jake Whitaker
2012:	Otago	Jake Whitaker
2013:	Tauranga	Jake Whitaker
2014:	Nelson	Jack Sheppard (UK)
2015:	Taranaki	Jake Whitaker

Beach Racing, Hill Climbs, Miniature TT's, Grass Track & Cross Country

Beach Racing

Beach Racing was very popular throughout New Zealand prior to the advent of sealed circuit Road Racing, with races held from Muriwai, Raglan and Peka Peka in the North Island to Tahuna, New Brighton, Waikouaiti and Oreti in the South.

Sadly interest has waned somewhat due to a lack of interest and environmental restrictions.

The biggest beach meeting is now held at Oreti beach in Invercargill each year during the Burt Munro Challenge.

Beach Racing first started in 1906 on New Brighton Beach in Christchurch with a 50 mile feature race. Ernie Hines, Geoff Hockley, Burt Munro, Wilf Brown and Jack Swann were top racers in the early days. Others who performed well and won New Zealand Titles included: Len Perry, Bob Coleman, Bob Newbrook, Peter Butterworth, Paul Clarkson, Forrest Cardon and Don Boyle.

Hill Climbs

Hill Climbs have always been popular within motorcycle sport, be it off-road and/or on tarmac.

Names of venues include: Mt Roskill, Pigeon Mountain, Tauwhare, Moa Point, Mount Victoria, Bluff Hill and Bethune's Gully.

The Bluff Hill Climb is held every year during the Burt Munro Challenge in Invercargill.

Miniature TT

Miniature TT has always been a popular form of racing, with many well known off-road riders appearing on the results. It continues these days, albeit in a smaller way than in the past.

Grass Track Racing

Grass Track Racing was extremely popular in the early 20th century, with riders racing around horse tracks at break neck speed for large amounts of prize money.

There were many legends made in the 1 mile grass tracks, but Percy 'Cannonball' Coleman was the stand out winning ten Heavyweight Championships. Other names included Tom

Morgan and Henry Moller among other superstars.

Unfortunately the tracks became increasingly difficult to gain access to, and eventually the full mile racing ceased in the late 1930s.





However, ¼ mile grass tracks have remained and many named riders have been successful in that for many years.

Cross Country / Hare Scrambles

Cross Country, or Hare Scrambles, started in the 1980s. It is a cross between Enduros and Motocross and has attracted a large following of riders from all forms of off-road motorcycling. The sport is raced all over New Zealand.

Speedway

It has to be said that Speedway has produced more World Champions than any of the other disciplines in motorcycle Sport. Ronnie Moore, Barry Briggs and Ivan Mauger were part of a golden age of Speedway racing, winning no less than twelve world championships between them.

Through the 1950s and into the 1970s, they were the names every one talked about. Not forgetting others New Zealand riders such as Graeme Stapleton, Larry Ross, Mitch Shirra and Bruce Cribb and others who all followed the three Kiwi heroes to England and Europe to compete.

Speedway, or cinders racing, started in New Zealand in 1929, firstly in Wellington and Auckland then eventually in Christchurch and Dunedin.

In the early days it was motorcycles only – midget cars joined Speedway in the 1930s, and saloon cars and stock cars in the 1960s.

After World War 2 the NZACU set up a separate Board to look after Speedway only. The Speedway Control Board was still part of the NZACU and its first Secretary Treasurer was Mrs Dorothy Cook who would later become the

Secretary for the main NZACU organisation. The structure of the Speedway Control Board was changed in 1972 to become a completely separate office to the NZACU. Mr Alan McLaren was appointed the Executive Manager. Sandra Miller (Perry) took over from Mr McLaren when he retired, before she became full time Secretary of the NZACU after Max Cleverly retired.

Over the years there has been friction regarding Speedway; with the rise of cars in the sport it was only natural that eventually the motorcycle part would have less influence.

These days Speedway is run as a completely separate organisation, with MNZ having a voice regarding some of the motorcycle matters.

Top flight Speedway returned to New Zealand in 2012, 2013 and 2014 when businessman Bill Buckley backed three years of a round of the FIM World Speedway Championship at Western Springs in Auckland.

New Zealand's Individual World Champions

Ronnie Moore: 1954, 1959
Barry Briggs: 1957, 1958, 1964, 1966
Ivan Mauger: 1968, 1969, 1970, 1972, 1977, 1979

Scrambling / Motocross

Prior to 1973 Motocross was known as Scrambles in New Zealand, having been a part of the National Championship since 1951.

The name Motocross was run in New Zealand in the International Series organised by Tim Gibbes between 1964 and 1970. The Series saw top riders from Europe like Arthur Harris, Jeff Smith and Dave Bickers fighting it out with the best from New Zealand.

As was the case in most of motorcycle sport, in those earlier days it was not uncommon to see riders riding in several different categories and disciplines. It is interesting that each Class was run at one meeting, and in most cases different areas of the country at different times of the season (unlike modern times where all Classes are run at a single meeting over several rounds around the country).

As a result, many top road racer names can be seen in the Scrambles Championship results as well – names such as: Rod Coleman, Hugh Anderson, Kim Newcombe, Tom and Kevin McCleary appear among the notable names of off road riders of the period such as: Ken Cleghorn, Tim Gibbes, Morley Shirriffs, Alan Terry, Colin Shultz, Ross McLaren, Doug McLaren, Ivan Miller and Alan Collison. Speedway stars Barry Briggs and Graeme Stapleton also appear.

Machinery was originally a combination of British and European makes of motorcycle. Then, in the 1969/70 season, the first Japanese machines started to appear on the Championship results, with Tim Gibbes taking 2nd in the Open Class Championship at Wanganui on a Yamaha, and Laurie Love taking the first New Zealand Scramble Championship on a Japanese machine when he won the 350cc Championship on a Suzuki in Taranaki.

The 1970s really took off with more over-the-counter Motocross bikes becoming available. Riders making names for themselves included: Peter Ploen, Moss Smith, Gary Goodfellow, Ross Horsborough, Peter Boyle, Phil Turnbull, Greg Brinck and Craig Coleman. International riders continued to come to New Zealand in the 1970s, including Paul and Steve Harrison from the UK who were regular top performers. World 125cc Champion Gaston Rahier came out to New Zealand for selected events, as did 1978 World 125cc Champion Akira Watanabe.

The North vs South Motocross was started in 1956 by Mr Ernie Pink and Tom McCleary (Senior) and was raced for many years before being confined to the history books.

With a view to the future Junior Motocross started in the late 1970s and, after rules were put in place, the New Zealand Junior Motocross Championship came in to existence.

This would be the start for a number of riders who would eventually make International names for themselves in the Senior ranks. Three notable riders used this pathway to

International success – Darryl Atkins, Darryl King and Shayne King all made their mark in Junior competition before enjoying success in the international arena in Australia, USA and especially Europe.

Other notable New Zealand racers in the 1980s were names like Graeme Allan, Brian Patterson, Murray Anderson, Frank White, Ashley Major and Warren Timpson, to name a few. They came up against many overseas racers, including: Perry Leask, Jonathan Wright, and Greg Hanson from the UK, and Jeff Leask, Dave Armstrong, Ray Vandenberg, Glen Bell, Craig Dack and Steven Gall from Australia (among others). They all came and raced in New Zealand.

In 1996 New Zealand had its first World Champion when Shayne King won the 500cc Championship. In 1997 Darryl King would take 2nd in the Championship and Shayne 3rd place. In 1998 Darryl would finish 2nd again.

Since then Josh Coppins and Ben Townley have continued the winning ways with Townley becoming New Zealand's second World Champion in 2004, in the MX2 Championship. The next year saw Coppins finish 2nd in the MX1 Championship and Townley in 3rd.

In 2006 New Zealand rider Katherine Prumm won the FIM World Women's Cup and would take it out again in 2009. Tony Cooksley won the World Veteran Cup in 2007 and Darryl King took out the Veteran's Championship in 2012.

Josiah Natske finished 2nd in the European EMX125 Championship in 2015, and has been joined by Courtney Duncan who has embarked on a campaign to win the Women's Championship, some ten years after Katherine Prumm. Courtney has already won two rounds at the time of writing.

Another young rider and New Zealand Championship winner, 14 year old James Scott is also racing Europe in 2016 in the European Honda 150 Championship.

The New Zealand team has placed 3rd in the Motocross of Nations on three occasions: 1998, 2001 and 2006.

New Zealand has held only one World Championship event, the Junior Motocross Championship in 2009.

The sport has had a rich history both on a domestic scale and on the world stage that all Kiwis can be proud of, and there is no reason why this won't continue.

Enduros

Enduro racing started in New Zealand in mid 1970s. While initially run under the Trials part of the sport as some riders used Trials machines, this would change within a few years.

There were no exotic European Enduro machines or, if there were, they were few and far between. Most of the riders used road registered trail bikes with a few add on accessories.

The early Enduros occasionally took place on public roads so needed to be road worthy.

In 1976 an unofficial Enduro Championship was run called the New Zealand Motorcycle News Enduro Championship. The Series comprised of six rounds, Maramarua (2 days), Virgin Swamps (2 days), Ixion in Wellington, Switzers Gold Rush in Gore, and Waerenga in Hamilton.

1976 NZMCN Championship Results:

- 1st – Blair Harrison, Honda XL250
- 2nd – John Nicholson, Yamaha 250 Special
- 3rd – Phil Thompson, Yamaha TY250
- 4th – Alan West, Honda XL199
- 5th – Gary Wendt, Honda XL 199

In 1977 the first official NZACU Championship was run with two rounds in the South Island and four in the North Island. The scoring system and rules were standardised to the USA New England Enduro rules. The series was backed by significant sponsorship, with the first prize being a trip to compete in Australia for the overall winner. There were no official capacity Championships, only the overall placings were recognised.

By now specialist Enduro machinery was on the scene, and the new machinery that year

were the Yamaha IT 175 and Suzuki PE250 Enduro bikes. Both machines were a blend of current motocross chassis with engines modified for Enduro riding. Faster, better handling and lighter, these bikes represented what Kiwi riders had been trying to achieve with their homebuilt specials.

There were also grumbles emerging about the severity of some events and calls to make Enduros easier for entry level riders purchasing the new specialist Enduro machinery.

Allan West would win the first official Enduro Championship on a Honda XL350.

The sport blossomed over the coming years and it was inevitable that the thought of New Zealanders competing in the ISDT/ISDE was suggested.

In 1979 Tim Gibbes entered a private team, however it was not until 1982 (in Czechoslovakia) that a New Zealand team competed, albeit with help from the Australian team. The team was: Darryl August, Graham Harris and Mark McDonald, with Tim Gibbes as the Team Manager of both the Australian and New Zealand teams.

The team riders had a successful debut, with all riders bringing home a Bronze medal. It is important to note that New Zealand wasn't affiliated to the FIM so could not compete for the overall Team trophy prize, only individual honors and club team honors.

In 1983, still not affiliated to the FIM, the New Zealand team went to Wales comprising of: Paul Swift, Shaun Stanbridge, Graham Harris, Jock McLaughlan, Tjebbe Bruin and Terry Cameron. The team finished 4th in the club team results with six of the seven earning Bronze medals. Once again Tim Gibbes was the Manager.

Finally, in 1984 New Zealand became affiliated to the FIM and was allowed to enter official teams and riders in World Championship events such as the ISDE. In 1984 the team (Graeme and Chris Harris, Tony Cooksley, Dave Owen, Darryl August, Rob Snep, Grant Oliver, Mark Haines and Jonathan Guy) also competed in the Motocross of Nations which was another first for Kiwis.

In those days the 500cc (Moto des Nations) and 250cc (Trophee des Nations) were held in separate countries, in this case Finland and Sweden. This was seen as valuable practice on the rented machines leading up to the main event – the six days in Holland. On the sandy ground the team found the going tough as did the bikes but, in the end, Graeme and Chris Harris won Silver medals. Tim Gibbes was once again Team Manager.

In 1985 the ISDE moved to Spain and, working alongside the Australians once again, Graeme Harris won a Gold medal, while Darryl August took a Silver and Rob Snep a Bronze – all amazing efforts considering August rode two days injured, and Snep had to fill his bike frequently with water after a radiator was damaged.

In 1988 John McKee travelled to France as an individual and won a Silver medal – New Zealand did not compete officially again until Cessnock in Australia in 1992 where the New Zealand Trophy Team finished 7th and the Junior Trophy team finished 5th.

In recognition the FIM awarded both New Zealand teams the Watling Trophy (usually awarded to just one team) for outstanding performance. Sean Clarke won an individual Gold medal.

In Greece in 2008 the Kiwi teams took 10th in the Junior Teams Trophy and 16th in the World Teams Trophy.

In the years that followed, individuals contested the ISDE and other events internationally, such as Australian-based expat Kiwi Stefan Merriman who was highly successful riding for Australia. Chris Birch won the Romaniacs extreme Enduros, and also competed in the Dakar Rally along with others rallies like the Roof of Africa, which he also won.

Like all sports there have been many changes, with the move to more events to appeal to the mass market riders, but also now a swing back to a more extreme Enduro style racing modeled on the early days.

Since its inception in the 1970s, Enduros has become a major part of motorcycle sport in New Zealand, and it looks likely to continue to be so for many years to come.

New Zealand Hosts 2006 ISDE

In 2003 Motorcycling New Zealand had been given the rights to host the 81st ISDE to be held in 2006, and so the planning began. Taupo District was where the event was to be held – beautiful scenery and great terrain with well draining soiling.

This was arguably going to be the biggest motorcycle event in the history of the organisation. The initial stages were about setting contracts, creating a separate company (known as ISDE Ltd) to protect Motorcycling New Zealand, and creating management teams.

Arthur Klap was the Chairman of ISDE Ltd. Arthur was the Managing Director of the event management company Sports Impact, and organised key events in New Zealand as well as working towards hosting other World Championship events in New Zealand.

Darryl August of Taupo was appointed to the Board, as was Trevor Gill as the CEO of MNZ, although this changed to Vicky Simm later when Trevor resigned from his role with MNZ.

Sean Clarke was appointed the Event Director, and was integral to the event itself – Sean was the key to making the event a success – after all, it was Sean's brainchild to bring the event to New Zealand.

Nick Reader was appointed as Marketing Manager for the event, Nick was based in Taupo and had a good motorcycle background being the owner (at the time) of Epic Events, and an ex-MNZ Official.

Also added as a Board member was Geoff Hall, the President of the Taupo Motorcycle Club at the time. The Taupo Motorcycle Club would host the final day of the ISDE which was a Motocross.

And so the planning began. Obtaining sponsorship, grants and funding was a big part of the event – of equal importance to ensuring



that there was land available for the event. It was quickly realised that this was going to be at least a million dollar event which had to be self funded.

The New Zealand Government saw this as a major event for the country and supported it as such.

Sean quickly gained confidence from Carter Holt Harvey for the use of forestry land, although these negotiations would continue for some time.

As well as Carter Holt Harvey, negotiations had to be entered into with Landcorp. Consideration also had to be given to the public roads that were being used, and how all the bikes were going to be registered and warranted in New Zealand.

Whilst the list of "how to's" and "what if's" were growing longer by the day, the excitement was

growing around hosting such a prestigious event in New Zealand.

Sean created volunteers to help him with the tracks and at the actual event; there were 100's of volunteers involved with the event. Some people came out to help who hadn't been seen for many years. It showed the true passion for Enduro in New Zealand and the enthusiasm to show to other countries not only how beautiful New Zealand was, but that we could host a great event with great racing.

Literally thousands of hours of work went into the planning of the event, initially it was estimated that there would be 20 countries attending and an average of 10 riders per country, with around 100 from each of New Zealand and Australia.

At the closing of entries there were 600 competitors from 31 countries – the most competitors ever entered into an ISDE in it's 81 year history. The planning and promotion had certainly paid off.

Riders were from:

Andorra	1 competitor
Argentina	1 competitor
Australia	70 competitors
Austria	3 competitors
Belgium	12 competitors
Canada	25 competitors
Chile	13 competitors
Costa Rica	1 competitor
Czech Republic	18 competitors
Denmark	3 competitors
Ecuador	1 competitor
Finland	16 competitors
France	28 competitor
Germany	28 competitors
Great Britain	46 competitors
Greece	6 competitors
Hungary	6 competitors
Ireland	12 competitors
Italy	28 competitors



Japan	13 competitors
Mexico	28 competitors
Netherlands	22 competitors
New Zealand	103 competitors
Poland	9 competitors
Portugal	7 competitors
Slovakia	6 competitors
South Africa	3 competitors
Spain	25 competitors
Sweden	25 competitors
USA	40 competitors
Venezuela	10 competitors

Not only were there the riders, an additional 1,500 support crew attended this event too.

Parc Ferme was at the Taupo Motor Race circuit, as was all of the volunteer camping and catering tents. This was a grueling six days for the volunteers out on tracks from dusk to dawn. There were in excess of 130 volunteers involved in the actual event.

The Taupo Motor Race circuit became the central hub of the event, with all of the race control there, as well as the international timing team being based there and the media center. Terry Stevenson was the Media Manager for the event, looking after the media center and taking care of all enquiries from press from all over the world who were in attendance.

Support crew arrived up to ten days prior to the event to set up in the Parc Ferme. They had full catering facilities for their teams. Some team members were in attendance earlier, others came closer to the event time. The track was able to be inspected by competitors only three days leading into the event, this was the 9th, 10th and 11th of November.

Technical inspections also took place on the 9th, 10th and 11th of November. Errol Conaghan of New Zealand headed the Technical team. All bikes had to be impounded in Parc Ferme on the 9th of November.

The 12th of November saw the opening ceremony, where streets in Taupo were closed for an Olympic style opening ceremony – all of the representative riders paraded through the streets to the Domain where the ceremony was held.

The event itself went very well, despite all of the weather conditions being thrown at the organisers. Who would have thought in November you would wake to snow on the mountains and then torrential rain which lead to hypothermic conditions for some?

Each day saw changes in the results, and some very tired but exhilarated riders finishing the terrain tests. However it didn't stop at the end of the terrains for the organisers – every night at 6pm there were Jury Meetings to discuss the days events. Each country was represented at the Jury Meeting. New Zealand's representative was Alan Chant. Also in attendance from the organising team was Sean Clarke as the Clerk of the Course, Errol Conaghan as Technical Steward, Lyn Youren as Environmental Officer and Vicky Simm as Secretary of the Event. These meetings sometimes went long into the night.

In addition to those meetings, the volunteers were planning the next day – where they were to be and what, if any, challenges they may face.

The satisfaction from the riders attending exceeded everyone's expectations, some saying that in their opinion it was the best ever ISDE, and they had been attending for the past 25 years.

Motorcycling New Zealand was awarded the Watling Trophy at this event. The Watling Trophy is a prestigious FIM Trophy, which is awarded for best performance. We believe it was the first time that a host country had been awarded the Trophy; history had shown it was generally awarded to a country that had performed well by exceeding previous results.

New Zealand was represented by:

- Trophy Team: Shayne King, Paul Whibley, Chris Birch, Cameron Negus, Lachlan Columb and Darryl King
- Junior Trophy Team: Adrian Smith, Karl Power, Michael Phillips and Jason Davis

The teams placed 7th and 10th respectively.

There were also 30 New Zealand Club teams.

Medals were as follows:

GOLD	Shayne King
GOLD	Paul Whibley
GOLD	Cameron Negus
GOLD	Chris Birch
SILVER	Chris Power
SILVER	Tony Parker
SILVER	Rob Howe
SILVER	Phil Singleton
SILVER	Kelly Paterson
SILVER	Damon Nield
SILVER	Paul Singleton
SILVER	Julian Hennessy
SILVER	Renny Johnston
SILVER	Mark Dando
SILVER	Jason Bennett
SILVER	Brock Hamilton
SILVER	Barry Wilson
SILVER	Ricky Kernohan
SILVER	Hamish Thomas
SILVER	Shaun Fogarty

SILVER	John Buxton
SILVER	Adrian Smith
SILVER	Lachlan Columb
SILVER	Karl Power
SILVER	Steven Bird
SILVER	Heath Howlett
SILVER	Daniel Williamson
SILVER	Peter Broxholme
SILVER	Dhugal McLaren
SILVER	Glenn Manning
SILVER	Jeremy Whata
SILVER	Tim Woodward
SILVER	Maurice Ebbett
SILVER	Dene Heney
SILVER	Chris Singleton
SILVER	Mark De Lautour
SILVER	Sam Swanson
SILVER	Clinton (Les) Walch
SILVER	Simon Bicknell
SILVER	Blair Emmett
SILVER	Rory Mead
SILVER	Trent Burgiss
SILVER	Darryl August
SILVER	Shane MacDonald

BRONZE	Jonathon Hill
BRONZE	Mike Bennett
BRONZE	Brenton May
BRONZE	Allister Whatmough
BRONZE	Nathan Wooderson
BRONZE	Dave Williams
BRONZE	Murray Jensen
BRONZE	Jon Refoy
BRONZE	Robert Creemers
BRONZE	Simon Routledge
BRONZE	Lester Yates
BRONZE	Richard Knudson
BRONZE	Shane Smith
BRONZE	Hazel Rushworth
BRONZE	Mark Draper
BRONZE	Michael Phillips
BRONZE	Mark MacDonald
BRONZE	Morgan Dransfield
BRONZE	Adrian Vogt
BRONZE	Joseph Forsyth
BRONZE	Claude Sabatier
BRONZE	Wendy Robinson
BRONZE	Graeme Morgan
BRONZE	Richard Pledger
BRONZE	Peter Herd
BRONZE	Ian Wilson
BRONZE	Gordon Maisey

BRONZE	Stephen Major
BRONZE	Craig Wight
BRONZE	Shayle Thompson
BRONZE	Darrin Hall
BRONZE	Murray Searle
BRONZE	Michael Ross
BRONZE	Jason Nicol
BRONZE	Greg Bollond



The World Super bikes Kiwi Connection

(1988-90 & 1992)

While the World Superbike Championship races at Manfeild Auto Course near Palmerston North were New Zealand's first World Championship Road Race event in the NZACU's history, few people recognise the role that New Zealand played in the early days of the sport.

American Steve McLaughlin had been developing an idea since the 1970s following a discussion with the late Warren Willing when he talked about a similar series that was raced in Australia. Superbike racing in America started in 1976 with the creation of the AMA Superbike Championship. McLaughlin himself was the winner of the first event, but the Championship went to Reg Pridmore.

The idea of the Superbike Series developed in the mid 1980s, with the idea being to run the Series along AMA rules, but with a few changes. Two of those differences being over bored cylinders, and the use of stock carburettors. World Superbikes would be open to 750cc 4 strokes and 1000cc twins.

By the late 1980s the FIM TT Formula 1 Championship had largely become irrelevant. McLaughlin managed to convince the FIM with help from the NZACU's Ken Duncan that a series was worth it's time. There was a lot of resistance from the FIM Congress, but the proposal was accepted provided McLaughlin could find enough circuits to sign up.

In 1987 McLaughlin and partners that included Kiwis Keith Jones and Brian Lawrence formed Sports Marketing Limited; McLaughlin would receive 35% of the company's shares.

Brian Lawrence was at the time working for Global Motorsports, a division of the Global Sports and Promotions Company, which in turn was a part of the bigger Madison Corporation who promoted other niche sports around the globe. Keith Jones was the Managing Director of Global Sports and Promotions.

Circuits were approached throughout 1987 and nine rounds were locked in for the first season in 1988: Donington Park, Hungaroring, Hockenheim, Osterreichring, Sugo, Le Mans, Estoril, Oran Park and Manfeild. Sports Marketing Limited (McLaughlin, Jones and Lawrence) funded the 1988 Series itself as it was unable to attract a Series sponsor. The company pledged to provide a travel fund of £25,000 at each round of the 1989 Championship, to be split among the top 25 riders from the 1988 Championship.

The search for funding continued into 1989, with Keith Jones travelling the globe in an effort to find a title sponsor to help alleviate the mounting debts. However, just one week before the opening round of the 1989 Series, the Madison Group called Jones back to Auckland for a Board meeting. The parent company had decided that, after almost a million dollars had been spent on the Series with no sign of a return, they would not support the WSBK in 1989.

As a result, Sports Marketing ceased trading in March 1989. The NZACU and Manfeild Promotions would together run the New Zealand round in 1989, to help secure the future at least until the next year (1990).

The FIM stepped in to save the Series, but only agreed to fund the travel fund for the first round. Almost immediately the President of the FIM, Joe Zegwaard, and Japanese advertising agency, Dentsu (through their representatives, Moto Co) started negotiations.

At the same time Denstu made their initial offer, a rival bid had been placed by former car racer Maurizio Flammini.

Dentsu had approached the FIM with an interest to take control of the WSBK from 1990. However, they were more concerned with the ongoing efforts to secure television coverage rights for the 1992 Olympic games and, as such, their talks with the FIM and Mr Zegwaard had not come to a conclusion by the end of 1989.

As the deal wasn't finalised, the deal offered from Flammini was accepted.

There was much legal wrangling between Flammini and Dentsu, resulting in a joint venture in which Flammini was contracted to handle administration of the Series and Dentsu were to provide and distribute the television coverage. The joint contract was to last until the end of 1992. Dentsu secured a title sponsor in Diesel Jeans for three years: 1990-92.

At the end of 1992, Dentsu did not renew its contract and full control of the Series was handed to Flammini.

The World Superbike Championship was never to be seen in New Zealand again;

increased costs and demands from Flammini did not make it possible to run a round in New Zealand. The Italians did not want to come to New Zealand unless the new demands and conditions were met.

This was a big loss, especially as it was an American, a couple of Kiwis and NZACU who had helped get the Series started.

However, it also signaled the beginning of an era of New Zealand having riders fight for the World Championship, with Aaron Slight and Simon Crafar being part of the leading riders for much of the 1990s, along with Gary Goodfellow. Sadly New Zealand would never see them, or the many resident Kiwi racers, on home ground in World Championship action after 1992.



Stroud

The World Superbike Meetings still hold the record for the largest crowds ever at Manfeild Raceway for all forms of motorsport.

As a Record

1988

In the first year at Manfeild, pole position went to Davide Tardozzi on a Bimota YB4 with a time of 1:10.48, and a new lap record was established by Stéphane Mertens on another Bimota in a time of 1:11.26.

Race 1 was won by Fred Merkel (Honda RC30), from Fabrizio Pirovano (Yamaha) and Kiwi ex-pat Gary Goodfellow (Honda RC30).

Race 2 was won by Stéphane Mertens from Australian Malcolm Campbell (Honda RC30), with another Australian Rob Phillis (Kawasaki GPX750) in 3rd.

Merkel won the title from Italians Fabrizio Pirovano (Yamaha) and Davide Tardozzi.

Best performing resident Kiwis in Race 1 were Glenn Williams in 10th, Mike King in 12th and Andrew Stroud in 13th. In Race 2 it was again Glenn Williams in 8th with Andrew Stroud in 9th and Dale Warren in 14th.

1989

Pole position went to reigning champion Fred Merkel but Englishman Terry Rymer (Yamaha OW01) won Race 1 from Kiwi rising star Aaron Slight (Kawasaki ZXR750), with Fred Merkel (Honda RC30) 3rd.

Race 2 was won by Stéphane Mertens (Honda RC30) from Malcolm Campbell (Honda RC30) and Fred Merkel (Honda RC30).

Merkel took his second World Title.

Aaron Slight set a new lap record at Manfeild in a time 1:08.17 in Race 2, but did not finish the race. Best performing resident Kiwis in Race 1 were Glenn Williams in 8th, Simon Crafar in 10th and Eddie Kattenberg in 12th. In Race 2 it was Andrew Stroud in 6th, Simon Crafar in 10th and Grant Ramage in 12th.

1990

The third year saw Australian Rob Phillis (Kawasaki ZXR750) on pole. Race 1 was won by Terry Rymer (Yamaha OW01) from Frenchman Raymond Roche (Ducati) and Rymer's team mate Rob McElnea (Yamaha OW01).

Race 2 was won by Rob Phillis from Terry Rymer and Aaron Slight (Kawasaki ZXR750).

Slight failed to finish Race 1 due to an electrical problem, with the best performing resident Kiwis being Andrew Stroud in 8th, Tony Rees in 9th and Russell Josiah in 11th.

Frenchman Raymonde Roche won the Championship.



Stroud, Britten

1991:

A one off Pan Pacific Road Race round was run at Manfeild in 1991.

1992:

The last year of the World Superbikes in New Zealand saw a large factory entry – certainly the last year could not be compared with the first year.

Italian Ducati factory rider Giancarlo Falappa took pole with a time of 1:06.740. American Doug Polen took out Race 1 on the factory Ducati, from Kiwi star Aaron Slight on the Factory ZXR750 Kawasaki, who smashed his own lap record to set a new fastest time of 1:07.380. Raymond Roche was 3rd on another Factory Ducati.

Race 2 was the closest race ever at the Manfeild Superbike rounds. Ducati team mates Polen and Falappa dueled to the line with Polen setting a new lap record of 1:06.970, but Falappa taking the win by 1/100th of a second with 3rd place going to Aaron Slight.

Polen won the World Title for a second time.

It was a fitting goodbye to Manfeild and with the last race being so memorable and a Kiwi on the final rostrum. The best Kiwi resident riders in Race 1 were Tony Rees in 11th, Russell Josiah in 13th and Paul McQuilken in 14th. In Race 2 it was Rees in 12th, McQuilken in 13th and Josiah in 14th. Fastest Kiwi Qualifier had been Rees with a time of 1:09.96, just behind future World Champion Troy Corser.



Stroud, Britten bike

One Day in July – World Speed Record Attempt (1955)

Located just 50km Northwest of Christchurch is the district of Swannanoa. Tram Road is a dead straight, 16km long public road which was used for many years for speed record attempts.

In 1955 history would be made again. There would be another attempt, but this would be no ordinary attempt on the world solo record and sidecar record. This attempt would be on the same motorcycle, a Vincent Black Lightning.

The story actually starts a year or two before the attempt. Russell Wright became friends with Burt Munro. Burt held the New Zealand solo speed record of 139mph. Russell decided in 1952 to order a brand new Vincent Black Lightning motorcycle from a local shop, with the plan to tackle Munro's record. Russell placed the order and went back to building houses.

Around a year later after handing over £600 (approx \$32,000 in modern money) the bike arrived. The bike was the same bike Vincent had shown at the Earls Court Show in London. It was stock, and ran 13:1 pistons to burn 80/10/10 premixed fuel of the day (80% Methanol, 10% Petrol and 10% Benzole).

After preparing the bike using only the owner's handbook, Russell made two runs and took the record to 140mph. As it happens, on the same day Bob Burns was running his converted Vincent Rapide as a sidecar machine, running homemade full streamlining that he had modeled on the world record holding German NSU machine. Wright and Burns struck up a friendship and formed a partnership to attempt to take two world records.

From the beginning, it was all about the world records. The solo record stood at 180mph and the sidecar at 154 mph. Burns saw a way of fitting the sidecar streamlining to the lightning which would mean they could attempt the records on one machine. The two riders

agreed on a deal – they would use Wright's machine, Burns would supply the streamlining, and any prize money would be split down the middle. As Burns was a precision engineer, he would prepare the machine. Big port racing cylinder heads and special Amal TT carburettors were fitted.

The first outing for the machine was in December 1954. Bob broke the FIM world record for sidecars and took it to 157mph.

An early attempt at the solo record in February 1955 failed when a mistake in gearing robbed the machine of the needed speed. The next attempt was scheduled for the 2nd July.

The Vincent and Russell Wright in the USA

Things started well enough and, after a close call with a bird, Wright set off on the first run of two. A white mark was painted on the bike's rev counter to mark the 180mph world record mark. The first run went fine with the bike well over the mark. Russell was happy the bike was smooth, it handled well with the streamlining, and it was no trouble keeping to the centre of the road.

The second run would prove to be more exciting, accelerating up through the gearbox the big Vincent was performing perfectly – that was, up until just past the speed trap. On the Canterbury plains there are many tall hedges to aid wind shelter from the gusty winds that can be experienced there. It was passing the end of one hedgerow that a sudden gust of wind hit the rider and machine, and all but took the rider and machine off the road at 185mph. Either through pure luck or skill, Wright regained control and came to a stop.

Albeit with a shaken rider, a new world record was set at 185.15mph. Wright then declared he would never use Tram Road again.



Bob and Team in the USA. Note third wheel.

When it came to the sidecar record, Burns fitted a third wheel and equalled his 154mph record on the first run. Not overly happy, Bob realised the bike lost revs when he merely raised his head above the fairing rim to look up the road – the bike would drift down the camber on the road and Bob had to look down the road to correct it. On the second run he decided to keep his head down.

The bike built speed to an indicated 177 mph, but the rider had to look up for the markers and, in the process, lost 12 mph. At the same time the rider and bike had drifted down the camber and was very close to the shingle covered verge. A close call again, however another world record of 162 mph.

The pair received a trophy for the record and £1,000 for the effort and, as agreed, split it between them. A promotional trip to the UK and USA followed. In 1956 the pair gave up record attempts.

It is interesting to note that, while the bike was owned by Russell Wright, he never had any inclination to ride on the road. Bob Burns on the other hand owned road bikes all his life and was still riding well in to his seventies.

In 1975 a memorial was unveiled to the pair on Tram Road.

The Memorial Stone on Tram Road

Both riders attended the unveiling. Bob Burns died in 1993 aged 83, and Russell Wright died in 2013 aged 83.

Words: Ian Dawson
Pics: Various Sources



Disclaimer

This is an overview of the history of the NZACU/MNZ and has captured the information from the organisation's archived files. In no way is there a reflection on anyone should they have, for some reason, not been included in this publication. The history of the organisation, like any organisation, will continue to be a work in progress.

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An organisation that has survived 100 years
is worthy of celebration.

This book has been created to document the history
of the organisation that started in 1916 as the
New Zealand Auto Cycle Union Inc. (NZACU),
and then many years later modernised its name
to Motorcycling New Zealand Inc. (MNZ)
as we are known now.

