



**SAVING
THE PAST
FOR THE
FUTURE**

Pit Notes

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

Issue no 201 — August 2021

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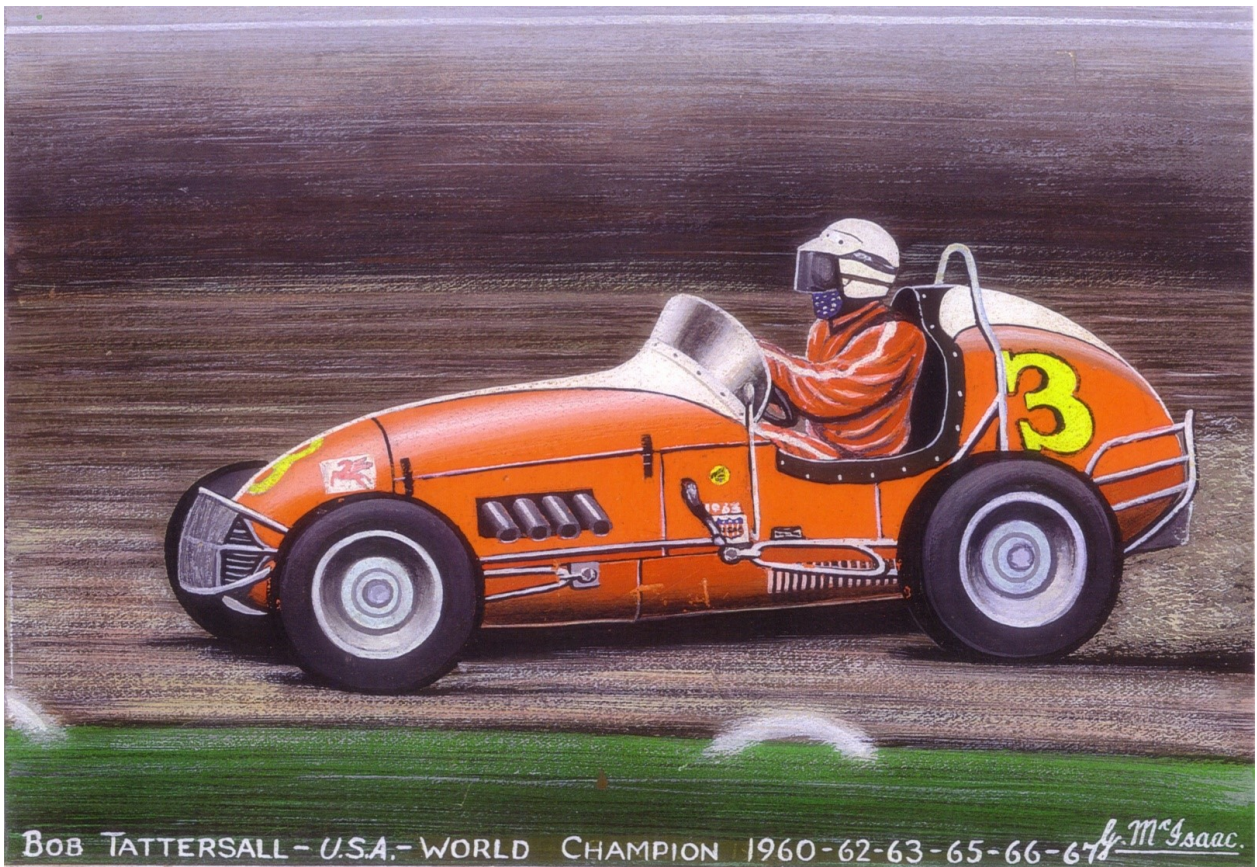
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BOB TATTERSALL - U.S.A. - WORLD CHAMPION 1960-62-63-65-66-67 *McIsaac.*

Does that bring back fond memories? From an original painting by Gordon McIsaac of Auckland. Visit his museum to see all his paintings and much more. (see Editors Notes)

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**HOSES
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FITTINGS

VALVES



From the President.—

Our speaker last month was Graeme McDowell who has been a long-time member of St John and was also a Zambuck at Waiwakaiho Speedway. Graeme highlighted some interesting moments during his time at the Speedway as well as other aspects of working with St John. A very interesting speaker so look out for Max's write up on this one.

Weather has been very rough in places but Taranaki has been relatively lucky this year so far. Still a bit chilly to be working in the shed at night but fine days have been very pleasant. Hopefully there has been some work going on getting vehicles ready for our runs this season.

I have heard of a couple of cars being prepared with new owners so it will be good to see a few more drivers having ago.

SNZ has just completed their AGM with over 130 remits being submitted for discussion etc. These did not include any technical remits as these now follow a different process. Much of the new rules are to do with a tidy up of racing rules making them more consistent over many of the classes.

One new rule put forward was to allow three vehicles on the track (instead of two) when holding a training permit so that will allow us to have up to three now when we have our runs at Stratford.

The committee by the time you read this will have met, so planning will be underway for our Runs this season and we also hope to have another shed visit organised over the winter months. Keep an eye out for these.

The guest speaker for our August meeting will be new member Chris Hill, known as Chezel. Chris has had a lot to do with Stratford Speedway but also working for Methanex so this will be an interesting talk.

So, our next meeting will take place at 7:30 pm on Tuesday 10th August at the Fitzroy Golf Club as normal.

I look forward to seeing you there.

President Laurie Callender

**Our web site is at www.historicspeedway.co.nz
Have you been there? Thousands have. If you have any
comments or info that could be added please contact me.
Editor Max**

Editors notes

Apology time. I made several errors in the last issue of which I am not proud. I try very hard to keep the facts correct, but can't be right all the time. I have hundreds of photo's in my files and 80% of them have names attached. But if the people that give me images have named them in-correctly, then I compound the error by using that info.

No one can be fully to blame, as time changes details, especially after events 50 odd years ago, that a lot of the images are from.

On the front page it is Kiwi Cribb, not his son Bruce. Page 4 has Eddie Hall in 32, not Dave Ibbotson as stated. Page 9 shows Peter Jury in 76, not Neil Bulmer and thanks to Dave Gifford we now know that 21 is driven by Bob London from Rotorua.

Another mistake I made was in saying Laurie Callender is looking out the back of a truck on page ten. It was in fact his mother Nola.

Perhaps I should accept that I am nearing the magic 80 years old and get a less stressful job !!

Editor Max

**If you have a couple of
hours to fill while in
Auckland you would
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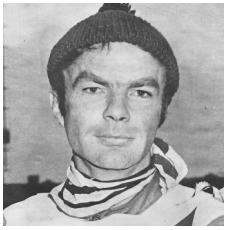
members. **Contributions by mem-
bers or friends are always wel-**

come. Items by the editor tend to
be about open wheel cars and bikes.

We would welcome contributions
on early saloon/stock/sprint speed-
way cars and sidecars.

Editor—Max Rutherford (06)

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sion to use material from this news-
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tained from the editor.



Waiwakaiho Speedway History.
By club historian, Dave Gifford.
March 1st. 1964. 3rd. Meeting
Fourteenth Season.

With the annual holiday season in full swing the Taranaki Midget Car Clubs decision to hold a mid-week meeting proved to be a master stroke and the fans rolled up in great numbers to take in all the action. There was just one additional midget car from outside the province and that was the #50 car owned and driven by Nev Collins of Rotorua who had previously raced here back in 1957 while the car had been raced here in the early years by Ken Rogerson and Roly Levis.

The Three Quarter Midget class was also increased with the appearance of Kihikihi drivers John Benton with #47 and Jim Lambeth with #33, both of whom had raced with success previously at Waiwakaiho.

The Solo Division promised much with the return of the crack English International and World Championship Finalist Bob Andrews who had electrified the Waiwakaiho fans with his appearances the year before. Also on the card would be the ever popular Aucklander Bryce Subritzky who was joined by fellow Western Springs riders Rim Malskaitis and Dave Torrey while Palmerston North's rising star Bruce Cribb was also on hand to add to the occasion.

Perhaps the most the most exciting prospect for the nights action was the appearance of three Auckland Sidecars led by Alan Clark and Warwick Cowey with a JAP 500 powered combination and they were joined by Peter Thompson and Peter Stockdale on 650 Triumph while the third outfit was in the hands of brothers Lyle and Allan Cooper who were aboard a 1000cc Vincent.

The Gray and Inch B Grade Solo Handicap race opened what would prove to be a thrilling night of action and spills. The first tumble of the night came when Rodney Short and Ernie Stockman tangled and went down locked together and out of the action and they were followed by Dave Torrey who was also a faller while Bill Dixon wrenched a knee and withdrew leaving Ash King as the winner with the runner up position going to Bunty Keenan.

The A Grade lineup was as good as anything ever seen at Waiwakaiho and with just fifty yards from the front row riders to the back-marker it promised to be a real thriller. Dave Gifford and Bruce Cribb duelled for the lead in the early stages while Graham Coombes' quest came to nothing when he fell mid race and then Bryce Subritzky was challenging the leaders when a broken chain ruled him out of the picture too.

Bob Andrews was closing in the later stages of the race but the leading pair were just too quick on this occasion and he had to be content with third while Dave Gifford headed off Bruce Cribb for the win much to the delight of the partisan crowd.

The New Plymouth Meat Company Handicap came next on the card and the B Grade race produced another keenly contested exchange with Bunty Keenan going on to win from Bill Dixon and Dave Torrey while failing to finish were Ernie Stockman and Ash King who was an early faller



Rodney Short at the Waiwakaiho Speedway during the 1962-63 season.

The A Grade race was one for the ages with Dave Gifford holding off all comers with a ride that produced a new track record and a second win on the night. Bob Andrews rode brilliantly to close the gap at the finish to a few feet while Graham Coombes actually managed to overcome his constant mechanical issues to finish third but Bryce Subritzky had more chain issues and failed to finish.

Bunty Keenan was beginning to make winning a habit when he notched up number two in the Fitzroy Service Station Handicap B Grade event while the minor places were taken by Ernie Stockman and Bill Dixon and rather uncharacteristically Ash King was again a faller and failed to finish.

The A Grade race and a revision of the handicap marks saw Dave Gifford moved back to start alongside Bryce Subritzky and Bob Andrews on thirty yards. This time it was turn of Bryce Subritzky to shine and put the earlier frustrations behind him with a superb ride which saw him head home Bruce Cribb and Dave Gifford.

In the La Maronde Driving School Handicap B Grade Bunty Keenan made it a well-deserved hat-trick of wins while a steady ride from the ever improving Bill Dixon secured second place with the back marker Ash King rounding out the podium with a third place finish.

Ash King and Bryce Subritzky are shown below.



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Continued from page 3. The A Grade race and Dave Gifford's night to remember continued with another wheel to wheel contest with Auckland's best which resulted in win number three for the local rider while Bob Andrews got the better of Bryce Subritzky for the minor places.

A Top Four Scratch race courtesy of St Aubyn Motors brought the curtain down on what had been a brilliant night of Solo action but there was to be no fairy tale finish for Dave Gifford whose motor cried enough mid race. There was still a most popular winner though in the form of Bryce Subritzky who managed to get the better of Bob Andrews in a thrilling encounter while Bruce Cribb claimed third.

Much interest was on the Sidecars when they appeared for the Laurie Booker Handicap, the Aucklanders came with great reputations and it would be good to see how the locals stacked up. Peter Stockdale and Peter Thompson drew first blood in the opener but Ray Christiansen at the helm of Wayne Paul's machine and with passenger Phil Bretherton gave an excellent account of themselves to claim second while the outfit of Arthur Roper and Dave Schwass finished third.

The Mitchell Cycles Handicap and a popular win for Ivan Turnbull and passenger John Henderson as they relegated Stockdale-Thompson duo to the runner up spot while Alan Clark crossed the finish line in third.

A splendid ride from Ivan Turnbull and John Henderson was rewarded with win number two in the third Sidecar race while the Auckland outfits of Alan Clark and Peter Stockdale took the minor placings. In the Ash King Motors Handicap the Stockdale-Thompson combo were back to their winning ways while the Turnbull-Henderson duo made them work hard for their win and pushed all the way it was not quite enough and coming home in third were Alan Clark and Warwick Cowie.

A few of the local Three Quarter Midgets were absent from the lineup when the cars rolled out for their first race, the Peter Pan Handicap, but there were still enough starters to generate plenty of interest. Jim Coull was quick to join the non-starters when a blown engine put the #5 car on the trailer but no such misfortune for Brian O'Sullivan who drove a steady race to record his first win of the night with Peter Jury coming home the runner up and Darryl Wickens crossed the line in third.

Backmarker Baldy Christensen drove a brilliant race in the Alex Draper Handicap and was able to win from Peter Jury and Neil Bulmer while casualties with mechanical issues and spins were Dave Cell, Darryl Wickens, Brian O'Sullivan and Jim Lambeth. The Pike and Waters Handicap produced a bit of drama when Brian O'Sullivan stopped suddenly when another win seemed inevitable but the following pack managed to miss the stricken car with Jim Lambeth going on to take the chequered flag ahead of Peter Jury and Baldy Christensen.

The Motor Aids Feature Race brought the night of racing to an end for the T.Q's and just six cars were able to make it to the grid. It seemed that John Benton had saved the best till last and he made the long trip south worthwhile with a skillful drive to claim the victory from Neil Bulmer and the ever so consistent Peter Jury.

The Pike and Waters handicap for the Midgets brought more cars out on to the track than had been seen for many a year and what a sight it was. Only four laps made it a big ask for the backmarkers and so it turned out with Ron Carter starting from mid pack and going on to win from Rotorua visitor Nev Collins and Eddie Hall in what was a rather surprisingly incident free race.

The Four Square Handicap saw a number of mechanical casualties but enough cars were left to make it a thriller with Ray Cadman coming from a fair way back to head home Dave Ibbotson and Eddie Hall in the closest of finishes.

The Mayfair Caterers Handicap was split into two separate races with the slower cars in the first heat and the faster ones in the second but there would be no Final. Kelvin Collier started from the back in the first race and was not really extended as he drove through the pack to cross the line ahead of Ron Waite and Peter Adamson.



Ray "Baldy" Christiansen is riding this outfit with un-known swinger. Below Arthur Roper and Dave Schwass are on their BSA powered chair.



The second race was a more torrid affair but Ron Carter started from the front and stayed there while the mayhem broke loose behind him with the wildly spinning cars of Dave Ibbotson, Eddie Hall and Eric Beardmore proving the thrills and leaving Ray Cadman and Laurie Booker on the remaining podium steps.

The Don Rutherford Motors Feature Race saw the Midgets on the track for the last time and as usual it turned out to be a matter of survival more than anything else. Early spinners were Ted Metcalf, Brian Walkington, Kelvin Collier, Ron Carter, and Dave Ibbotson but while that was all happening a really intense duel was taking place between Ray Cadman and Eric Beardmore up front and as the last lap started there was nothing between them.

A desperate lunge from Ray Cadman had him out in front at the finish but the Referee decreed that he had put all four wheels on the infield and would be disqualified which handed the win to Eric Beardmore with Eddie Hall second and Peter Adamson third.

It had been a superb meeting and for once all four classes had contributed to the occasion and the future could not look brighter, roll on next week

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Zambuck's at Waiwakaiho.

An interview with two St John personal (or Zambucks as they were kindly referred to), Graeme McDowell and Tony Kivell of New Plymouth. Both spent many days and nights at Waiwakaiho on 'first aid' duty. **Editor Max**

Graeme: Where are you from, and what did you do when you left school?

"I was born and bred in the Vogeltown area of New Plymouth, just around the corner from the Rutherford family. I left school in 1960 from the Boys High School. At school I played rugby and cricket. But I gave up rugby when I took up St John because I found I could not do both. I played cricket for about 25 years.

"During school years I tried Cubs then Boy Scouts but they weren't for me. Then your brother Ian said come along with me on Tuesday night to St. John. I was 13 years old when I joined. I made a lot of friends over those years and have a lot of great memories and in certain cases I've been well rewarded for what I've done.

"Not financially, but people appreciated what I had achieved. I have been rewarded with two major awards. In 1981 I was appointed as what is known as a Serving Brother of the Order of St. John. The function was held in the Wellington Town Hall by the Governor General, David Beatty. And in 2001, I was promoted further. I became an Officer of the Order of John, which was presented to me in Auckland by Dame Sylvia Cartwright. Those two things stick out for me.

"I joined the cadets in 1958, then in 1961, I qualified to go up to the Ambulance Division, as it was called then. Once I had sat my senior exam I was able to do some motor sport duties as well as rugby and other sports I had been doing as a cadet.

Max: Was there a special exam for motor racing attendance?

"No, but I couldn't go to motor events as a cadet because of what can happen to people in big crashes. As a senior you weren't allowed to go on duty on your own for about 12 months, so you would be under the wing of somebody else.

"In 1974 I was approached by the Commissioner at the time in Taranaki, to promote me up to Superintendent. I had to sit another exam to take that position. I was sent to a two-day camp, and the exams were sat there. So, I became Superintendent with an Ambulance Officer and a couple of Corporals under me.

"I then had the division to run with about 30 to 40 members. I did that from '74 to '76. Then headquarters in England decided to change the structure of the whole organization and amalgamate the men's and a woman's divisions. They put me up there to run the combined division. I did that for '77 to '79. Then I thought, I want to have a rest and move down a bit and stay in the ranks but I don't want to have all that responsibility..

"So, I've had a good career. But I couldn't have done any of that if it wasn't for my wife and the three kids. Because to be honest, you're away a hang of a lot doing St John duties. I was running St John as superintendent and also running a supermarket which was the Daltons branch on Dawson Street with 18 staff. So, my family hardly ever saw me.

Max: Graeme retired from St. John in 2004. At a special presentation event he was made a life member.

Tony, can we have a brief history of your life?

"Well, I was born in Stratford and came up here when I was three, and that was 1941. In those days I was a good Catholic boy and when we had to go to school us 'town boys' had to go to the Sacred Heart girl's school because the main boy's school was chock-a-block due to the war.

"I loved Speedway racing. My father had taken me along as a young child, virtually every Saturday night at Waiwakaiho from the late 50's to when I took up St John. I did that duty from 1961 until when the track closed. (Early 1970)

So later we were 'old boys' of Sacred Heart girl's school and we're proud of that.

"When I was eleven in 1949 I joined St. John. I can still remember my first duty was to carry the bag for a senior member when we were at a soccer game at Western Park. We were just standing and watching when a guy got a kick where a guy doesn't like getting kicked. He was on the deck rolling around. We ran on to the field with me carrying the kit bag. The senior Zambuck pulled open the chap's shorts and emptied his water bottle down his pants. I was watching everything and I can remember the player say, "go easy on the me as my wife has shares in those."

"We did get busy at times in the cadets. Then we got into search and rescue. That was very amateur in those days. The only one major call we had in my time was to find a couple of pig hunters who were lost. It was a very big search. The Army brought up mobile kitchens to feed us all and helped with the search. When the hunters were found they were very close to death. I was out there for the whole week right after our honeymoon. So, a few words were spoken about that!

"I started work in Avery's Printing works as an apprentice. That trade doesn't exist now. That was book binding and ruling. I did enjoy the work but the boss was not very nice so when my apprenticeship was over, I had to get out.

"I then worked at McKechnie's which is an aluminium and brass extrusion factory. But I actually got very crook from breathing in the fumes and dust. You couldn't dodge them. My lungs got stuffed up. It was horrible. I went to our Dr. Forrest, who told my wife, get him out of there or you will have him in a box. So that was the end of that job.

"Then I went to Taylor's Dry Cleaners as a van driver. In those days there were three vans but it soon slowed right up. The decline was because of the arrival of drip dry artificial fabrics. That's why all the dry cleaners were going under and I got out pretty quick because the pay was going down. I got the opportunity to go and drive for the City Council on buses. That was a terrific job really in those early days about 1975.

"The first Speedway meeting I went to was with my father and brother. That was when the Irish lady Faye Taylor was racing out there. Later on, when I was allowed to go as a St John person, I think it's fair to say that Speedway people, Motorcycle Club guys and in my case Rodeo people were probably the best people we dealt with. All those people never hesitated to help us financially if we needed funds for equipment. They were also our best duties, no question.

"I had a funny case at a motor cycle scramble. They were racing down a slope and this chap Barrowman I think, dived over the hill then down the slope and fell from his bike. The next rider over the hill was Rex George who tried to jump his bike over the fallen rider, which was the best thing to do, but his rear wheel went over the guy's chest. >>>



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Continued from page 5

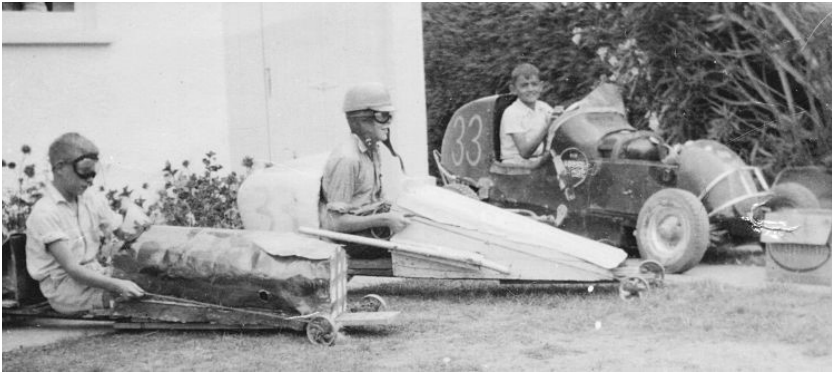
I arrived at the scene and realized this guy could have a punctured lung. He was coughing and having trouble breathing. I realised we could not wait for an ambulance.

"I asked if anybody could give me a hand and get him to hospital in a private vehicle. One guy said he had a big station wagon. I saw the rider the next day and he only had bruises. As we had loaded the rider into the wagon, I spotted Rex George sitting on the ground just watching us. I asked if he had some trouble? He said I can't bloody move. I've torn the ass out of my pants.

Graeme: Yeah, we had some great times at scrambles and speedway. Loved the racing. I also handled every international game at Rugby Park in those days. We had the power to take a player off. You had a doctor who was on the side line. The visiting sides like the Springboks would have a doctor as well. I had to take couple of internationals off of in my career although the doctor would have the final say. Usually, it was for suspected concussion.

"I'm proud to say that of the ones that I've taken off, none ever came back on. So, I must have done something right. There were a lot of other players who should have come off. The team captain would argue to have them stay on. Later we had a system to avoid arguments. We would ask them "will they be responsible for the player later on if things go wrong?" That worked well.

Max: At this point I asked if either of them had a photo of themselves at speedway. They said no, they were just part of the furniture and not like the drivers. However Graeme had a photo connected with speedway. *See below. In their "trolleys" are Ray Baeyerts and Barry Rolo. Graeme is sitting in Don Campbells #33 TQ.*



Tony: "We always had a doctor on the track at Waiwakaiho. Dr. Walker was the one I had most to do with and then later on we had Dr. Barclay. One night when my crazy brother-in-law Dave Gardner was there on his side car, as the outfits came out on to the track Dr. Walker said, >>>

here come the Suicide Squad. He also called them the Psychiatric Squad as well. He would say, right you guys, into the centre of the track to get away from these things when they get out of control.

Tony: "One of the funny things I remember about Waiwakaiho was the drivers and one of the spectacular ones was Billy Hoeta. (*Shown below*) He would drive his car like a



jockey and bounce around in the seat to help the car around the corner. One night he bounced so hard his false teeth fell out on the track. One practice day he had a screwdriver in his pocket. We watched as he drove down the back straight and he's standing up in the seat, steering with one hand, while leaning forward with his screw driver adjusting the main jet.

"Then there were the three Don's on solo bikes. Don Hine, Rutherford and Don McNeil. It was easy for the judges because Don always won. I have to be honest Max, even today I still miss the Speedway nights at Waiwakaiho.

Max: The amazing point I suggest to people about Waiwakaiho, is that crowds out there were several times in excess of 10,000, yet the population of New Plymouth then was around 30,000. People would regularly travel from South Taranaki and Opunaki by the bus load to see the spectacle.

Graeme: "At Waiwakaiho we used to have three St. John personal on each corner and a Lady or two sitting in the stand. After interval we would change corners, just to get a break. And we came into a pattern that we took turns to buy the hot dogs. But you can bet yourself, every time we had a hot dog in our hand somebody would crash and the dogs got thrown on the grass as we ran to the crash. But it was just one of those things that happened.

Tony: "Rex Blackhall had a little car cut down with a cab and small tray arrangement. He used to pick us up sometimes to go to the speedway. Muggan's me was always the last one to get picked up. So I would travel on the back tray in full uniform. Can you imagine that today?."

More next month.

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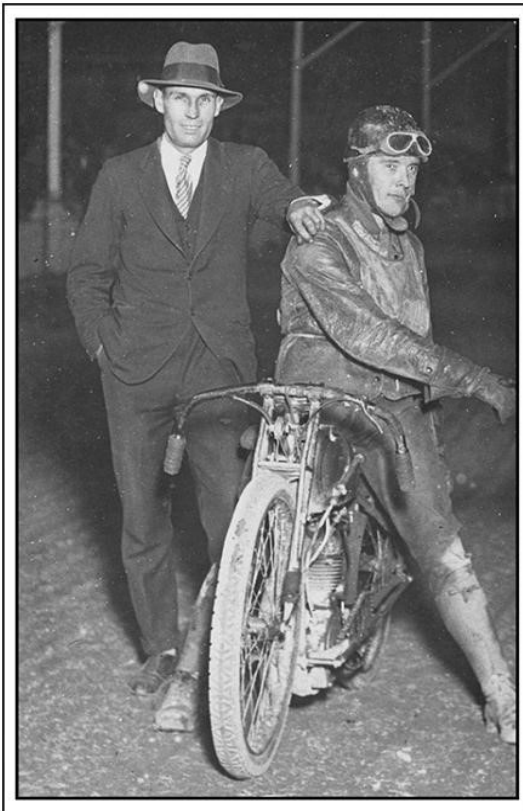


Stewie St George pictured at Bristol 1928.

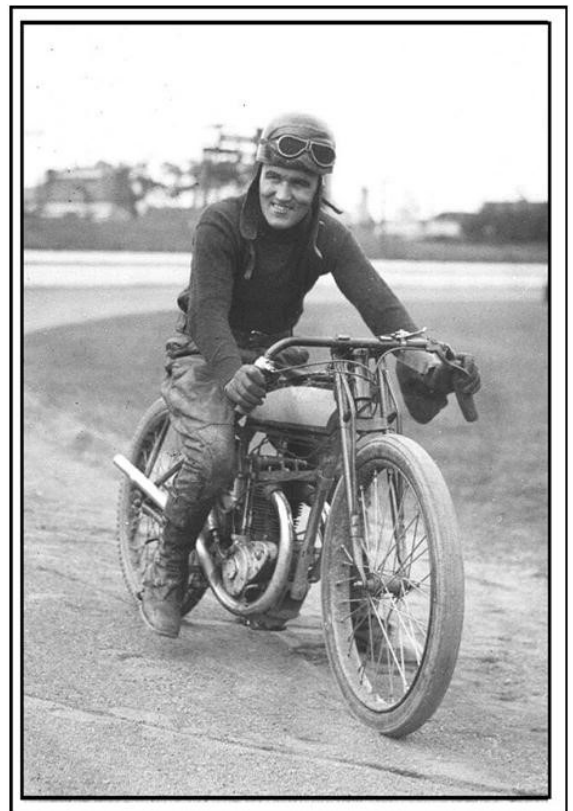


Wally Kilmister pictured at Wembley, 1930.

*Giffy's
photo
page.*



Harry Mangham pictured at Adelaide's
Speedway Royal in 1928.



Spencer Stratton, unknown Australian track,
1930.



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INGLEWOOD RECORD -- May 1st 1968.

“Inglewood midget car could be first of a new line”

“It looks more like a scaled down Grand Prix car than a midget racing car. Sleek and low slung, it is a distinct contrast to the familiar high backed blunt lines the speedway buffs are accustomed to see at Waiwakaiho. ‘It’ is Mr. Ron Waite’s Studebaker powered midget which took first place after four starts at Waiwakaiho.”

“Three years in the making, Mr. Waites green midget drew admiring looks from race veterans who gathered around, notebooks in hand, to record the technical facts about their unusual opposition.”

“Number #9 is suspended ‘between’ the springs rather than on top of them which gives it a lower profile. The engine is tilted 30degrees to lower it’s centre of gravity and help the low profile of the car.”

“Mr. Waite said the car handles well because of the evenly distributed weight and ‘sits down’ in the corners without the tyre shredding wheel spin of normal midgets.”

After a short career on speedways in New Zealand the car was sold to a speedway buff in Sydney where it raced with moderate success before being imported back to NZ by Eric Beardmore and a syndicate of our club members in 2009. It had gained a different motor during its travels and several body and chassis changes.

Since returning to Taranaki it has had further modifications and restorations, mostly by members Ces Budd and Warren “Hoffy” Hoffman. It is currently owned by those two persons although it is in ‘semi retirement’.



The car as it appeared at our 50th Waiwakaiho reunion.

Below Ron stands with car for the newspaper photo.



Above, Hoffy gives the car a run at Stratford Speedway 2011 before the bonnet line was altered.

Below right. The car as it came back from Australia. 2009



Happy owners of Eric's baby.

Through my friendly contact in the Canterbury Vintage Speedway Enthusiasts' Club, Allan Batt, along with Secretary Sheryl Thomas and the Gilmore Family I received permission to reproduce the following article from their "Safety Fence" News Letter.

Hill Bilt 1969 Sprintcar #32

"Anyone who has attended our last two track days at Ellesmere will have enjoyed watching the Gilmore project take to the track. The unmistakable sight and sound of this sprintcar has generated a lot of interest amongst our members, so we asked Ben and John to write up a bit of history for us to share.

"This car was constructed in 1969 by Les Hill "HILL BILT" in Greenfield Tennessee. At this time Jack Elam was working for Les doing the chassis welding. Jack Elam took over the business and renamed it J&J Auto Racing which is still today manufacturing sprintcar chassis.

"This car was originally owned by Ray Marler and Gene "Tubby" Black in Farmington Minnesota who campaigned the car with several drivers from 1969 through to 1977. Tubby Black drove the car in the first stages of its life from 1969 to 1974. Tubby was many times Farmington Missouri Track Champion in this car. It then moved on to Bob Campbell and Bill Russell in Springfield, Tennessee where it was raced through to the late 80s.

"Chuck Amati, who was known as the 'One Arm Bandit' after racing successfully in 1964 with an injured arm and driving with the other, was one of the Midwest's most popular sprintcar racers. Amati raced with the World of Outlaws during the early years of the organization and was also a frequent winner on the Indiana open-wheel scene. Many believe that Amati won more than 600 features during his driving career which spanned from 1959 to 1991. He had a violent crash in the car and wrote off the chrome plated bolt-on roll cage that was then rebuilt and refitted. (Removed by Eric)

Drivers Included

Tubby Black 1969-1974
Jim Moughan 1975
Chuck Amati 1976-1977
Jerry Russell 1977
Jack Zeigler
Rick Standridge
Loie Fehring 1980
Gene Weyant 1993

"Bill St George purchased the car at some stage after 1993 with the intension of restoring it. However, he never did get around to it and the car sat until 2014 when Eric Beardmore from New Plymouth purchased the car and brought it out to New Zealand to complete a full restoration. Eric started this in 2018 as he had a dream of owning a genuine late 60s classic built American Sprintcar.

"Unfortunately Eric fell ill and had to get some very kind friends to assist with the completion of this restoration which was finished in early 2020.

"We bought the car in December 2020 from Eric Beardmore. We always wanted to own a vintage speedway car with good history and with that classic era speedway look. We also wanted the car to stay in New Zealand."



Above is the car in Eric's drive-way just after completion of the re-build.



Chuck Amati

"John was involved in speedway racing as a young man crewing on several midget teams at Ruapuna speedway and now has decided to take to the track and own a piece of speedway history.

"We want to thank Eric Beardmore for the immaculate job on this restoration as it is beautifully presented with all the original components and details that have brought the car back to its glory. Eric spent hours getting this car to the stage he did and with the help of Sue Thomas and great friends they completed a fantastic example of a 60s American sprintcar."

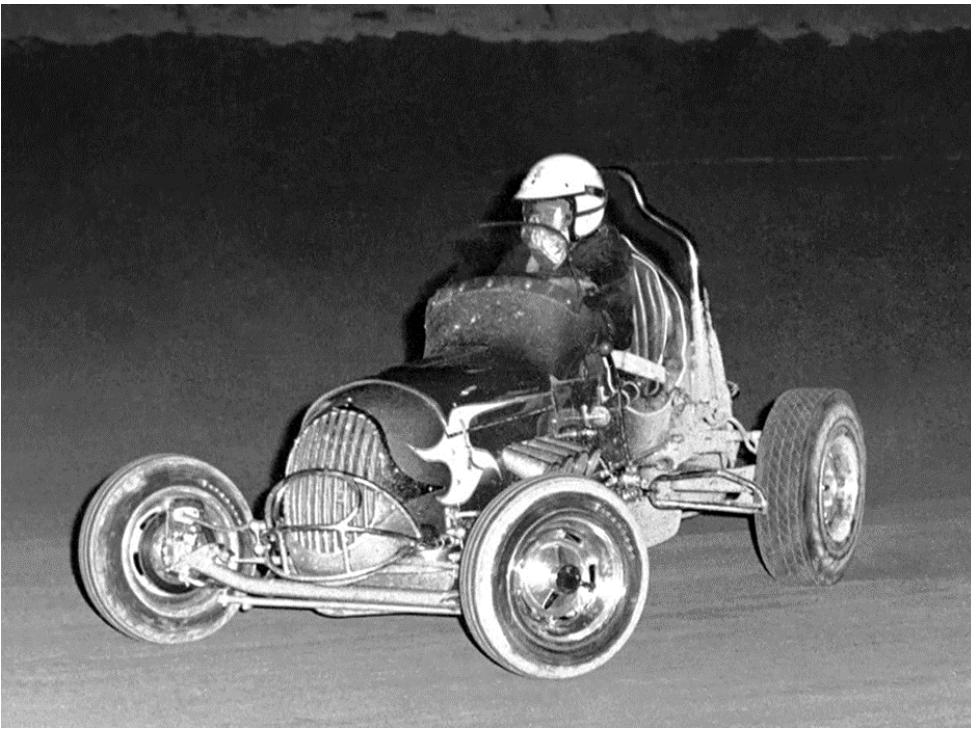
Below Ben Gilmore is with Eric at the "hand-over"



This great Bruce Kent photo from the Ken Mullins collection

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It was posted on Facebook by Richard Haynes of Queensland with the following description.



“One more time! A great shot of the Maestro, Ian Holden crossed up in the Roberts Offenhauser in 1968-69. He came out of retirement to drive the car and finished second to Trevor Morris in the 68-69 NZ Midget Championship in it. During the winter of 1968 Garry Roberts had an Offenhauser motor fitted to his car #27 (the motor was from the Gordon Johns-owned Revell Offenhauser).

Ian Holden drove it before the international series and afterwards, while American Merle Bettenhausen drove it over the Christmas international period. John Stanley drove it at Waiwakaiho at the end of the season. The car was then sold (car to Trevor Morris and motor to Brian Yates).

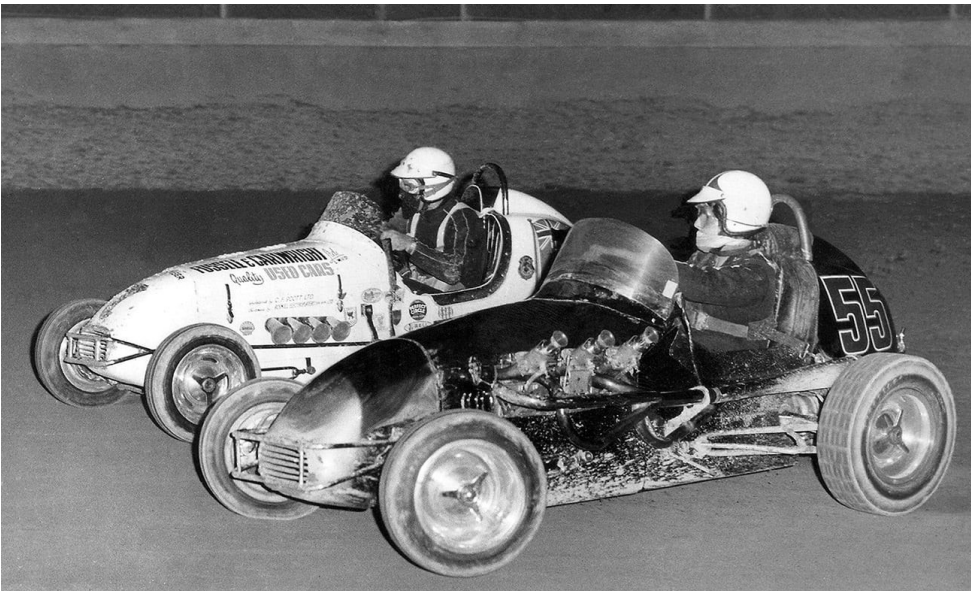
Kerry Morris in the Ken Mullins-owned VW-powered midget #73 in 1978-79.

Morris drove it in the first half of the season after which Lindsay McKillop took over the controls. McKillop won the North Island Midget title in the car at Kihikihi that year.

At the end of the season the car was retired and for 1979-80 McKillop drove Ken Mullins' newly built car #22 (which Ken still owns today). The #22 car was driven by Max Butterworth in the NZ test team in 1983-84 and was also the last car Barry Butterworth ever drove. Kerry Morris drove midgets for several seasons but is better known as one of NZ's top TQ drivers through the late 1960's and up until the mid 1980's. In his younger days he was quite a forceful driver who was dubbed Kerry “Kamikaze” Morris!!! (From the Ken Mullins collection)



All three photo's and descriptions from Western Springs enthusiast Richard Haynes



Trevor Morris in the Fussell and Cartwright Offy #7 on the outside of ex-TQ star Nick Carter #55 during 1969-70. The car Carter is driving is an ex-Trevor Morris car with an Ivan Mudrovich-built Holden motor installed. Morris built and raced the car as the Linklater Holden #1 and as #3 with a Lotus Ford motor and Graeme Hartnell later drove it for him as #3. (Bruce Kent photo)

His name was Rod Dore.

By Dave Williamson

On a warm January afternoon in 1958, I rode my bike into Newmarket along with my mate Tom. We were hunting, looking for Grand Prix cars stored in some of the many car-sales showrooms along Great South Road awaiting the upcoming NZIGP at Ardmore.

We rode slowly, looking into the various showrooms and workshops. Suddenly, barely visible through a half-opened garage door we discovered not one, but three F1 racing cars. Jackpot!

Wandering inside the dimly lit workshop we saw a fair-headed mechanic working. He was changing jets on the Weber carbs for one of two English Connaught racing cars. These cars had been recently purchased by Bernie Ecclestone who had them shipped to NZ for the races during our summer. To be driven by Stuart Lewis-Evans and Roy Salvadori, both top UK drivers, they were 2 different models: one, a type B3 that was known as the "Dart" car, it was also described as the "Toothpaste tube" because of its unusual body shape. (See image top right)

The Salvadori car was also a B type, the body similar to the car that Tony Brooks used to win the F1 GP in Syracuse. Parked at the back of workshop was the Lister-Jaguar of Archie Scott-Brown, the incredibly talented UK driver who drove like a champion - despite being handicapped because of a malformed much shortened right arm.

The mechanic looked at us, saying: "Ok boys, you can stay and watch, but you mustn't touch anything". This was said in a gentle voice and it wasn't what 14-year-old boys normally heard when in similar situations!

We chatted and I learned he was over from the UK as the team mechanic for Bernie Ecclestone's cars. He said "how much he liked Auckland so far and he was really looking forward to seeing more of the country". He was a gentle, quiet man, obviously respected enough at his craft to be entrusted to look after these great cars.

In the next two weeks, these cars raced in the 1958 NZIGP at Ardmore. Stuart Lewis Evans retired with low oil pressure, luckily Roy Salvadori finished in 5th but the Lister-Jaguar broke a king pin and failed to finish.

I was curious about the quiet mechanic we had met that day and so in recent times I started to learn more about him. His name was Rod Dore and I read that while working as a mechanic for a UK operated Alfa Romeo race team, his hobby was building and driving stock cars. Rod began his stock car racing career in 1960 at tracks such as Harringay Stadium, this tarmac-sealed track being 10kms from Rod and Megan's home in Mill Hill, north west of London.

In 1960, he paid 25 pounds for a wrecked Fiat 600 in Ealing, West London and promptly sold all of the running gear. He then mounted the tiny body onto a much-modified Bedford chassis and installed a Oldsmobile "Rocket" V8 motor.

From his earlier days when working for Vanwall, he somehow still possessed a spare gearbox from the "Thinwall Special". This box was originally from a Ferrari Super-America sports car! He even ran second-hand F1 Dunlop R-7 racing tyres on the car.

A track at Walthamstow was also close to his home and later he would also race at Brafield Speedway in Northhampton and at Cadwell Park, Matchams Park, West Ham, Southampton and Norwich tracks.

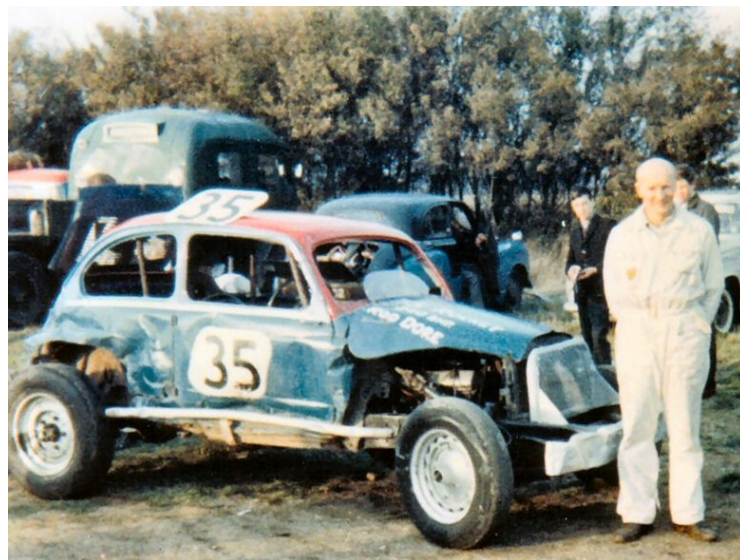
His talents were soon spotted by Ken McAlpine, owner of the of the Connaught F1 team and then later by Tony Vandervell's Vanwall team. He travelled a lot with both of these teams in those days, seeing a lot of the continent. Rod also appeared as an "extra" in the 1961 movie "The Green Helmet"! In one scene, Rod is clearly visible as he refuels a "D" type Jaguar in the pits.

From Morris Oxfords to Chev's, Rod cleverly built the best racers he could, with his well-thought-out ideas. Light and strong and quick they were, giving him much success around the UK. He then came over to NZ in late 1967 and here he built and ran a Blue Flame-powered lightweight Chev coupe at Waikaraka Park's first



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meeting. Rod drove carefully but quickly and by "keeping his nose clean he achieved many wins during the season. It was here also that Rod met the late Gavin Evitt and they became good friends. However, within 3 months Rod had sold the Chev and went back to the UK. In the early 1970's Rod again came to NZ and worked for McLaren Motors in Te Atatu, building another Chev to race. He then stopped racing after 2 1/2 years and went back to the UK.



Above. Rod in England with his "Fiat" Stock car.

At right is a program cover for one of the tracks he drove at. The lady is being "Friendly" with him after a race.

Dave is a friend of mine I have met at several meetings in NZ. At Taupo, Hampton Downs and others.
Editor Max





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The photo at right was on Facebook by Richard Haynes.
 "Idol of the Auckland crowd "iron man" Bryce Subritzky looking happy about going out on the track to represent New Zealand -1971-72"
 Bryce rode on many occasions at Waiwakaiho.





Daffodil Rally for Cancer

SUNDAY 22 AUGUST 2021

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for your local Cancer Society

VEHICLE DISPLAY
 Join us for the Taranaki Daffodil Vehicle Show at the Intermediate School, South Road, Hawera.
 Entrance at Dives Avenue of South Road at 10am to finish approx 3pm
 \$5 Entry for Exhibitors vehicle

Richard Haynes also added the image below to Face book. Photo supplied by the Ken Mullins collection.

At the end of the 1971-72 season the TQ boys from Western Springs took a trip to New Caledonia. They raced on a velodrome in Noumea. From L to R are: Reece Facoory, Stan Hurst, Roy Ross, Ken Mullins, Lindsay McKillop, Kevin Parkinson, Dennis Perry, Kerry Morris, Barry Griffiths >>>

>>> and Paul Sutherland seated in his TQ #3. Ken Mullins drove his car #91 (as Lindsay McKillop was driving his new car #23) and Ken won the Ten Lap Grand Prix of Noumea.

