

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing
Volume No.2 . No. 4 March 2000

WELCOME TO THE NEW MILLENNIUM

Subscribers : 190

NB Pages 12 & 13 are in Supplement 2/4

The End of Volume Two

The end of volume two brings with it the acid test of subscription renewal. In view of our ability to keep costs to a reasonable level we ask for £3.00 for the four editions of Volume No.3. Please keep your contributions coming in be it articles, snippets of information, requests for help with your research. Please fill in and return our end of volume questionnaire as we value your ideas and try to act on any criticisms.

COMPANY INFORMATION

Jack Williams of Liverpool John Moores University has sent us some information Dirt Track Speedways Ltd (DTS). It was registered as a company on 18th April 1928. The company had a nominal capital of £24,000 consisting of 2,000 £1 preference shares and 80,000 ordinary share at one shilling (5p) It was formed to buy the lease to operate speedway at Celtic Park which had been taken by George Earnest Baxter, Keith MacKay and William Benjamin Pearson (a corporate accountant from Essex.) They became directors of DTS and were paid £2,400 in ordinary shares. DTS also had Geoffrey Meredith (speedway organiser from Goulbourn, Australia) and William James Pomeroy (speedway organiser from Coogee, Australia). In July 1929 Lieutenant - Colonel George Henry Baldock, a motor engineer from Taunton became a director. By this time Meredith was dead (died of Pneumonia in the Isle of Man in 1928) and MacKay had resigned his directorship. Lloyd (Sprouts) Elder was a director but the date he joined is not known. Both Elder and Pomeroy were paid £250 for travelling from Australia and for what they had done before the establishment of DTS. Baxter, MacKay, Pearson, Pomeroy and Elder each had 8000 one shilling (5p.) shares. All DTS shareholders had addresses in England. By May 1931 DTS was no longer carrying on business and the announcement of the company's dissolution was made in December 1931. What is happening in 2000 ? The Speedway Star will tell you !! 1

A BIT MORE PRE WAR HISTORY

One of the great problems for the early speedway managers was starting the handicap events in a fair manner. Normally riders were given time penalties commensurate with their ability and the poorer riders were allowed away before the more experienced racers. In the very early days a novice could start up to 20 seconds before a star on scratch. Billy Galloway was even rated better than scratch once, starting off minus 2 seconds. Sometimes the start was calculated in yards.

No matter the time or distance of the handicap, the big problem was that the riders sat with the engines dead waiting for the off. The stars looked for strong pushers as the quicker they were up and away, the better the chance of overtaking the poorer riders. Many visiting stars complained about being given poorer pushers than the home men, and, when a win in the handicap could mean up to £25, you can see why. (A new Douglas cost about £85 in these days.)

Managers at Newcastle Gosforth came up with a new idea in 1930. "The new method was tried out at Gosforth last Wednesday (2nd July) and has attracted the attention of speedway managers throughout the country, many of whom will be at Gosforth this week."

To my mind the beauty of the device is in its extreme simplicity. A combination machine is driven round the track at an exact speed of 20 miles per hour. Trailed from the sidecar is a length of rope along which are tied pieces of coloured paper. The distance between the paper represents the handicaps and each rider is allocated a colour. The riders follow the combination around the track keeping abreast of his colour until the starting line is reached. Thus all races begin with a rolling start."

Sad to say this idea never seems to have caught on and, in any event, speedway departed from handicap events of this nature in 1931.

Well Did You Ever ?

According to **Sydney Dobson**, Claude Rye rode at Norwich in 1932 under the name of Charlie Barley. Charlie was as close to Claude he could get and Barley was, like Rye, another type of grain.

Deborah Cherry has been looking for details of the daft names competition featured in the Daily Mirror in 1928 but can't find any. She suggests they may have been published in the Mirror's sister paper, The Sunday Pictorial, on 15th July 1928. Like us, Deborah would be interested to know the winning suggestion.

Allen Trump of Ottery St. Mary, Exeter tells us that “Ticker” James was christened Dennis Gordon James.

2

Roll of Honour

Jack LADD	English	Tamworth	Holland	30.08.47	30.08.47
Janusz LAMENT	Polish	Bydgoszcz	Bydgoszcz	09.08.74	09.08.74
Rune LARSSON	29 Swedish	Kumla	Gislaved	27.08.50	28.08.50
Lionel LEVY	51 Australian		Sydney Sh.Gn	05.02.68	16.02.68
Ken LE BRETON	Australian	Ashfield	Sydney Sp.Gn	05.01.51	06.01.51
Jansuz LIPERTOWICZ	24 Polish	Torun	Torun		.73
Thord LOWDIN	Swedish	Avesta	Avesta		.84
Gray MACDONALD	21 Australian	Pioneer Pk.	Rockhampton	29.10.88	29.10.88
Laurence McDONALD	22 Australian	Melbourne Ex.		16.12.33	16.12.33
Keith MCKAY	26 Australian		Sydney	22.12.28	01.02.28
Maurice McMILLAN	Australian	Claremont		28.11.47	28.11.47
Tommy MAHER	Australian		Brisbane Ex.	06.04.27	06.04.27
Zbigniew MALINOWSKI	22 Polish	Bydgoszcz	Katowice	07.04.74	07.04.74
Reg MALONEY	20 Australian		Melbourne MD.	08.02.30	09.02.30
Ken MAPP	27 Australian	Rockhampton	Sydney Sh.Gn	28.09.68	28.09.68
Des MATHERS	19 Australian		Carina Bund'g		.04.67
Jacek MARACZEK	16 Polish	Gdansk	Gdansk	08.05.98	08.05.98
Cliff MAWSON	25 English	Rochdale	Rochdale	20.10.28	20.10.28
Derek TinkMAYNARD	28 English	Belle Vue	Norwich	23.07.60	24.07.60
Troy MITCHELL	22 Australian	Alice Springs	Alice Springs	10.03.91	10.03.91
Paul MULCHENE	23 English	Oxford	Hackney	30.06.89	04.07.89
Keith MUIR	24 Australian		Melbourne Ex.	31.10.31	09.07.32
Percy MULLIGAN	Australian		Claremont	02.03.29	02.03.29
Eugeniusz NAZIMEK	32 Polish	Rzeszow	Rzeszow	12.07.59	17.07.59
Bill NICHOL	41 English	Newcastle	Newcastle	29.04.46	29.04.46
Karl NICHOLLS	20 English	Unattached	Iwade	16.03.94	16.03.94
Des NOBLE	Australian		Claremont		
Bernt NORRBY	Swedish	Visby	Visby		
.69					
Kevin O'CONNELL	Australian	Adelaide		25.01.85	25.01.85
Tony O'DONNELL	28 English	Unattached	Coventry		06.12.75
.12.75					
William OWEN	English	Unattached	Audenshaw	30.08.30	30.08.30
Artor PAWLAK	19 Polish	Morwaski	Morwaski	07.06.93	21.06.93
Ryszard PAWLAK	32 Polish	Ostrow	Ostrow	05.09.52	05.09.52
Wieslaw PAWLAK	28 Polish	Zielona Gora	Zielona Gora	08.87	08.87
Alan PEARCE	English	Coventry	Southampton	27.03.59	27.03.59
Max PEARCE	28 Australian	Yarmouth	Yarmouth	13.07.48	14.07.48
Bernard PERRY	18 Australian		Claremont	31.12.28	31.12.28
Gary PETERSON	N Zealand	Wolverhampton	Wolverhampton	17.10.75	17.10.75
Mieczyslaw POULKARD	Polish	Killed inside track whilst coaching			
Jarrad PRIEST	18 Australian	Murray Bridge	Murray Bridge	14.11.98	14.11.98
Chris PRIME	18 England	Newcastle	Newcastle	03.04.78	03.04.78
Fred PRYKE (Fred Paul)	Australia		Sydney Sh.Gn	03.12.32	31.12.32
Boleslaw PUPOR	Polish				
.57					

Denny PYEATT

23 American

Reading

Hackney

16.07.82 16.07.82

Newspaper Information

Continuing the list of newspapers held at Colindale Library, London.

Liverpool : Tracks : **Liverpool Stanley, Seaforth Stadium and New Brighton.**

The big Stanley track operated either side of the war but closed at the end of 1960. **3** Seaforth operated about 1935 and New Brighton was another pre war venture. May also get info on Ainsdale Sands.

Newspapers : (203) Liverpool Post & Mercury 1928 - Jan 1935; (204) Liverpool Daily Post Jan 1935 - Date; (205) Liverpool Daily Post, Merseyside Edition Nov 1956 - Date; (206) Evening Express 1928 - Oct 1958; (207) Sporting Express 1928 - Jan 1929; (208) Evening Express Sporting Edition Feb 1929 - Nov 1947 & Aug 1946 - April 1950; (209) Sporting Express April 1950 - Dec 1956; (210) Daily Courier 1928 - Dec 1929; (211) Liverpool Weekly Post 1928 - May 1940; (212) Walton Times and North Liverpool Times 1929 - Sept 1963.

Luton : Track : **Luton.** The track in Luton operated about 1935 and the Tommy Price who went on to win the World Championship raced there. Another hazy venue.

Newspapers : (213) Beds and Herts Saturday Telegraph 1935; (214) Beds and Herts Pictorial 1935; (215) The Luton News and Bedfordshire Advertiser 1935.

Manchester : Tracks : **Belle Vue : Hyde Road, Belle Vue : Kirkmanshume Lane, White City and Newton Heath Training Track.** The famous Hyde Road track ran continuously 1929 - 1987 while Kirky Lane started in 1928 the restarted again 60 years later in 1988. White City also started in 1928 but did not last too long 1930 +. It is also supposed to have staged odd races as part of multi sports events. Newton Heath is a 1950s venue.

Newspapers : (216) Daily Dispatch 1928 - Nov 1955; (217) East Manchester Chronicle Nov 1963 - Date; (218) Gorton, Openshaw and Bradford Reporter 1928 - Date; (219) Ideas 1928 - May 1930; (220) Ideas and Town Talk June 1930 - Sept 1933; (221) Local Motor News March - Dec 1933; (222) Motor News Jan 1934 - Jan 1939; (223) Sporting Chronicle Mid Day Nov 1939 - March 1946; (224) Chronicle Mid Day 1928 - Nov 1939 & April 1946 - Aug 1956; (225) Manchester City News 1928 - June 1934 & Oct 1934 - Aug 1936 & Nov 1937 - April 1955; (226) City News Sept 1936 - Nov 1937; (227) City & Suburban News May 1955 - Aug 1958; (228) Lancashire County Express Sept 1958 - June 1959; (229) County Express (Manchester & Suburban Edition) Aug 1959 - June 1960. (230) Manchester County Express June 1960 - Aug 1960; (231) Manchester Comet April 1965 - May 1966; (232) Manchester Evening Chronicle 1928 - July 1963; (233) Manchester Chronicle Saturday Night Special Oct 1960 - Aug 1962; (234) Manchester Evening News 1928 - July 1963 & Oct 1971 - Date; (235) Manchester Evening News and Chronicle July 1963 - Oct 1971; (236) Evening News and Chronicle Football Pink Jan 1966 - Dec 1969; (237) Saturday Chronicle & News Aug 1962 - Sept 1963; (238) Saturday Manchester Evening News & Chronicle Oct 1963 - Sept 1969; (239) Manchester Evening News & Chronicle Sept 1969 - April 1971; (240) Manchester Football News 1928 - May 1932; (241) The Manchester Guardian 1928 - Aug 1959; (242) The Guardian Aug 1959 - Date. (243) The Manchester Programme of Entertainments & Pleasure 1928 - March 1934; (244) Manchester District Advertiser 1928 - March 1942; (245) The Motorist 1928 - Oct/Nov 1940; (246) Old Trafford Gazette 1928 - June 1929; (247) Manchester Weekly Gazette June 1929 - Sept 1940;

(248) Sporting Chronicle 1928 - Nov 1939 & April 1946 - Aug 1953 & June 1966 - date; (249) Sporting Chronicle Mid Day Aug 1953 - June 1966; (250) The Sunday Chronicle 1928 - June 1939 & Jan 1944 - Nov 1955; (251) The Sunday Guardian May 1962 - Date; (252) Empire News 1928 - Nov 1944 & Oct 1950 - Nov 1955; (253) Sunday Empire News Dec 1944 - Oct 1950; (254) Empire News & Umpire Oct 1950; (255) Empire News & Sunday Chronicle Nov 1953 - Oct 1969; (256) World's Pictorial News 1928 - March 1930.

Mansfield Woodhouse : Track : **Park Hall**. The track was a real pioneer venue, a halfmiler at Park Hall which opened on 19th May 1928 and was rained off after about four races. **4**
Newspapers : (257) The Mansfield and North Notts Advertiser 1928 - March 1953; (258) Mansfield and Kirkby Chronicle 1928 - Aug 1928; (259) Mansfield , Sutton and Kirkby Chronicle 1928 - March 1952.

Melton Mowbray : Track : **Greyhound Stadium**. Sunday cinder circuit laid down on the grass inside the greyhound track and organised by Wilf Plant.

Newspaper : (260) Melton Mowbray Times and Vale of Belvoir Gazette 1947 - March 1963

Merthyr Tydfil No track but it might carry **Newport** information in a county newspaper.

Newspaper : (261) Gwent Gazette May 1969 - Date.

Middlesbrough : Track : **Cleveland Park**. A still sadly missed venue where developers shot their bolt and robbed speedway of cracking wee track that goes back to 1928. The track did not operate continuously but it has a great history.

Newspapers : (262) The North - Eastern Daily Gazette 1928 - Nov 1936; (263) North Eastern Gazette Nov 1936 - Nov 1940; (264) Evening Gazette Nov 1940 - Date; (265)

Northern Weekly Gazette 1928 - Date; (266) Middlesbrough Standard 1928 - Aug 1940 & March - April 1948; (267) Sports Gazette Jan 1929 - Oct 1936; (268) North Eastern Sports Gazette Oct 1936 - Aug 1937.

Milton Keynes : Tracks: **Bletchley Greyhound Stadium/ Groveway and Elfield Park**.

The tidy dog track and the unusual little stadium which nestled by the A5 and railway. Both sadly devoid of speedway action for too long. 1978 onwards.

Newspaper : (269) Milton Keynes Pictorial 1975 - Date.

Morley (Leeds) is worth a bit research to satisfy ourselves that the dirt track here was a scrambles venue rather than a speedway style track.

Newspaper : (270) Morley Observer 1928 - Feb 1957.

Neath : Track : **Abbey Stadium**. The short term home of speedway which had a superb team but could not draw a crowd. Ran part of 1962 season.

Newspaper : (271) Neath Guardian, Aberavon & Port Talbot Observer, Neath & County Standard 1962. (Honest that is the title of the newspaper.)

Nelson : Track : **Seed Hill Stadium**. Another short lived track. Crap track good team.

Newspaper : (272) The Nelson Leader 1967 - 1971.

Newcastle Under Lyme : Track : **Chesterton/Stoke** at Loomer Road from 1970 onwards with odd breaks.

Newspaper : (273) Newcastle Under Lyme Times 1970 to date.

Newcastle Upon Tyne : Tracks : **Whitley Bay (Rockcliffe), Gosforth and Brough Park**. First to open was Rockcliffe and it lasted for a few months April to July 1929. Gosforth ran June 1929 to 1931 and lastly Brough Park opened in May 1929 and has flourished off an on ever since. May also get details of **Ashington** 1972.

Newspapers : (274) North Mail, Newcastle Daily Chronicle 1929 - Sept 1939; (275) The Evening Chronicle 1929 - date; (276) Evening World May 1929 - Jan 1932; (277)

Football World 1929 - Nov 1929; (278) Kemp's Northern Gazette 1929 - Date;

(279) The Newcastle Weekly Chronicle 1929 - Dec 1940; (280) Weekly Chronicle July 1946 - April 1953; (281) Newcastle Daily Journal, North Star and Courant 1929 -

March 1930; (282) The Newcastle Journal, North Star and Courant March 1930 - Sept 1939; (283) Newcastle Journal and North Star Sept 1939 - July 1958; (284) The Journal July 1958 - Date; (285) Northern Star April 1951 - July 1956; (286) Sports World May 1929 - Nov 1930; (287) Sunday Sun 1929 - Date.

Perhaps it is worthwhile taking advantage of this small gap to let fellow researchers know that Colindale Library holds a number of speedway magazines as well as the newspapers we have been listing here. There is good coverage from 1928 onwards.

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Track Directory Update

Further extracts from **John Jarvis's** excellent records system.

BUXTON : High Edge Raceway Stadium, near Buxton, Derbyshire. Track Length: 230metres, 1st Meeting: 28th August 1994. Years of Operation: 1994 - British League Division Three; 1995 - Amateur League. Nickname : High Edge Hitmen. A tidler set in the inside of a deep rural stock car track. Provided some entertaining speedway to say the least. (N).

BUXTON : High Edge Raceway (immediately NE of Stadium orientated at right angles to it.) near Buxton, Derbyshire. Track Length : 240 metres. 1st Meeting : 19th may 1996. Years of Operation : 1997 - Conference League; 1997 - 99 Amateur League. Nickname : Hitmen. Track has a very interesting safety fence construction and appears to have straights at different elevations with a small drop down round the first and second bends and a rise up third and fourth. (N).

CAERPHILLY : The Stadium (Virginia Park), Caerphilly, South Wales. Track Length : 0.33mile. 1st Meeting : 6th April 1931. Years of Operation : 1931 - 1932 - Open. Details of the 1931 meeting in The Auto. 3 meetings 1932.(U). **CALDERBANK** (Also known as **AIRDRIE**) : Calderbank, near Airdrie, Lanarkshire, Scotland. Track Length : 275 yards. 1st Meeting : 1951. Years of Operation : 1951 - 52 Training. Built either in a quarry or derelict steelworks depending on sources, was a direct replacement for the training track at Bothwell. (U)

CALIFORNIA (IN READING) or **LONGMOOR** (Pre war) : Little California - in - England, Nine Mile Ride, Wokingham. Track Length : 400 yards (1937 - 39); 364 yards (1950) 352 yards and 344 yards else. 1st Meeting : Post war 8th August 1948. Years of Operation : 1933 - 1939 - Open; 1948 - 1953 & 1957 - Open. Did stage odd team events during this era. 1954 - 56 Southern Area League; 1958 - Training. This venue is in the heart of a nature reserve but a few remnants can be seen if you hunt around.

CAMBERLEY : Heatherside Corner, Bagshot Heath. Track Length : Not Known. 1st Meeting : 7th May 1927. Year of Operation : 1927. A contender for first meeting in Britain, this was a sand track event organised by a local

club. This event featured Fay Tylour. Report in contemporary press shows photographs of riders going clockwise.

CANTERBURY : Kingsmead Stadium, Kingsmead Road, Canterbury, Kent, CT2 7PH. Track Length : 390 yards. 1st Meeting : 18th May 1968. Years of Operation : 1968 - 74 British League Division Two; 1975 - 76 New National League; 1977 - 87 National League. One of the new wave in 1968. Faced a lot of noise objections. Track modified by inclusion of dog 6

track late on in history. (A 1929 proposal for a track at Hales Place, Canterbury never got off the ground and the site was developed for housing instead.) (U).

(CARLISLE : Harraby Park Stadium, Holme, Carlisle. Was used as a grass track venue on 21st July 1928. There were proposals to stage dirt track racing but no proof has been found to confirm this venture. An advert for the stadium in the local press advised of greyhound racing in one panel beside a photograph of the stadium and another panel advised of the impending Australian style motorcycle racing. This one needs some solid research.)

CARLISLE : Moorville Park, Kingmoor, Carlisle. Track Length : Not Known. 1st Meeting : 18th September 1937. Year of Operation : 1937. Built amidst a bit of local opposition by the Stobart Brothers, this track, which is shown on contemporary ordnance survey maps, possibly ran only one meeting. The riders raced at Carlisle in the afternoon and went on to race at Workington that night. The site was redeveloped for housing after the war. Another which needs some research for any activity after only recorded meeting of 18.9.1937. (N.)

CARDIFF : Penarth Road Stadium, Cardiff, Wales. Track Length : 400 yards. 1st Meeting : 5th April 1951. Years of Operation : 1950 - Training; 1951 - National League Division Three, 1952 - 53* Southern League but closed mid 1953. Site redeveloped for a factory in 1969. (U.)

CARDIFF : White City Stadium, Sloper Road, Grangetown, Cardiff, Wales. Track Length : 396 yards. 1st Meeting : 26th December 1928. Years of Operation : 1928 -1930 & 1934 - 1935 Open; 1936 Provincial League - resigned; 1937 - Open. 1934 saw one meeting, a charity event on 3.10. Stadium became site of Guest Keen's sports ground. (U).

CASTLEFORD : Whitwood Greyhound Stadium, Altofts Lane, Whitwood, Nr Castleford, Yorkshire. Track Length : 240 yards. 1st Meeting : 12th June 1979. Nickname : Kings. Years of Operation : 1979 - 80 - Open. (N.)

CATFORD : Greyhound Stadium, Adenmore Road, Catford, London, SE6 4RJ. Track Length : Not Known (280 yards ?) 1st Meeting : 1st September 1934. Years of Operation : 1934 - Open. Hazy London venue and in need of some research. (U).

(CATFORD : Cricket Ground, Penerley Road, Catford, London. This venue pre dates the Catford Greyhound Stadium and is in great need of some original research to confirm action and details of meetings.)

CAXTON : Newmarket Road Greyhound Stadium, Caxton, near Cambridge, Cambridgeshire. Track Length : Not Known. 1st Meeting : Not Known. Years of Operation : known years include 1931 and in 1939 as grass track. An obscure venue which needs some research. Possibly operated in the mid 1930s.

CHALTON : Nr Horndean, Hampshire. Track Length : 440 yards. 1st Meeting 15th July 1928. Years of Operation : 1928 Open and Training and 1936 as grass track venue. Surface was originally dirt. (N).

CHASEWATER : Chasewater Stadium, Pool Road, Brownhills, West Midlands. Track Length : 800 metres. 1st Meeting : 17th April 1977. Year of Operation : 1977. Details of this venue in VSM Spring 1999.

CHESTERFIELD : Glasshouse Farm, New Whittington, Chesterfield. Track Length : 231 yards. No Meetings. Years of Operation : 1949 - 1953 - Training . (U).

CHISWICK : Mortlake Road, Chiswick, London. Track Length : 160 yards. Years of Operation : 1957 - 1958 - Training. This former cycle speedway track was home to a team called Chiswick Champions then Nomads.

COATBRIDGE : Cliftonhill Stadium, Main Street, Coatbridge, Scotland. Track Length : 380 yards. 1st Meeting : 6th April 1968. Years of Operation : 1968 - 1969 British League Division One; 1970 - 1971 Training; 1973 British League Division One; 1974 British League Division Two; 1975 - 1976 New National League; 1977 National League - closed mid season. A venue which was mooted many times in the 1950s was closed to provide a dog track still stands and is used by Albion Rovers FC.

COPPULL : Nr Wigan. Track Length : Not Known. Years of Operation : 1947 - 1953 Training. Built by Oliver Hart, this track was quite short and surfaced in shale. (U).

COVENTRY : Brandon Stadium, Rugby Road, Brandon, near Coventry. Track Length : 352 yards 1929; 375 yards 1948; 380 yards 1969. 1st Meeting : 24th September 1928. Years of Operation : 1928 Open; 1929 - 31 Southern League; 1932 - 1933 National league; 1936 - Open; 1948 - National League Division Three; 1949 - 1956 National League Division Two; 1957 - 1964 National League; 1965 - 1967 British League; 1968 - 1974 British League Division One; 1975 - 1990 British League; 1991 - 1994 British League Division One; 1995 - 1996 Premier League; 1997 - 99 Elite League. (U).

COVENTRY : Brandon Stadium Car Park. Years of Operation : 1948 - 1950 Training.

COVENTRY : Lythalls Lane, Foleshill, Coventry. Track Length : 352 yards
1930. 1st Meeting : 21st July 1928. Years of Operation : 1928 and 1930 -
Open. Site redeveloped for housing. (U).

COWDENBEATH : Central Park Stadium, Off Main Street, Cowdenbeath,
Fife, Scotland. Track Length : 380 yards. 1st Meeting : 5th May 1965. Years
of Operation : 1965 - Open; 1966 - Training. Grass track event staged here
1932. Britain's most northern track is now known as The Racewall and is a
stockcar venue. Had a brick wall safety fence. Staged 8 meetings with the Fife
Lions facing opposition comprising northern based riders. Cowdenbeath even
staged a World Championship round.

8

PADDINGTON RECREATION GROUND

Motor Cycling carried an article about an event at Paddington Recreation
Ground in London which took place on 21st August 1915. On that day "Harry
Martin was successful in lowering the cinder track records both for the mile
and for 5 miles. The flying mile was covered in 1min 17.6 and the five miles
completed in 6mins 46.0. Mr Martin used a Martin-JAP machine fitted with
overhead valves, Saxon Forks, Amac carburettor and Splintdorf magneto. His
saddle consisted of a piece of leather stretched across the carrier." Other
reports advised that the track was banked and a large crowd stood round the
edge of the track. A contemporary photograph shows Mr Martin riding feet up
and the surface appears to be quite hard. Dirt tracing - I doubt it - from a few
other sources it appears that speed tests on oval tracks inside stadiums was
quite common in this era as a concrete track at Celtic Park, Glasgow was used
for this purpose in the pre Great War era. It begs the questions - Was the
Portman Road Ipswich event also a speed trial event ? How many other
concrete tracks were there which were used for motor cycle circuit events ?

Name That Tune

You all know (of course you do) that the Edinburgh Monarchs' signature tune
is "The Wee Black Bear" but did you know the music played between races at
Marine Gardens in the 1920s was The Beer Barrel Polka ? Anybody with a
copy of this tune on disc or cassette ? Now, what other signature tunes can we
come up with ? The Wheels Cha Cha has been used since 1968 at Berwick,
Those Magnificent Men in Their Flying Machines (I think) at Wolverhampton
and at Southampton it was usual for the teams and track staff to march out to
Anchors Away. Any offers ??
Who has the 78 rpm disc of the "Harringay Racers Song" ? Equally if you want
a copy of "My Speedway Hero" or the Bradford song "Boom Boom

Boomerang", they could be obtained in exchange for music and words for
others speedway songs or a list thereof in an article for this magazine.
Maybe somebody might want to catalogue these items and include songs like
"I want to be like Ivan Mauger" and the pseudo speedway songs sung by Jack
(Honest I am 2 metres back from the inside white line) Cupido, who, in saner
moments, takes photographs at Armadale. Co-editor Jim Henry was tempted
to say rude things about Jack (he included him in the lyrics of one song).
However, he decided to let bygones be bygones !!!! Anyone interested in
Jack's songs - contact him c/o Armadale Speedway or via Mike Hunter.

Follow the History of Belle Vue in "The Ace"

9

Copyright Update

We contacted the Copyright Licencing Agency. They sent a lot of leaflets but declined
an article. They suggested that any problems should be dealt with by a lawyer. An
alternative is to have a word with your local librarian - they should be able to help.
We are sorry we cannot help beyond this - it seems that copyright law is a minefield,
which you ignore at your peril. The Speedway Researcher is copyright free - use what
you want as you will !!!!!

THE AUSSIE INVASION 1928 STYLE

In an earlier edition we included a request by Graeme Frost for information on
the dates of arrival of the pioneer Aussies. Graeme was always of the opinion
that the information in Cyril May's book "Ride It!" was wrong. Now we can
reveal that Graeme himself has managed to find the facts and that Cyril's
statement that McKay and Meredith arriving in November 1927 is wrong.
Graeme has now managed to sight some of the 1927/28 shipping passenger
lists and passes on the information that Keith McKay departed Sydney on 10th
December 1927 aboard the Oronsay, with the trip expected to take about 40
days. Geoff Meredith did not leave Sydney until 14th March 1928 when he
sailed on the Ormonde with McKay's mother and brothers and several riders
including Buzz Hibberd. Paddy Dean and Sprouts Elder also travelled on the
Ormonde, boarding at Freemantle in Western Australia on 26th March 1928.
Billy Galloway did not appear on the passenger list but he could have been the
ship's barber who was just listed as barber on the Oronsay.
Graeme has found that the party of riders with A.J.Hunting all travelled first
class but while Johnnie Hoskins travelled first class his riders Charlie Datson,
Sig Schlam and Ron Johnson who all boarded in Perth were travelling third
class.

ELDER OR ELDERS ?

The Ormonde passenger list has raised another interesting point about the correct spelling of Elder's surname. Although he calls himself Elder in his book "The Romance of Speedway" and, has always been known as Elder in Britain, in early Australian newspaper reports he is often referred to as Elders. Graeme has always taken this to be an error by the programme compiler and / or newspaper journalists but he appears to be L.Elders on the official passenger list which Graeme assumes would list names as they appeared in the passports.

10

MORE NICKNAMES

Don Gray has come up with some lovely nicknames for riders from days of yore. Olympia Burrows; Calmer Waters; Binky Miles; Dilly Gittins; Happy Kirk; Muddy Marsh; Plug Cooper; Sailor White; Sawdust Sawds; Tiny Timms; Stiffy Aston; Riskit Riley; Buggie Fleeman. The last four were Arthur, William, Jack and Richard respectively but what was the Christian names of the rest ? My favourite - John "Buster" Breaks !!! Have you any others like "Onanoff" Johnson (David) you can add to for amusement.

"SCIENTIFIC SPORT"

In July 1928 the Stirling Journal and Advertiser published the following article on its motoring page. We reproduce it as an item of interest. It went under the main heading above and then "The Thrills of Dirt Track Motor Cycle Racing" as a sub heading.

Quite a few newspapers in towns with no immediate speedway connections carried similar articles and we would welcome copies of any you may come across in your research.

"That this is an age of change and innovation is true of the world of sport and recreation as well as any other. Barely have we become accustomed to electric hares and "going to the dogs" than a new and even more thrilling sport descends upon us, namely dirt-track racing.

As a spectacle and for sheer excitement, dirt track racing with motor cycles is hard to beat. The roaring machines and their armoured, gaudily clad riders tearing round the track are the very embodiment of the modern quest for speed and thrills. The way they take the corners at full speed without coming to grief - even the frequent spills seem to result in no serious casualties - is a marvel to behold. The skill of some of the riders in stealing a few yards by clever negotiating of each of the bends is nothing less than uncanny, and to see two

of them roaring down the straight to the winning post, neck and neck, is a sight of a life-time.

A great feature of the new sport is that race succeeds race in rapid succession and there is none of the irritating delays which mars other types of race meetings. Another good feature is the complete absence of betting and bookmakers and such undesirables elements as are only too much in evidence in other sports. The appreciative orderly crowd of spectators is interested in motorcycling and in the sport itself for its own sake and they find plenty of excitement without extraneous aids.

The new sport has had a great vogue in Australia and most of its crack riders now performing in this country hail from the Antipodes. When our own motorcycling Ben Hurs get hold of the knack of the sport we shall see a great extension in Britain. Certainly it gives the crowd its money's worth of thrills and clean, scientific sport as few other recreations do."

Speedway has never taken place in Stirling as far as we know. It has a potential track site at Corbiewood Stadium which has a trotting track which has had the odd grass tracker run a bike round it. Attempts to establish a track at Stirling Albion F.C. after the War failed. Frede Schott and some others did run a bike at Annfield and, if we remember correctly, managed to rip up a chunk of astro turf as the result of an unplanned fall.

CAN YOU HELP ??

Mike Terran is looking for the results for 1937 Liverpool v Southampton National Trophy (NT); Liverpool v Southampton Coronation Cup (CC); Southampton v Birmingham CC; Nottingham v Bristol CC; Nottingham v Southampton CC. 1938 Birmingham v Newcastle Provincial League Northern Cup. 1939 Harringay v Southampton Notional League Division One (NL1); Bristol v Sheffield NL2; Hackney v Crystal Palace NL2; Norwich v Hackney NL2. 1947 Cradley v Wombwell NL3. 1948 Poole v Yarmouth NT. 1950 Coventry v Newcastle NT and West Ham v Harringay NT Replay. Fleetwood v Newcastle & v Sheffield NL2 North Shield. 1951 Newcastle v Fleetwood NT; Harringay v West Ham London Cup. 1952 Coventry v Cradley Midland Cup. 1955 Wants all results for National League Division Two, 1956 Wants all results for National Trophy. 1957 Birmingham v Oxford Britannia Cup (Shield ?).

Mike is also seeking any details of the 1931 World Championship. Drew McQueen won the Glasgow round and then lost out Leeds winner Roy Barrowclough at Leeds in the next leg.

Mike has sent us details of a number of league competitions for the pre-war era and details of the Star Riders Championship which we will publish in due course.. Watch this space as they say.

Matt Jackson, 11 Crescent Road, Nether Edge, Sheffield, S7 1HJ Tel: 0114 2500674 is looking for Christian names of the following riders. A.Doughty, R.Hyde (Cardiff 1951); J. Brown (Norwich 1949); M.Burnstone, N. Pike (Ringwood 1955); F.Cockfield (Middlesbrough 1947); ? Gardiner (Newcastle 1948); R.Golding, G. Graham, A.Hill (Ringwood 1954); Jack Harper (Stoke 1952); D.Henton (Ringwood 1955); A.Higgs (Sheffield 1948); A.Hill (Aldershot 1954); ? Kidd (Wimbledon 1948); B.Mitchell (California 1954); F.Taylor (New Cross 1946); and ? Timms (Middlesbrough 1946)(Was this Derek ?).

Jim Gregory, 56 Roundabout Lane, Welwyn, Hertfordshire is looking for heat details, including second half, for the following meetings he raced in. 1948 27.9 Coventry v Rayleigh, 16.10 Rayleigh v Stars. 1949 26.3 Rayleigh v Leicester; 19.4 Yarmouth v Rayleigh; 30.4 Rayleigh v Exeter; **14** 18.6 Rayleigh v Yarmouth; 20.6 Poole v Rayleigh; 9.7 Hull v Rayleigh; 4.10 Yarmouth v Rayleigh. 1953 9.5. Rayleigh v Oxford; 21.5. Rayleigh v Wolverhampton; 28.5 World Champs Round - Oxford; 4.6. Midland Riders Champs - Oxford; 8.6. Exeter v Oxford; 25.6. Oxford v Plymouth; 26.6. Wolverhampton v Oxford; 2.7. Oxford v St.Austell; 30.7. Oxford v Plymouth; 31.7. Plymouth v Oxford. More to following Vol 3 No.1

Mark Sawbridge, 5 Malcolm Court, Lower Vauxhall, Wolverhampton, WV1 4SS 0902 713950 is looking for heat details of Wolverhampton home meetings 1952 18.4 v Long Eaton; 13.6. v Plymouth; 27.6 v Cardiff; 8.8. v Southampton; 19.5.1953 v Glasgow; 43.5. v Leicester. He also needs away match heat details - 1951 31.5 at Long Eaton; 14.7 at Rayleigh; 15.9 at Aldershot; 1952 3.5. at Aldershot; 10.5. at Rayleigh; 2.6.at Aldershot; 7.8 at Plymouth; 16.9 at Southampton; 21.5.1953 at Oxford and 22.5.1954 at Swindon.

Deborah Cherry is seeking information about pre-war lady rider Miss Betty Wilson who was a discovery of Jimmy Hayes of Southampton. She also seeks information about Glasgow's Miss Millie Laidlaw (who was pictured in The Sunday Post in 1939). Finally Deborah is seeking information about lady riders at Buffalo Speedway in Paris in 1930.

Allan Batt, PO Box 19 - 687, Woolston, Christchurch, NEW ZEALAND is looking for information on the points scored by Bruce Abernethy for Rayleigh in 1948.

Robert Bamford co-author of the history of Swindon Speedway is looking for the date of birth for Bob Roger who rode circa 1954 - 57 - 64 and Teo

Teodorowicz who rode in Britain from 1959 until his fatal accident in 1964. Finally Robert is seeking heat details for Wigan v Swindon held on 25.7.1952.

Ace of Clubs

Charles McKay of Bradford tells us that according to The Auto of 25th May 1930 "Belle Vue will appear in colours bearing on the back a huge ace of clubs, to represent the North Manchester Motor Club." So there you have it - the reason for the Aces.

The 1929 English Dirt Track League

The nuts and bolts of the 1929 English Dirt Track League, covered in previous editions, are quite interesting as it, and, with the Southern equivalent, was probably the first venture into league speedway anywhere in the world. From the results in the newspapers the following conclusions are drawn. (To the best of our knowledge there are no rules for this league **15** still remaining.)

The teams appear to be six man sides with two reserves. This appears to be confirmed by details of the Newcastle v Middlesbrough fixture of 14th June 1929 which has Newcastle using 7 men and Middlesbrough using 8 men in the 38 - 24 home win.

The scoring was 4 - 2 - 1 and the nine heat events had 63 points up for grabs. In theory a draw should have been impossible but in only a very few matches were all the points accounted for due to falls and engine failures.

The match format used at Newcastle Brough Park appears to be as follows Heat 1 Home 1 & 2 v Away 3 & 4; Heat 2 H 3 & 4 v A 1 & 2; Heat 3 H 5 & 6 v A 5 & 6; Heat 4 H 3 & 4 v A 3 & 4; Heat 5 H 1 & 2 v A 1 & 2; Heat 6 H 5 & 6 v A 3 & 4; Heat 7 H 3 & 4 v A 5 & 6; Heat 8 H 5 & 6 v A 1 & 2; Heat 9 H 1 & 2 v A 5 & 6. This is based on information from a Newcastle v Leicester programme extract which was part of the 70th birthday programme at Brough this year and Newcastle heat details. The unusual item from the programme extract is that both riders from the same team used the same helmet colours, the home team wearing red and the visitors wearing blue.

Results Grid (published in Vol 2 No. 2) Update : Middlesbrough 48 Barnsley 15. English Dirt Track League Cup Wombwell 38 Nottingham 24 Aggregate score 61 - 59.

Melton Mowbray Speedway 1949

The Leicestershire town of Melton Mowbray is probably better known for its pies than its speedway but the pies were probably less controversial.

The meetings at the local greyhound stadium in Saxby Road, organised by Lion Motorcycle Club were staged on Sundays and they incurred the objections of the Lords Day Observance Society. A piece of legislation called the Sunday Observance Act could have been invoked to halt things.

As it was the track, which, according to Jack Winstanley, was cinders laid over the grass, staged three meetings on 7th August, 4th September and 16th October.

The first and third meetings are reported in the local press. In the opener Melton raced The Rest and won 42 - 41. For Melton Dick Seers 3, J. Bosworth 4, Bill Smith 6, Jack Winstanley 12, Peter Smith 6, V. Hannah 2, Bob Ibbotson 5, A. Critchley 2 and Tom Linaker 2. The Rest scored Owen Greenwood 7, Peter Flavell 10, Phil Walker 7, Buster Yeomans 7, Eric Kendrick 4, F. Bass 1, A. Critchley 1, Tom Linaker 2 and Joe Franks 2. Yes - Critchley and Linaker did race for both because Dick Seers had chain problems. Jack Winstanley won the Silver Helmet.

Leading light in the promotion was Wilf Plant while the Methodist Minister was a Rev. J.W. Brough. Rev Brough summarised the Act **16** saying "a house, room or other public place opened or used for public entertainment etc., or used on any part of the Lord's Day, to which the public are admitted on payment of money is to be deemed a disorderly house or place, and the keeper etc. shall forfeit £200 fee every day on which it is so opened or used to such a person as shall sue for the same; and the person managing or conducting the same shall forfeit £100."

The second meeting on 4th September was advertised as Lions v Panthers and admission was free. The promotion tried to recoup their running costs by taking a collection at half time and by charging for the use of the car park. However the funds raised did not cover their outlay and the event made a loss. This event did not feature Panthers but it retained the big cat theme and featured Lions and Tigers with the kings of the jungle winning 44 to 38. The Lions scored Dick Seers 12, Fred Yates 11, Ted Rawlinson 10, Bill Smith 3, Bob Ibbotson 2, V. Hannah 2, Bill Cowles 2, Tom Linaker 1 and Bob Yeomans 1. Tigers scored Peter Flavell 10, Owen Greenwood 9, Johnnie Reason 8, Reg Hanley 4, Bill Critchely 4, Peter Smith 1, Eric Kendrick 1 and Joe Franks 1.

The third featured Lions v Panthers led by Wilf Plant and Derrick Tailby. The latter won by a point. 40 -39 after 14 heats. The match report shows Johnny Reason 12, Wilf Plant 8, Bill Smith and Bob Ibbotson 6, Peter Smith 2, Yates 4 and Cliff Carruthers 0 for Lions. An alternative source has Ibbotson on 8, Smith on 3 with Eric Kendrick the non scorer. Panthers scored Tailby 11, Ted

Rawlinson 4, Joe Bosworth 13, Brian Wilson 9, A. Critchley 3 with Buck Whitby, Pecu day and Bill Cowes failing to score.

This time the promoters ignored the statute books and charged spectators admission fees to come and watch.

The meetings at Melton Mowbray focus the problems of Sunday speedway, which before the war, were a definite no - no. Riders were banned after riding events at Audenshaw in 1929 and at Leeds in 1930.

Even in the 1970s, for example at Rochdale, events were staged without admission fees. You paid admission by programme and the rain off slip you will be familiar with today carried the legend that it was the programme - the match programme was a separate document.

Thanks to John Kolassa for the newspaper articles upon which this article is based and Alan Jones for additional bits which filled in the gaps in the newspaper reports.

Speedway in Aberdeen ??

Many years ago a list of tracks featured an entry for Aberdeen. Recent research suggests that the suggestion stemmed from an article in a Yorkshire newspaper which reported a boy had been injured when a bike hit him at a dirt track meeting in that city. Further research in the local **17** press revealed that the event where the incident occurred was a sand track event on the beach. After plodding through the Aberdeen newspapers for the pre war era I don't think anything took place then. Maybe someone wants to do the same for the post war era. ? Two potential venues - the greyhound stadium at Bridge of Dee and what was Linksfield Stadium. Also another site which is supposed to have had a track was reputed to have been located in what is described as Advocate's Park near what is now a bus depot.

Aberdeen newspapers tend to be a bit parochial - there is a story that when the Titanic sunk the headline in one paper was "Aberdeen Man Drowns." So if anyone wants to do a complete sweep of Aberdeen newspapers from 1928 to date - fine by me.

Jim Henry.

Tredegar Speedway

Paul Jeffries has kindly sent us some notes on this hazy Welsh Valleys venue based on information in the South Wales Echo for 1929. Paul admits it isn't complete but it takes our knowledge forward a way and that is always to be welcomed.

The track at Tredegar Recreation Ground measured 432 yards at the inside line and encircled the rugby pitch. The winning post was in front of the grandstand

and enclosure, but the start line was set back, giving everyone a fine view of the start of each race. On the opposite straight was a sloping embankment. The track bed comprised six to eight inches of clinker ballast, overlaid with three or four inches of coke breeze. It was 27 feet (about 9 metres) wide on the straights and 42 feet (about 14 metres) wide on the bends.

The opening fixture took place on Saturday 8th August 1929. Admission prices were 1shilling and twopence (1s/2p) (7p) for adults while children were charge six pence (2.5p) and grandstand seats were available for an additional 1s/2p. Mr Aneurin Bevan MP (who would go on to be deputy leader of the Labour Party) was amongst the 6,800 crowd. The main event was the Recreation Ground Handicap which featured 5 heats and a final. The event was won by Nick Carter (Brynmawr) from G S Hagggett and ? Guthrie (Cardiff) in a time of 104.6 secs. The winners of the other two heats were Tom G Lougher and R E Cranwell.

A meeting on Friday 16th August at 6.30pm featured the great Sprouts Elder who billed as "The World's Champion Dirt Track Rider." Sprouts obliged the crowd of 3,000 by setting a new track record of 89 secs. He carried off the Webb Challenge Trophy from Ronnie "Whirlwind" Baker, Len Parker (Bristol), and "Genial" Jimmy Hindle (Cardiff) in 92.4 secs. Elder raced Parker in two match races. In the rolling start event the pair deadheaded while in the standing start version Elder won. Parker 18 (scratch) was a back marker in the Ty-Trist Handicap from Durrin John (Pontypridd 6 secs.) Nick Carter (scratch), Ronnie Baker (scratch) and Ray Cannell (Barry, 4 secs.). Parker won the rolling start Flying Mile in 95 secs. from Carter and Jack Luke (Cardiff).

A third meeting was due to be staged on Friday 30th August but no details are to hand. Dirt track racing was on a high in the Valleys as the receipts from the three meetings was greater than that brought in by the local rugby club over the whole season. Fans were even turning up in large numbers to watch the practice sessions.

Vic Huxley was billed to ride against Len Parker on Friday 6th September at the un usual time of 5.45pm. Sadly the crowd were let down as Huxley failed to appear. Parker faced Ronnie Baker in two match races and won both these events. Nick Carter faced Jack Luke also winning both standing and rolling start races. A decider between Carter and Parker never materialised because Parker took ill in the pits. Baker deputised for Parker but lost the "decider." Baker did however win the Webb Challenge Trophy scratch race event heading home fellow heat winners Ivor Hill and Fred "Hurricane" Hampson. Earlier in the evening Parker (scr) won the Bedwellty Handicap heading home fellow scratch men Carter and Walter "Nobby" Key.

Monday 16th September at 5.30pm saw a big crowd to watch The Aussie "Cyclone" Billy Lamont (real Christian names - Wilfred Spencer). He raced and lost to Jack Luke in the standing start match race but gained revenge in the rolling start version. Billy also won the decider. Len Parker was back and he won the standing start Hereford & Tredgar Cup from Lamont and Nick Carter. In the "Cinder World Mile Handicap Race" Billy was excluded for doing a bit of grass tracking in heat 3. Welsh rider Ivor Hill tried Lamont's short cut in the Final and Parker won from Whirlwind Baker. Billy redeemed himself taking the rolling start Monmouthshire Flyers' Scratch Race Final from Hill, Jack Wade and Baker in 91.4 secs.

Rolling on to Saturday 21st September the fans watched an Inter Town Match - a best pairs type event. Bristol were represented by Len Parker and Bill Clibbett, Salford had Fred Williams and Arthur Wilcock, Cardiff had Jack Luke and Champ Upham, The Valleys had Ronnie Baker and Nick Carter. The six heat event scored 6 for a win, 3 for second and 2 for third the result went Bristol 21, Cardiff 20, Salford 13 and The Valleys 12.

Billy Lamont was back but he was suffering bike troubles. It cost him the match races against Len Parker and the Lamont Scratch Race heat. Parker snatched the £5 win prize in the Final with Wilcock taking £3 for second and Upham £2 for third. Billy then fell in his heat of the Town Clock Handicap event when being pushed by Stan Longley. Nobby Key (scr) won the Final from Tom Lougher (2sec) and Parker (scr).

19 The last 1929 meeting Paul has information about was staged on 28th September. Len Parker, despite mid week injuries, won the match races from Bill Clibbett and Champ Upham beat Jack Wade (Risca). The Bevan Handicap final was won by Tom Lougher (2secs) from scratch men Parker and Clibbett. The Webb Challenge Cup was won by Parker from Upham and C.Fowler.

If you can add to this short history - please do so. Tredgar is one of the many hazy venues waiting a full history to be produced. Did Tredgar race beyond this meeting? Did it stage speedway any other season ?

CLAPTON SPEEDWAY TEAM

Bob Ozanne tells us a bit about Clapton.

Bordering with Lea Bridge in London's East End are two districts called Upper and Lower Clapton. There never was a track in Clapton but a team calling itself by that name raced in the National Leagues of 1932 and 1933! They raced on the Lea Bridge track, situated on Lea Bridge Road.

A team called Lea Bridge competed in the Southern leagues of 1929 through to 1931 but the name fell into disrepute because of a betting scandal. Several speedway meetings were staged at Lea Bridge at which betting was in full

swing. The ACU held a full inquiry and came down hard on the riders who had taken part, withdrawing their racing licences and banning them from appearing at other tracks.

In May 1932 Southampton could not carry on at Bannister Court and the team was looking for a new home. They moved to Lea Bridge but because of its bad reputation decided to call themselves by another name. Lea Bridge opened its door on Wednesday 1st June and the main event of the night was a league match against Stamford Bridge. The home team on that occasion called themselves "The Saints" with obvious connections with Southampton. The Saints lost 22 - 31.

One week later came the first use of the name Clapton. This time Clapton lost 25 - 29 to Coventry. Clapton scorers were Jack Parker 9 (Maximum), Norman Parker 6, Wally Lloyd 6, Ben Livine (res) 2, Steve Langton 1, Ernie Rickman 1 and Vic Collins 0. Vic normally scored well but was injured in his first ride and took no further part.

Clapton raced until the end of 1933. The team moved to Harringay in 1934 and the Clapton disappeared into history.

Riders' Snippets and Other Items

Thanks to **Don Gray** it looks as if we have Taffy Williams at last. If the Speedway News of 6th June 1929 is correct the man was called Aubrey. **20** This ties in with initials J.A.C. Don adds that "Sonny" Wilson of London track Wimbledon in 1929 was plain old Douglas. Don also observes that Cecil Victor "Winks" Rice (of Preston in 1929) became a senior RAF officer in Fighter Command during the Battle of Britain, Arthur Franklyn of Belle Vue 1928 - 1931 reached the rank of Group Captain during the same war and was aware that George Pinkerton who raced in Glasgow 1928 to 1930 was also a flier in this era and was the first man to shoot down a German aircraft over Britain. Eddie Barker, a Canadian who rode for West Ham and Newcastle just before the war was a wrestler who used the name Flash Gordon. Ian Ritchings of White City, Manchester, Preston and Nottingham was a professional boxer and speedway rider.

Don also writes to say that Sydney Dobson missed out West Ham in his 1929 team colours list. It seems that they raced in white jerseys and Lea Bridge used black and white checks. He also points out that Stamford Bridge team was called The Brigands and not the Pensioners.

We will run an article by Don on his thoughts about 1929 in the next edition.

Meeting Formats

I feel sure that like me, many researching speedway heat details are frustrated by the lack of full details in the press or magazines. The illusive seventh and eighth men are often a problem. Sometimes if you can figure out the format of the meeting it can allow an educated guess as to who rode where. However, the only way we will get the real answer is if anyone has the programme and this is where programme collectors can help us.

Are you stuck for a meeting format ? Let us know and we'll try and help.

Some, I suspect will remain a mystery like the 1930 Northern League, but you just never know what will turn up. Jim Henry

Want Something To Do ?

It occurs to me that it would be helpful to we researchers if someone with some spare time could produce a year by year grid which would show which meetings are reported in what magazines. This would allow us compile a list of meetings not reported and allow us to build up a data base of who holds the missing information. Despite what we might think, magazine coverage of meetings has not been as fullsome in the past as it is in the modern day Speedway Star. To their credit, very few pukka meetings miss the very careful eye of the Editor of the "Star" and they deserve a pat on the back for ensuring that a very sound record of events is set by for posterity.

Follow the Speedway Action in the Speedway Star 21
Our Friends Out There

ERIC WATSON 43 Hammonds Green, Totten, Southampton, SO40
3HU Telephone : 01703 871561.

Eric is researching the pre war years with a view to compiling an A - Z database of riders by name, nationality, club and years raced plus additional information on date of birth, date of death where appropriate and the honours and trophies they won. Eric also wishes to compile a database on speedway clubs giving years of operation and details of their club nicknames and race jacket designs.

LES HAWKINS The Conifers, Mount Pleasant Drive, Tadley,
Hants, RG26 4XA. Telephone :
Work 01256 325035. Home 0118 9815273

Les's main interests are California (in England - Wokingham) and Aldershot. Together with friend he is trying to compile a definitive list of events at California which was also known as Longmoor in the prewar era. Les is prepared to help anyone with the information he holds. (see list of below.)

California Dreamin'

The following are the dates of the meetings known to have been held at California in England 1936 - 1939. If you can add to this list and/or can supply details please contact **Les Hawkins** .

1936 : 3.5; 17.5; 1.6; 14.6; 28.6; 12.7; 26.7; 9.8; 23.8; 13.9; 27.9 (v Barnet); 11.10; 25.10. 1937 : 29.3; 18.4; 2.5; 17.4; 30.5; 13.6; 17.6; 11.7; 25.7; 8.8; 22.8; 5.9; 19.9; 3.10; 17.10; 31.10. 1938 : 18.4; 8.5; 22.5; 5.6; 19.6; 3.7; 17.7 (v Oxford); 31.7 (v High Beech); 14.8; 11.9; 25.9; 9.10; 23.10. Away at High Beech 7.8. 1939 : Easter Monday; 30.4; 14.5; 28.5; 11.6; 25.6; 9.7; 23.7; ?.7 (v Oxford); 6.8; 20.8. All other meetings appear to be open or trophy events.

Don't Have The Time ?

Alan Bates of Folkstone who is researching Walthamstow's history has come up with a very interesting fact. Between 25th June and 27th August 1951 it was Walthamstow management policy not to announce the race times. If you are looking for times for meetings v Motherwell, Halifax, Leicester, World Championship Round, West Ham, Norwich, Newcastle and Oxford, you'll be unlikely to find them. Normal service resumed on 2nd September v Coventry.

Did other tracks pursue this policy ? **22 Christmas Cards**

May we take the opportunity to thank those who sent us Christmas cards. A special mention must go to Eric Watson who sent what will become a collectors item. Clive - Dirt Back Men in Black - of the VSRA racing clan also produced a superb speedway period piece card. Terry Stone's festive card had us tied up for hours trying to recall the stylists he had assembled for the Millennium Montage. Keep up the good work lads - sure beats snowmen and other festive symbols hands down. Dare I say it but they are collectors items. Talking of Christmas cards - did you know Glasgow Tigers Supporters Club produced cards for 1950 and 1951. Have Swindon fans had it their own way for too long ?? (With the Festive Robins).

1929 Star Championship

In the last edition we covered details of this event. Mike Terran gives some added information for the stats fans. Buster Frogley (Wembley) bt Kempster (Wimbledon) 2 - 0 at both Wembley and Wimbledon; Watson (White City) bt Spencer (Harringay) 2 - 1 at White City, lost 0 - 2 at Harringay and won the tie with a 2 - 0 at White City second time round. Roger Frogley (Crystal Palace) bt Kuhn (Stamford Bridge) 2 - 0 the Palace and the Bridge; Creek (West Ham) bt Croombs (Lea Bridge) 2 - 0 at West Ham and 2 - 1 at Lea Bridge; Parker (Coventry) bt Hayes (Southampton) 2 - 0 at Coventry and ?? at Southampton. In the second round Watson bt B. Frogley 2 - 0 at Wembley, lost 2 - 1 at White City and won the decider at Wembley 2 - 0. R.Frogley beat Creek losing 2 - 0 at West Ham, winning 2 - 0 at the Palace and winning the decider 2 - 0 also at the Palace. Parker received a bye. In the semis Parker beat Watson 2 - 0 at both Coventry and White City while Frogley received a bye In the Final Frogley won 1 - 0 at both Crystal Palace and Lea Bridge in the first leg and won 2 - 0 at Wimbledon to take the prize from Jack Parker.

In the Overseas section Elder (West Ham) bt Galloway (Southampton) 2 - 0 at Southampton and ?? at West Ham; Catlett (Wembley) bt Chick (Coventry) 2 - 0 at both Wembley and Coventry. Lamont (White City) bt Pechar (Stamford Bridge) 2 - 0 at both White City and Stamford Bridge. Huxley (Wimbledon) bt Johnson (Crystal Palace) 2 - 0 at the Palace, lost 2 - 0 at Wimbledon but won the tie break 2 - 0 at Wimbledon. Arthur (Harringay) bt Grosskreutz (Lea Bridge) losing 2 - 0 at Lea Bridge, winning 2 - 0 at Harringay in both the second leg and decider. In the second leg Huxley bt Elder 2 - 0 at West Ham, lost 2 - 0 at Wimbledon before reversing that score at Wimbledon to win the tie. Arthur bt Lamont 2 - 0 at White City and 2 - 1 at Harringay. Catlett withdrew. Arthur and Huxley fought it out and Arthur won 2 - 0 at both Wimbledon and Harringay. **23 1931 Star Championship**

A somewhat different approach was adopted in 1931 when the ten tracks involved had two representatives each as follows

	STAR Eliminator	Nominee
Coventry	Les Patrick	Sid Jackson
Crystal Palace	Harry Shepherd	Ron Johnson
High Beech	Syd Edmonds	Phil Bishop
Lea Bridge	Charlie Spinks	Harold Hastings
Nottingham	Fred Strecker	Norman Kendrick
Southampton	Ernie Rickman	Jack Parker
Stamford Bridge	Frank Arthur	Arthur Warwick
Wembley	Col Stewart	Colin Watson
West Ham	Tommy Croombs	Bluey Wilkinson

Wimbledon

Vic Huxley

Ray Tauser

The final was staged at Wembley with each rider appearing in one of five eliminator heats. The winner and runner up moved to one of three semi finals with the winners and fastest second (?) heading into the Final. Watson, Parker, Warwick, Croombs and Arthur were the heat winners with runners up Tauser, Rickman, Edmonds, Huxley and Spinks. Huxley, Tauser and Parker won the semis with Croombs going through as fastest second. The Final was won by Ray Tauser from Vic Huxley and Tommy Croombs. Jack Parker was disqualified.

Publications

Friends of Edinburgh Speedway have produced their annual yearbook for 1999 and another Tales from Scottish Shale No.5 which deals with Monarchs v Tigers. Contact Ian Moultray on 0131 666 2826.

Howard Jones has published the first in his pocket sized histories of defunct tracks. Issue No. 1 deals with Yorkshire venue Doncaster. Details from Howard at the address on the enclosed flier for his book on programme covers.

Please subscribe to The Speedway Researcher Volume 3. £3.00

Deadline for the next edition is 1st May 2000

The Speedway Researcher is edited and published by :

**Graham Fraser
7b Bruce Street,
Stirling, FK8 1PD
Tel : 01786 471992**

**Jim Henry
90 Greenend Gardens,
Edinburgh, EH17 7QH
Tel : 0131 664 7185 24**

1932 National Speedway Association Trophy

Away Team	Belle Vue	Clapton	Coventry	Crystal P	Plymouth	Sheffield	Stamford B	Wembley	West Ham	Wimbledon
Belle Vue	XXXXXX	42 - 12*	43 - 10	24 - 29	36 - 18	32 - 22	24 - 28	29 - 25	39 - 15	35 - 18
Clapton	20 - 33*	XXXXXX	25 - 29	22 - 32	37 - 16	29 - 22*	22 - 31	24 - 29*	27 - 26*	23 - 28*
Coventry	21 - 32	23 - 31	XXXXXX	26 - 23	28 - 23	34 - 18	24 - 29	20 - 34	23 - 31	21 - 32
Crystal Palace	34 - 18	31 - 23*	35 - 18	XXXXXX	35 - 19	36 - 17	18 - 36	27 - 26	33 - 21	37 - 17
Plymouth	25 - 28	16 - 34*	34 - 20	16 - 37	XXXXXX	39 - 14	26 - 27	15 - 36	20 - 33	24 - 28
Sheffield	15 - 37	34 - 19*	14 - 35	38 - 16	37 - 17	XXXXXX	22 - 32	20 - 34	17 - 35	23 - 16
Stamford Bridge	29 - 25	37 - 17*	36 - 18	30 - 24	39 - 12	43 - 11	XXXXXX	37 - 17	37 - 17	41 - 12
Wembley	28 - 25	37 - 16*	33 - 20	32 - 22	36 - 16	41 - 11	31 - 21	XXXXXX	31 - 23	28 - 24
West Ham	34 - 20	34 - 17	36.5 - 16.5	28 - 24	34 - 15	35 - 18	30 - 24	25 - 29	XXXXXX	27 - 25
Wimbledon	28 - 16	33 - 19	38 - 15	25 - 29	34 - 14	34 - 18	24 - 30	28 - 26	31 - 21	XXXXXX

* Matches raced by Southampton. Clapton took over Southampton's fixtures from 1st June 1932 and raced home fixtures at Lea Bridge.

1932 National Speedway League Championship

Away Team	Belle Vue	Clapton	Coventry	Crystal P	Plymouth	Stamford B	Wembley	West Ham	Wimbledon
Belle Vue	XXXXXX	38 - 16	38 - 15	32 - 22	35 - 18	31 - 23	29 - 25	35 - 18	26 - 26
Clapton	21 - 32	XXXXXX	24 - 27	28 - 25	36 - 18	31 - 23	20 - 34	21 - 31	35 - 19
Coventry	32.5 - 21.5	28 - 25	XXXXXX	22 - 31	34 - 18	29 - 25	22 - 29	30 - 24	24 - 29
Crystal Palace	30 - 24	35 - 19	31 - 22	XXXXXX	31 - 20	27 - 27	30 - 24	25 - 27	34 - 20
Plymouth	23 - 25	33 - 20	31 - 22	19 - 35	XXXXXX	30 - 22	16 - 35	32 - 18	22 - 29
Stamford Bridge	30 - 22	39 - 15	37 - 16	25 - 29	39 - 15	XXXXXX	29 - 25	31 - 22	34 - 19
Wembley	41 - 13	33 - 20	30 - 24	29 - 25	27 - 24	30 - 24	XXXXXX	33 - 20	29 - 25
West Ham	29 - 25	29 - 22	35 - 18	25 - 26	34 - 20	20 - 33	14 - 40	XXXXXX	28 - 25
Wimbledon	27 - 26	35 - 17	35 - 19	23 - 21	37.5 - 20.5	28 - 26	23 - 31	31 - 23	XXXXXX

1932 National Speedway Association Trophy

Team	Home				Away				Pt	
	M	W	D	L	W	D	L	F		A
Stamford Bridge	18	9	0	0	7	0	2	587	374	32
Wembley	18	9	0	0	5	0	4	553	403	28
Crystal Palace	18	8	0	1	4	0	5	522	436	24
Belle Vue	18	7	0	2	4	0	5	548	411	22
West Ham	18	8	0	1	3	0	6	505.5	446.5	22
Wimbledon	18	7	0	2	4	0	5	485	456	22
Clapton	18	3	0	6	2	0	7	417	533	10
Coventry	18	3	0	6	2	0	7	401.5	547.5	10
Sheffield	18	3	0	6	0	0	9	371	574	6
Plymouth	18	2	0	7	0	0	9	364	573	4

1932 National Speedway League Championship

Team	Home					Away					Pt
	M	W	D	L	W	D	L	F	A		
Wembley	16	8	0	0	5	0	3	495	358	26	
Crystal Palace	16	6	1	1	5	0	3	467	386	23	
Belle Vue	16	7	1	0	2	0	6	452.5	393.5	19	
Stamford Bridge	16	7	0	1	1	1	6	467	389	17	
Wimbledon	16	6	0	2	2	1	5	427.5	425.5	17	
West Ham	16	5	0	3	2	0	6	397	447	14	
Coventry	16	5	0	3	1	0	7	384.5	463.5	12	
Clapton	16	4	0	4	0	0	8	370	479	8	
Plymouth	16	4	0	4	0	0	8	356.5	475.5	8	

1932 National Speedway Association Trophy

Away Team	Belle Vue	Clapton	Coventry	Crystal P	Plymouth	Sheffield	Stamford B	Wembley	West Ham	Wimbledon
Home Team										
Belle Vue	XXXXXX	42 - 12*	43 - 10	24 - 29	36 - 18	32 - 22	24 - 28	29 - 25	39 - 15	35 - 18
Clapton	20 - 33*	XXXXXX	25 - 29	22 - 32	37 - 16	29 - 22*	22 - 31	24 - 29*	27 - 26*	23 - 28*
Coventry	21 - 32	23 - 31	XXXXXX	26 - 23	28 - 23	34 - 18	24 - 29	20 - 34	23 - 31	21 - 32
Crystal Palace	34 - 18	31 - 23*	35 - 18	XXXXXX	35 - 19	36 - 17	18 - 36	27 - 26	33 - 21	37 - 17
Plymouth	25 - 28	16 - 34*	34 - 20	16 - 37	XXXXXX	39 - 14	26 - 27	15 - 36	20 - 33	24 - 28
Sheffield	15 - 37	34 - 19*	14 - 35	38 - 16	37 - 17	XXXXXX	22 - 32	20 - 34	17 - 35	23 - 16
Stamford Bridge	29 - 25	37 - 17*	36 - 18	30 - 24	39 - 12	43 - 11	XXXXXX	37 - 17	37 - 17	41 - 12
Wembley	28 - 25	37 - 16*	33 - 20	32 - 22	36 - 16	41 - 11	31 - 21	XXXXXX	31 - 23	28 - 24
West Ham	34 - 20	34 - 17	36.5 - 16.5	28 - 24	34 - 15	35 - 18	30 - 24	25 - 29	XXXXXX	27 - 25
Wimbledon	28 - 16	33 - 19	38 - 15	25 - 29	34 - 14	34 - 18	24 - 30	28 - 26	31 - 21	XXXXXX

* Matches raced by Southampton. Clapton took over Southampton's fixtures from 1st June 1932 and raced home fixtures at Lea Bridge.

1932 National Speedway League Championship

Away Team	Belle Vue	Clapton	Coventry	Crystal P	Plymouth	Stamford B	Wembley	West Ham	Wimbledon
Home Team									
Belle Vue	XXXXXX	38 - 16	38 - 15	32 - 22	35 - 18	31 - 23	29 - 25	35 - 18	26 - 26
Clapton	21 - 32	XXXXXX	24 - 27	28 - 25	36 - 18	31 - 23	20 - 34	21 - 31	35 - 19
Coventry	32.5 - 21.5	28 - 25	XXXXXX	22 - 31	34 - 18	29 - 25	22 - 29	30 - 24	24 - 29
Crystal Palace	30 - 24	35 - 19	31 - 22	XXXXXX	31 - 20	27 - 27	30 - 24	25 - 27	34 - 20
Plymouth	23 - 25	33 - 20	31 - 22	19 - 35	XXXXXX	30 - 22	16 - 35	32 - 18	22 - 29
Stamford Bridge	30 - 22	39 - 15	37 - 16	25 - 29	39 - 15	XXXXXX	29 - 25	31 - 22	34 - 19
Wembley	41 - 13	33 - 20	30 - 24	29 - 25	27 - 24	30 - 24	XXXXXX	33 - 20	29 - 25
West Ham	29 - 25	29 - 22	35 - 18	25 - 26	34 - 20	20 - 33	14 - 40	XXXXXX	28 - 25
Wimbledon	27 - 26	35 - 17	35 - 19	23 - 21	37.5 - 20.5	28 - 26	23 - 31	31 - 23	XXXXXX

1932 National Speedway Association Trophy

Team	Home				Away				Pt	
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Stamford Bridge	18	9	0	0	7	0	2	587	374	32
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West Ham	18	8	0	1	3	0	6	505.5	446.5	22
Wimbledon	18	7	0	2	4	0	5	485	456	22
Clapton	18	3	0	6	2	0	7	417	533	10
Coventry	18	3	0	6	2	0	7	401.5	547.5	10
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1932 National Speedway League Championship

Team	Home					Away					Pt
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Coventry	16	5	0	3	1	0	7	384.5	463.5	12	
Clapton	16	4	0	4	0	0	8	370	479	8	
Plymouth	16	4	0	4	0	0	8	356.5	475.5	8	