

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume 11 No.3 December 2009

Edition No.43

Nigel's Natterings

Nigel Bird looks at Speedway in China and the Philippines

In April 1930 11 Australian riders travelled to the Philippines to compete in a Six week season of racing at the Nozeleda baseball ground Manila. By mid May they were on route for Shanghai, China. Shanghai was then a very cosmopolitan city and it had a large European population which also included military personnel. All the trappings of European culture were available including 2 dog tracks. The opening night of the Speedway was on the 1st of June, attendance is recorded as being 4,000. The diet of the same 11 riders (some would say low grade riders) soon palled and by the first week in July racing ceased. Talk now was of building a new track in French town close to the under construction cycling velodrome (board track), by the end of August there was still no sign of speedway racing. Stories in the press suggested 5 Chinese riders were on the way from Singapore, no doubt from the now defunct Alkaff Gardens Speedway. The new track may have been constructed but further research is required to find the details. The riders concerned are unlikely to be known to British fans, they include Billy Lunn, Les Levante, Mannie Scofell, Les Lawrence, Harry Radford, Tommy Tompkins, Bernie Rein. Len Street, Jack Allen, Harry Lillingstone and Arthur Yenson. Yenson had emigrated from Britain and did have some experience of motor cycle racing in GB.

The promoting company was Velodromes Inc, registered in America. President. G.E. Mardon. Speedway manager A.W. Beaumont.

Bits from The Past

Graeme Frost from the other side of the world has sent in these snippets from Dirt Track Tit-Bits by Edwin Dale, The Champion magazine 21/9/29.

IS ERIC THE YOUNGEST SPEEDSTER?

In these days, when novices are leaping swiftly to the fore, it is difficult to keep in touch with all tracks, but I think I am right in saying that Salford can

claim the youngest speedway rider in this country. I refer to Eric Worswick, of Alexandra Park, Manchester. He is 15½ years of age!

That just shows you that you needn't shift a beard before you can shift the cinders. Eric is one of the most promising novices that I've seen yet. At his very first meeting on Friday, July 19th, he won his way into the semi-final of the handicap event, and came second in his heat of the most important scratch race.

Well done, Eric! May you rise rapidly to stardom!

A CHANCE OF WINNING £65.

The Speedway Derbys are proving a great success, as most of Mr. Hoskins' schemes do prove to be. The prize-money in these races for the blue ribands of the cinders amounts to £65, and any cinder-shifter may enter for the big event. No rider taking part in the Derby is paid any appearance money, but the winner of each heat is awarded a cash prize.

Mr. Hoskins used to run his racing on these lines in Australia, and he has always found them most successful.

JIM KEMPSTER'S 70 M.P.H. CRASH !

I was asked the other day why I had seldom mentioned Smiling Jim Kempster in these notes. I really don't know. I think probably it is because Smiling Jim's riding speaks for itself. He is undoubtedly one of the best of the English lads who have taken to the cinders.

Smiling Jim was a successful motor-cyclist long before dirt track racing came to this country. A few years ago he was the head of the testing shops of a well-known firm of motor-cycle manufacturers, and, as such, he took part in several trials and races at Brooklands.

This called for some really all-out, do-or-die speed work, and one day — a day which Jim will doubtlessly never forget — he was testing out a new model, and cruising along at about 70 m.p.h., when a rider in front of him turned right across his path without giving any signal.

A crash was inevitable—and it happened! And Smiling Jim didn't remember another thing for twelve hours!

Two or three days later he resumed riding again. It was the bulldog pugnacity which personifies his racing on the cinders which prompted him to do so; but Jim is willing to admit now that it was a very unwise thing to do. He was far from being fit enough to ride, and was still suffering from a severe blow upon the side of his head.

To this day that old wound troubles him.

JIM'S SPLENDID RECORD.

Smiling Jim came into contact with the first Australian riders to reach this country, very soon after their arrival. He has nothing but nice things to say

about them, for they went out of their way to teach him the "cinder" game, though they saw from the very start that he was going to develop into one of their most deadly rivals on the British tracks.

Jim says that Cecil Brown taught him most of his speedway work. After three weeks' hard practising under Brown's coaching, Jim was asked to ride at King's Oak Speedway in one of the first dirt track meetings held there. He was honest about it, as he is with everything, and said that he didn't think he was yet fitted to appear in public. But Jim did appear—and he acquitted himself right well.

The following Saturday Jim was asked to ride at the White City. From tigers of the cinders like Frank Arthur and Vic Huxley, Jim was given eight seconds start.

He did a smart "getaway," and secured the inside position. Hugging the inside line, he said "au revoir: to his talented opponents at the starting-line, and didn't again see one of them until after he had passed the checkered flag. That day Jim pocketed prize-money amounting to £34; at the next meeting he attended he totalled £24, and two months after that he was in the cash at the rate of £100 per week.

But that isn't the only reason why Jim is always "Smiling." He loves the cinder game for the thrills it supplies, and believes that one smile is better than a dozen frowns any day of the week.

Incidentally Smiling Jim was the first Englishman to win one of the big scratch trophies—the Silver Sash—against such Aussie masters of the cinders as Frank Arthur, Dicky Smythe, and Ben Unwin.

WEMBLEY'S DANCING CINDER-SHIFTERS!

Wembley days are great days, these days.

The management have opened up a dance hall close to the track, and with it a restaurant.

So, after the racing, anybody who wishes to, can, on payment of a very modest sum, go and meet the boys who do the cinder-shifting, and mingle with them whilst they glide a dainty (ahem!) slipper.

A TRACK THAT IS TOO WIDE.

The promoters of the Hamburg third-of-a-mile circuit have, I fear, overdone it in their attempt to produce one of the finest tracks in the world. They have erred in an extraordinary manner. They have made their track too wide.

You wouldn't think, would you, that this would be a fault, but we live and learn.

It appears that the wide track not only spoils the spectacular thrill, but also gives too much favour to the man on the inside.

At Hamburg they start their races eight abreast, and it invariably happens that the inside man gets away, and none of the rest can touch him.

The starting line is just in front of one of the bends, and the men on the outside haven't a ghost of a chance of getting in the first turn. They are thus practically handicapped out of the race from the start.

CINDER-RACING AFTER OFFICE HOURS!

I raise my crash-hat to Jack Barnett. He is one of the very few cinder-shifters who does not allow his riding to interfere with his job.

Jack is a Water Board clerk, and he only does his cinder-shifting during "off-duty" hours. Recently he took his annual holiday—and it was some holiday, too, though possibly not much of a rest cure.

One day he rode at Newcastle-on-Tyne, on the next at Brandon (Coventry), on the next at King's Oak, and so on, and so on, all around the country. After Jack had returned to work it is reported that he said that this year he had spent the most enjoyable holiday of his life—and I believe it, too!

Fancy working your way up to "stardom" on the cinders in your spare time! Phew! As Speed Spencer would say: "That's sure the cat's pyjamas!"

HARD LUCK, ART!

I doubt if anybody in the whole cinder-shifting world can claim to have had such an unlucky season as Art Pechar. And I'm sure nobody wants to qualify to do so!

From the start of the season bad luck dogged his back wheel. Art couldn't get down to it at first, and then, when he did and carried all before him, he met with a nasty smash during a hectic match race. Art, hasn't been able to ride since. Now he has returned to America.

Hard cheese, Art! We miss you badly.

BARNET'S FINE PRACTICE TRACK!

The practice track known as Barnet Speedways Ltd., at Mays Lane, Barnet, is going great guns. It was opened on the last Tuesday in July, and it offers to would-be cinder-shifters the great chance of their lives.

The principal object of the track is to provide practising facilities for novices. Anyone who thinks he would like to try his skill on the cinders can go along there and get down to it. He needn't even have a bike fitted for dirt track work, or the kit that is essential, for he can obtain the use of both these.

Once again I elevate the old scratched crash-hat, and this time, it is to the Barnet Speedways, Ltd.

Bluey Scott.....*The Comeback Man*

Tony Webb looks at the career of red headed Aussie.

The Early Years

Eric "Bluey" Scott was born in Auburn, New South Wales, on July 10 1929. He attended Auburn North Public School until grade 6 and then Parramatta Intermediate High School to grade 9, finishing his education at Homebush High School in the tenth grade. The name 'Bluey', is a traditional Australian nickname for anyone who has red hair. This stuck at an early age.

Leaving school at 15 Bluey had 17 jobs in one year including a short spell of farm work at Junee, New South Wales. He then applied for an apprenticeship as an electrical fitter at an electric motor manufacturer in Five Dock, Sydney and was successful. However, he became bored with it and broke the contract after about a year to travel around Australia. During his early working life he regular went to the Sydney sports ground and saw the stars of that era, Vic and Ray Duggan, Aub Lawson etc. and was really impressed although there was no desire to ride speedway at that stage.

Bluey then hitch hiked to Melbourne where he stayed a few months working at the Dunlop Rubber factory making cycle tubes. The wanderlust struck again and he thumbed his way to Adelaide where he obtained a job at Simpson-Pope, the washing machine manufacturers, making parts on a lathe.

In Adelaide he started to go to the Kilburn speedway on Friday nights to watch the midget cars and solo speedway bikes. Future world champion Jack Young and Norwich star Bob Leverenz were the stars of the day. A work mate at Simpson-Pope was Frank, older brother of future double world champion Jack Young. Frank had experience of racing in England for Cradley Heath Heathens and was still a good rider at Kilburn. Frank could see Bluey was in awe of these riders and suggested that he had a go at it. Bluey asked how could you make a start and was told just buy a bike and leathers and turn up at Kilburn on a Tuesday night for a practice. Then, when you could achieve a qualifying time, you gained entry on the programme for the following Friday night. Frank advised him that his brother had a bike for sale for thirty pounds so it was arranged to meet at the Young's home at the weekend to complete the deal.

When Bluey got to the Young's home there were an old guy at the front who was introduced to Bluey as Wally Young, Jack and Frank's older brother. They then went round to the rear of the property to an old shed to see the speedway bike. Bluey recalls that he had never seen a speedway machine close up and did not know what to expect. This one looked like a Harley Davison Peashooter with a Norton cum JAP motor of some unknown vintage. Handing over the thirty pound they took the machine to an old horse-trotting track to have a bit of a run. The track was about the size of a large speedway track but was in the middle of the bush. Bluey rode the machine as fast as he could then lost control and disappeared into the adjoining bush land. This seemed to

impress the onlookers and they promised to get him a start in the Tuesday night practice session.

Bluey duly arrived at Kilburn on the Tuesday night where he met Jack Young's brother-in-law, Jack Williams who was a good rider himself. He was there with a gleaming JAP speedway machine and offered it to Bluey to ride. Accepting the offer Bluey hopped aboard and immediately rode the machine straight into the fence. The bike was extensively damaged but the rider escaped injury. Jack Williams contemplated on what had happened and said it would be better if Bluey rode his own bike in future.

After several practice sessions a qualifying time was achieved for entry into the Friday night programme for a novice race on January 7 1949. Bluey's first programmed ride was in event 3 the solo encourage when he finished third.. His opponents were Tom Butterfield, Kev Myson and Art Mitchell. From there on Bluey raced at the 484 yard Kilburn track until it closed around 1950. According to Adelaide speedway authority Jack Wise the Kilburn track had to be ridden flat out the same as Norwich in England. Bluey then rode at Rowley Park, Adelaide that was a smaller circuit of 369 yards. The young Bluey had plenty of speedway stars to look up to, Jack and Frank Young, Laurie Jamieson, Bob Leverenz, Merv "Red Devil" Harding, Clem and Lindsay Mitchell, Jack Williams and Ernie Brecknell.

Bluey's first mention in Stenners, the speedway bible, is the meeting of December 1 1950 at Kilburn when already off a 130 yard handicap he finished third in the Handicap final behind Jack Williams, and winner future World Champion Jack Young. Bluey was a regular competitor in South Australia and Melbourne Victoria that season until his departure for England on the "Orcades" in February 1951. Prior to leaving Jack Young's mother advised Bluey that Jack, who had wintered in Scotland, would meet him at the docks when he arrived in England.

A Motherwell Eagle 1951-1954

Arrangements were made, through Frank Young, for Bluey to have trials at Edinburgh. On his arrival at Tilbury in company with Vic Sage, Bill Jemison, Allan Quinn, Don Prettejohn and Noel Watson, there was no sign of Jack. As the others were all headed for different tracks in England, Bluey made his own way to St Pancras, then caught the sleeper train to Edinburgh, then onto Old Meadowbank where Clem Mitchell spotted him waiting outside the workshops.. The non-appearance of Jack at Tilbury was solved when it was realised Jack had gone to Southampton by mistake! Clem took one look at Bluey's bike and said, "*you are not thinking of riding that are you?*" which rather set Bluey back a bit. Clem said that Edinburgh's New Zealand star Dick Campbell had purchased a new machine. His last year's model was available

for 150 pounds, which was 130 pounds more than Bluey had in the world at that moment. An arrangement was made with the genial Kiwi for 'pay when you can' solution. There were no vacancies in the Edinburgh team but an opening was available over at Motherwell. Jack Young had returned from his abortive trip to Southampton and took Bluey over to the Motherwell track to meet co-promoter J Y Robertson. The Eagles had just joined the league. There was a reserve spot open. This suited Bluey fine, as he was also able to share a car with his friend Noel Watson.

This was the beginning of a life long association with Scotland, which would see him race for four seasons with the Eagles, then returning again to Glasgow for two seasons in 1965. Bluey married Ann a Lanarkshire lass so his ties are still strong in the land of the heather.

Bluey's first meeting for the Eagles was the home match against the Swedish touring side on March 30th. In his first ever race in Britain he lined up with Merv Harding against the Swedish pair Erik Carlsson and Joel Johanson, he gained his first point for third place.. His second ride in heat 13 he partnered Chum Taylor - who was also having his maiden match - against Olle Segerstrom and Erik Carlsson, but failed to score in this heat. Three days later at Newcastle a fall and a last were scant reward for his efforts. The visit to Glasgow White City on April 18 was again a duck. His determination at Ashfield on April 20 gained him a second and a third, but also a stern warning from Ashfield hardman Bruce Semmens on the return to the pits after a close race, which unnerved Bluey somewhat. The attitude of some of speedway's seasoned campaigners to young blood was one he would encounter again in later months. The following week at the tight Newcastle track his world came crashing down as he was carried off with a fractured wrist. His machine wrecked, embarrassed that he could not keep up the payments on his loan, he avoided Dick Campbell until the Kiwi called him up and said he did not expect payments while Bluey was laid up. It was June 8th before he could get back into action. Then after two pointless meetings he was relegated to the second half although he ended the meeting pointless. After five meetings in the second half he was preparing himself in the dressing rooms one evening on the chance of a last minute call up. Looking out the window he was surprised to see the stadium was deserted with only 15 minutes to go to start time. The fans were all congregated in the car park refusing to pass through the turn stiles until the management agreed to put Bluey back in the team! His never give up attitude had endeared him to the Motherwell supporters. However the attitude of the established riders was brought to light when it was discovered that his team mates including skipper Joe Crowther had objected to Bluey's recall to the team. Divine justice came into play when Joe was injured that evening and

Bluey was back in the side for the match against Hanley Potters on August 8. The fans were ecstatic as their hero reeled off three wins and won his second half race. A verse appeared in the program that echoed the sentiments of the fans.

*Now Bluey lad you're doing swell
Your riding round the track real well
And now Joe has got to rest
We are glad to see you do your best
I'm glad the glue did bring you luck
Now to your bike you are always stuck
And soon I hope, a champion you'll be
So keep it up lad just for me*

(Written by a Stevenston (Ayrshire) fan

From then on he retained his place for the remainder of the season, with visits to Cradley Heath, Coventry and Liverpool all tracks that were new to him. The 1951 program notes often contained reference to his exploits. It was said the fans became disappointed when he eventually learned to stay on for the whole race. They wanted the Bluey of old! But then you can never please every one.

(From the program of August 10 1951)

TO BLUEY

Every night I dream and dream
Of every rider in the team
There is one I dream of a lot

You can guess it is Bluey Scott (Written by Betty)

Then again on August 20
After seeing that flaming mane
And knowing Eric is his name
We still yell "Bluey" just like parrots
Should it not be "come on Carrot's

Another example of Bluey's popularity north of the border was given by speedway star editor Eric Linden who reported the following in a page 3 article in 1951. "*On my way north by train we passed under a railway bridge south of Motherwell on which was emblazoned in white wash letters Good old Bluey. The signwriters must have risked life and limb to create their message!!*"

That first season was a tough learning period, racing on a total of 6 unfamiliar tracks. He rode 20 matches for the Eagles, scored 46 points, fell 6 times and had only two engine failures. He firmly established himself as a whole-hearted trier. Team mates in the Eagles team that season were his travelling companion

Australian Noel Watson and Queenslander Keith Gurtner, English International Derek Close, Joe Crowther, Stan Bradbury, Bill Dalton and the wily Scots Gordon McGregor and Will Lowther. The Motherwell team, like so many tracks at that time had their own workshops, there was a pecking order within the workshop with McGregor, Gurtner and Watson having the best spots, Bluey as the apprentice was placed by the doorway. The finances did not stretch to the purchase of a car, Bluey was dependant on other riders, travelling mostly with Noel Watson. Living within two miles of the stadium was an added advantage.

1952 UK Season. Second Division Motherwell Eagles 44 matches 126 points

The 1952 season for Bluey, opened with a good meeting against local rivals Edinburgh, Ashfield and Glasgow in a four-team tournament on March 29. The Eagles were missing the support of Keith Gurtner and Noel Watson still on the high seas from Australia. The second meeting at home to the Monarchs was even better with a nine point score that included two wins. The good form continued throughout the 1952 season. Many of the matches were close affairs where every point counted. His personal best was 10 points at home to Oxford when he recorded three wins and was well on the way for his first maximum only to trail in third in his last ride. For the statisticians he rode 51 meetings, rode at 4 tracks for the first time, fell 8 times had engine failure on 6 occasions and was excluded once!

The Speedway World on 3/4/1952 reported

“Bluey Scott was the most improved Eagle. Last season he showed a peculiar fascination with the safety fence, a trait he seems to have resolved.”

It was not a successful season for the team as a whole as they finished fourth from bottom in the league, but Bluey had a promising year that saw his average rise, scoring 126 points from 44 official League meetings. He contested the World Championship qualifying rounds for the first time only to be eliminated with a solitary point. Bluey wintered in Scotland for the second year.

1953 UK Season Second Division Motherwell Eagles 96 Points 30 matches

The 1953 season opened with Best Pairs meeting which had the unusual format of different pairings for each heat. Bluey scored five points. Early season form was good with 8 points in the match against Stoke on April 17 and 9 points against Swindon Robins on May 15. The best tally of the season was 10 points at home to Wolverhampton on July 17 followed by a personal best away score of 9 at Edinburgh on August 24.

It was a good year for Bluey and the team as the team finished in 4th spot in the league. Bluey's league contribution was 96 points from 30 matches. He rode at Wolverhampton, Swindon and Harringay for the first time, fell off

only twice in official meetings had only 2 engine failures both on the same night at Poole and suffered no exclusions. The World Championship trail again proved a disappointment ending in the first round with 1 point. The Stenners Annual 1954 said, "Bluey Scott was always a crowd pleaser". Although the team lost Keith Gurtner to West Ham they gained another Australian teammate in Sydneysider, Ron Phillips. The signing of master tuner Guy Allott, and the fast gating Cyril Cooper further strengthened them. This team upheld the proud record of never losing to an English team, although arch rivals Edinburgh and Glasgow stole the league points from the Eagle's nest.

During the winter Bluey received the devastating news that his close friend Noel Watson had been fatally injured in Sydney. To add to the sorrow, Bluey received a letter from Noel a few days later posted several weeks prior.

1954 UK Season Motherwell Eagles National League 22 matches 59 points

This was to be Bluey's last season in Scotland, although 11 years later he was destined to return.

It was to be a difficult season for the Eagles. They suffered the tragic loss during the 1953/54 Sydney season of popular Australian Noel Watson. Then Tommy Miller, Gordon McGregor and Johnny Green then all requested transfers. The writing was on the wall for the club's future. The season started well for Bluey with a score of 7 in the opening match against Glasgow. The high of the term was a 9 at Milton Road in the match against Oxford. Then records show, after a pointless meeting at home to Southampton, Bluey missed 6 meetings which may have been due to injury as he returned for the last 2 matches in the Eagles colours. The away meetings had finished in August, leaving the potential for earnings a bit light for the remaining home matches. Traditionally there is an abundance of meetings in September and October as then it is catch up time with the rained-off matches.

Seasons highlights were also a first cap for Scotland against England on July 30th when he scored 7 points, taking the scalps of Dick Campbell and Barry Briggs at Motherwell. The selection for Scotland had a sequel many years later in Australia. Bill Landells former Scottish Champion had emigrated to Sydney where he was displaying good form which earned him a selection for the Australian team. A public row erupted when the Australian authorities banned his appearance. Bill was interviewed on Australian TV saying, "*If Bluey Scott, an Australian can ride for Scotland why can't I ride for Australia*"

The season continued with guest spot for Belle Vue and 7 points at home in a World Championship qualifier. During the season he raced at Rayleigh, Ipswich, Bristol and Belle Vue for the first time. Although the records show only 4 falls he did have 6 engine failures, and one exclusion.

Recalling the Motherwell years Bluey paid tribute to the help he received from Jack Young and Clem Mitchell when he first arrived and latter being paired with Tommy Miller and Derek Close where he learnt so much about the finer skills of speedway racing.

Bluey received the news that his father had died in Australia at the end of the 1954 season. This prompted his return to his homeland for the first time since arriving in 1951. His travelling companions were Australian Jackie Gates and 1953 Motherwell rider, Jock Pryde who was making his first trip to Australia. Arrangements were made for the trio to ride at Claremont for one meeting when the ship docked at Fremantle. Arriving in Fremantle on November 19 they were met on board by Aub Lawson who skillfully negotiated the unloading of the machines so they could appear at the Claremont Showground that same evening.

Perth mechanical maestro Don Hall of Don Hall Speedshop fame was able to provide details of this meeting. Bluey dropped only 2 points in a series of 5 races against his travelling companions and Perth based experts Aub and Don Lawson, West Australian champion George McPherson, and Swindon rider Les Saville. Don recalled it as a great performance for someone new to the vast Claremont track. The following week's program gave a glowing report of Bluey, the Aussie who spoke with a Scottish accent! Jock Pryde was unlucky to get an ankle injury, which restricted his Australian season.

Arriving in Melbourne in December Bluey spent the 1954/55 Australian season racing for Fred Tracey at the Maribyrnong Speedway. During that season he was chosen to ride for an Australian team against a touring European side which included Jack Parker, Ove Fundin, Ron Mountford and Ulf Ericsson. The Australian team included Jack Young, Jack Biggs, Jack Geran and Aub Lawson. The Australians won the match but Bluey was not called upon to ride. He was also chosen to ride for Victoria against South Australia in Melbourne, he would later recall with a laugh that he had ridden for Australia , Scotland, Overseas, Victoria, New South Wales and Queensland.

To Be Continued.

Can You Help?

As promised in the last edition, here are some of the requests for help.

Phil Smith, Warren House, 34 Rodney Hill, Loxley, Sheffield, S6 6SG Tel: 0114 233 7355 E philsmith1948@btinternet.com is looking for details for postcards published by Robert Sneath of Sheffield to add to list we published some time ago.

John Wall, 25 Highfield Drive, Gildersome, Leeds, LS27 7DW Tel: 0113 2530983 is looking for information on where he could obtain photos of old tracks. (We can suggest local newspapers, local history societies, local libraries and maybe local/county archives. Air photos for Scotland are held by the Royal Commission on Ancient and Historic Monuments and there maybe an English and Welsh equivalent. Also John Jarvis may be able to help)

Maurice Archard, 99 Pulleys Avenue, London, E6 3NA Tel 0208 552 6087 is looking for details of Dagenham 1938. (Motorcycling / Motorcyclist has mentions – might be worth a day or two in local library, or Colindale.)

Joe Wake, 37 Spring Gardens, Burton Latimer, Kettering, NN15 5NS Tel: 01536 725911 E joe.wake@homecall.co.uk is looking for any Newcastle War or Pre-War details plus 22.9.1047 v Wigan 4th placed man Ht16; 5.7.1948 Heat Details Northumberland Cup; 27.9.48 v Birmingham 4th placed men.

Keith Green, 38 Hartley Brook Road, Shiregreen, Sheffield, S5 0JB. Tel 0114 2402753 E keith.green97@btinternet.com is looking for details of Tom Farndon's racing career. (Some coverage on the web and speedway magazines of the era at Colindale would give a bit more.)

Tony Webb, 15 Tranquil Street, Sunnybank Hills, Queensland, Australia, 4109 Tel 07 3711 5885 is looking for details of Ipswich 1956 meetings; Spike Rhiano 1932 – 1934 and Garry Middleton post 1977.

Peter Jackson, 41 Riversfield Road, Enfield, Middlesex, EN1 3DN Tel: 0208 366 3295 E pjackson41@hotmail.co.uk is looking for details of Rye House meetings 1946 – 1958 and would appreciate photocopies/scans of programmes.

Alex Broadhurst, 58 Leonard Road, Chingford, London, E4 8NE Tel: 020 8531 8553 is looking for 1945 meeting results. (Lists of meetings and a fair few results on web site.)

Eric Watson, 43 Hammonds Green, Totton, Southampton, SO40 3HV Tel 023 80871561 E wae2k2000@yahoo.co.uk is still beavering away on race jacket designs / colours from 1929 to date. (Eric produces many of the colourful and beautifully drawn buttons for the web and the action sketches on the introductory pages. Thanks a million Eric. Eds & Webmaster McNeil)

Nicholas Mays, Archivist, News International Limited, 1 Virginia Street London E98 1ES Tel: +44 (0)20 7782 6890 is the Archivist with the News of the World. The Sunday newspaper has purchased one of its famous News of the World Belts from the family of Billy Dallison. Does anyone have any information on the other News of the World Belts from the pioneer days? If so, get in touch with Nick.

Mark Sawbridge was interested in the article about Vic Sage in the Researcher. There were two things I knew about him: the first is that he is

probably the only commercial airline pilot who was a speedway rider (which the article mentioned). The other is that he sustained a very serious spinal injury, but recovered over time. I'm surprised that the article didn't mention it.....or was I dreaming it.....I seem to recall that he suffered it at Ipswich and that it was in either 1952 or 53, but perhaps some other reader could verify this? m_sawbridge@hotmail.com .

Bob Fletcher / Bill Rogers

Vic Butcher, our man for Southampton, adds to his brief note on the Fleetwood “mystery” of 24th August. a) Fletcher never rode for Southampton whereas Thatcher was a regular suring 1948; b) Rogers rode on a northern tour at Edinburgh 13.8. but was replaced by Thatcher for matches 15.8 at Newcastle, 17.8 at Ashfield 16.8. at White City, Glasgow 17.8.; c) Thatcher rode at home to Wimbledon on 23.8 and at Bristol 26.8 and Edinburgh 30.8. Vic wants any further information if you got it.

It's the Wrong Man

A touch of the Wallace and Gromit – hold it – they were on about trousers (sorry **Vic** a touch of whimsy) **Vic Butcher** has passed another gem. In the National Trophy match between Southampton and Coventry on 25.5.1954 Heat 13 was run with the result Johnny Reason, Maury Mattingley, Ernie Brecknell and Peter Harris giving a 3-3 heat result. It was then discovered that Coventry had tracked Harris by mistake and the heat was rerun with Jack Wright in the place of Harris. This race resulted in 4-2 to Coventry finishing Reason, Mattingley, Wright, Brecknell. Southampton lost the tie by six points overall so the result was not affected, but if they had lost by two....? Vic asks if anyone knows of any similar events?

AUSTRALIANS IN UK 1928 - 2007

Tony Webb has compiled a list. It is a bit long for one edition so it will be serialised. Any feed back to Tony binbooks@iinet.net.au

Codes:S/H = Second half rides only. ISL = International Speedways Ltd. DSL = Dirt Track Speedways Ltd T/A = track accident R\A = road accident

Name State Team details as known

Adams Andrew

Admundson Kym SA Workington 1971-73

Admundson Robin SA Hull 1971-73

Adams Leigh	VIC	Arena 1994, Swindon 1995/2006, London Lions 1996, Kings Lynn 1998, Poole 2003
Airey Jim	NSW	Sunderland 1964, Wolverhampton 1964-68, Sheffield 1969
Alderton Brett	SA	Milton Keynes 1981/82
Alderton Cory		
Alderton Dennis	NSW	1972
Allan John		
Allan Rob		
Anderson Cyril	QLD	Exeter 1929, Stamford Bridge 1932
Anderson Tom	NSW	Liverpool /Fleetwood 1952. Rode 1970 at Sydney after a 17yr retirement.
Anderson Jock		
Arnfield Jack	NSW	Cradley /Fleetwood 1949/50 Harringay
Alped Fred		
Argall Eddie	VIC	Newcastle 1973/4, Glasgow 1975, Berwick 1976/77, Newcastle 1978
Argall Ted	VIC	Walthamstow/West Ham 1949, Rayleigh 1950
Arthur Frank	QLD	1929 Stamford Bridge, 1928 Harringay ISL 1930-32 Stamford Bridge 1934 Harringay
Ashton Rob	QLD	Ellsmere Port 1981, Exeter 1983
Askew Carl	NSW	Oxford 1973/74, Birmingham 1975/77, Oxford 1979
Bainbridge "Junior" Ron	VIC	Glasgow 1947/54, Ipswich 1954/57, died 5/11/2001 Age 77yrs
Baldi Ed	NSW	Glasgow 1978.
Baldock Peter	SA	Glasgow / Berwick 1970 died 1985
Baker Bobby	SA	Birmingham 1975
Baker Steven	SA	Halifax 1976 b. Adelaide 1963
Baker Stephen	QLD	Kings Lynn 1980
Baldi Ed		Glasgow 1990
Barney Ricky		
Bartlett Greg	WA	Sheffield 1990
Barr Stephen	NSW	Stoke 1978
Barrett Andy		
Barrett Ron	VIC	Harringay 1950, Birmingham 1953/4, Exeter/Weymouth 1955
Barrett Bill	VIC	born. Melbourne 1960 Cradley 1982/4, Canterbury/Oxford 1982/85, Arena 1984
Bass Chris	SA	Cradley 1974/76, Long Eaton 1976
Bass Phil	SA	Cradley 1969/70, Milton Keynes 1978, Long Eaton, Bristol, Oxford, Scunthorpe. Died Adelaide 2006, age 53
Bass Sam	SA	
Batchelor Troy	QLD	Kings Lynn 2005, Coventry 2006, Poole 2007

Baker Steve	SA	Halifax 1976
Baker Phil	NSW	
Baxter Jack	QLD	Tamworth 1947/8,Leicester1949Died Gold Coast
2004		
Baxter Glen	NT	Mildenhall 1987, Rye House 1989
Baxter Wayne	NT	Rye House 1990-2
Barry Wayne	VIC	1964-65
Bedkober Jack	NSW	Exeter 1951
Bear Stan	QLD	1982/3, Poole/Wolverhampton 1985 Weymouth
Bedkober Mal	NSW	Newport 1977, Barrow 1978, Exeter 1983
Bedkober Jack	NSW	Exeter 1951
Behrmann Eddie		
Benson Lionel	NSW	Leicester 1951/2
Bentzen Les	QLD	Halifax/Long Eaton 1967
Bibby Jack	VIC	Walthamstow 1934, Bristol 1939, Sheffield
1946/7/8/9		Newcastle 1950, Cardiff 1951 [Ashfield]
Biggs Jack	VIC	Harringay 1947, Odsal 1948/9/50, Harringay
1951/2/3/4,		West Ham 1955, Poole 1946, Oxford 1957/8/9, Ipswich 1961/2
Coventry 1963/4,		Hackney 1965, Cradley 1967. Died Victoria 1972 track accident
Bishop Jack	QLD	Exeter 1929, Stamford Bridge 1932
Bitmead David		
Blackadder Robbie	NSW	Newcastle 1975/81
Blackman Cory	WA	Edinburgh Glasgow
Blair Ken		
Blakeney Bll	WA	Rayleigh 1949
Blake Bobby	NSW	Kings Oak 1930. killed 1936 Mauruba Australia.
Blythe Chris	VIC	Workington 1970
Board John	VIC	Swindon 196
Bognowicz Paul		
Boind Jason		
Bond Morrie	VIC,	UK S/H 1948 QLD resident
Boonstopel Chris		
Boston Peter	WA	Hull 1978
Booth David		
Boulger John	SA	Long Eaton 1967, Leicester 1968/73, Cradley
1974/76		
Bowden Len		
Bowerman John	NSW	Scunthorpe 1971
Bowes Shane	SA	Glasgow 1993,Newcastle 1987,Sheffield 1996,
Coventry 1997		
Bowles Glenn		
Boyce Craig	NSW	Poole 1988/98, 2005/7, Swindon 2006, Ipswich
Boyle Tony	SA	Newcastle, Bradford 1975, Scunthorpe 1976,
Boston 1977/9,		Stoke 1980

Boyle Danny	SA	Scunthorpe 1978, Wolverhampton 1981
Boyle Kerion	SA	Wolverhampton 1981
Bradshaw Pete	VIC	Kings Lynn 1967-8, West Ham 1970, Died R/A
Belgium 14/7/70.		
Bradshaw Maurie	VIC	
Brecknell Ernie	SA	Newcastle, West Ham 1948-50, Southampton
1952/3/4, Poole/Weymouth		1955. Died Adelaide 1980
Brennan Bert		1929
Brandford Darrell		Edinburgh, Long Eaton
Brandford Danny		
Bridgeforth Wayne	NT	Mildenhall/Rye House 1989/90
Brighton Randy	NSW	Rayleigh 1960
Brown Nat		1929
Bryden Bill	NSW	Ipswich 1956
Brynes Bat	NSW	Glasgow 1947/8
Bryne Percy	QLD	Milton Keynes 1990
Bryne Peter	QLD	
Byron Harry		
Bysouth Sean		
Bryant Peter	NSW	1930 Frank Arthurs Tigers
Buchanan Hilary	QLD	ISL 1928, Wimbledon 1928, White City 1929
Bugeja Arlo	SA	Birmingham 2007
Burdfield Jim	NSW	born Nyngan 1978 Stoke 1982/3/4,
Middlesboro/Glasgow		1984/5/6
Bull Harold	NSW	St. Austell 1950/3, Plymouth 1954 Died Sydney
2000		
Bullivant Mark		
Bush Arthur	NSW	Bristol 1948, Harringay 1950, Liverpool 1950,
Harringay 1951 Odsal 1952, Yarmouth 1953		
Butler Harry	NSW	1930 Frank Arthurs Tigers
Butler Troy	QLD	born Melbourne 1967 Oxford 1985, Milton Keynes
1987/8 Australian Champion		1986
Cain Phil	VIC	Coventry 1972
Cameron Neil	NSW	Wimbledon 1972/4, Poole 1975
Cameron Ken	VIC	Edinburgh 1963
Casserly Terry	QLD	Canterbury 1975/77, Newport 1977
Carlson Mark	QLD	Oxford 1987, Milton Keynes 1986/8
Case Dicky	QLD	Wimbledon 1930/2, Coventry 1933, Walthamstow
1934, Hackney Died Southport		QLD 1980
Caswell Bruce	NSW	Southampton/Coventry 1932
Carter Michael	WA	1984
Catlett Stan	WA	ISL 1928, Wembley 1930
Campbell Bobby	NSW	Berwick 1971
Cantwell Con	VIC	West Ham 1930/1, Died Denmark 1932

Carmichael Mal	SA	West Ham 1970, Died Belgium 14/7/70
Czercteko Vic	NSW	Leeds Wimbledon 1932
Chapman Jack	SA	Manchester 1929, Sheffield 1930, Stamford Bridge 1932, Nottingham 1933, Birmingham 1934, Harringay 1939
Challenger Reg	NSW	Tamworth, Wombwell 1947
Chamberlain Johnny	WA	Yarmouth 1952/3, Ipswich 1954, Norwich 1958/62
Chambers Mal	SA	Edinburgh 1977
Cheshire David	WA	Cradley 1983, Middlesboro Wolverhampton 1984/5, Arena Essex 1985, Birmingham 1986
Chessel Rod	WA	Bradford 1972
Chick Alf	NSW	Whitely Bay 1929
Chignell Jack	NSW	Belle Vue 1948/9, Sheffield 1949, Newcastle 1951
Christopher Peter	QLD	Canterbury 1978 TO BE CONTINUED

Corfe Mullen Grass Speedway Part 2

We continue to a completion the article by **Pete Ross**.

The opening meeting of 1939 on April 16th, an earlier than usual start to the season at Corfe Mullen attracted three thousand spectators paying their 1-shilling entrance fee. A bright sunny day was spoilt with rough winds but the crowd was treated to a fine afternoons racing, with no team event on the programme a series of scratch races with finals were held, a handicap event saw some exiting passing, in one heat Jack Leonard with 9 men to overtake slowly picked off his opponents to win the heat catching Eric Gawler on the finishing straight, however Leonard had to settle for second place in the final with Alan Chambers winning in fine style, star of the afternoon's other finals was Bronco Slade winning three; most exiting rider of the afternoon was the fast improving Tommy Crutcher; also showing well Dink Philpotts and Wiltshire's all round motor cyclist Jack Difazio.

Disappointment on May 14th when the scheduled team match between Ringwood and a Brands Hatch team was cancelled at short notice, as the entire visiting team was unavailable? Expressing their regret to the two thousand crowd the promoters then preceded to list off the riders they managed to book at very short notice. With riders the calibre of Lanfear, Slade, Leonard, Holcombe, Difazio, Crutcher and the 18 year old local sensatio, Alan Chambers, the fans went away happy after an afternoon of scratch races and finals.

With war clouds looming over Europe the thoughts of the Ringwood faithful turned to Holbeach who were the visitors on June the 18th, the Holbeach team featuring Alan Smith, Roy Duke and Buster Yeomans. Flying the Ringwood flag were Herby Hayden, Alan Chambers, and Tommy Crutcher. With nip and

tuck throughout the match the visitors pulled away to win 30 points to 21 top scoring for Holbeach Roy Duke, with a nine point maximum, Hayden grabbing eight. The usual second half scratch races continued the action with members of both teams competing against the club men for starting places in the coveted grand finals.

The following week Ringwood travelled to the Bell End raceway for a return match over 18 heats. Ringwood struggled from the start being ten points down after 5 heats only Tommy Crutcher showing any liking for the circuit, thrilling the locals with a brave display, after losing Alan Chambers early in the match with a wrist injury the Ringwood club losing ground finally lost the match 38 points to Holbeaches 70, Buster Yeoman scoring an 18 point maximum and Alan Smith 15 for the home club.

Readers of the Researcher may be interested to know that Ivan Forshaw rode at Corfe Mullen as a club rider during 1938, Ivan father of Richard Forshaw who during the 1960s and 70s formed the largest private collections of Speedway and Dirt Track machines in the World at their Longham (Dorset) Aston Martin dealership premises, after Richard's sudden death in 1997 from a heart attack many of his machines went to the Haynes Motor Museum at Sparkford Yeovil in Somerset. Former Speedway rider Peter Collins, a well-respected vintage machine collector, apparently was so taken with the collection he spent all day marvelling at the quality of the display.

Match Races came to Corfe Mullen on July the 9th. A much publicised match race event between Jack Leonard from the Blackmore Vale Club (Cannfield) and C Holt (Ringwood), now C Holt was a "nom de plume" that covers a very well known Ringwood rider. However my research has failed to discover the rider's identity? So at the moment it's a mystery unless anyone out there can throw any light on the subject. With no team racing it was straight into the scratch races with the Selby brothers Gerald and Les taking 3 three final wins on their 500cc Rudge machinery an excellent result as they had to beat the likes of Crutcher, Chambers and the Haydens on their J A P equipment, Jack Leonard warmed up for the match races with a win in the Open Final.

Now it was Match Race time. Holt flew away from the tapes with Leonard in pursuit for three laps the frenzied crowd witnessed some of the most spectacular racing ever seen at this venue. With a lap to go Leonard making a desperate effort to take the lead clipped Holt's rear wheel ending up over the fence with Holt disappearing into the distance. However on the run in to the flag Holt's machine died, but with Leonard still picking himself out of the fence Holt had enough momentum to coast over the line. The second match race run a little later on to allow both riders to recover was in fact a re run of the first event with Holt leading until the last lap and again Leonard trying a

late run to over take collided with Holt, this time sending both riders into the fence. Leonard receiving bruising to an arm but Holt was carried unconscious back to the pits happily recovering later, the crowd going home fully entertained although the promoters a little disappointed with the two thousand attendance.

Bank Holiday Monday, 7th August was to be the last meeting held at Corfe Mullen, with a larger than usual holiday crowd of three thousand five hundred, and good line up of competitors, the slick Ringwood promotion putting on a good show with good weather, of course no one would know the World events to follow in the coming months and it was perhaps fitting the August meeting was a success.

A series of match races between the fastest riders on the track this season. First out, Tommy Crutcher v that man again “nom de plume” Holt. Crutcher shot from the tapes showing Holt the way round to the flag Holt pressing for four laps but Tommy always had a bit in hand. Heat 2 Reg Stainer and Jack Leonard were next out with Leonard passing Stainer on the second lap and going on to win. Heat 3 saw Les Selby win from Herby Hayden.

In Heat 4 Alan Chambers narrowly lost out to Len Corbin in an exciting race. This gave us the four winners in a race off with Les Selby winning from Len Corbin who was mounted on borrowed equipment. Also appearing during the afternoon was newly crowned Southern Centre champion Bert Jones, however he was unable to get amongst the prize money. Fittingly farmer Bob Atkins ran a third in the novice final unknowing this would be the last race he would ride on his land. Tommy Crutcher was successful in the Experts barred race. Dink Philpotts won the final race the Handicap Solo Final.

A meeting had originally been planed for September but of course this was never held. With Prime Minister Chamberlain declaring war with Germany on the third day of September 1939, bikes were put away in safe keeping, leathers polished not to see the light of day for six years. Riders were to go about their war time service with of course some never to race again after paying the ultimate sacrifice with their lives.

After the war with things getting back to normal. Racing began again but Corfe Mullen was never used again, the Ringwood Club instead preferring to use The Mount Raceway. It has come to light that in 1939 a High Court action was about to be heard against the Ringwood Club brought about by local people complaining about the racing at Home Farm this was never heard probably because of the outbreak of war. The field at Home Farm is much the same now as it was back in the Thirties. It has changed hands a couple of times and a family member of the current owner told me, as we walked the track

site, a steel shoe had been recently found in undergrowth. If it was able to talk what a story it could tell!!!

I hope you enjoyed this trip into darkest Dorset. I know Grass Speedway is frowned on by the purists of this world but when you think of the entertainment given to the large crowds by the Club riders mixed with a sprinkling of Dirt Track Riders on machinery ranging from the 500 J.A.P, Dirt Track Ridges, Norton and Velocette bikes using various styles of riding from leg trailing dirt style to foot forward steering the bike into the corners I think you will agree Corfe Mullen will go down as a training ground for future Speedway Stars. With team matches against other clubs, such as home and away to Cannfield, Holbeach, Brands Hatch, Wroughton (Swindon) etc and the likes of Goffe, Crutcher, Slade, Lanfear, Philpotts the Haydens and Chambers honing their track skills for us all to enjoy after the war, and likewise in other parts of the country many riders of that era moved from "the grass" on to The Dirt Tracks \ Speedway all would say the experience was invaluable.

Who Was That Again?

One of the joys of transcribing the meeting details from a programme to a file for the web site is finding some daft names which are clearly an exercise in phonetics. The other evening I was abstracting information from a St Austell programme copied for me by **Barry Stephenson** when I came across A.Retch. Now, with 20 20 hindsight the programme editor would have know the poor man was Max Rech. My other favourite, from a newspaper this time, Boy Spratt. Yes, you pre-war men in the know, Boy was none other than Boyd Pratt. NOW – do you have any other howlers for us. **Jim Henry**

Web Warblings

We've not mentioned the web for a while but work is still going on under the masterful eye of our Web Master **Ron McNeil** new files and updated files continue to be added to the site. We have a slowly growing list of contributors and it is good to know interest in the site is also growing. **Steve Wilkes** and **Gary Done** are battering on with the post 1959 era assisted by **Steve Kercher**. **Bob Ozanne** is going on with the pre-war items. **Bryan Tungate**, thankfully on the mend after a wee health scare, has completed Norwich up to 1964 and we should see another wee bit of Wolverhampton history from **Mark Sawbridge**. **Colin Pike's** regular update to the Cumulative Index is really appreciated. The thanks list could be endless but the files carry a thank you to

the main contributor and we have a special page for all contributors on the web site.

The Oldtimespeedway Web Site

This is an interesting forum on Yahoo moderated by John Hyam. There is a lot of interesting chat from a wide spectrum of levels of interest and topics from all eras and once you register you can look at the photograph albums and join in on the chatter. Here is an item by **Bryan Tungate** which gives a taster of what you get. "It would never be allowed now with health & safety rulings in force. Norwich staged a 4 heat match - Junior Speedway Riders v Midgets v Sidecars on 10/8/57 @ The Firs. The original challenge was between cars & bikes but the Sidecar boys wanted to be part of the action as well. They even agreed to alter the sidecars to take part in the event staged the speedway way round the track. Speedway scored 11 (Barry East, Al Sparrey & Porky Veal 3 & Derek Strutt 2, Dave Hankins n/s) The Cars 9 (Tom Forster 5, Davey Hughes 2 & Brian Knight 2, Bill Billman n/s) The Sidecars 4 (Geoff Baker, Harold Hill, Johnny Lidgate & Geoff Lucy 1) Unfortunately the efforts made by the sidecar team didn't result in many points. This event preceded the Malcolm Flood Junior Memorial Trophy won by Derek Strutt from Clive Featherby and Barry East in a full sidecar/midget/ junior speedway spectacle which Norwich often staged when the Stars were away visiting another Saturday night track on Official Duty in League or Cup fixtures." Bryan adds "I would advise that it was run on a time-handicap system over 4 heats. The handicap times were Midgets 0, 0, -2 seconds, -2 seconds, Sidecars -4 seconds, -2 seconds, 0, 0 and speedway @ -16 seconds, -14, -14, -14. The results were

- 1 - Forster (M), Strutt (S), Baker (S/c), [Billman (M) a n/s]
- 2 - East (S), Knight (M), Hill (S/c)
- 3 - Sparrey (S), Forster (M), Lidgate (S/c), [Hankins (S) a n/s]
- 4 - Veal (S), Hughes (M), Lucy (S/c)

Billman was replaced by Forster in heat 1 and Hankins by Sparrey in heat 3. (Only 1 person per team in each race).I can add - The fastest time was 86.2 in 1 and the slowest 92.2 in 4 for the 425 yard/lap x 4 lap races.

The cars were 1000 cc Skirrows except Knight & Billman who had Ford 10 engined "Norwich Specials" Contact oldtimespeedway@yahoogroups.com

Publications

Here is a tip. Don't ask my opinion on any idea you have for a book. Poor **Tom Wareham** didn't and I am big enough to admit he was right to ignore

my somewhat lukewarm response and to get on with it. The outcome is a very readable book on the rider known affectionately as “The Nipper” who took Poole by storm in 1952 including an insight into his World Final debut at the end of that season, before moving up to grace Wembley as a Lion. I like **Tom’s** style using quotes to great effect from a range of sources including Brian Crutcher himself. It gives an interesting insight into a number of aspects of speedway racing and I suspect a few yanna be riders might find a nugget or two here as the quotes from the maestro himself. The book has a fair few photographs from all the stages of Brian Crutcher’s career from start to finish. I was interested to note that navigation wasn’t Brian’s strong point and that he managed to get lost on occasions and in these pre-sat nav and motorway days it must have been a problem for many. I know often exhort you to add a book to your bookshelf but with this one I have had a lot of pleasure reading a chapter or two before giving it the BIG ZZZZs. Review by Jim Henry

Brian Crutcher – The Authorised Biography STADIA £14.99 plus P & P. Tempus Publishing Ltd, Cirencester Road, Chalford, Stroud, GL6 8PE.

Goodbye Smallmead

The middle of October saw the shutters come down on another venue. Not a sad affair tho’ as a really big crowd packed into the Smallmead Stadium to say goodbye. A host of former Racers were there and it was a nice touch to have others connected with the track including announcers and a former referee there as well. My wife came along – princpally to keep an eye on Jim Gregory (one of the Men in Black) who was having another return to the track at the age of 80+ - but I think she also felt the sense of occasion. The programme was a nostalgia packed volume and I met **Arnie Gibbons** in person selling his history of the track.. I saw a fair few well kent faces and some I sheepishly have to admit to not immediately reconising – **SORRY Norman**. Roll on the new track in 2010.

Jim Henry

Deadline for items for next edition is 31st January 2008

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National League Division Three 1951

Away Team Home Team	Aldershot	Cardiff	Exeter	Long Eaton	Plymouth	Poole	Rayleigh	St Austell	Swindon	Wolverhampton
Aldershot	xxxxxx	55 – 28	59 – 23	66 – 18	54 - 30	43 – 41	54 – 30	55 – 28	54 – 29	60 – 24
Cardiff	xxxxxx	51 – 33	56 – 28	57 – 26	53 – 31	32 – 52	47 – 35	58 – 26	52 – 31	66 – 17
Exeter	48 – 36	xxxxxx	43 – 41	59 – 25	48 – 36	32 – 52	40 – 44	50 – 31	42 – 42	52 – 25
Long Eaton	45 – 39	xxxxxx	41 – 42	55 – 29	43 – 41	47 – 37	45 – 39	66 – 18	42 – 42	65 – 19
Plymouth	56 – 28	52 – 32	xxxxxx	65 – 18	54 – 30	43 – 41	59 – 25	63 – 21	45 – 38	67 – 16
Poole	54 – 29	60 – 24	xxxxxx	58 – 25	53 – 31	55 – 29	54 – 29	54 – 29	53 – 31	64 – 19
Rayleigh	35 – 48	52 – 32	39 – 44	xxxxxx	45 – 39	45 – 39	29 – 54	42 - 41	39 – 45	60 – 24
St Austell	43 – 41	49 – 35	48 – 35	xxxxxx	42 – 40	37 – 47	44 – 40	54 - 30	60 – 24	49 – 35
Swindon	53 – 31	51 – 33	41 – 42	65 – 19	xxxxxx	36 – 48	44 – 40	44 – 40	37 – 47	61 – 23
Wolv'amton	42 – 42	54 – 30	35 – 49	59 – 25	xxxxxx	43 – 40	40 – 44	53 – 31	47 – 37	51 – 33
	59.5-24.5	63 – 21	53 – 31	68 – 16	54 – 30	xxxxxx	64 – 20	59 – 24	48 – 36	66 – 18
	60 – 24	44 – 40	54 – 30	51 – 33	51 – 33	xxxxxx	55 – 29	57 – 27	54 – 30	63 – 20
	43 – 40	61 – 23	61 – 23	58 – 26	57 – 27	38 – 45	xxxxxx	55 – 29	50 – 34	67 – 17
	39 – 45	48.5-35.5	37 – 47	55 – 29	50 – 33	38 – 46	xxxxxx	51 – 32	50 – 34	60 – 24
	43 – 40	43 – 41	36 – 48	52 – 32	36 – 48	28 – 56	58 – 26	xxxxxx	50 – 34	58 – 25
	45 – 39	44 – 38	43 – 41	58 – 26	38 – 46	26 – 53	49 – 35	xxxxxx	44 – 40	47 – 37
	53.5-30.5	61 – 22	41 – 43	59 – 25	52 – 32	31 – 53	35 – 49	55 – 29	xxxxxx	61 – 23
	56 – 28	46 – 38	38 – 46	49 – 35	44 – 39	38 – 46	41 – 43	45 – 39	xxxxxx	59 – 25
	37 – 47	54 – 30	22 – 62	45 – 39	34 – 50	39 – 45	27 – 47	48 – 36	26 – 58	xxxxxx
	28 – 56	41 – 41	40 – 44	50 – 33	36 – 48	25 – 59	35 – 49	44 – 40	38 – 44	xxxxxx

	Home					Away					Pts		
	R	W	D	L	For	Against	R	W	D	L	For	Against	Pts
Poole	18	18	0	0	1023.5	486.6	18	12	0	6	829	676	60
Exeter	18	18	0	0	1017	488	18	10	0	8	719	787	56
Aldershot	18	17	0	1	972	530	18	4	1	13	668	840	43
Rayleigh	18	14	0	4	918.5	589.5	18	7	0	11	688	820	42
Swindon	18	12	0	6	864.5	645.5	18	4	2	12	676	831	34
Plymouth	18	12	1	5	856	654	18	4	0	14	664	844	33
Cardiff	18	13	2	3	863	638	18	0	1	17	576.5	929.5	29
St Austell	18	13	0	5	798	705	18	0	0	18	544	961	26
Long Eaton	18	13	0	5	812	693	18	0	0	18	497	1029	26
Wolverhampton	18	5	1	12	669	838	18	0	0	18	424	1076	11

12 League Table & Results Grid compiled from Stenners.

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