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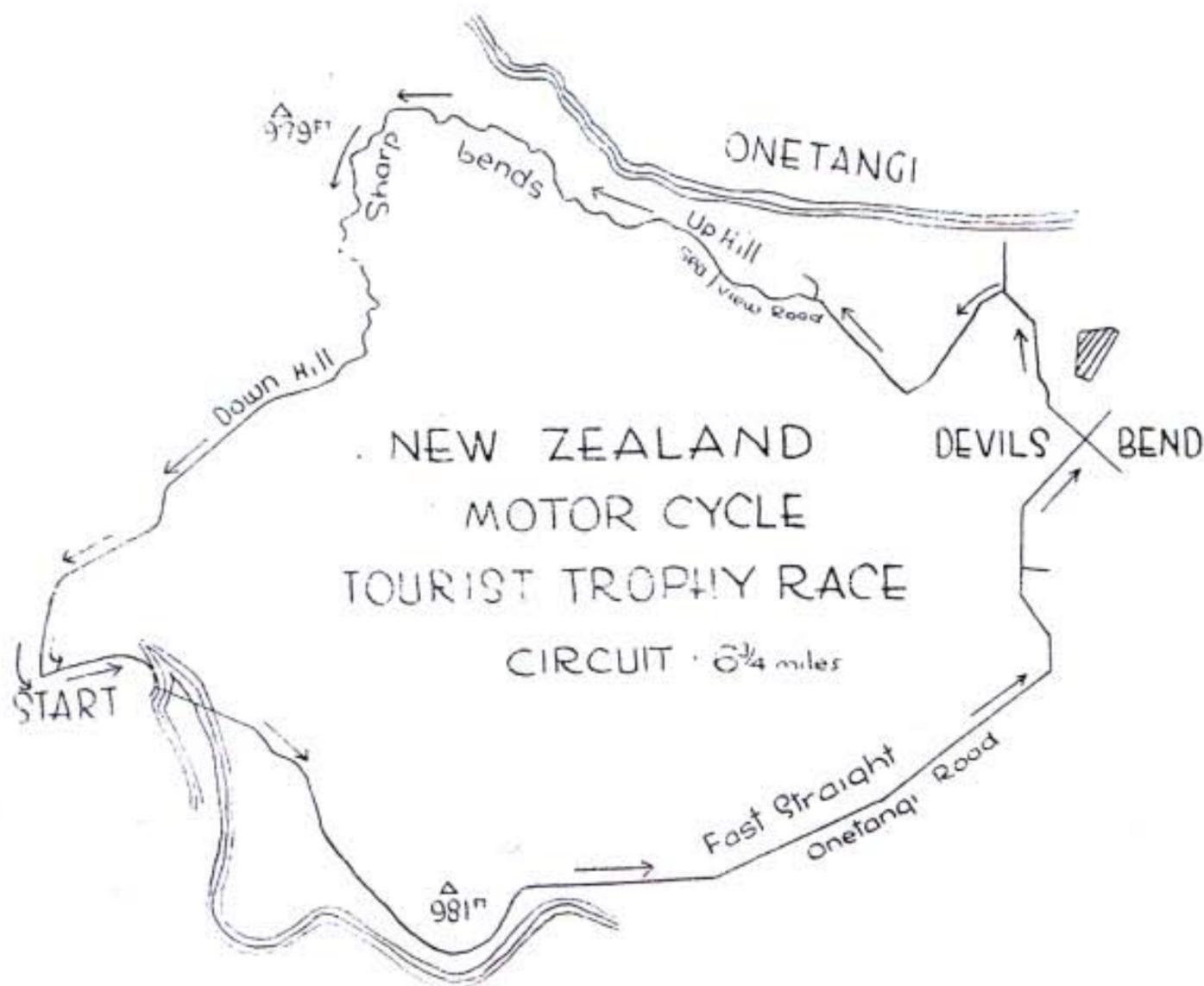


AUCKLAND MOTOR CYCLE CLUB
(INCORPORATED)

PROGRAMME

NEW ZEALAND'S FOURTH TOURIST TROPHY RACE

JANUARY 29th, 1934



OSTEND, WAIHEKE ISLAND, AUCKLAND





NEW ZEALAND

Motor Cycle

Official organ New Zealand Auto-Cycle Union (Inc).
Auckland M.C.C. Wanganui Sports Motor Cycle Club
Pioneer Sports Club Hamilton Motor Cycle Club
Paeroa M.C.C. Kaipara Motor Cycle Club



The New Zealand Tourist Trophy Race

Firmly established as New Zealand's greatest road race, the N.Z.T.T. being held at Ostend Waiheke on Monday, 29th January, gains added importance through the fact that last year's winner, Sid. Moses, as New Zealand's representative to the Isle of Man, gained a replica in the Junior event.

It had long been the ambition of keen motor cyclists to find a suitable road in New Zealand where a T.T. could be held, but until 1931—impossible. On June 3rd, 1931, however, New Zealand's first T.T. was held at Ostend, Waiheke, and proving an unqualified success, has become a yearly event—now held on Anniversary Day.

To hold such a race and provide adequate prize money presents considerable difficulty to the Club concerned—the Auckland Motor Cycle Club—as there is no large grant as in the Isle of Man and no means of raising revenue. In spite of this great handicap the prize money offered this year shows that the Club are doing everything possible to attract outside riders and to make the race representative of New Zealand.

Whilst the course is of a different nature to that in the Isle of Man it is recognised as probably more difficult, calling for the utmost skill in riding and careful preparation of machines—the fact that it is so difficult making it ideal from the point of view as a testing ground. The high speeds obtained in the Isle

of Man cannot be approached at Waiheke for many reasons, but to be successful in the Isle of Man high speed is not the only qualification—in fact, we should say that the quest for high speed to the exclusion of all other considerations has been the downfall of many T.T. competitors, and this should be borne in mind by all those competing at Waiheke.

At the time of writing nothing definite has come from England regarding the usual money grant for overseas riders for the Isle of Man T.T., but it is to be expected that at least one man will be chosen, and the N.Z. A.C.U. have promised to give those riders competing at Waiheke consideration in the selection—a difficult task at any time, but one that would be much more so were it not for the N.Z. T.T.—the only race in which riders can prove they possess the necessary ability to give them a chance overseas.

AUCKLAND LEADS

There were more motor cycles licensed in the Auckland postal district than anywhere else in the Dominion at the end of September, the total being 3870. Christchurch was second with 3063, Wellington, 1845, next, after which were Hamilton 1413, Dunedin 1246, and New Plymouth 1221. The total number of motor cycles registered in the North Island on the same date was 11,531, and in the South Island 7209, making a grand total of 18,740.

AN APPRECIATION

The Auckland Motor Cycle Club take this opportunity to welcome the officers of the New Zealand Auto Cycle Union to the Tourist Trophy Race at Ostend, Waiheke, on the 29th.

The Club also extends a hearty welcome to visiting clubmen and riders.

With the field offering we can all look forward to an exciting race. Men have come from all parts of the Dominion to compete in New Zealand's classic road race.

That which a short time ago was a dream is now an accomplished fact.

We have primarily to thank public-spirited residents of Ostend for making it possible to use the roads and helping one of the manliest of sports.

A great deal of time is spent by club officials, but they consider it well spent.

Waiheke has produced some very good riders, and last year S. Moses, who represented New Zealand in the I.O.M. T.T. brought the first Replica to this country, also an award for pluck and endurance.

Moses had not raced before the T.T. was founded, and but for this race may never have been discovered.

There must be more like him, and it behoves us to foster this branch of the sport.

The Club would also like at this time to thank the following firms and individuals who have so generously helped us with the financial side of the venture. Without the whole-hearted support of these people it would have been extremely difficult to carry on:—Brookfield Motors Ltd.; Sargeants Garage and Motor Depot; Mason & Porter Ltd.; Dallow & Forsyth; Gane Engineering So.; Merson Bros.; Automotive Reconstruction Co.; Les Stericker; Johnson & Sons Ltd.; Geo. Cain's Welding Works; F. Zambucca; Rait & Morris; Skeates & White Ltd.; Robinson's Motorcycles Ltd.; Person & Lemon; O. E. Cordes; Jack Stewart; Australasian Battery Co.; A. G. Brown; Goodwin & Pedson; Maling & Co.; Eureka Cycle Works; T. Laffey; A. G. Healing & Co.; E. H. Millard; Isaac Brown & Co., Paeroa and Thames; Hasties, Cambridge and Matamata; C. Kirkby, Cambridge; J. & W. White Ltd.; Jones Brso. Ltd.; F. W. Cave, James Worrell (Australia)

TO SEE THE T.T.

The best place to see the race from is on the natural grand stand formed by the high ground on the left away from the start.

From this vantage point a splendid view of the start is obtained and riders can be kept sight of to the first corner, coming into view again up the next hill, disappearing from this point until coming down the hill on the other side of the island.

With so many riders competing one or more will be in view practically all the time, so that those watching will have very few dull moments.

As the riders' numbers are on the front and left side the progress of the race will be easy to follow with the aid of the lap scoring chart to be found in another part of the programme.

AUCKLAND MOTOR-CYCLE CLUB (Incorp.)

Officers:

Patron: Mr. R. E. Champtaloup

President: Mr. W. White

Vice-Presidents: Messrs. J. White, J. C. Kay and W. Wadham

Secretary: Mr. H. B. Fletcher

Judge: Mr. M. Lichtenstein

Track Marshals: Messrs. J. C. Kay and S. Craig

Timekeepers: Messrs. L. A. Millar, W. Wadham, H. S. White and G. Smith

Lap Scorers: Messrs. R. Shaw, A. Kennedy, A. G. Sutherland

Starter: Mr. W. Marett

Machine Examiners: Messrs. C. Goodwin and W. Wadham

A.C.U. Representative: Mr. C. Allen

Clerk of Course: Mr. E. T. White

Protest Committee: Messrs. F. R. Jones, C. Allen and E. T. White

Pit Steward: Mr. H. Fletcher

Medical Officers: Dr. Patterson and St. John Ambulance

Track Stewards: Boy Scouts

N.Z. T.T. SPEED TABLE

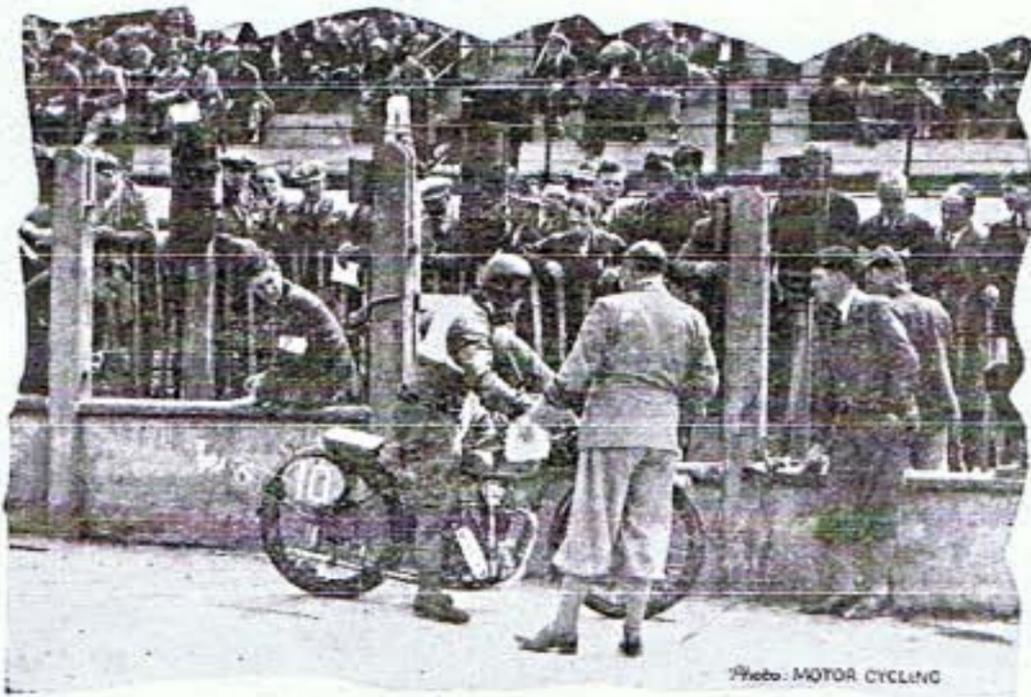
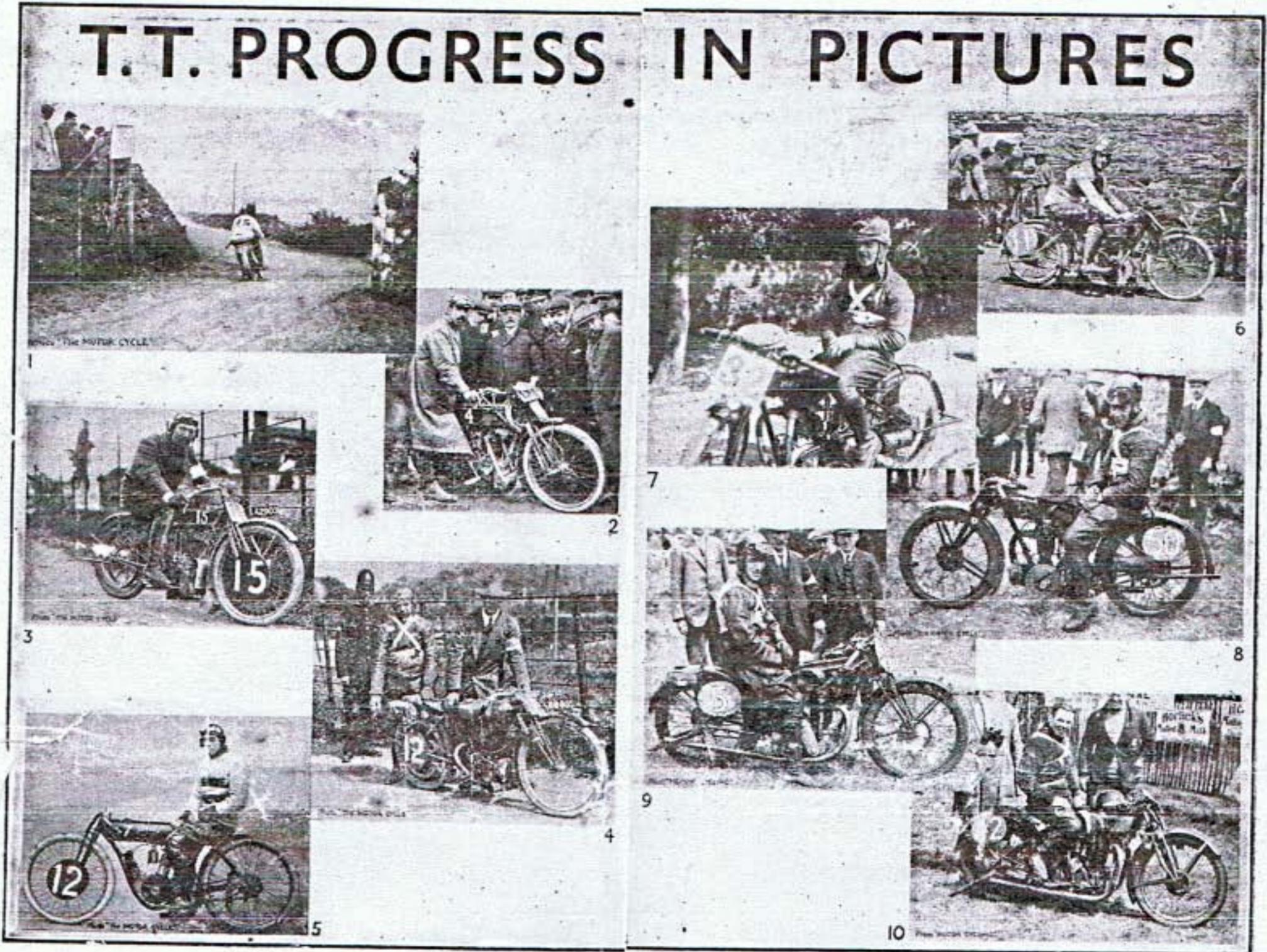
Giving miles per hour for various lap times for N.Z. Tourist Trophy course.

Lap Time	Speed	Lap Time	Speed
M. S.	M.P.H.	M. S.	M.P.H.
12 0	33.7	8 30	47.5
11 30	35.2	8 0	50.6
11 0	36.7	7 30	54.0
10 30	38.5	7 0	57.7
10 0	40.0	6 30	62.5
9 30	42.5	6 0	67.5
9 0	45.0	5 30	72.0

Riders and Lap Scoring Chart

No.	Rider.	Town.	Machine.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1.	W. GRIEVE	Auckland	H.D. Jap 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
2.	A. MORGAN	Hamilton	Velocette	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
3.	A. MATTHEWSON	Auckland	Norton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
4.	A. McLAREN	Hamilton	AJS 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
5.	L. RANSOM	Petone, Wellington	AJS 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
6.	S. MOSES	Auckland	Rudge 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
7.	B. BRAY	Auckland	Norton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
8.	D. CRAIGIE	Whangarei	Norton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
9.	A. V. or E. R. ANDERSON	Auckland	Rex Acme 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
10.	A. BRADLEY	Nelson	Rudge 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
11.	C. GOLDBERG	Auckland	H.D. Jap 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
12.	J. FARNHAM	Otorohanga	Rudge 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
14.	L. SOWERBY	Auckland	Velocette 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
15.	A. PERRY	Hamilton	Velocette 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
16.	P. POLAND	Otorohanga	New Hudson 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
17.	H. TETLEY	Auckland	Norton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
18.	W. GREY	Rotorua	Norton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
19.	J. DALE	Auckland	Rudge 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
20.	W. ROBINS	Whangarei	Velo.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
21.	B. SMITH	Whitford	Norton 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
22.	L. V PERRY	Auckland	Velo 2 3/4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
23.	R. McLEOD	Te Puke	Cotton 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
24.	C. R. ALLEN	Blenheim	Sunbeam 3 1/2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
25.	J. McLEOD	Auckland	Norton	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25

T.T. PROGRESS IN PICTURES



IN THE PITS

Here is pictorial evidence of T.T. influence. Contrast the old Keppel Gate taken at a crawl, with the same spot to-day where a "cool 65/70" is usual. Contrast the pre-war with the post-war products: note the stages of development in the search for faster, safer machines. The illustrations depict:—
PRE-WAR—(1) Old Keppel Gate. (2) Charlie Collier (Matchless) 1907 "single" winner. (3) Harry Collier (Matchless) rider of the first "single" home in 1911 Junior. (4) Hugh Mason (twin-cylinder NUT) 1913 Junior winner. (5) O. C. Godfrey (Indian) who tied for second place in 1914 Senior with H. R. Davies (Sunbeam).
POST-WAR—(6) G. S. Davison (Levis two-stroke 1922 Lightweight winner. (7) Howard Davies (HRD) 1925 Senior winner. (8) Walter Handley on a Rex-Acme 1925 Junior winner. (9) Alec Bennett (Velo.) 1926 Junior winner. (10) Charlie Dodson (Sunbeam) 1928 and 1929 Senior winner.



T.T. RACES— Past, Present and Future

As that famous and, perhaps, most consistent of all T.T. riders, Graham Walker, asserts, British motor cycles to day lead the world: British riders, too, have everywhere proved their superiority.

Yet there was a time when Britain was hopelessly outclassed—when her motor cycles and her riders were beaten time and time again by foreign rivals. Our present predominance in the world of motor cycles is due almost entirely to lessons learned in the T.T.

Prior to 1907 there was no T.T., although for some years before that date a small group of British riders competed in an annual event called the International Road Race. For this event—run off in the winner's own country—no competing machine was allowed to scale more than 108½ lb. They were real lightweights in those days.

"Blacksmiths' Work" before the Race

Sad to relate, we did not put up any sort of a show in these races—probably because nobody took them seriously. Entries were secured by the A.C.U. with difficulty, usually after much persuasion. And when the racers were built, the riders had literally to carve chunks off some parts, and to drill holes in others, to get "below weight."

Lack of proper preparation, inadequate practising, strange courses, and works backing conspicuous by its absence, were among the reasons why—in those days—we were completely outclassed.

Humiliation at successive defeats began to rouse latent ambition, and in 1905 we actually ran some eliminating trials in the Isle of Man to select a good British team. Although the machines were mostly rated with touching optimism at 8-10 h.p., they were unable to "pick up" after the Ramsey hairpin.

A Decisive Foreign Victory

So the promoters simply altered the course to suit. But even with the mountain road cut out, only 2 out of 19 machines finished, and a foreign machine won at 20 m.p.h. faster than our best mount.

Next year we were better—only five men entered—and Harry and Charlie Collier, with Franklin, the Indian rider, formed the British Team to visit Austria. Harry Collier finished third, half-an-hour behind the winning Austrian—a poor show.

Then, at last we moved. In 1907 the A.C.U. got busy and organised the first T.T. race for a Trophy presented by a wide-visioned sportsman—the Marquis de Mousilly St. Mars. Fuel was rationed—a gallon for 90 miles to singles and 75 miles to twins. Even the "cracks" pedalled to help their engines in those days—they had to.

1908 saw the Second T.T. Pedalling was barred and silence tests were held before weighing in. Jack Marshall (Triumph) won at 40.49 m.p.h.; Harry Reed led the twins with a Peugeot engine.

Already the T.T. was hastening development. Our machines were faster, more reliable, and a British single had beaten a foreign twin.

Fuel rationing was abandoned in 1910 and 500 c.c. singles raced against 750 c.c. twins. Encouraging sign: the mountain course was reintroduced and the machines tackled it successfully. Harry Collier on his Matchless twin won at 49 m.p.h.—a gain of some 9 m.p.h. in one year. Newsome (Triumph) won the single class.

"Twins" still too Fast for "Singles"

Next year, 1910, the twin capacity was reduced to 680 c.c., but the multi-cylinder models were still too fast for the singles. The twin class was won at 50.63 m.p.h. by Charlie Collier (Matchless), and the single class by W. Creyton on his Triumph.

1911 saw the first Junior Race—with a 300 c.c. limit for singles and 340 c.c. for twins: twins in the Senior were further reduced to 585 c.c. A Humber V-twin with hub three-speed gear won the Junior—an Indian won the Senior.

In 1912 we forgot the American success in the pride of a Scott win—Frank Applebee showing the American competitors his "dust." A two-stroke win, two. In the Junior a Douglas came in first—with a flat twin.

By 1913 the T.T. had "caught on." Our manufacturers realised its importance: what it had done for the industry—what it still could do. Hence an entry of 96 for the Senior Race alone. This event was an epic. Three machines finished with 32 seconds between them—a Scott, a Rudge and an



GRAHAM WALKER, WINNER OF THE
1931 LIGHTWEIGHT

Indian in the order named. Hugh Mason on a N.U.T. won the Junior.

The next T.T. in 1914, was to prove the last for several years, although the riders were in blissful ignorance of this fact. Cyril Pullin on his Rudge-Multi won at 49.50 m.p.h., while an A.J.S. won the Junior.

Let us reflect a moment upon this romantic pre-war story of the T.T. races. In 7 short years

they had developed British motor cycles from sheer failures into "world beaters"; had sown the seeds of post-war supremacy.

Hardships of the T. T. Pioneers

Pre-war T.T. riders competed under conditions unimaginable to post-war youth; they had to contend with narrow, rough rutted dusty roads; single gears, rim brakes, spider-like frames, solid forks, tiny tyres, and, later, the tricky and wholly unreliable (for racing) hub gears. Still they triumphed. Their hardships—cheerfully, amazingly overcome—form the price paid by pioneers for your comfortable, safe and speedy journeying by motor cycle to-day.

It was 1920 when the T.T. was resumed—on very different lines—for war-time technical developments had resulted in making machines infinitely faster. Reliable gearboxes, lower centres of gravity, tyres with real non-skidding properties; better valve materials and methods of valve operation, and, in general, science replacing "rule of thumb" were among the numerous factors making for better, safer motor cycles, and the putting up of ever faster speeds.

For the winners of the 1920 and subsequent and, indeed, all T.T. races to date we refer our readers to pages 31-36, where the fastest laps also are given. Look at the way in which performance has improved as past T.T. lessons have been absorbed.

High spots of the post-war T.T. races have been many. A man pushed his machine from Craig-nu-Baa—and won the Junior Event. The 1921 Senior Race was won by the inimitable Howard Davies on a Junior A.J.S. A Levis two-stroke 1, 2, 3, win in the 250 c.c. race introduced in 1920. Harry Langmans' crash when he looked an easy winner in the never-to-be-forgotten Sidecar Race in 1923.



MR. ARTHUR WAY
Secretary N.Z.A.C.U.

**THE ISLE OF MAN T.T.
Something Like a Lap Scoring Board
How To Read It**

(2)				
No.	1	2	3	4
ARRIVED AND LAPS				
1	36.37	33.4	36.17	33.30
2	1.14.36	1.6.15	1.10.5	1.7.50
3	R	1.40.16	1.48.36	1.42.9
4		2.13.39	2.21.40	2.16.5
5		2.46.37	2.55.2	2.59.1
6		3.20.54	3.38.33	3.33.21
7				

Erected at the start. In addition, a map of the course showing the positions named below is on the board. The dial below the Rider's Number shows his position on the course. The points are: "O," Start; "B," Ballacraigne, 7½ miles; "K," Kirk-michael, 15 miles; "R," Ramsey, 24 miles; "M," East Snaefell Gate, on mountain, 28½ miles; and "C," Craig-ny-Baa, 34½ miles from the start.

Thus No. 1 retired between Ballacraigne and Kirkmichmael. No. 2 is through Craig-ny-Baa on his last lap (shown at Governor's Bridge). No. 3 is at the East Snaefell Gate, and No. 4 at Ramsey, on their last laps. Governor's Bridge, ¾ mile from the start, is not on the dial, but a competitor's arrival there is announced by a yellow light over his number.



THE COVETED TROPHY

The famous Tourist Trophy presented to winning entrant in each race and held for one year. Small replicas of trophy are presented to entrants of machines completing course within time not exceeding that of winner by one-eighth.

RULES 1934 T.T. RACE

All riders must register with A.C.U.

NOTE.—Each competitor is required to be conversant with the conditions of the racing, and no excuse will be taken for not being so.

1. The rules and regulations of the N.Z.A.C.U. will apply where necessary when the conditions herein stated do not operate.

2. There will be no waiting for a competitor: if he is late, he will forfeit his chance of competing.

3. Under no condition will a competitor be allowed to start unless he is wearing: (1) Crash Helmet of approved type; (2) Dust Glasses; (3) Leather Jacket; (4) Leggings. No other form of dress will be permitted.

4. Filling up pits and camps will be provided at a convenient spot near the starting point for each competitor. They are to make provision, if filling up during the progress of a race is necessary, to have same done at their allotted pits and **NOWHERE ELSE. CONTRAVENING THIS RULE ENTAILS DISQUALIFICATION).**

5. Each competitor is responsible for the safe keeping of his machine, also for his supply of petrol, oil and spare parts.

6. Competitors and their mechanics to be at their appointed pits **NOT LATER THAN THIRTY MINUTES BEFORE START OF RACE.**

7. After finishing race competitors are to return to their pits on the extreme left-hand side of the road, so as not to obstruct the progress of further competitors who may be coming behind.

8. Under no condition will any competitor be allowed to start unless he is fully equipped with his racing number properly affixed.

9. No competitor will be permitted to start if his exhaust is placed in such a manner as to blow directly or indirectly on the ground. (If a machine examiner warns a competitor of this fault and he comes up to the mark without its being adjusted he will be immediately disqualified by the starter.

10. It is absolutely necessary to have every machine competing in T.T. events fitted with proper mudguards and brakes on both wheels. (No skeleton guarding will be permitted and competitors will be wasting time by trying any freak ideas against this rule...

11. Protests, if any, to be in writing and accompanied by a fee of 10/6, to be lodged by the competitor himself (and not by anybody on his behalf) with the steward of the meeting not more than 10 minutes after the last man has finished. (After this time no protests will be accepted.)

12. The Judges' decision is absolutely final and no results will be issued until the Judges have received the reports from the Timekeepers and Clerk of the Course.

13. Every competitor races entirely at his own risk, and no responsibility whatsoever attaches to the Club for accidents that may occur, although every precaution is taken to guard against such eventualities.

14. Where necessary machines will be sealed for measurement purposes. **MACHINE** must not be taken from pits after race without consent of Clerk

of Course. Failure to observe this rule will entail disqualification.

16. **THE RACE WILL BE RUN, WET OR FINE.**

17. Machines must not be left on wharf.

18. Practice allowed in early morning—before bus meeting 7 a.m. boat.

19. Race must be run between bus times.

ADDITIONAL RULES

All machines must have the 1933-34 registration plates affixed in the regulation manner, and competitors must be prepared to show their registration papers and current year's driving licence.

Fuel.—50-50 benzol-benzine; nothing better will be allowed.

No practice on morning of race.

One assistant in pushing will be allowed at start. None during race.

Samples of fuel used by placed men will be taken, and any rider found with stronger mixture than 50-50 will be fined £10 and disqualified.

Only two pit attendants per rider allowed. No others will be allowed in pit before or during race.

Pit attendants may help riders fill with petrol or oil. No other assistance allowed.

The only tools allowed competitors during the race are those carried on the machine.

Merson Bros. Ltd.

FOR MOTORCYCLE ACCESSORIES

CHAIN, GUARANTEED BEST QUALITY

$\frac{5}{8}$	x	$\frac{3}{8}$	- - -	3/9	foot
$\frac{1}{2}$	x	305	- -	3/-	foot
$\frac{1}{2}$	x	205	-	2/11	foot
$\frac{5}{8}$	x	$\frac{1}{4}$	- - -	3/8	foot

Connecting Links all sizes from 7d each

WATERPROOF CLOTHING—Best quality

Leggings all sizes 10/6, 12/-, 13/6, and others

Helmets—Highest quality leather. Fleece-lined. All sizes 9/- each

Footrests—Best English, 3/9 pr. and 5/- pr.

Merson Bros. Ltd.

SYMONDS ST.

AND GLENSIDE CRESCENT

As They Leave the Starter for New Zealand T.T., 1934

No. 1—

W. A. GRIEVE, Dunedin, mounted on a Harley J.A.P. is well known on the dirt and at the hill-climbs on his native heath.

It is rumoured that, although he works on the railways, he has been known to go fast. Ladies Beware!

No. 2—

A. MORGAN, Hamilton, riding a Velocette is well used to small tracks and hill-climbs. Should be well worth watching.

No. 3—

A. MATSON, Auckland. An International Norton is his choice.

Has represented N.Z. in the I.O.M., was unfortunately to crash in practice and so unable to compete.

Winner 1932 T.T. at Waiheke. His first attempt at road racing, last year his brakes put him out of the race.

A Dirt Track rider of the first water, a keen enthusiast and methodical rider, a hard man to beat at any time.



No. 4—

A. McCLAREN, Hamilton. An A.J.S. expert, holds the Skeates Cup for racing on Muriwai Beach, excels at hill-climbs and short track work, is well equipped and can be relied on to give it a go.

No. 5—

L. RANSOME, Wellington. Also an A.J.S. man, comes from the Ixion Club, rides on Waikanae Beach, was a spectator at Waiheke last year, his performance should be good.



No. 6—

S. MOSES, Auckland. Last year's winner mounted on his Rudge, waived his right to lead the field and took his chance in the draw with the rest. Represented N.Z. at the I.O.M. races last year.

Moses is the first New Zealander to win a Replica in the world famous race, also was awarded the Nisbet Award, the highest honour that the stewards can bestow for pluck and endurance.

Sid has shown his desire to further the sport by presenting a Cup for the best first year performance in the N.Z.T.T.



No. 7—

B. BRAY, Auckland, also rides an International Norton.

Needs no introducing to the fans, Ben is looked upon as one of the best all round riders in N.Z. Equally at home on grass, cinders, Mangere and the road.

Won Auckland T.T. 1932. Represented N.Z. in the I.O.M. race 1931. Fastest Douglas lap in the race, mechanical trouble stopped him. A good Club man and a Sport.