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Pit Notes

Official newsletter of the
Taranaki Historic Speedway Ass. Inc.
Incorporated April 2003.

Issue no. 167 — October 2018

In this issue—

Solo rider Chris Martin — by Editor Max
Tjebbe Bruin — by the late Harry Chambers.
Vale Ivan Mauger — by Jan McLaren



*This is Chris Martin, son of member Lew Martin of New Plymouth.
Chris started riding at Stratford Speedway and later rode
At many NZ tracks then England and USA.*

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HOSES FOR AFRICA

From the President.—

Our speaker for August was Harry Duynhoven who spoke on the Federation of Motoring Clubs organisation of which Harry is the President. This group represents the special interest and heritage of motoring enthusiasts throughout NZ and Harry outlined the benefit of being a member to such an organisation. This included representation for legislation changes and also having access to a comprehensive public liability insurance.

From the members present it was voted that our club should become a member and we will work closely with this group on the Insurance benefits which could be of assistance to our Association.

The calendar of events for this season has been finalised by Trevor and this has been sent out to members. The first Official event will be the Green Sheeting day on the 14th October to have your cars inspected before you have your runs. Note there will be no Green Sheeting at any of our schedule events as our scrutineers will be too busy doing the normal safety checks for that day. If you cannot make the 14th then you will need to arrange a suitable time with either Ces or Gary to have a check done when it is convenient for all parties.

Our Committee has met to discuss the Health and Safety paper work required for our club to host an event. There was a total of seven different documents required to cover all aspects of running our cars which covers not only the competitors but also the land owners, the Marshals and the safety equipment require for each event. This was a big task and we will have all this in place prior to our first scheduled run.

Last month I commented on the Speedway display we had at the Vintage Car Clubs event to raise money for the Cancer Society and I am pleased to advise that \$4000 was raised at this event which was considerably more than the year before.

Our guest speaker for our meeting on Tuesday 9th October will be Max Rutherford this time speaking about his recent trip with the Formula 5000's in the USA. I look forward to seeing you at Fitzroy Golf Club at the normal time of 7:30pm on the 9th.

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Editors notes

The subject of the main article in this issue was introduced to Speedway at Waiwakaiho on a motorized kart.

This is a letter received after I placed that image in the July issue.—

"Photo of kid on the motorised Go Kart is our son Chris. The helmet he's wearing was from my TQ days. (still have the helmet) We raced the kart at Waiwakaiho speedway Easter Mondays I think it was 1966 and 1967, he was 5 years & 6 years old then. Year '66 he was just piped on the home straight for 1st place by a kids sidecar outfit from Auckland.

"For year '67 I tuned the little 49 cc Villiers lawn mower engine and geared it for a little more speed, Chris won the 2 lap race that day. Leo Verco who raced his midge Saturday night and Monday did the prize giving that day, we were both delighted to meet Leo. Part of the prize was a "Leo Verco #99" sticker. Johnny Callender was track announcer. Lew Martin.

Editor Max



"PIT NOTES" is the official newsletter of the :-

Taranaki Historic Speedway Association Inc. 3b Leatham Ave. New Plymouth. 4312 New Zealand. Views expressed are those of the editor or contributor and not necessarily those of the club executive or members. **Contributions by members or friends are always welcome.** Items by the editor tend to be about open wheel cars and bikes. We would welcome contributions on early saloon/stock/sprint speedway cars and sidecars.

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Waiwakaiho Speedway History. **By club historian, Dave Gifford. —**

Sorry, Dave apologizes for not being able to contribute this month.

From Midget Car Panarama Forum (with permission)
1936 - the first world championship.

AMERICAN speedway star Cordy Milne arrived in Britain in 1936 determined to win the motorcycle sport's first world championship.

He did become a world titleholder that year, but not as he expected by racing on two wheels. Instead, the Californian claimed the first World Midget Car Championship.

The meeting took place at London's Hackney Stadium on Tuesday, August 4 - less than a month before speedway's first official solo bike world championship. Milne failed in his quest at Wembley where the title was won by the Australian rider Lionel van Praag.

Midget car racing's first world championship certainly had an international flavour about it. The nine listed contestants were: Dicky Case (Australia), Cordy Milne (USA), Putt Mossman (USA), Bob Deihl (USA), Ewald Schitzer (Germany), Harry Skirrow (England), Billy Murden (England), Morian Hansen (Denmark), Tommy Sulman, with two English drivers Ron Wills and Les White as the reserves.

Most of the starters were speedway riders - only Skirrow, Murden, Sulman and the two reserves were midget car drivers. Hansen eventually failed to start because of a speedway injury and Wills took his place.

Murden was a strongly fancied contender, going into the meeting boosted by a defeat of Sulman at a previous Hackney meeting. Hansen had previously raced a midget during the 1935-36 Australian season, while Milne was also claimed to have had some midget car experience in the USA.

Mossman - who also ran a motorcycle stunt team - went to Hackney on the strength of a strong midget car performance at Belle Vue where he was just outside the car track record.

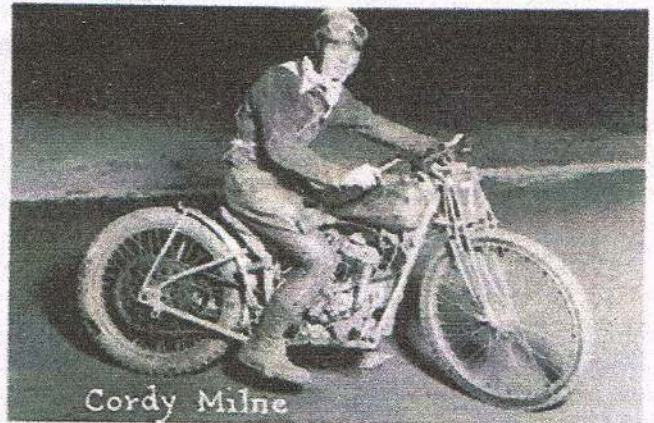
The world championship was run over 12 heats, each of four laps, with three drivers in a race and points awarded two for a win, one for second, nil for third place. Dicky Case looked set to be the first world champion, defeating Milne in the first race, then convincingly winning his second drive. But in his third race, the Australian failed to finish. Bob Deihl also set a hot pace, winning his first three drives but losing his title hopes in his last drive, when in against Milne and Skirrow who, each with five points, were one behind the American.

A win for either Milne or Skirrow would have been enough to give them the title, provided Deihl was last. Deihl just needed a second for seven points to be the champion. It did not finish that way - Milne won from Skirrow and claimed the world crown.

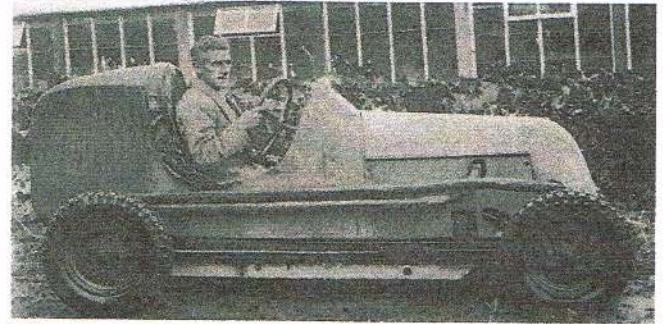
No more world championships were staged in Britain in pre-war days, but a series of world championships began in Australia in 1937. English driver 'Bronco' Bill Reynolds won the world title in 1939 and again in 1956, also established at Western Springs, Auckland, New Zealand.

Since the late 1970s, a world championship has also been raced in Britain and Europe, with England's Harry Sayell the dominant driver in the 1990s. (England) 4,) 0,

P--3



Above is Cordy Milne on a Pelton Special Indian. Bob Deihl toured NZ with the Putt Mossman stunt troupe in 1935.



Above is Harry Skirrow in one of his Skirrow Special's



Putt Mossman on one of his stunt bikes.

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Here is another contribution from Facebook by Richard Haynes in Australia.

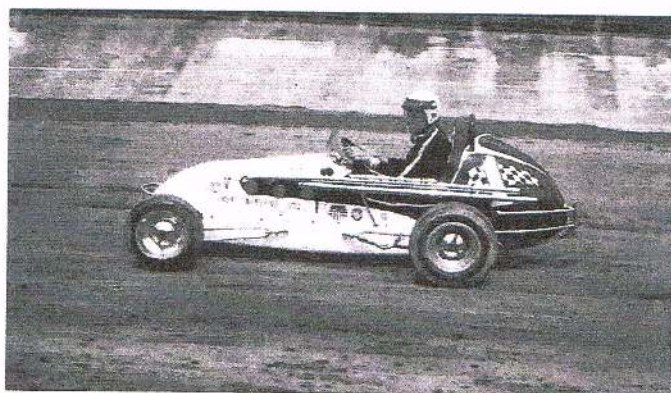


Trevor Morris at speed in his Lotus Ford powered Chevalier Motors Midget #3 during the early part of 1967-68 season at Western Springs. He put on some high class performances in the car which got him the coveted ride in the Fussell and Cartwright Offenhauser #7 halfway through the season when Ian Holden retired.

The car was formerly Holden Powered and raced by Trevor as #1 as the "Linklater Holden". The chassis was sold to Nick Carter who raced it as #5 and #55 for several years with a Holden Motor. The chassis of the car has recently been found and is now being restored. The Ford motor was put into a new chassis for 68-69 and raced as the Chevalier Motors Lotus as driven by Mike Ryan. (Note— You will hear more about Mike Ryan in future as I interviewed him while in California in August)



Below is another shot of Trevor in 1965-66 (If I am wrong in this detail let me know)



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Callender of events for coming months from event co-ordinator Trevor Stewart.

First activity is in two weeks time with the green sheeting and display day on the 14th Oct at the Entec yard on Devon Rd. This will start at 10am and a BBQ will be available. All cars and bikes are required to be green sheeted prior to the first run on the 4th November.

Should the weather not be kind to us a cancellation or replacement venue will be advised via our text service
14th Oct Green sheeting Entec yard from 10.00am
Same place as last year (see above)

NOTE: No green sheeting of cars at the club runs is permitted as scrutineers have their hands full doing the day scrutineering and preparing their own cars.

If you cant make the green sheeting day you will have to make arrangements directly with to the scrutineer to arrange a time that suits him.

4th Nov	Vintage Run	Stratford Speedway
11th Nov	Vintage Run	Meremere
9th Dec	Vintage Run	Rockvale, Bell Block
16th Dec	Vintage Run	Meremere
13th Jan	Vintage Run	Meremere
20th Jan	Vintage Run	Stratford Speedway
2-3 Feb	Vintage HOE DOWN	Harrisville

A weekend Not to be missed—Palmerston North

2-3 Feb Super Stock Teams Championships PN

17th Feb Vintage Run Meremere

20-23 Feb Americana Race course NP Help required please for parking duties.

24th Feb Vintage Run Rockvale, Bell Block

9-11th March Taranaki Anniversary Stratford ??
Possible extra run if enough interest shown

24th Mar Vintage Run **Nostalgia day** Meremere

31st Mar Vintage Run Stratford Speedway

14th April Vintage Run Meremere

19-22nd April Easter Weekend Harrisville

Winged Thunder Weekend

28th April Track Run Whoaroa TBC

5th May Vintage Run Meremere

19th May Vintage Run Rockvale, Bell Block

Auckland vintage Club Runs Nov11, Dec16, Jan13, Feb17, Mar24, April14, May5th, June9th

Harrisville Track Runs Check their Facebook page for regular weekend runs



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Read notes in Editors Notes before starting this.

This article is laid out a little different to normal. The rider is the son of member Lew Martin who lent me a scrap book and a photo album so I have combined images and text from both to piece together the career of Chris Martin. (1979)

44 WINS IN 18 MEETINGS

By Linda Ward —
After only five

months of Speedway bike

riding, seventeen year old Chris Martin of New Plymouth had forty-four wins in the eighteen meetings at the Radio Taranaki Race-way in Stratford and won the Taranaki Speedway bike championships for the 1978/79 Season. Chris, an apprentice mechanic had been interested in speedway bike racing for some time and would often go to Stratford to watch the bikes. He then began 'pushing' for a former Taranaki champion John Snowdon, who has now retired from racing. Chris also equalled the lap record of 18.8 seconds set by Snowdon last year. At last season's final club day, he came second in the 'pushers' race and it was then that he decided to compete in this seasons racing.

Chris, who is sponsored by the XYZ fruit shop, bought a Jawa 500, single cylinder bike for \$700. The bike is direct drive from the motor to the back wheel, there is no gear box or brakes and it relies on the engine compression to slow it down. Chris has had a few minor falls on his bike into the walls but has had no serious accidents. He says that the Taranaki Stockcar track is more suited for stock-cars as the track surface can get pitted and rough, often making it tricky for bike riding.

The bikes are doing approximately 45 mph around the corners and up to 60 mph out of them. Speedway bike riding is one of the cheaper motor sports about according to Chris, but extensive repairs can run into high costs. He does his own bike repairs with the help of his father.

This season Chris has managed to travel around to other tracks and in Hamilton he gained a sixth place in the North Island championships. He competed in a team's event in Tauranga where they beat Wellington and Tauranga. A trip to the World Final Qualifying rounds at Western Springs proved to be good experience as he was up against hard and fast competition. Chris says it is necessary to travel to different tracks to compete against others if you want to improve and next season he hopes to do more of this.

At the present time, Chris hopes to complete his apprenticeship and then he hopes to travel to England where speedway bike racing is more popular and competitive. Chris Martin has proved over the last five months what a talented bike rider he is and next season he will be back on the track with his bike which will have had a reconditioned motor, clutch, oil pump and new bearings ready to defend his title as the Taranaki Speedway Bike Champion.

This is from a "Profile" of Chris in 1983 — by father Lew
Name:— Christopher Lewis Martin.
Born —New Plymouth. 4-12-61.
Married ? — No Way.
Occupation — Mechanic & Speedway.
Hobbies

In New Zealand Chris raced at Stratford, Penlee, Kihikihi, Wanganui, Palmerston Nth, Te Marua, Rosebank, Western Springs, Waikaraka Park, Ruapuna, Bay Park, Meeanee, Forest Lake, Paradise Valley, Ferndene. Most of these were raced on after he went overseas on a "special trip."

Globe-trotting young mechanic for speedway star.

by Robin Curtis

Early in 1980, the phone rang at 18 year old Chris Martin's house in New Plymouth. On the other end was Barry Briggs, four times World Speedway Champion.

"How would you like to come and work for me, looking after my son Tony's speedway bike while he is racing in England?" It sounded like a dream come true. A chance of a lifetime. Although in the second year of his apprenticeship as a mechanic, Chris didn't take long to decide that the chance to learn all about speedway from one of the very best in the business wasn't something that required a lot of thinking about.

Chris had been playing around with a speedway bike at his local track, mainly on his own initiative, and had briefly met the Briggs. He went on a trip to Los Angeles, met up with them again, spending quite some time with them as Tony is just a year younger than Chris and similar in appearance, build and outlook. They soon went their various ways and Chris didn't expect to hear from them again.

Then came the 'phone call, and Chris was off to England to help look after Tony's bike during the hectic English speedway season where Tony was racing for the Reading first division team, usually riding at least 3 nights a week. Chris stayed at the Briggs house both as a mechanic and friend.

Both 'boys' look just that, fair haired, fair skinned, and small. Tony is very slim and barely looks old enough or strong enough to ride a big bike, let alone hurl one around the track fighting it like a bucking bronco in the manner that he does. (continued next page)

Below Chris is at right with friend Richard Verny on left. They are working on the Jawa "Briggo" motor at Palmerston North.



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Continued from page 5 With his blond curly hair, engaging smile, confident and articulate manner it is not hard to see why he's the darling of British Speedway — and lots of young female speedway fans. And Tony loves it all too, his outgoing extrovert friendly personality reflected in his colourful leathers, and aggressive riding style. It's all good for the sponsors and Faberge. Brut and Pirelli give Tony plenty of support.

Hanging around all the time is, of course, father Barry, and while Tony's youthful good spirits might show when Barry's not around, when he's there, there's no more dutiful son and pupil.

He knows his boy has a very great deal of natural talent, but he also knows the hard work to hone that talent to world champ status. Come the Northern winter and Chris was back in New Plymouth, working to earn needed money at a tyre fitting shop, where the sympathetic boss was generous in allowing him time off to chase the many speedway meetings that suddenly happen all over the North Island during the summer holiday period.

With some mates and an old Holden, they chased off to any meeting in the middle-lower North Island that would run bike races, sometimes fitting in three a week, sleeping in the car and doing repairs as they went. At Palmerston North one night, his four valve motor blew up. Back into the pits went Chris, and in the dark, on the gravel, he and his mates removed the motor from the bike and put in a spare less powerful 2 valve engine -- all in 12 minutes, in an effort to be running in the next race. (See photo bottom page 5)

Without the backing of a wealthy father and big sponsorship, Chris has been most grateful for the help he's had from his employers without whom he couldn't have managed. However, the experience was beginning to pay dividends. With what he'd learned about setting up and tuning bikes and about riding them when listening to Barry and Tony, Chris's times were coming down.

Problems on the qualifying night for the N.Z. Speedway Championships meant he just missed out, but at the Stratford track he set a new N.Z. residents lap time just two hundredths of a second off the famed Ole Olsen's outright lap record and a four lap time just eight tenths of a second off Mauger's 4 lap outright record.

It was all looking good for Chris, so when he wasn't helping Tony on the local scene, he was getting in some riding of his own in preparation for the Taranaki Speedway Championships. After helping Tony in the N.Z. Speedway Championship, Chris decided to have a ride at Palmerston North in preparation for the local Championship.

Another rider he was moving up to pass, fell in front of him. Chris threw his bike down, bounced along the track into the fence, and broke some bones in his foot.

Despite all his desires and determination, there was no way Chris, with a leg in plaster, could now ride in the Taranaki Championships, or even be much use helping Tony in his last clash with Ivan Mauger.

The NZ Champs, with Chris on crutches, were a disaster.

Riding well against top class opposition, Tony was let down by mechanical troubles. Barry was quick to ram home the lesson — reliable machinery is a must, no excuses! Those words rang in the boys' ears as they headed for the final meeting of the season.

At Palmerston North, Mauger was matched against Briggs, Wayne Brown and Colin Farquharson (33), the local very experienced rider. Two old heads against two young bloods. Four races and each of them quite brilliant. As in the N.Z. Champs, it was Mauger, but not quite so easily this time. Barry's time with Tony was showing as the youngster turned in some brilliant riding trying to get past the maestro, and at the same time hold off some very determined riding from Brown and occasionally Farquharson.

NZ Achievements 1981/82 for Chris.

1978/79 1st Taranaki Champs,

Top Aggregate Points. (Youngest rider to gain a Taranaki title)

79/80 2nd Taranaki Champs, 2nd Aggregate Points.

80/81 1st CRC High

Performance Shield,

1st Strampel Motors

Challenge Cup Feature race.

Top Aggregate Points for season.

Track Records: Lowered 3 club track records on same night —

Own 4 lap of 1-16.25 to

1-13.23 (Ivan

Mauger 1-12)

Reg Dixon's 3 laps of

57.74 to 57.13 (Nigel

Close UK, 57)

Own 1 lap time of 18.27

to 17.82 (Ole Olsen

17.8)

Photo shows Chris with a handful of bits that came out of the JAP engine of his first speedway bike.



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Continued from page 6

Then came the final heat and Briggs got a flier from the start to lead Mauger. Now it was full on with Mauger using every trick he knew to unsettle his old adversary's son. But young Briggs held on, as Mauger tried to go around outside him, then go under him, but with crowd cheering the local lad, he held his line, riding superbly to beat the old master himself.

After all his earlier disappoint no-one could deny the cheeky triumphant grin in Tony eye as he pulled his helmet off or the similar smile from his Dad. There was even a nod of approval from Ivan.

Feb 28th 1983 Chris springs a big surprise in New Zealand (From UK magazine)

TWENTY-YEAR-OLD 'Chris Martin, all set this season to make his British speedway debut for the "Weymouth Wildcats" in the National League has sprung a big surprise in finishing sixth in the New Zealand championship in Christchurch.

The title was retained by Mitch Shirra of Reading, while six times World Champion Ivan Mauger could only manage fourth place. He now drops out of this year's World Championship event. Weymouth's promoter Mervyn Stewkesbury, commented today, "Chris Martin has turned in some good scores Down Under this winter, but this is his best effort yet. When we signed him we knew very little about him, but we took him on because we were strongly advised to do so by John Davis of Poole.

"It now looks as if we have yet another top rate prospect on our hands and I feel that he could well turn out to be the surprise packet of 1983." Martin is due back in Britain next month and is expected to spend a lot of time practicing on the Wessex Stadium track.

The scrap books Lew lent me do not include many reports of Chris's two seasons riding at Weymouth but here is one.

WEYMOUTH forfeited about 18 points in this speedway match last night through retirements and falls—but still won. David, Biles and Stan Bear were each excluded twice. There were also exclusions against Chris Martin, Simon Cross and Gordon Humphreys — all for being the prime causes of stoppages through falls.

But the plucky young riders suffered their knocks and bruises to come storming back at the Wessex Stadium to snatch a thrilling victory, their in succession — by a single point over Glasgow Tigers in the National League.

And reserve Chris Martin, who came back with his split leathers held together by insulation tape after two heavy falls, deservedly took the Man of the Match Trophy, awarded by sponsor Ted Squibb, a Weymouth bookmaker.

Badly grazed and bruised, the New Zealander played his part magnificently in helping the Wildcats to stage a great recovery and hold on at the end when the result could have gone either way. It was a cliffhanging finish, although the Wildcats would have tied the result up much earlier if they had not kept parting company with their bikes.

The season progressed with Chris moving to number 2 in the team with mixed results although he was voted "Man of the match" at one away match. Before Chris left for England that year he rode in America for a short season then returned to NZ and rode at Western Springs and Rosebank. The following report is of a meeting on Jan 23rd 1983 at Rosebank.



Chris at Ferndene in 1993

+Abbreviated++ This afternoon's racing is a pleasure to report, as there was good racing on a smooth track. With the presence of Mitch Shirra to lead a 'British League' riders' team race some close racing was assured.

The British team was Shirra, Paul Christensen, Craig Pendlebury, Nathan Livingstone, Mike Bayne, Mike Radford and Keith Foulds as a reserve. The Kiwi team was led by Mike Fullerton. The other riders were Mike Smart, Peter Nightingale, Steve Etches, Chris Martin, Bryce Subritzky and Greg Williams as a reserve, who stepped in for Mike who arrived late. The final score was 42 for 'NZ' and 41 for the 'British League', showing how close the racing was.

There were some brilliant rides from Chris Martin, showing his experience from riding in California for a season. The Div 1 riders were put into teams, which teaches them team riding — good experience for those with hopes of going to England sometime. Chris Martin and Mike Smart gave good performances in all their rides.

Race 8 was a particularly fast race, with Chris Martin gating first and Peter Nightingale sitting on his tail for the first lap; but Chris managed to hold the lead all the way.

At the end of the meeting there was a Golden Helmet challenge to Mike Smart from Chris Martin. It was a very fast race, but Chris managed to take the Helmet for this time.

Champion has overseas experience which he will use to advantage. New Zealand's solo bike champion has found that the professional world of speedway in the United States and England is worlds away from tearing around New Zealand tracks.

Chris Martin (28); who cut his teeth on the American and British circuits, won the New Zealand solo bike championship for the first time this year and also grabbed the Auckland championship.

New Zealand differs from British speedway because the English were fanatical, as far as following the sport was concerned, he said. In England there were about 40 tracks for the exclusive use of bikes, while New Zealand tracks were more suited to cars, he said.

Ferndene Speedway, Egmont Village, will tomorrow be an exception though, because the track has been specially prepared for the West Coast solo bike championships, which has attracted riders from Auckland, Waikato, Wellington, Hawke's Bay as well as Taranaki. >>>>



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Continued from page 7 — Martin, on his Speedlink Jawa 500, is expected to be a frontrunner, along with last year's winner Greg Fisher and a handful of other riders who have experience in Britain and the United States.

Martin returned to New Zealand this year because "it's home" and is scratching a living as a semi-professional in Auckland. During his time in the US he found that besides being very aggressive riders, some Americans had no idea where New Zealand was.

Chris Martin left New Plymouth for England as a mechanic for New Zealand and world champion rider Barry Briggs in 1981, (Editor-actually Briggs son Tony) after Martin won New Zealand's North Island championship and the Taranaki championship.

By 1982 he was riding in the United States where he learnt how to compete "elbow to elbow" on their smaller tracks. By his mid 30's he was riding for an English team and the highlight of his professional career was as a member of the Weymouth Wildcats team which only just missed out on lifting the "Knockout Cup". His team was pipped by one point.

Chris Martin flying the flag overseas. 1985

New Zealander Chris Martin is at present competing in the USA — Chris a fellow Taranakian — used to race at Stratford when solo's were on their programme.

After a fairly successful (and short) season at Western Springs he departed for the USA —upon establishing himself he started riding on the Californian circuit, this consists of five tracks all within 250mls running Tuesday through to Saturday, five nights a week.

The tracks are really small, real small, you could fit them across the infield of most NZ tracks, however the size of the tracks produces close-even racing which is very physical.... more like roller derby's.

With more riders than spots on the programme a roster system is used. If you don't transfer from your heat (1st or 2nd out of six) that's it for the night and two to three weeks off the programme as you move back on the roster...they run three divisions.

Chris's best results came when he gained 2nd in the "The Handicap Main" at Vicorville, after winning his heat and his semi then finishing 3rd in a 20 point division one scratch-meeting finishing ahead of Tony Briggs!. His list of credits also include several D2 Mains.

Chris is a proud Kiwi wearing the NZ flag on the front of his leathers and apart from Tony Briggs (who is almost American) he's the only "Fresh" foreigner riding there.

However fans don't despair as Chris is coming back for the 86/87 NZ season and there's word about that a team of USA riders will also be here this season so with their flamboyancy the riders will be excellent.

By the time this goes to print Chris will be in England where he hopes to purchase a new bike to bring home with him. We look forward to your return Chris.

From 1986 it seems Chris stayed in NZ but he did not hang up his helmet. Here are some of his achievements in the following years.

86/87 1st Auckland Champs, Rosebank Road.

Top Motorcycle Winner at Western Springs (20 wins) Included most Invitation race wins, Most Big Six race wins. Member of NZ Test team, Beat USA. 68 points to 50.

89/90 1st NZ ACU Champs, Rosebank Road, Auckland.

1st NZ Grand Prix

2nd West coast Champs, Ferndene, Inglewood.

90/91 1st West Coast Champs, Ferndene.

1st NZ Grand Prix

2nd NZ. S C B. Champs, Gisborne.

2nd Auckland Champs, Waikaraka Park.

91/92 1st Auckland Champs, Rosebank Road.

92/93 1st NZ. ACU Champs, Rosebank Road.

3rd Best Pairs Meeting, Rosebank Road.

93/94 2nd Auckland Classic Champs. (Pre 75, 2 Valve engines) Top Points scorer for Auckland teams races. Beat Napier, beat Waikato.

96/97 1st Auckland Classic Champs, Rosebank Road.

Coca-cola International challenge Riding for NZ Beat Rest of World 56-40 at Western Springs.

2000 1st King of the Classics, Rosebank Road.

01/02 1st Bryce Subritsky Memorial 2V Section, Rosebank.

2003 1st 2 Valve Classic Challenge Trophy, Rosebank Road.

2004 1st Ronnie More 50th World Title Anniversary

2 Valve 500cc Classic Section, Christchurch.

At this point I asked Lew for more info on his life since 2004..

Between 1991 and 2000 Chris was referee at Rosebank. Also during that period he and Bryce Subritsky together were holding riders training schools at Rosebank, that were very popular.

He has been self employed building solo bike race engines and classic bikes/engines.

He has a large collection of solo bikes, JAPS and 2 and 4 valve Jawa's, and 1 lay down Jawa.

From memory his last competitive meeting was the Ronnie Moore 50 years anniversary world champs meeting in Christchurch. He rode one of his 2 valve Jawa's in the classic class, (2 valve engines only) won every race.

I then asked Lew about the involvement with the "Wall of Death"

I have been talking to Chris so I have a little more info now. Chris and co were riding it for about 5 years. They took it to Palmerston Nth, Rotorua, Napier, New Plymouth, Paeroa motorcycle street race day, Rosebank Speedway days, Kumeu Hot-rod show days and Auckland's Big Day Out, at this event doing by far the most shows ever in one day, 34. Chris says it took 3 days for his eyes balls to settle back in their sockets.

No one seems to know exactly who owns the wall. At present Orb Morby, Auckland, with some mates are slowly working on it to bring it back to life.

When Chris first got involved I remember him saying -

There were about 30 odd guys in Ackland all saying "Yeah I can ride that, what can be so hard about it" only two Aucklanders and one from Christchurch made the grade, the rest all crashed with many broken bones.

Chris was club captain of the Auckland Speedway Riders Club for some time.

During the Rosebank days Chris would also be riding the wall at various venues, between meetings. The wall was hugely popular and Lew can remember long lines of people waiting to get into it at the Magogs Motor Cycle show.

Thanks very much for your help Lew.

See photo back page of Wall.

in association with Engine Rebuilders 64 Molesworth St. NP

Continued from page 9

When they staggered to their feet Vardy muttered to Bruin "I'm OK, we'll restart!" "You've got less than half a minute" replied Bruin. They lined up for the re-start at the back of the field then carved their way through the field to a second place finish. Back in the pits, Vardy was so sore and weak after this race he just rolled off the chair onto the ground.



One race steward recalls seeing Bruin in a motorcycle shop during the week hobbling about on crutches with a broken bone in his foot, buying parts to go racing the next Saturday night. The steward watched him limping about between races on the Saturday still obviously in pain.

While racing at Wanganui, rider Ray Pratt had an end over end flip badly mangling his hand. The next day after hospital treatment he was seen using a pair of tin snips to cut away the plaster on his hand so he could compete in the N.Z. Championship. Dr. Aicken recalls a rider who broke a collar bone in his first race of the night, then insisted on riding in the second race and again crashed heavily with the bone now starting to protrude through the skin. The doctor ordered him to hospital to get it fixed but saw the same rider was still at the meeting till the last race.

In the 1982 season, Kevin Cooper was in the chair for Tjebbe and the first night out they notched up three wins from four starts. Meanwhile, most years Tjebbe was riding moto cross and going overseas competing in enduros. He had some good sponsors and contracts and got good results in these rugged events.

He was chosen for enduro teams to travel to Italy etc. but one he recalls vividly was the Worlds' Enduro Competition held in Wales in 1983. It was a six day event and he was speeding down a country road and crashed into two spectators who suddenly appeared riding toward him when the road was closed to all traffic. It was a nasty spill and Tjebbe suffered a ruptured spleen and dislocated elbow etc.

Tjebbe had wanted to try midget racing and he had built up a Mazda rotary powered car during 1990-'91. It was painted yellow and red and numbered 4 and had a fuel injection system of Tjebbes own design. He wheeled it out during the 1991 season and at the fifth meeting someone moved out on him and he jumped a wheel and crashed heavily at the pit gate wrecking the car. He was an ambulance case with a broken shoulder blade etc.

Tjebbe is still riding enduros and the Taupo meeting in 2006, attracted 620 entrants in three classes, with Tjebbe as co-organiser. Now, in 2007, Tjebbe is contented to enter the "vets" class. In his time with sidecars at Western Springs, he notched up approximately 115 wins on that track alone. Speedway fans sometimes hear crude remarks about sidecar riders i.e. "They gotta be crazy,"

The real basic facts cannot be hidden though. These guys must have real quick reflexes, real agile quick thinking and be able to focus quickly in a highly intelligent way to survive and win. Most of all though they need to certainly have a ton of just plain guts. They gotta have that.



P-10

Hi Max,

Hope you are keeping well. My answers to the Pit Notes queries. (Issue 166)

Yes it was the most HP I've had under my right foot in a Midget, being a fresh engine made it better too. The seating mod. 1. The shape of the bottom of the seat made it quite low giving my thighs (tops of legs) a sharper angle to my spine. It doesn't work for me. 2. I also wanted to see the tops of the front tyres at least and out the corner of my eye, over the top of the mud shield the top of the RR tyre.

This is something I've always been fussy about, mainly thru traffic without climbing wheels etc. edge of tracks, fences, walls etc. Especially in cars I'd never driven before. So I had the phone book from when my Father lived in Thames. It is exactly 2 inches thick and old seat squab from a Vintage resto and a bunch of upholstery foam for my back. We are spoilt with the upholstery in the old cars.

I enjoyed the hp, power steering, grippy side biting tyres etc. It amazed me how predictable it was.

A great experience. Full marks to Eric and Mike and everyone that did a nice resto job and saving a piece of History in Speedway with Michael Kendall being so successful in the car. All the Best. John Stanley

Excellent John,

It's this type of correspondence which helps me to make the Pit Notes more interesting with a "human" content instead of being full of repeats of old articles and stale news.

You may not know that the car remains in our club as Eric has sold it to Colin Lea of Kerikeri who I think is in your club as well.

Best regards,

Max



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Vale Ivan Mauger OBE

4 October 1939 — 16 April 2018

This article is from the Bruce McLaren Trust newsletter and written by Jan McLaren, sister of the late Bruce. It shows the connections between Speedway and the McLaren family.

The McLaren association with Speedway and Speedway bikes goes back to November 1929 when Les McLaren, Bruce's dad, rode at the Official Opening of Western Springs Stadium in Auckland. A lifelong family interest in motorbikes and speedway was a natural conclusion and when Bruce arrived in the UK on the "Driver to Europe" scheme in 1958, Ivan had already been in residence and racing for over a year, having arrived as a fresh-faced 17 year old in 1957.

This was the era of Ronnie Moore and Barry Briggs, heroes of Ivan and, at the time of his arrival in the UK, Moore and Briggs reigned as the twin "kings of the cinders".

All this was in the Wimbledon area which was only a few miles from where young Bruce was based and, being a fellow New Zealander, a mutual interest in all their respective careers was immediate. These bike riders were the 'Trio at the Top' for two wheels just as McLaren, Hulme and Amon were to the four wheels of the race cars. Lifelong friendships were formed and at a McLaren Old Boys reunion at Brooklands in 2012 Barry Briggs was present at the occasion.

>> gold-plated. Needless to say he had that third win and the bike was taken back to the US and gold-plated and so became the "Triple Crown Special". It was on display in its special case at the New Plymouth event back in 2004 and I was very privileged to be allowed to actually sit on Ivan's gold plated bike – as I said at the time, I now knew what it was like to sit on a million and a half dollars!

A remarkable New Zealand Speedway Ace, Ivan Mauger is considered to be the best speedway rider ever and was voted as the "Greatest Rider of the 20th Century".

Jan McLaren

Letter to editor

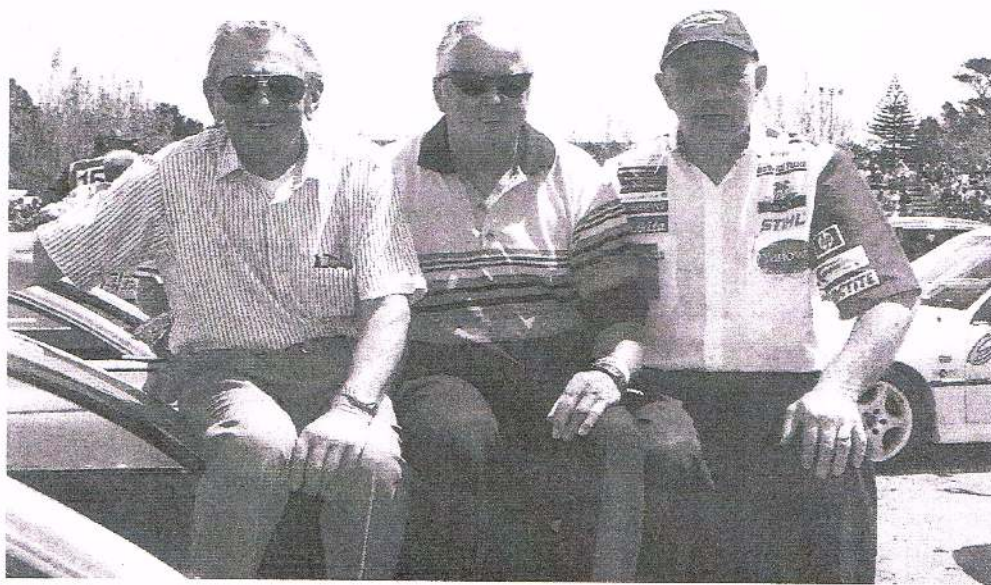
Hi Max,

Was our pleasure to meet and spend some time with you, always good to talk with someone that's "been there, done that". Have started reading your book and must say I am enjoying it, especially the formative years. Wow, how many of us kiwis took similar paths into motor sport. Myself, I was busting to get out of high school as the smell of burning rubber and castor oil had me hooked at 9 yrs of age from my first time at Western Springs. Great times, cars were more important than girls then, but that didn't last long. Very nice news letter, and I like the fact it covers a broad spectrum of motor sport.

One thing that annoys me are the few one eyed individuals that don't recognize and appreciate all forms of racing and the skillset required for each one. I'm dismissive of the few I do encounter these days, must be a sign of age and intolerance, in no particular order. We're back at it preparing a couple of cars for Sears Point (Sonoma Raceway) CSRG Charity Challenge first week of October, an outstanding event with huge fields and plenty of track time. That's the downside of the Monterey Historic's if you end up only running one car, too much time doing nothing is hard work. Anyways it was great meeting you and I look forward to seeing the interview draft you write. Cheers.

Mike and Christine. (Ryan)

As a footnote, we both came down with a very nasty flu after the Historics. 4 of my friends from NZ were all sick when they arrived from NZ. No doubt they were spreading it around !!



The BM Trust was approached by Ivan back in 2004 to be part of his World Long Track Bike event at New Plymouth and to display the McLaren M12. A fabulous three-day event and the sight, sound and speed of the Speedway bikes and their rooster tails of dirt was something to behold. The official dinner on the Saturday evening was a wonderful reunion of the three lads – Ivan Mauger, Ronnie Moore and Barry Briggs.

Ivan's achievements in the world of speedway riding make a remarkable list, as are the Honours and Awards that he received. In 1970 two men in the USA said to Ivan that if he won his third World Title in a row, that they would have the winning bike >>

A full interview with Mike will follow later. Max

Club meetings.

Generally second Tuesday each month. Start 7.30pm. Fitzroy Golf Club. Record St. New Plymouth. (Gold coin donation for evening costs please)

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Below Eric Beardmore gets ready for a run in his #12 midget while his "Crew member" Sue holds his helmet.

This was during a run at Rockvale in December 2017.



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Below sits Chris Martin, the rider featured in this issue, as he reflects perhaps on the riders who broke bones trying to ride the "wall" as he is above. Note Jawa solo bike at left rear below. It is believed that it was the only use of a speedway bike in a wall of death trick. It had much modified gearing to suit the low speed.



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