

Official Souvenir

# Programme



**Motor Cycle  
Grass Racing  
and  
Aero Pageant**



Mangere M.C.C.

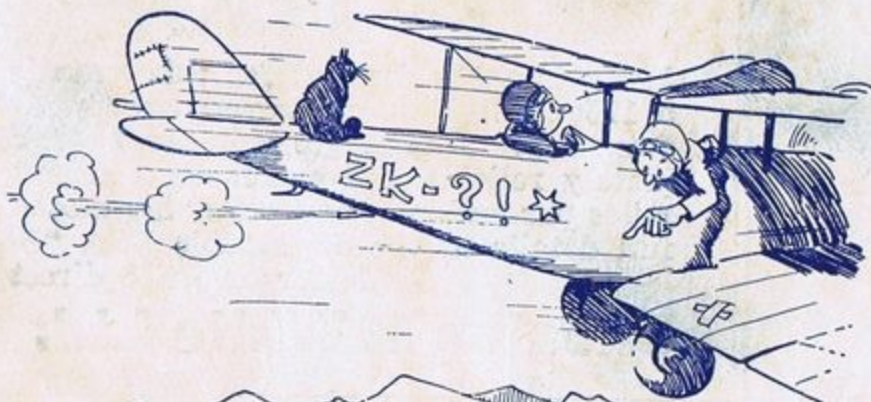
Otahuhu M.C.C.

and

Auckland Aero Club

Under A.C.U.

Permit.

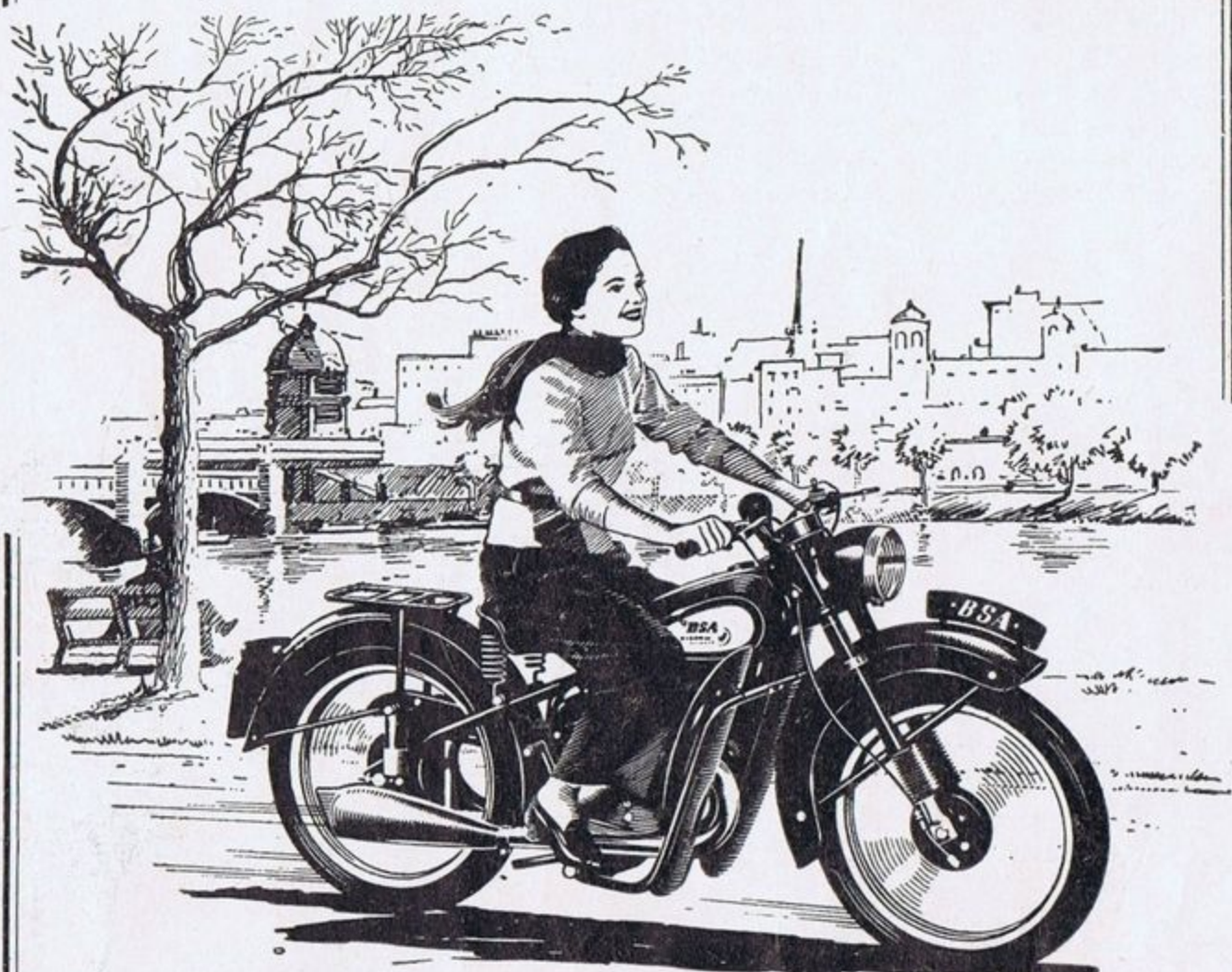


**Mangere Aerodrome  
Saturday, March 29th, 1952**

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# The Auckland Aero Club In Conjunction With The Mangere And Otahuhu Motor Cycle Clubs

## OFFICIALS

### RULES

In addition to the Rules printed on Competitors' Programmes, the following must be observed:—

1. Winners and Place-men in Event 4 must, if desired, submit their machines for measurement before removal from Pits.

2. Alcoholic Drinks are FORBIDDEN in the Pits, on pain of disqualification for the day.

3. PROTESTS must be lodged with the Secretary within three minutes of the finish of each Event. The decision of the Protest Committee is FINAL.

4. This meeting is run under A.C.U. Rules, and all riders must be registered; this can be arranged ON the course if necessary.

5. NO competitor may pull OFF the course, except in emergency, except at the marked exit (coming out of FIRST bend), and from there must proceed to starter's POST and STOP and AWAIT Starter's permission to cross course back to PITS. THIS IS VITALLY IMPORTANT.

6. WHITE FLAG—Start. YELLOW FLAG—Commencing Last Lap. RED FLAG—Danger, Stop Race. BLACK FLAG—Excludes the individual concerned from this race. (Proceed round slowly to "exit point." RED and WHITE Chequers denotes CAUTION, SLOW DOWN, HOLD POSITIONS and watch out for Rider "down" or other obstruction.

7. The Handicappers reserve the right to alter individual handicaps up to the start of each race.

Patron: Air Chief Marshall Sir  
Keith Park, G.C.B., K.B.E., M.C.,  
D.F.C., D.C.L.

Aero Club Manager: T. A. Evans-  
Freke.

Aero Club Captain: F. McKeever.

Hon. Medical Officer: Dr. Duncan  
R. Abernethy.

A.C.U. District Steward: Chas. E.  
Allen.

Clerk of the Course: G. H. Weston-  
Webb.

Chief Flying Instructor: J. H.  
Marsh.

Judges and Timekeepers: H. Mang-  
ham, A. B. Bray, Len Coulthard.

Secretary: R. Barter.

Asst. Secretary: G. A. Pealing.

Handicapper: G. A. Pealing.

Starter: G. H. Weston-Webb.

Pit Steward: L. Clarke.

Announcer: "Bill" Mudgway.

Machine Examiners: G. Mudge, J.  
Maiden.

Equipment Manager: I. Mackay.

Catering Manager: W. Allan.

Protest Committee: A.C.U. repre-  
sentative, I. Mackay, R. Barter.

Marching Girls: Leader, Miss Alma  
Clarke; Marchers' Manager, Mr.  
Batt.

Cyclists' Representative: S. C.  
Hayes.

Programme Editor: G. H. Weston-  
Webb.



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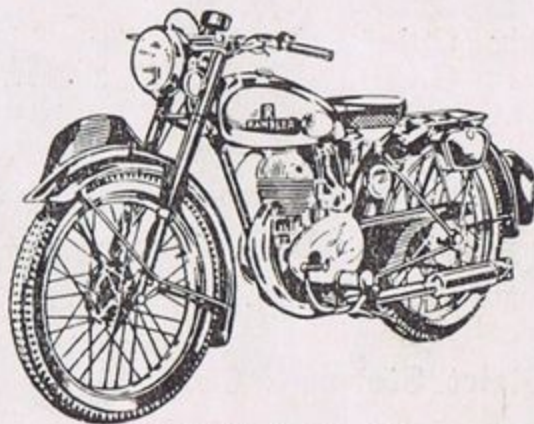
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## INDEX AND PROGRAMME SUMMARY

Event Number	Time	Event	Page
	10.00 a.m.	MACHINE EXAMINATION.	
	10.30 a.m.	PRACTICE.	
	11.00 a.m.	CLEAR COURSE.	
1.	11.15 a.m.	"WARM-UP" HANDICAP (OPEN)	9
2.	11.55 a.m.	"250 c.c." HANDICAP	11
3.	12.15 p.m.	SAILPLANE GLIDING DISPLAY	13
4.	12.35 p.m.	CLUBMAN HANDICAP (OPEN)	13
— Short Luncheon Interval —			
5.	1.00 p.m.	AEROBATIC DISPLAY	14
6.	1.15 p.m.	"MANGERE HANDICAP" (OPEN)	15
7.	1.45 p.m.	CYCLE RACE, 2½ MILES	17
8.	2.00 p.m.	CRAZY FLYING	17
9.	2.30 p.m.	N.Z. 350 c.c. CHAMPIONSHIPS	18
9A.	2.50 p.m.	MANGERE MARCHING GIRLS	20
10.	3.00 p.m.	RACING CAR VERSUS PLANE	20
11.	3.15 p.m.	UNLIMITED SCATCH EVENT	21
12.	3.40 p.m.	BOMBING	23
13.	3.55 p.m.	AERO HANDICAP	29
14.	4.25 p.m.	CONSOLATION HANDICAP	31

**Subject to modification without prior notice.**

**JOIN A CLUB NOW!! AND GET THE BEST FROM  
THE SPORT!**



**John Dale**

"Jack" Dale is perhaps one of the best-known of New Zealand riders, not only on account of his long record of successes (he has probably been "placed" as often as any rider in the country), but also because he captained the 1950 N.Z. Representative Team which went to the Isle of Man and gave such an excellent account of itself in the face of the toughest opposition in the world. His successes include the 1949 N.Z. Hill Climb Championship, 1946 500 c.c. Beach Championship, the 1936 Min. T.T. Championship, and very many others. Time has marched on, and now Jack has "hung up his leathers," but he still retains a very active interest in all branches of the sport, and the popularity and respect which his clean riding and

friendly, helpful attitude have always earned him both on and off the track.

## An Innovation in Sports Meetings

"One man's meat is another's poison" is true in tastes for various sports, but all the world loves a race, and there can be no denying the lure of "speed," whether it be in the air, on the ground, or on the water.

The Auckland Aero Club was indeed fortunate in obtaining the use of a portion of the 'drome to stage, in conjunction with the Mangere Motor Cycle Club and the Otahuhu Motor Cycle Club, this combined Pageant, and we feel sure that the many enthusiasts who so consistently attend the Aero Club's Sunday flying activities will follow this latest innovation with full interest.

In expressing the Joint Clubs' gratitude for your support to-day, we take the opportunity of trusting that you will not experience a dull moment, so that we may be enabled to make this Pageant an annual "classic" of pleasant memory.

All officials give of their services gratis and unstintingly to the organisation of this event, and our thanks are also due to St. John's Ambulance, the Traffic Department, the Legion of Frontiersmen, the Manukau County Council, the Mangere Marching Girls, and the many other individuals and bodies who have so kindly and efficiently co-operated with us to help to make this day a success.

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THE MANGERE MOTOR CYCLE CLUB.

THE OTAHUHU MOTOR CYCLE CLUB.

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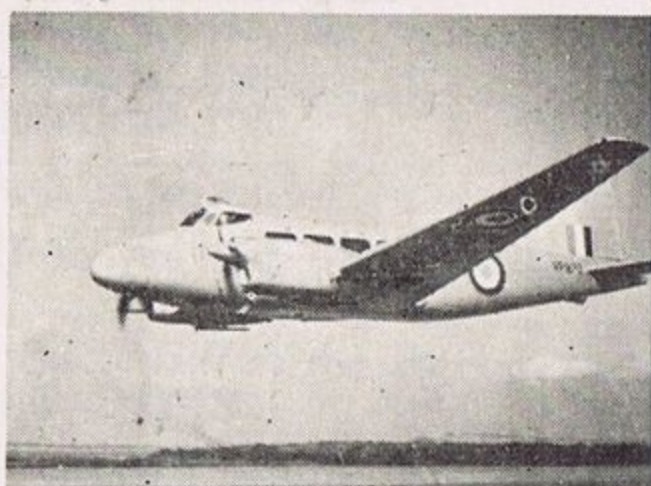
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Top left: Handley Page Hastings. \*Top right: De Havilland Vampire fighter, powered by 1 D.H. Goblin jet engine. Speed, 536 m.p.h. Rate of climb, 40,000 feet in 17 minutes. Lower left: Bristol freighter. Lower right: D.H. Devon. \*Two of these aircraft of No. 14 Squadron were recently involved in a spectacular collision over Mangere.

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# A Message From Chas. Allen



Chas. Allen

Now that the great day has arrived it may be of interest to trace back the origin of Miniature "T.T." Racing. The uninitiated may puzzle over the two letters "T.T.," but they actually stand for "Tourist Trophy" and refer to the famous Isle of Man Road Races which were first run in 1907, and stipulated machines to be in "touring trim," viz., fitted with mudguards, chainguards, brakes, tools, etc., and, incidentally, in those far-off days, with PEDALS!

The original conditions have since been modified to a large extent, but the races still retain their letters "T.T.," and doubtless will till the end of time.

The real T.T. races are, of course, run on a road circuit, but "miniature" T.T. races are usually run on grass circuits marked out as a road race in miniature. One good feature of this type of racing is that courses are so arranged that the spectators are able to see the whole circuit with all its action—an impossibility with road races.

The large number of entries for Miniature T.T. Events is evidence of their great popularity with competitors, and many famous names have graduated from this branch of the sport to our Road Races and to the highest honour a racing man can attain—that of representing New Zealand at the Isle of Man Series.

Miniature T.T. Racing is a special boon to clubs which cannot obtain the use of a Road Circuit, who can thus provide their members with excellent competition in suitably laid-out large paddocks. To-day's programme is the result of a stout effort by the Mangere and Otahuhu Motor Cycle Clubs and the Auckland Aero Club, and the latter's beautiful grounds and amenities are indeed a boon to the public.

Mangere has been the centre of motor cycle racing for many years, and Auckland's first speedway, known as Henning's Speedway, was the scene of many stirring duels twenty-five years ago. Mangere Mountain was used as a "hill-climb," and the boarded track up the western side will be recalled by many who possibly did not realise its significance. Murphy's Farm has often been used by the Onehunga Club, and New Zealand's biggest Road Race, the N.Z.T.T., was run under ideal conditions at Mangere.

Let us hope that to-day's races will be another highlight on the district's sporting record.

CHAS. E. ALLEN.

"Charlie" Allen, whose photo appears above, is one of the Dominion's "oldest identities" so far as motor cycling is concerned, being an old "grass rider" and frequent competitor, and is a life member of both the Auckland Club and the N.Z.A.C.U. (with which he has been associated for over 30 years, including a term as President). He has also been prominent in the organisation of the N.Z.T.T. since its inception in 1931.

— JOIN THE —  
**MANGERE  
 MOTOR CYCLE  
 CLUB**

which offers you good Grass Racing, Social Events, the use of a Clubroom and free tuition to beginners.

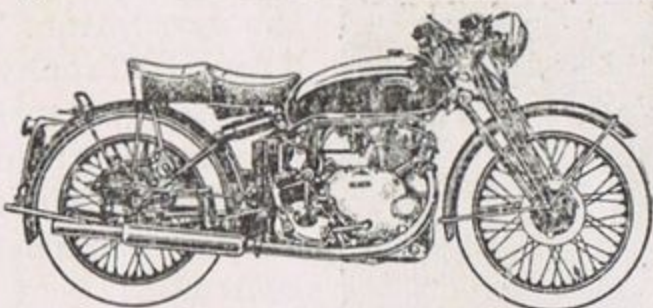
●  
**GET THE MOST FROM  
 YOUR SPORT.**

●  
 Contact the Secretary:  
**G. A. PEALING,**  
 36 Princess Street,  
 Onehunga.

Club Captain:  
**G. H. W. Weston-Webb.**

- REPAIRS and
- ACCESSORIES

**LEN**  
 THE RIDER AGENT  
**PERRY**

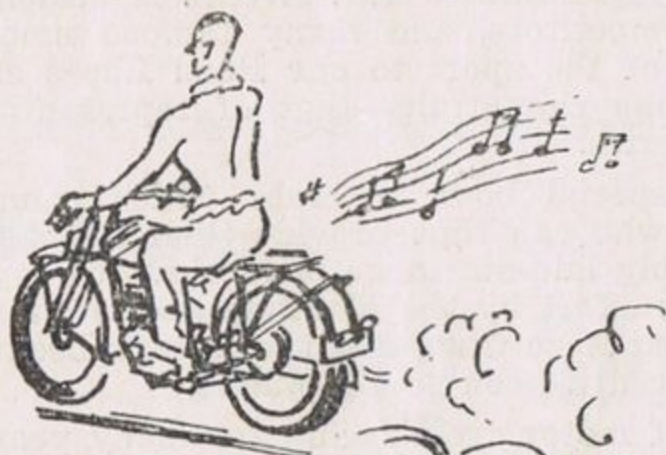


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- NORTON
- VELOCETTE
- ARIEL

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stock it, then ask him to drop a line to **IMPERIAL DISTRIBUTORS, P.O. Box 1134, Christchurch.**

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 Rider - - -**

and all other motor cyclists, in their activities in New Zealand and Overseas. **RACING, TOURING or TRIALS**—there's news for all in New Zealand's only Motor Cycling Monthly.

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**MOTOR  
 CYCLIST**

**1/3 Monthly**

# EVENT 1:

## WARM-UP HANDICAP

Four laps (five miles). Entry 7/6. Prizes: £8, £4, £2, £1, 10/-.  
Open to all machines.

### Machine

No.	Entrant	Machine	Machine	Handicap
1	Burnett, K.	Auckland	500 c.c. J.A.P.	30 secs.
2	Clarkin, C.	Hamilton	350 „ Ariel	40 „
3	Williams, R.	Auckland	350 „ B.S.A.	30 „
5	Wilson, J.	Auckland	500 „ Norton	20 „
6	Fletcher, L.	Hamilton	500 „ Triumph	55 „
8	Carden, F.	Auckland	500 „ Velocette	50 „
9	Hannon, P.	Auckland	350 „ A.J.S.	Limit
10	Trebes, S.	Hamilton	500 „ B.S.A.	30 secs.
11	Bunyard, G.	Hamilton	350 „ Velocette	50 „
12	McConnell, N.	Hamilton	500 „ J.A.P.	60 „
14	Bedford, L.	Auckland	500 „ Norton	30 „
17	Thomson, I.	Auckland	500 „ A.J.S.	45 „
18	Cameron, D.	Auckland	500 „ J.A.P.	45 „
19	Skousgaard, A.	Cambridge	500 „ Triumph	35 „
20	Bigg-Wither, J.	Auckland	500 „ Norton	20 „
21	Mayo, G.	Auckland	350 „ Velocette	5 „
23	Perry, L.	Auckland	350 „ Velocette	55 „
24	Sluce, B.	Auckland	350 „ Velocette	15 „
25	Hempleman, J.	Auckland	350 „ Velocette	40 „
26	Winks, D.	Auckland	350 „ Velocette	35 „
28	Heagney, J.	Auckland	350 „ Matchless	25 „
29	Pickup, G.	Hamilton	500 „ Triumph	35 „
30	Inder, J.	Dargaville	350 „ Velocette	10 „
31	Collett, W.	Auckland	500 „ Triumph	25 „
32	Wooderson, N.	Papakura	350 „ B.S.A.	40 „
33	Harding, A.	Auckland	350 „ Velocette	30 „
35	Taylor, C.	Auckland	350 „ A.J.S.	35 „
36	Graydon, D.	Auckland	350 „ Matchless	35 „
37	Fish, R.	Auckland	350 „ Velocette	30 „
38	Regan, M.	Otahuhu	350 „ Matchless	30 „
39	Booth, B.	Onehunga	500 „ Ariel	40 „

Entry list closed for this event.

The handicappers reserve the right to alter handicaps up to the start of each race.

WINNER ..... 30 ..... SECOND ..... 3 .....

THIRD ..... 23 ..... FOURTH ..... 25 .....

Time ..... 6m 25sec Handicap ..... Corrected Time .....

● PENCILS ON SALE AT REFRESHMENT STALLS

● MESSAGE FROM AIR CHIEF MARSHAL SIR KEITH PARK,  
G.C.B., K.B.E., D.S.O., M.C., D.F.C., D.C.L.

## The National Importance Of A Healthy Aero Club



Sir Keith Park

In his final report to the Government, the late Chief of Air Staff said: "The R.N.Z.A.F. is unfit for war service, either at home or abroad." This has been partly brought about by the lack of support from the public due to disinterest. The Chief Naval Officer in Auckland recently told the public of N.Z.: "New Zealand is so isolated it does not need to fear attacks from the air." Statements such as this lull the public into the comfortable thought that there is no need to build up an efficient Air Force. The hard fact that submarines could easily prevent New Zealand sending food and trained men overseas in war is overlooked. Since the late C.A.S. made his alarming statement no action has been taken to

strengthen the R.N.Z.A.F. by providing aircraft able to carry the necessary radar for anti-submarine duties.

The present weakness of our Military Air Force is aggravated by the debilitated condition of the Aero Clubs of this Dominion. In the last war the aero clubs in England and the Dominions formed the basis on which the Empire Air Training Scheme was built in time to give the Allies air superiority over the enemy. The Aero Clubs not only provided landing grounds with technical buildings, but pilots and ground staff which were rapidly expanded into Flying Training Schools throughout the Empire. These schools were the backbone of the Empire Air Training Scheme and were vital to building up air power.

Australia and the other Dominions' Governments have not forgotten the vital part played by their Aero Clubs in the last war and are giving them the necessary financial support to keep the movement alive and healthy. In spite of promises by the Labour, also the National Government, the clubs in New Zealand still lack the support given to their Australian counter-parts for example. However, the Auckland Aero Club will continue to fight for the cause until adequate steps are taken by our Government.

SIR KEITH PARK.

### CAREERS WITH THE R.N.Z.A.F.

Whether you have a flair for figures, a mind for detail, are mechanically or radio-minded, or if you have organising ability, there is a big future for you in the R.N.Z.A.F.

If you are between the age of 17½ and 30 years, you are well advised to discuss a Service Career with the Selection Committee.

For full details apply to . . . .

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## EVENT 2:

### 250 c.c. HANDICAP

Three laps (3 $\frac{1}{4}$  miles). Entry 7/6. Prizes: £7/10/-, £3/10/-, £1/15/-  
17/6, 7/6. Prize money reducible if under six entrants.

#### Machine

No.	Entrant		Machine	Handicap
4	Bishop, A.	Auckland	125 c.c. B.S.A.	.....
X 27	Rickard, N.	Auckland	197 „ D.O.T.	.....
30	Scurrah, J.	Auckland	250 „ Excelsior	.....
40	Parsons, T.	Auckland	125 „ B.S.A.	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

WINNER ..... SECOND .....

THIRD ..... FOURTH .....

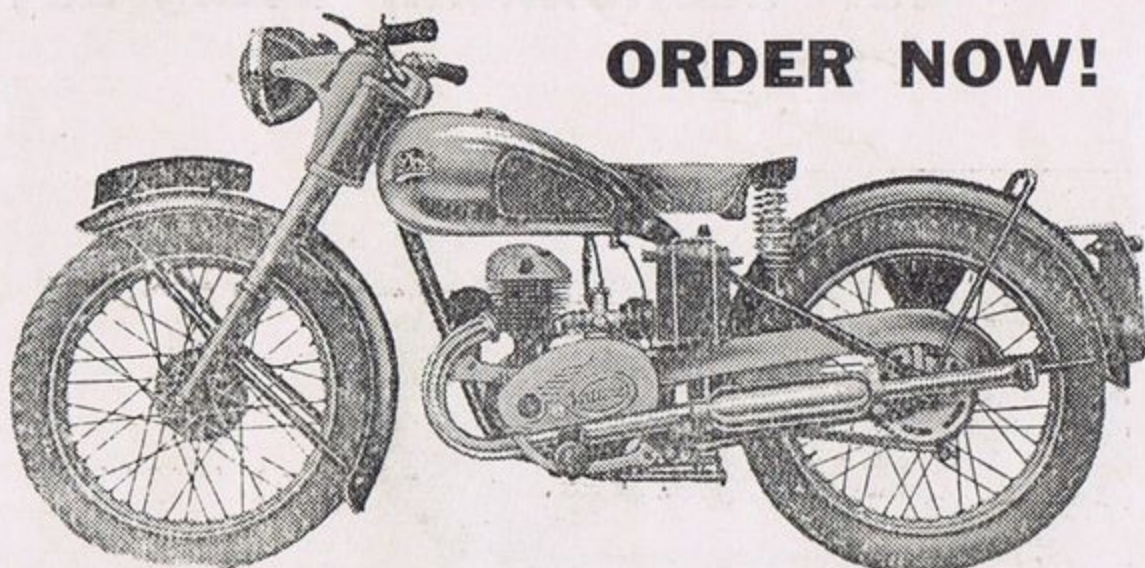
Time ..... Handicap ..... Corrected Time .....

The committee reserve the right to reduce prize money and number of prizes unless more than six competitors start.

## Arriving this week!

# First 1952 Models of THE FAMOUS D.O.T.

## ORDER NOW!



6in. REAR BRAKE. 5in. FRONT BRAKE. FULL-SIZED  
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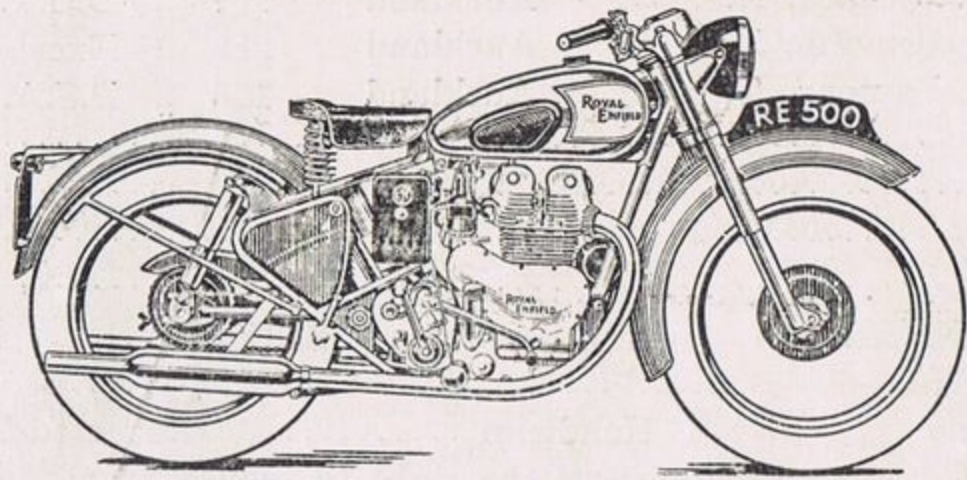
**G. H. WESTON-WEBB Ltd.** (N.Z. distributor for  
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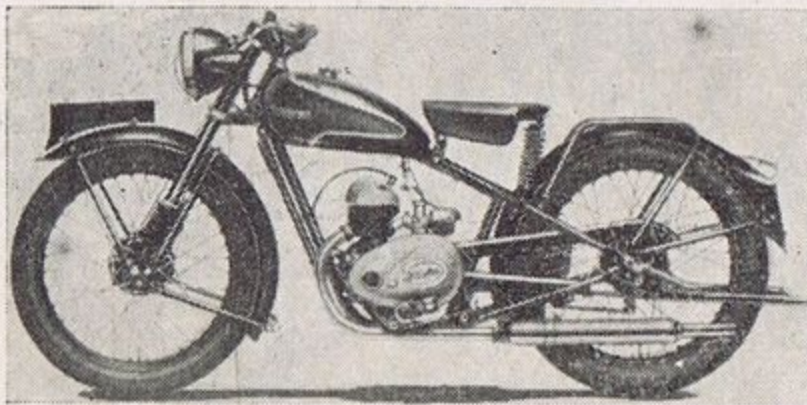
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**EVENT 3:**

**SAIL-PLANE GLIDING DISPLAY—12.15 p.m.**

By Mr. Gordon Hookings, holder of the International "Silver C" Gliding Certificate.

Known as the "Olympia" sailplane; though originally designed in 1936, this aircraft is still one of the most popular British machines in the world, and is capable of remaining aloft in silent grace for many hours in the hands of a skilful pilot. This machine has climbed to 7300 feet, and remained aloft for 6½ hours, and holds the N.Z. Gliding Association's certificate.

The Auckland Gliding Association will be shortly acquiring the most advanced type of dual Primary gliders, so that ambitious enthusiasts will be able to acquire this interesting technique and enjoy the incomparable sensation of the mastery of the air in vibrationless silence. Details may be obtained from the Aero Club Manager.

**EVENT 4:**

**CLUBMAN'S HANDICAP**

For machines on pump petrol only. Eight laps (ten miles).

Entry 10/-. Prizes: £10, £5, £2/10/-, £1/5/-, 12/6.

**Machine**

No.	Entrant	Machine	Handicap
2	Clarkin, C.	Hamilton 350 c.c. Ariel	.....
5	Wilson, J.	Auckland 500 „ Norton	.....
10	Trebes, S.	Hamilton 500 „ B.S.A.	.....
15	Bedford, L.	Auckland 500 „ Norton	.....
17	Thomson, I.	Auckland 500 „ A.J.S.	.....
19	Skousgaard, A.	Cambridge 500 „ Triumph	.....
20	Bigg-Wither, J.	Auckland 500 „ Norton	.....
24	Sluce, B.	Auckland 350 „ Velocette	.....
25	Hempleman	Auckland 350 „ Velocette	.....
28	Heagney, J.	Auckland 350 „ Matchless	.....
29	Pickup, G.	Hamilton 500 „ Triumph	.....
30	Inder, J.	Dargaville 350 „ Velocette	.....
31	Collett, W.	Auckland 500 „ Triumph	.....
33	Harding, A.	Auckland 350 „ Velocette	.....
34	Robbins, N.	Auckland 350 „ Velocette	.....
37	Fish, R.	Auckland 350 „ Velocette	.....
38	Regan, M.	Otahuhu 350 „ Matchless	.....
39	Booth	Onehunga 500 „ Ariel	.....

WINNER ..... SECOND .....  
 THIRD ..... FOURTH .....  
 Time ..... Handicap ..... Corrected Time .....

# Auckland Aero Club



Patron: Air Chief Marshal Sir Keith Park, G.C.B., K.B.E., D.S.O., M.C., D.F.C., D.C.L.

President: Mr. W. C. S. Leys.

Secretary: Mr. J. E. Beachen, A.P.A.N.Z.

Manager: Mr. T. A. Evans-Freke.

Chief Engineer: T. P. Sheehan.

Instructors: J. R. Marsh, C.F.I., and C. O. Chambers.

Club Captain: F. W. McKeever.

The Club fleet consists of five Tiger Moths, two Austers, two Whitneys, a three-seater Fox Moth for short air taxi work, a Beechcraft which carries four passengers and is used for ambulance work, and the latest addition to the Club's fleet is a twin-engine Dominie powered by two De Havilland Gipsy Queen motors each of 200 h.p. This aircraft should prove a great asset to the Club as it carries eight passengers and is also readily convertible to ambulance work. The Club has a membership of over 500, including 250 pupils and pilots, and flies a total of 4,000 hours per year. Rates for flying are as follows:

Dual instruction—£3/12/- per hour (week-ends).

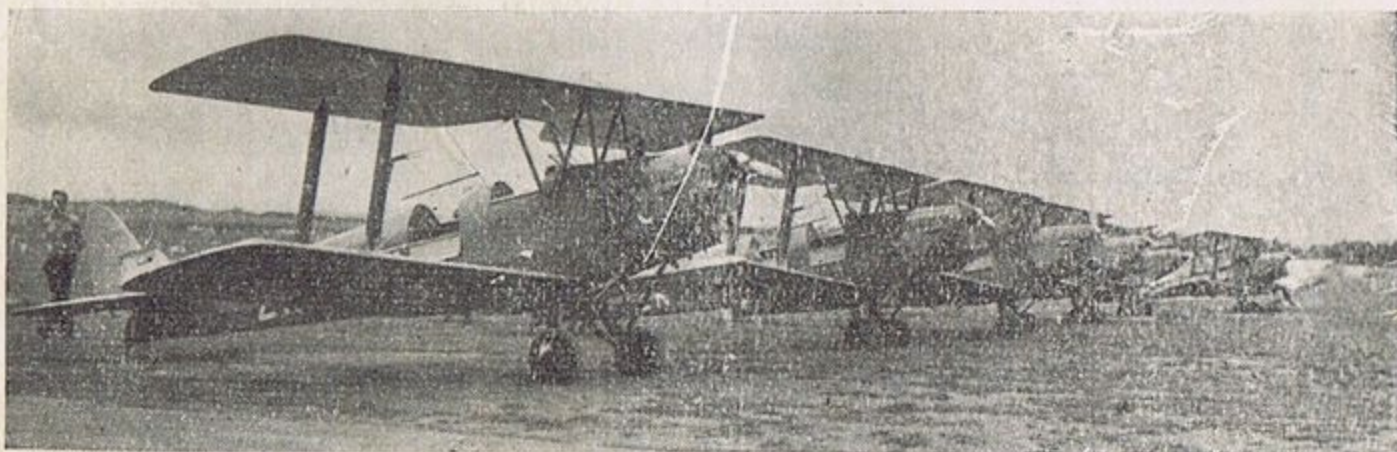
Dual instruction—£3/6/- per hour (week days).

Solo—£2/8/- per hour.

£1 trial lessons are available at any time.

To enjoy a thrilling, clean sport, that will keep you mentally alert, and confident—Learn to fly.

The clubhouse is available by hire for Weddings, Parties, Balls, etc. Full afternoon teas, 2/3.



PART OF THE CLUB'S FLEET

---

## EVENT 5:

### CRAZY FLYING EXHIBITION

By Flying-Officer J. H. Marsh, C.F.I., of the Auckland Aero Club.

BARNSTORMERS.CO.NZ

# EVENT 6:

## MANGERE HANDICAP

Six laps (7½ miles). Entry 10/-. Prizes: £10, £5, £2/10/-, £1/5/-, 12/6.  
Entry list closed for this event.

### Machine

No.	Entrant	Machine	Handicap
1	Burnett, K.	Auckland 500 c.c. J.A.P.	.....
2	Clarkin, C.	Hamilton 350 „ Ariel	.....
3	Williams, R.	Auckland 350 „ B.S.A.	.....
4	Bishop, A.	Auckland 125 „ B.S.A.	.....
5	Wilson, J.	Auckland 500 „ Norton	.....
6	Fletcher, L.	Hamilton 500 „ Triumph	.....
7	Cardon, F.	Auckland 350 „ Velocette	.....
9	Hannon, P.	Auckland 350 „ A.J.S.	.....
10	Trebes, S.	Hamilton 500 „ B.S.A.	.....
11	Bunyard, G.	Hamilton 350 „ Velocette	.....
12	McConnel, N.	Hamilton 500 „ J.A.P.	.....
14	Bedford, L.	Auckland 500 „ Norton	.....
18	Cameron, D.	Auckland 500 „ J.A.P.	.....
19	Skousgaard, A.	Cambridge 500 „ Triumph	.....
20	Bigg-Wither, J.	Auckland 500 „ Norton	.....
21	Mayo, G.	Auckland 350 „ Velocette	.....
22	Stormont, B.	Auckland 350 „ Velocette	.....
24	Sluce, B.	Auckland 350 „ Velocette	.....
25	Hempleman, J.	Auckland 350 „ Velocette	.....
26	Winks, D.	Auckland 350 „ Velocette	.....
27	Rickard, N.	Auckland 197 „ D.O.T.	.....
28	Heagney, J.	Auckland 350 „ Matchless	.....
29	Pickup, G.	Hamilton 500 „ Triumph	.....
30	Inder, J.	Dargaville 350 „ Velocette	.....
31	Collett, W.	Auckland 500 „ Triumph	.....
32	Wooderson, N.	Papakura 350 „ B.S.A.	.....
33	Harding, A.	Auckland 350 „ Velocette	.....
35	Taylor, C.	Auckland 350 „ A.J.S.	.....
36	Graydon, D.	Auckland 350 „ Matchless	.....
38	Regan, M.	Otahuhu 350 „ Matchless	.....
39	Booth, B.	Auckland 500 „ Ariel	.....

Entry list closed for this event.

WINNER ..... 15 ..... SECOND ..... 12 .....

THIRD ..... 32 ..... FOURTH ..... 25 .....

29

Time ..... Handicap ..... Corrected Time .....

© PENCILS ON SALE AT REFRESHMENT STALLS

# N. Z.'s Contribution to Motor Cycling



"TED" BECKETT, editor of New Zealand's only Motor Cycle Mag., and a staunch supporter of our sport.

Motor cycle sport in New Zealand has many facets—road racing, speedway, trials, touring parties and grass track, and of all these it is to grass track racing that we must acknowledge the original popularity of the sport with spectators. It was the beginning, and it has never faded. From grass racing came speedway, an international sport, and from grass track racing came New Zealand's early fame in the field of motor cycling. Right throughout the history of competitive motor cycling New Zealand has played a major role, from the early days of such giants as Percy Coleman to the present with road stars like Rod Coleman and Len Perry.

Grass racing over the years has been climbing to a peak of popularity with the thrill-loving public. In England vast crowds attend the regular meetings held in their centres, while on the Continent it is classed as one of the major sports. Here, in the old days, the grassy slopes used to be packed with spectators, but for a while the popularity died off partly, and it is only now that we are witnessing the renaissance.

Possibly many are wondering just how a combined air and motor cycle show can operate so well. Here let me say that there has always existed very strong ties between motor cycling and flying, perhaps because a good pilot and a good rider need the same fine sense of balance. Such co-operation as you are witnessing to-day is not new. Back in those good old times one of the most famous circuits was at Hornby, Christchurch, which later became the site for an aerodrome, now known as R.N.Z.A.F. Station Wigram. At Harewood, in Christchurch, at Ashburton, Blenheim and Tauranga such combined meetings have been held, all with one thing in common—outstanding success.

In conclusion, may I congratulate the Mangere and Otahuhu Motor Cycle Clubs and the Auckland Aero Club for their bold step in assisting the upward trend of this fine sport. There can be no doubt that the future of grass racing lies with us now.

## NEW ZEALAND'S RIGHTEST GOLF EVENT! **WISEMAN'S £1000 GOLF TOURNAMENT**

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## EVENT 7:

### CYCLING EVENT—1.45 p.m.

Two laps (2½ miles). Winner £5, second £3, third 30/-, fourth 10/-.

No.	Entrant	Handicap	No.	Entrant	Handicap
.....	Sheeran, P.	.....	.....	Russell, B.	.....
.....	Hayes	.....	.....	Harrison, E.	.....
.....	Harrison, M.	.....	.....	Winter, B.	.....
.....	Motu, M.	.....	.....	Smith, R.	.....
.....	Cossey, M.	.....	.....	Cossey, R.	.....
.....	Bicknell, W.	.....	.....	Watson, R.	.....
.....	Hinton, R.	.....	.....	Horner, T.	.....
.....	Pratney, W.	.....	.....	Pennington, W.	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

WINNER ..... SECOND .....

THIRD ..... FOURTH .....

Time .....



A. B. ("Ben") BRAY  
at Waiheke in 1935.

In the hey-day of the "grass" the inclusion of the name of A. B. "Ben" Bray in the programme was a sure guarantee of "thrills a-plenty" to come, and his 500 c.c. JAP sidecar record, made in 1935, is STILL unbeaten.

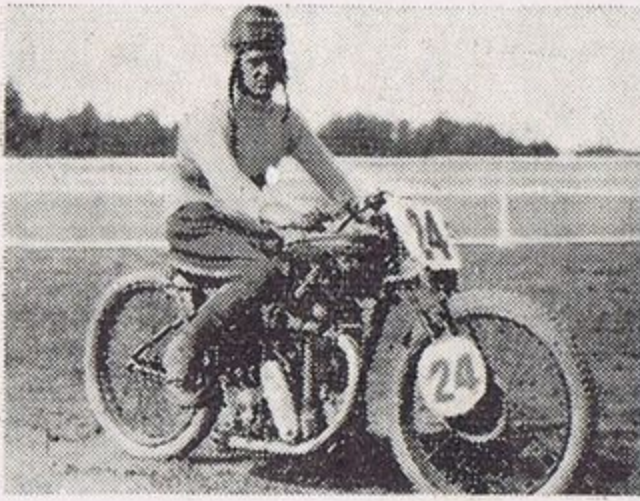
Ben also broke the 600 c.c. world's grass record on a Douglas in 1926, and was lightweight champion on a Velo in 1931, heavyweight champion on a 500 c.c. Norton (at Takapuna) in 1934, and winner of the Auckland Waiheke T.T. in 1931. A spectacular performer at all times, Ben is still well known locally in the motor cycle business.

## EVENT 8:

### R.N.Z.A.F. FLYING DISPLAY—2 p.m.

By courtesy of No. 1 Territorial Air Force Squadron, under the command of Squadron-Leader R. Court, D.F.C.





Len Coulthard

There can hardly be an Auckland rider with whom Len is not familiar, but few of the younger men realise that a few years ago Len was a popular and successful entrant in almost every type of event, with a most impressive list of wins and places to his credit.

At the old Blandford Park track he was a holder of the coveted "Gold Helmet," and made his mark also on the "dirt."

Len went into the English factories in the early 'thirties to enlarge his experience, which has since, together with his kindly help and advice, been a regular inspiration to many a young "budding Duke"! Wherever there was an event connected with motor cycles in those days, you could be sure that Len would not only be there, but would also be well up amongst the winners. Other photos of Len appear on pages 25 and 27.

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**Third Floor — FARMERS'**

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## EVENT 9A:

### THE MANGERE MARCHING GIRLS

A display of our local recently-formed girls' team, under the leadership of Miss Alma Clarke.

Instructors: F. Dempchi and Lloyd Knight. Manager: Mr. Batt.

Team: Alma Clarke, Gloria Short, June Taylor, Dora Buckley, Barbara Batt, Margaret Cruickshank, Margaret Batt, Moyra Buckley, Fred Cruickshank and Rosemary Reece.

## THE GREAT PERCY COLEMAN



Coleman and his 8-valve Harley-Davidson at New Brighton, 1929.

Without the shadow of a doubt the greatest grass rider the world has ever known, Percy Coleman, of Wanganui, rode his first race at Trentham Racecourse in 1913, and from then on rose steadily to the position of world champion, albeit frequently and hotly challenged by such worthy foes as Len Mangham, Oscar Lundius, Jim Dawber, Rube Jones, Ernie Hinds and many others.

It would take a book to recount Coleman's numerous successes and records, in this country and overseas, but perhaps the most famous was the series of records established on the Takapuna Racecourse in 1924, when Percy lapped the mile track in the phenomenal time of 47 3-5 secs., covering the five miles in 4 mins. 7 secs. and the 10 miles in 8 mins. 4 4-5 secs.! Later he lowered this five-mile record by covering the distance in the astounding time of 4 mins. 1 2-5 secs.

In 1929 Coleman eclipsed all previous efforts by turning in, at Takapuna, the terrific time of 44 3-5 secs for the mile, thus averaging over 81 m.p.h. on this flat oval! Naturally this performance has never been since equalled, nor is it likely to be.

The now famous Rod Coleman certainly had the right background, and doubtless owes much to his father's vast experience and skill.

On the right is an interesting snap of the "Maestro" with that other great rider Harry Mangham (see page 20), together with "young Rod," apparently just out of the "scooter" stage!



## EVENT 10:

### ACCELERATION CHALLENGE—BETWEEN RACING CAR AND LIGHT 'PLANE.

A Special Challenge Match—the "best of three" runs between FRED ZAMBUCKA, in a "De Soto Special" racing car, and FLIGHT-LIEUT. J. H. MARSH, piloting a Tiger Moth.



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## EVENT 12:

**"BOMB-DODGING"**—The Hunter: C.F. Instructor, J. H. MARSH.  
The Hunted: D. BARTER.



Harry Mangham, with some of his trophies, including the coveted "Golden Gauntlet."

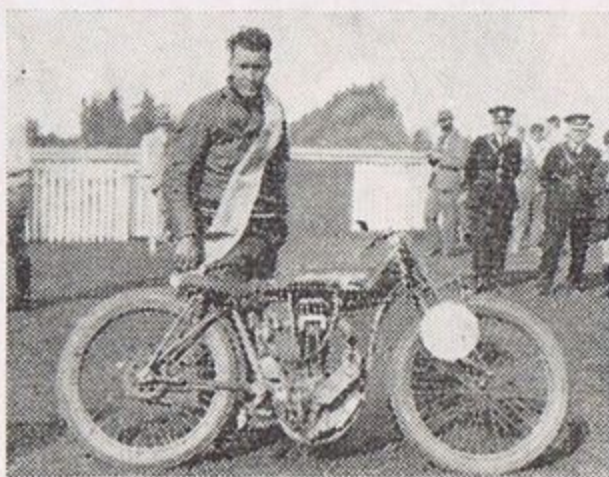
Everyone who followed the sport 20 years ago will recall the consistent exploits on the grass of Harry Mangham, now an executive in an air transport company. Not so many, however, may remember that many, if not most, of Harry's "super" performances took place in Australia, where, for instance, in 1928-29 he was South Australian open one-mile champion; and in 1929 he captured the Australian 15-mile championship on the dirt one-mile track, and, believe us, opposition over there was "really something" around that time!

Previous to that, Harry, who was, of course, brother to the famous Len, was leading the way at Napier Park in 1921-22, and in 1934-35 he won the open grass championship (N.Z.) at New Brighton Racecourse. In 1934 he ran away with the N.Z. middleweight grass championships.

Although Harry was usually associated with the big twins, he captured, in fact, the 350 c.c. third-mile South Australian championships in 1928 and raced successfully with the Indian single and both single and twin Harleys.

Harry has always maintained his connection with the sport since those days, and is usually to be seen in the judges' box at speedway and other meetings, and we are proud to have his assistance in that capacity here also to-day. Truly "old soldiers never die," and the lure of racing stays in a man's blood long after he has been obliged to give up the active side of the game.

Harry has at all times been helpful and encouraging to the various efforts that have been made to revive and maintain the sport, and if ever we are able to achieve the promoters' ambition to put on a race for the "over fifties," we feel sure that H.M. will not only "be there," but will sure make the other "has-beens" try hard! Another snap of Harry appears with Coleman on page 20.



Harry Mangham

● PENCILS ON SALE AT REFRESHMENT STALLS



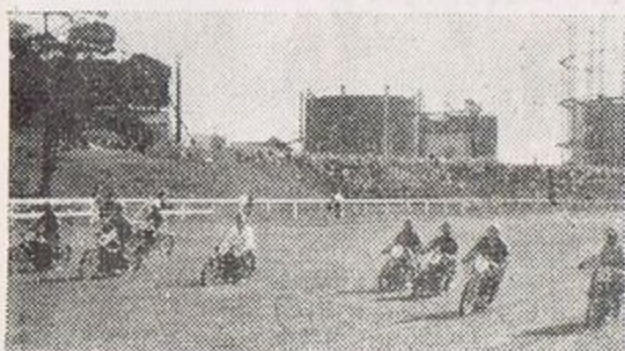
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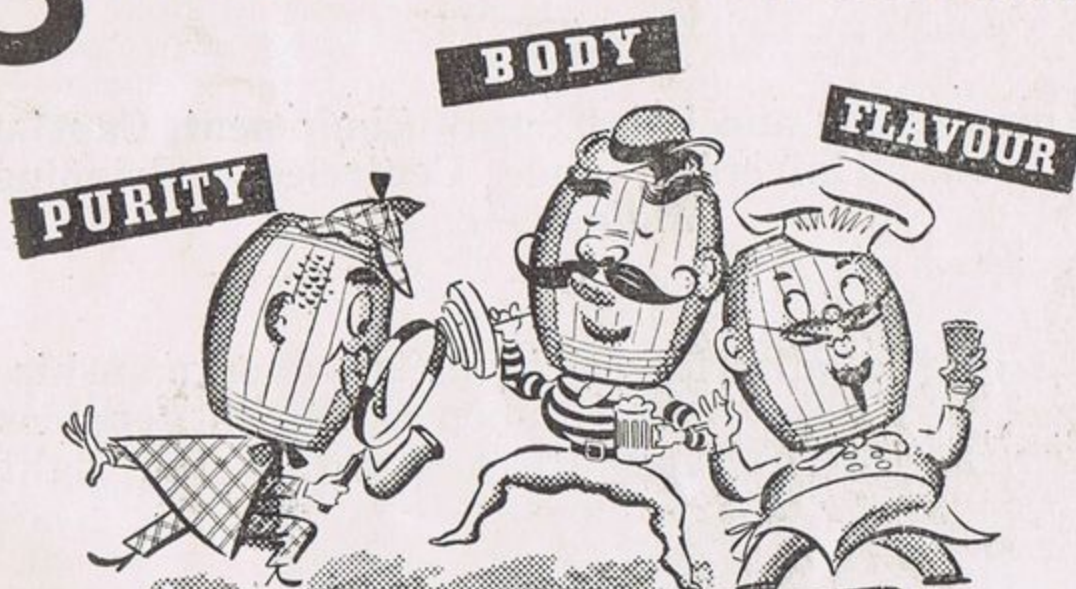


The Takapuna Racecourse, scene  
of world's records.



The famous Henning's Speedway,  
Mangere, with Len Coulthard  
"bringing home the bacon"!

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values.





Len Perry

Many people seem convinced that motor cycle racing is definitely a "young man's game," but Len's career would seem to belie this assertion, and in his case it appears that he will indeed go on forever!

Len started at the tender age of 17, on the once well-known "Henning's Speedway," a mere rifle-shot from this 'arome, and won his first race in the bargain, on the then famous "B4" A.J.S., in the Auckland 350 c.c. Championships. In 1931 Len raced on that track the identical machine on which you will see him performing to-day, truly a remarkable tribute to the advanced design of the motor cycle in question, and to Len's tuning and maintenance skill.

In 1938, on the same machine (350 c.c.), Len equalled the track record till then held by the redoubtable Percy Coleman with a 7-9 Harley-Davidson, and the same day raised this record to 86 m.p.h. (per lap) on a 500 c.c.

model of the same marque. This record is, of course, still unbeaten.

Since that far-off day Len has proved himself probably one of the most versatile and successful of the world's better-known riders, his fame having spread far beyond these shores; in this connection it may not be generally known that his recent continental tour was attended by some outstanding successes. Some idea of his record may be gauged from his impressive list of achievements, which include no less than 27 New Zealand titles, the winning of eight New Zealand "T.T.'s," consistent successes on Western Springs and other speedways, hill-climbs, beach races; and, in fact, every branch of this, the greatest of all sports.

After 23 years of racing (excepting only, of course, that "unpleasant interlude" when he served overseas in the R.N.Z.A.F.), Len still thrills us whenever he turns out, and it will be a sad day indeed for the sport when he finally decides to "hang his leathers"!

●  
**MT. ROSKILL HILL CLIMB** in 1926, Len Coulthard performing. Peeping over the edge of the bank may be seen Mr. and Mrs. Geoff Weston-Webb.  
 ●



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350 c.c. Class—1st, 2nd and 3rd.

## GERMAN GRAND PRIX:

350 c.c. Class—1st, 2nd and 3rd.  
500 c.c. Class—1st, 2nd, 3rd and 4th.  
Side Car Class—1st.

## ULSTER GRAND PRIX:

350 c.c. Class—1st, 2nd and 3rd.  
500 c.c. Class—1st and 2nd.

## HUTCHINSON 100:

350 c.c. Class—1st.  
500 c.c. Class—1st.  
Side Car Class—1st.

## SCARBOROUGH INTERNATIONAL:

350 c.c. Class—1st.  
500 c.c. Class—1st.

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# EVENT 13:

## AERO HANDICAP

Six laps (7½ miles). Entry 10/-. Prizes: £10, £5, £2/10/-, 25/-, 12/6.

### Machine

No.	Entrant		Machine	Handicap
2	Clarkin, C.	Hamilton	350 c.c. Ariel	.....
3	Williams, R.	Auckland	350 „ B.S.A.	.....
5	Wilson, J.	Auckland	500 „ Norton	.....
6	Fletcher, L.	Hamilton	500 „ Triumph	.....
8	Cardon, F.	Auckland	500 „ Velocette	.....
9	Hannon, P.	Auckland	350 „ A.J.S.	.....
10	Trebes, S.	Hamilton	500 „ B.S.A.	.....
12	McConnel, N.	Hamilton	500 „ Norton-J.A.P.	.....
14	Bedford, L.	Auckland	500 „ Norton	.....
17	Thomson, I.	Auckland	500 „ A.J.S.	.....
19	Skousgaard, A.	Cambridge	500 „ Triumph	.....
20	Bigg-Wither, J.	Auckland	500 „ Norton	.....
21	Mayo, G.	Auckland	350 „ Velocette	.....
22	Stormont, B.	Auckland	350 „ Velocette	.....
24	Sluce, B.	Auckland	350 „ Velocette	.....
25	Hempleman, J.	Auckland	350 „ Velocette	.....
26	Winks, D.	Auckland	350 „ Velocette	.....
27	Rickard, N.	Auckland	197 „ D.O.T.	.....
28	Heagney, J.	Auckland	350 „ Matchless	.....
29	Pickup, G.	Hamilton	500 „ Triumph	.....
30	Inder, J.	Dargaville	350 „ Velocette	.....
32	Wooderson, N.	Papakura	350 „ B.S.A.	.....
33	Harding, A.	Auckland	350 „ Velocette	.....
34	Robbins, N.	Auckland	350 „ A.J.S.	.....
35	Taylor, C.	Auckland	350 „ A.J.S.	.....
36	Graydon, D.	Auckland	350 „ Matchless	.....
38	Regan, M.	Otahuhu	350 „ Matchless	.....
39	Booth, B.	Auckland	500 „ Ariel	.....

WINNER ..... SECOND ..... 6

THIRD ..... 19 ..... FOURTH ..... 36

Time ..... Handicap ..... Corrected Time .....



"Charlie" Goldberg

In the "thirties" one of the most famous names in the Dominion's motor cycle world was that of Charlie Goldberg, a prominent Auckland business man to-day. Charlie's wins included the 1933 North Island Grass Championship (350 c.c. class), the 1934 Lightweight Grass Championship, Auckland Speedway Championships for three years in succession, 1933 Quarter-mile N.Z. Grass Championships and very many others. In 1936 Charlie represented the country at the I.O.M. T.T., and brought home with him a silver replica for each class, together with the "best performance by a Southern Hemisphere rider." It would certainly be hard to trace a prouder record in motor cycling than that of "Charlie."



Cass Goodwin

In 1926 Cass Goodwin, to-day renowned chiefly as one of the Dominion's leading "wizards" on a motor cycle motor, broke the World's Flying-mile Record on a 350 c.c. A.J.S., and then broke this same record again on a Royal Enfield in 1929—a record which STILL STANDS. And Cass's 500 c.c. Flying Quarter Record of 1935 of 109.1 m.p.h. on Muriwai Beach was only broken a few months ago!

Our old-time "tuners" certainly "knew their stuff," and Cass not only excelled as a "tuner," but, as achievements such as the 1925 N.Z. Lightweight Championships (repeated in 1926 and 1927) and numerous other victories showed, he could also pilot these fire-eaters! Cass raced, besides A.J.S. and Enfield-JAP's,

the Excelsior, Douglas and the machine on which he was perhaps most successful, the famous O.E.C. JAP. Yes! In the 'twenties Cass's name on the programme was surely a powerful "draw"!

### CHAMPIONSHIP EVENTS IN NEW ZEALAND

Every year there are a certain amount of "Championship Events" to be won, and obviously there are many more clubs than championships! The governing body, known as the N.Z. Auto Cycle Union, holds an annual meeting, at which a delegate from each of the 46 motor cycle clubs which are affiliated to it is present.

These delegates have, of course, been "briefed" by their respective clubs beforehand, and duly apply for the allotment to their club of one or more of the available championships for the coming year.

The actual allotment is decided by vote, and claims are considered on all the various grounds, such as rotational order, suitability of available ground or track, accessibility to other clubs, etc., so that eventually a fair distribution of the championships is arrived at for the coming season.

This year championships are allotted as follows:—The N.Z. "T.T.," to the Auckland M.C.C.; 350 and 500 c.c.  $\frac{1}{4}$ -Mile, Gisborne M.C.C.; Open Scramble Champs., Onehunga M.C.C.; Air Strip Champs., Auckland M.C.C.; 350 c.c. Min. T.T., Otahuhu M.C.C.; 500 c.c. Min. T.T., Hamilton M.C.C.; 500 c.c. Road Hill Climb, Otago M.C.C.; Open Beach Champs., Southland M.C.C.; 500 c.c. Beach Champs., Auckland M.C.C.; 350 c.c. Beach Champs., Otago M.C.C.; Open Min. T.T. Champs., Otago M.C.C.; South Island Open Road Hill Climb, Southland M.C.C.





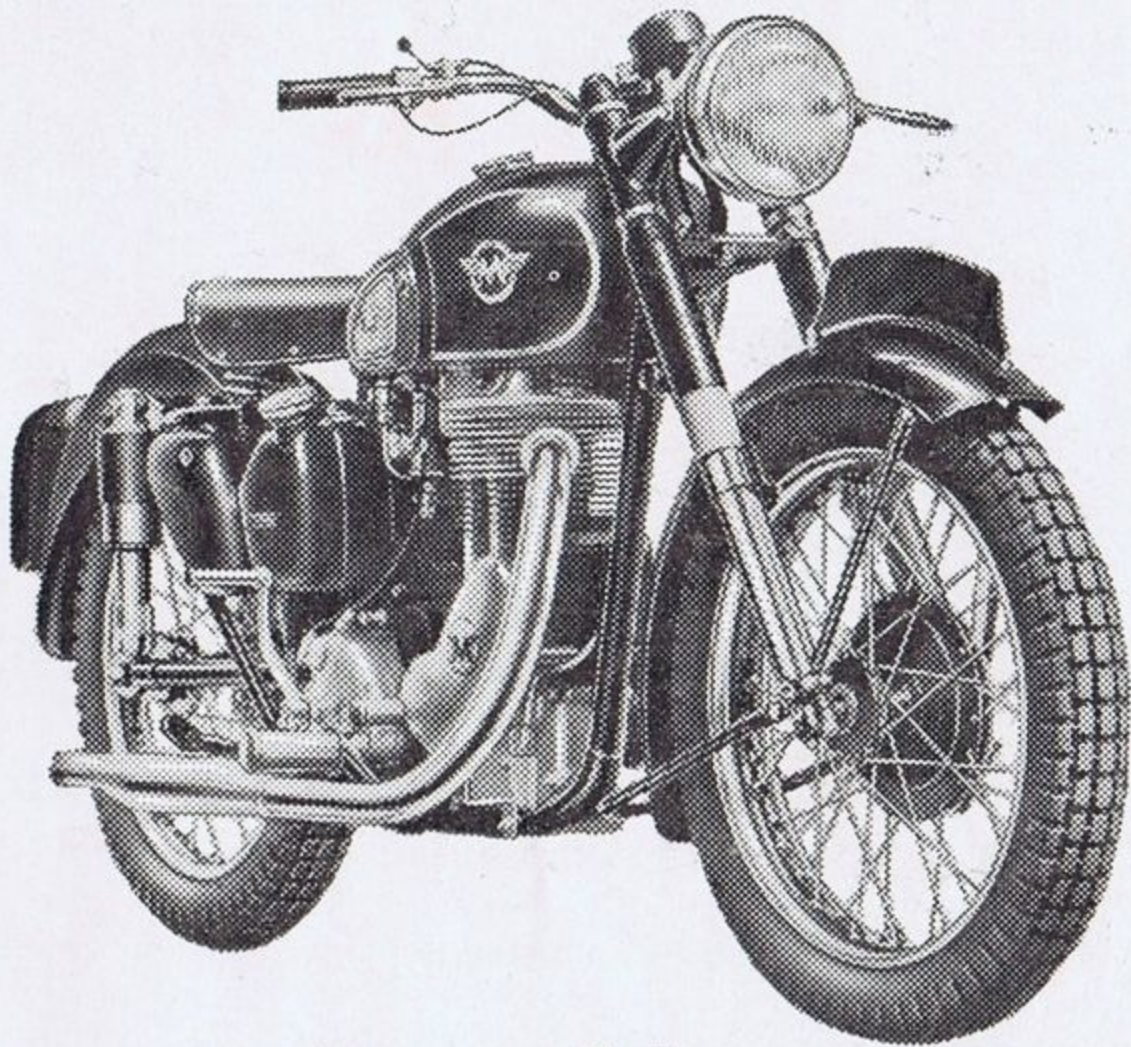
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