

# The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

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Edited by Graham Fraser and Jim Henry

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## Walthamstow 1934

A few editions ago we carried a brief item on Walthamstow's 1934 season by **Don Gray**. **Alan Bates** of Felixstowe, who is researching the complete history of the London venue and who has an almost complete record of the 1934 season, has penned the following item.

Walthamstow Speedway came into being when the Control Board revoked the licence of Lea Bridge. The announcement that the track had been closed was made on Friday 27th July 1934 three days after Lea Bridge had won at Plymouth by 28 to 25.

The Lea Bridge riders were transferred to Walthamstow. The stadium in Chingford Road housed a 305 yard track and the speedway side of the operations were managed by Dicky Maybrook who had been connected with International Speedways between 1928 and 1932.

The new Walthamstow team's first match was an away fixture at West Ham on Tuesday 14th August in a National League match. They made a dreadful start by losing seven of the nine heats of which four were by the maximum 5 - 1 margin. The final score was 36 - 17 in favour of the Hammers. Only Squib Burton and Dusty Haigh won races for the Walthamstow Wolves while Bluey Wilkinson scored a nine point maximum for the home team.

Walthamstow had no official colours and rode in red race jackets with white numbers. It is thought that they eventually adopted a race jacket with a white star on a black background.

The first home match was staged on Thursday 16th August when Wimbledon were the visitors for a league match. The Walthamstow Guardian gave the attendance as 11,000 and they watched the opening ceremony which was carried out by Aussie pioneer Vic Huxley. The track was unfinished due to the limited time available for preparations.

The match was due to start at 8 pm but the first heat did not start until 8.30pm. Opening match problems included track lighting failure several times during the meeting. Other problems caused the starting gate to fail and races had to be started using lights and flag.

Vic Huxley performed the opening of the track. The Wimbledon riders had

programme most of them had been carried off on a stretcher. Walthamstow managed to win this match, as a result of a 5 - 1 in the last heat, by 29 - 25. The next home match was a challenge over 18 heats against West Ham on 23rd August. Although the Hammers were without Tiger Stevenson, Bluey Wilkinson and Tommy Croombs they won 65 - 39 over the Wolves who were lacking Dicky Case and Dusty Haigh. There were eleven fallers during this match. The last heats of the match were raced in heavy rain and due to the rain the second half was abandoned. The race times varied from 70.05 seconds in heat 8 to heat 18 which was clocked at 92.5 seconds.

A week later Walthamstow raced in the London Cup. They faced New Cross in a two - leg semi final of the contest. At Old Kent Road on 28th August the Wolves lost 69 - 38 with home stars Tommy Farndon and Stan Greatrex both scoring 18 point maximums and Ron Johnson scoring 17 to gain what today would be known today as an 18 point paid maximum. Wolves had no heat wins and shared on eight heats.

The following night in the second leg at Chingford Road New Cross had an easy 64 - 41 win in front of 12,000 spectators. Despite the margin of victory the visitors did not have things all their own way. Farndon had a fall which pegged back his total to 15 and Ron Johnson fell twice which kept his score down to 12. Walthamstow did win three heats taking one 5 - 0 when Johnson and Joe Francis both fell.

A fourth London team raced against Wolves on Thursday 6th September. This time the Wolves raced Harringay watched by 13,000 spectators. The Parker brothers Jack and Norman scored 12 and 8 respectively to help their side to a 29 - 25 League victory.

Wolves visited Wimbledon on Monday 10th September. They got off to a bad start with Case, Burton and Moore falling in the opening two heats. 10 - 1 down after two heats contributed to the 34 - 19 defeat in match which featured a maximum by Dons' Claude Rye.

Walthamstow entertained New Cross in a league match on 13th September and they made a good fight of it. The lost in a last heat decider when both Chun Moore and Squib Burton fell giving the Rangers pair of Tom Farndon and George Newton a 5 - 0 and the match ended 30 - 23.

On to Tuesday 18th September and it was another visit to West Ham. This time the match was an ACU Cup first round tie. Despite Hammers losing Tiger Stevenson who fell in both his opening rides the home side won by a massive 66 - 37. Bluey Wilkinson was best for Hammers while Dicky Case scored 14 for Walthamstow with little backing from his team mates.

Two days later Belle Vue came to Walthamstow and gave the Wolves a thrashing as Bill Kitchen and Max Grosskreutz notched maximums. Dicky Case was the only home rider to win a race. The visitors won seven of the nine heats in their 36 - 17 win.

On Saturday 22nd September 1934 Walthamstow made their only visit outside the capital when they travelled to Manchester and were wiped out by 40 - 14. The match scores stood at 6 all after two heats before the onslaught of six 5 - 1s and a 4 - 2 demonstrated the Aces superiority.

West Ham came to Chingford Road on 27th September and met with some resistance. However it was not enough the Hammers left with a 32 - 21 win. Yet again Case was the best Wolf and he had two race wins and a fall.

The end of the season came on 3rd October when the Lions from Wembley came visiting. The Lions did not have things all their own way for much of the match but their superior power gave them a big push towards the end and they won 32 - 22 boosting their lead from four points to ten in the last three races. Lions' Ginger Lees scored a maximum while Case won two of his races.

During their short time as a team the Walthamstow teamsters gave mediocre performances. Dicky Case was the best with 49 points from 8 league matches and 38 from three Cup ties. Squib Burton was next best with 36 league points and 22 Cup points. More had been expected of Chun Moore, Eric Blain and Wally Hull.

Under the name of Walthamstow the team raced nine league matches and lost eight. In 18 heat matches they lost the lot. All in all it was a dismal record of raced 13 won 1 and lost 12.

Wolves did not appear on the scene again until 1949 but their stay in the Second Division of the National League was short.

Given the Walthamstow Stadium still exists, is too much to hope for that speedway might just return there again some day before too long?

### **Track Record Update**

ROMAN CAMP : Pumpherston, West Lothian, Scotland. Track Length : Not Known. No meetings - trotting track for training horses used in 1984 for one trial event. Cut up track and owner ruled out further use. (U.)

ROTHERHAM : Hellaby Greyhound Stadium, Rotherham, Yorkshire. Track Length : Not Known. 1st Meeting : 1st April 1929. Years of Operation : 1929 - 31 - Open. Also known as Bramley. (U.)

RYE HOUSE : NEW : Rye Road, Hoddesdon, Hertfordshire. Track Length : 325 yards 1961 - 284 - 1965. 1st Meeting : 3rd August 1958. Years of Operation : 1958 - Training; 1959 Southern Area League; 1960 - 66 - Open & Training; 1967 - Training; 1969 - 73 - Open & Training; 1974 - British League Division Two; 1975 - 76 - New National League; 1977 - 90 - National League; 1991 - 93 - British League Division Two. 2000 - 01 Conference League. (U.)

RYE HOUSE : OLD : Rye Road, Hoddesdon, Hertfordshire. Track Length : 440 yards. 1st Meeting : Not Known. Years of Operation : 1933 - Open; 1934 - 35 Open & Training; 1936 - 37 - Open; 1938 - Inter Club Speedway League; 1939 - 53 - Open & Training; 1954 - 57 - Southern Area League. (U.)

ST. AUSTELL : Claycross Moto Park, Longstone Pit, Near Nanpean. Track Length : 230 metres. 1st Meeting : 3rd June 1997. Years of Operation : 1997 - 00 Conference League. 2001 Premier League as the Trelawny Tigers. Set inside a china clay pit the track must be the only one with signs advising the public not to climb the walls (of the quarry.) (N.)

ST. AUSTELL : Cornish Stadium, St. Austell. Track length : 356 yards 1949, 360 yards. 1st Meeting : 14th June 1949. Nicknames : Badgers, Gulls (1949). Years of Operation : 1949 - Open; 1950 - 51 - National League Division Three; 1952 - 53 - Southern Area League; 1959 - 61 - Open; 1962 - Provincial League taking over from Neath.; 1963 - Provincial League; 1964 - Training; 1969 - Demonstration; 1979 - Training. Stadium demolished and now is site of supermarket. (U.)

SALFORD : Albion Speedway, Cromwell Road, Salford, Lancashire. 1st Meeting : 15th August 1928. Track Length : Not Known. Years of Operation : 1928 - Open; 1929 - English Dirt Track League. (U.)

SCUNTHORPE : Ashby Ville Stadium, Off Queensway, Scunthorpe. Track Length : 315 metres. 1st Meeting : 6th May 1979. Years of Operation : 1979 - 85 - National League. Team Name : Stags. Basic stadium in corner of public park. (N.)

SCUNTHORPE : Quibell Park, Scunthorpe. Track Length : 440 yards. 1st Meeting : 3rd May 1971. Years of Operation : 1971 - Open; 1972 - 74 - British league Division Two; 1975 - 76 - New National League; 1977 - 78 - National League. Built inside a velodrome the spectator facilities were quite basic apart from the stand. New housing next to the track probably contributed to its closure. (U.)

SHEFFIELD : South Yorkshire Stadium, Penistone Road, Owlerton, Sheffield, S6 2DE. Track Length : 442 yards 1930, 464 yards 1931, 390 yards 1939, 400 yards 1969. 1st Meeting : 30th March 1929. Years of Operation : 1929 - English Dirt Track League; 1930 - 31 - Northern League; 1932 - National League (first half only); 1933 National League; 1934 - 35 - Open; 1938 - National League Division Two (A Belle Vue side); 1939 - National League Division Two; 1945 - Open; 1946 - Northern League; 1947 - 50 - National League Division Two; 1951 - MS; 1952 - Open; 1960 - 64 - Provincial League; 1965 - 67 - British League; 1968 - 74 - British League Division One; 1975 - 88 - British League; 1991 - 94 - British League Division Two; 1995 - 01 - Premier League. (U.)

SHEFFIELD : Owlerton Training Track. Track Length : 200 metres. Years of Operation : 1978 - 79 - Training; 1980 - Training & Open; 1981 - Training; 1982 - Training & Open; 1983 - Training; 1992 - 95 98 - 4

1934 Training. (N.) Sited adjacent to stadium.

SKEGNESS : Skegness Stadium, Marsh Lane, Orby, Skegness, Track Length : 293 metres. 1st Meeting : 13th April 1997. Years of Operation : 1997 - Premier League - resigned; 1998 - Conference League - resigned. Stock car track which opened and closed twice in two seasons. (N.)

SMALLFORD : St.Albans - Hatfield Road. Track Length : Not Known. 1st Meeting : Not Known. Years of Operation : 1936 - Amateur Open & Training; 1937 - Amateur Open; 1938 - Inter Club Speedway League; 1939 - Amateur Open. An obscure venue which is in need of some research. (U.)

SOUTHAMPTON : Bannister Court Stadium, Southampton. Track Length : 333 yards, 400 yards 1928, 380yards 1929, and 378 yards. 1st Meeting : 6th October 1928. Years of Operation : 1928 - Open; 1929 - 31 - Southern League; 1932 - National League; 1935 - Venue for league matches; 1936 - 37 - Provincial League; 1938 - National League Division Two - licence transferred to Bristol; 1939 - National League Division One - resigned July; 1940 - Open; 1947 - 48 - National League Division Three; 1949 - 50 - National League Division Two; 1951 - National League Division Two - resigned July; 1952 - 53 - Southern League; 1954 - 56 - National League Division Two; 1957 - 63 - National League. Stadium demolished and site redeveloped for housing. Track originally inside dog track but re-laid on top of dog track 1930.

STAINFORTH : Nr Doncaster, Yorkshire. Track Length : 440 yards ?. 1st Meeting 21st April 1930. Years of Operation : 1930 - Open. May have operated after. A track needing some research. Went into liquidation in June after 8 known meetings and reopened as rider co-operative for two more known events in August. (N.)

STAMFORD BRIDGE : Chelsea F.C. Stadium, Fullham Road, London, SW6. Track Length : 444 yards 2ft 5.5 inches. 1st meeting : 5th May 1928. Years of Operation : 1928 - Open; 1929 - 31 - Southern League; 1932 - National League. (Track used 1948 for midget cars.) Later used for greyhound racing. Bends now under new stands in squared off stadium. (U.)

STOCKPORT : Hazel Grove Greyhound Stadium, Stockport. Track Length : Not Known. 1st Meeting : 5th May 1937. Years of Operation : 1936 - Grass Speedway; 1937 - Amateur Open. (N.) Closed due to noise complaints 1937. Stadium redeveloped. (N.)

STOKE : CHESTERTON : Newcastle Under Lyme Stadium, Loomer Road, Newcastle Under Lyme, Staffordshire. ST5 7LB. Track Length : 395 yards. 1st meeting : 12th April 1973. Years of Operation : 1972 - Training; 1973 - 74 - British League Division Two; 1975 - 76 - New National League; 1977 - 90 - National League; 1991 - 92 - British League Division Two; 1993 - Midgets; 1994 - British League Division Three; 1995 - Academy League; 1996 - 01 - Premier League - 1996 was base for Cradley Heath. (U.) **5**

STOKE : Hanley Stadium, Sun Street, Hanley, Stoke on Trent. Track Length : 350 yards 1939, 347 yards. 1st Meeting : Not Known. Years of Operation : 1929 - English Dirt Track League - replaced Bolton - resigned; 1939 - National League Division Two - Belle Vue reserves took over July; 1947 - 49 - National League Division Three; 1950 - 1953 - National League Division Two; 1954 - Open; 1960 - 1963 - Provincial League. Stadium demolished 1963 now factory site.

SUNDERLAND : East Bolden Greyhound Stadium, Newcastle Road, East Bolden, Nr Sunderland. Track Length; 310 yards. 1st Meeting : 21st April 1964. Years of Operation : 1964 - Provincial League - resigned; 1971- 74 - British League Division Two. The stadium still stands. Looks good.

SWINDON : Abbey Stadium, Blunsdon, Swindon, Wiltshire, SW2 4ND. Track Length : 410 yards 1949 -59, 395 - 1960. 1st Meeting : 23rd July 1949. Years of Operation : 1949 - Open then National League Division Three - took over from Hull; 1950 - 51 - National League Division Three; 1952 - 53 - Southern League; 1954 - 1956 - National League Division Two; 1957 - 64 - National League; 1965 - 67 - British league; 1968 - 74 - British League Division One; 1970 - 1990 - British League; 1991 - 92 - British League Division One; 1993 - 94 - British League Division Two; 1995 - 96 - Premier League; 1997 - 98 - Premier League; 2001 - Premier League. Once a deep rural venue - the houses are approaching fast. Has training track on the centre green which was used 1991 - 1995. (U.)

SWINDON : Blunsdon Car Park - a 260 yards track was laid in the car park in 1950. (N.)

SWINDON : Autodrome, Gorse Hill, Cricklade Road, Swindon. Track Length : 356 yards. 1st Meeting : 4th August 1928. Years of Operation : 1928 - 30 - Open. (U.)

## **Cumbrian Dirt Track Activity (Part 2)**

In Vol 3 No.4 we started **Adrian Pavey's** article on pre war activity in Cumbria. This is part two of the article.

Speedway returned to Barrow-in-Furness for a second season in 1931 but the action moved to a different venue. A new 350 yard track was laid at Little Park, Roose, on the site of the old Rugby League ground. The first meeting of the new season was held on June 1st and was worthy of a report in "Auto Motor Journal."

Among the top riders taking part in that meeting were Walter Hull and Joe Abbott of Belle Vue and Jack Tye and Eric Airey of Preston. In addition the meeting featured a local lad who had made good on the dirt tracks, Frank Charles. However, the most accomplished rider to appear was the Belle Vue and England star, Frank Varey.

The new venture soon ran into problems though. Some of the riders complained about the state of the track complaining that it was uneven and unsafe. The complaints were taken seriously by the authorities and after only a handful of meetings racing was suspended pending a full inspection by officials from the ACU.

Back up the coast, plans were being drawn up for a second meeting at Whitehaven. They had competition too, a new venture was being proposed for nearby Workington.

At the AGM of the West Cumberland Motor Club on 23rd March 1931, Roland Stobart had proposed to stage regular dirt-track speedway meetings at the West Cumberland Stadium, commonly known as Lonsdale Park. The first meeting was due to take place in May, but this never materialised and plans were put on hold for a few months.

By this time, Roland's 15 year old brother, Maurice, had been bitten by the dirt-track bug. He borrowed the household savings of £15 from his mother and bought himself a second hand 500cc Douglas machine. Following in the tyre tracks of his elder brother, Maurice took to the local fields and beaches to practice the necessary skills of his chosen sport.

Fuelled by the success of their first meeting Whitehaven and District Motor Club staged a second stadium Grass Track meeting on 4th July 1931, once again as the finale to the town's Carnival celebrations and raising funds for the West Cumberland Hospital.

The event attracted over 40 competitors including some regular Northern dirt-track riders. They included Roger Rogerson representing Preston Speedway; local hero Roland Stobart and a rising star from Galgate in Lancashire by the name of Bill Kitchen. Kitchen had previously competed in the TT with meeting organiser Harry Meageen and eventually became a top speedway star with Belle Vue, Wembley and England.

The most accomplished rider on show was dirt track pioneer Frank Burgess who "skidded" his 500cc two stroke dirt track Scott around the bends at high speed and never looked like falling off.

An added attraction was the appearance of Wilf McClure, the Belle Vue teamster. He did not compete in the main event but he provided the interval entertainment by riding through sheets of glass and hoops of fire.

The evening's programme featured classes for 350cc and 500cc machines and a new novices handicap for riders with machines of under 500cc. This was won by local garage owner W.C. "Nibs" Boyd who endeared himself to the crowd by rolling up his shirt sleeves before going out to race!

In front of a crowd of around 5000 the narrow 430 yard long circuit served up some thrilling action. None more so than the final of the 500cc event. Bill Kitchen and Roland Stobart were fighting for the lead when their machines touched throwing both riders to the ground. By the time they had remounted Roger Rogerson and Frank Burgess were over half a lap ahead

ended in another exciting duel with barely inches separating them. Rogerson held on to the inside line to claim victory over Burgess while behind them Stobart had set a new lap record of 19 seconds trying to catch them leaving Kitchem half a lap behind.

Young Maurice Stobart made one of his first public appearances at this meeting and also played his part in one of the most thrilling races of the evening. In his heat of the 500cc class he was challenging E. Whiteside for the lead and for six laps he tried to find a way past his opponent. On the final bend he made one last valiant attempt to pass but lost control and came to grief in an undignified heap. Luckily he was uninjured and his bike was undamaged.

Another new event at this meeting was an Inter - County Test Match. Cumberland v Lancashire (This type of fixture was staged at Gosforth Speedway Newcastle in 1929 - JH.) Run over three heats and using the modern standard speedway scoring system the riders representing Lancashire took the honours winning 10 - 8. The scorers were Cumberland Hugh Tatham 3, D.C. Benson 2, G. Vingoe 2 and E. Whiteside 1. Lancashire F. Burgess 3, Roger Rogerson 3, L.S. Cordingly 2, B. Kitchen 1 and G. Dawson 1.

Four weeks later on Tuesday 4th August 1931, speedway racing returned to Barrow when the Little Park track reopened with the full approval of the ACU. Details of the 1931 activity is still a bit hazy and I need to work on this venue.

The reopening of Barrow was swiftly followed by a West Cumberland "double header" - two meetings on the same day. Most riders featured in both the speedway event at Workington and the grass track at Whitehaven. The notable entries for both events were Bill Kitchen and Frank Burgess from Lancashire, Frank "Dank" Ewing from Oldham, Jim Quarmby from Dewsbury, George Mortimer of Sheffield Speedway, Roger Rogerson, L.S. Cordingley and H. Winstanley all representing Preston Speedway and the local heroes, Roland and Maurice Stobart now riding at Leeds and York Speedways respectively.

The most accomplished local riders were "Nibs" Boyd and D.C. Benson from Whitehaven and G. Vingoe from Workington. All of them had the satisfaction of beating far more experienced track stars of the day.

The first meeting of the day was held at Workington. After a three month delay Roland Stobart finally got his wish and Lonsdale Park opened its gates to speedway at 2pm on Saturday August 15th 1931.

The meeting was advertised as "Motor Cycle Cinder Track Races" as opposed to "Motor Cycle Grass Track Races" taking place ten miles down the coast at Whitehaven four hours later.

The 439 yard banked track at Workington was very narrow, similar in width to the grass circuit at Whitehaven, but the crowd of around 2000 were still treated to some superb racing.

A total of 32 riders appeared in that historic first meeting at Lonsdale Park with George Mortimer of Sheffield winning both the scratch and handicap events. The scratch final was won in a time of 80.0 seconds from Bill Nichol. The handicap runner up was Bill Kitchen. There was also a special Best Pairs match race featuring Maurice and Roland Stobbart versus Frank Burgess and Mortimer. The local lads emerged as winners inflicting the only defeat of the day on the Sheffield rider.

Whilst the racing was a success, it turned out to be a financial disaster for the promoters and, even though meetings had been planned to run throughout the remainder of the season on every other Saturday, no further speedway meetings were staged at Lonsdale Park in 1931.

Immediately after the speedway at Workington the riders and spectators headed for Whitehaven where the local club retained the formula of the successful meeting of July. The meeting included an Inter County Test Match which Cumberland / Westmorland drew 12 all with Lancashire. Roland Stobbart top scored for the first named with 5 and he was supported by Bill Nichol 4, Hugh Tatham 2, Jim Fewster 1 while D.C. Benson and Maurice Stobbart failed to score. Maurice was excluded for "ungentlemanly conduct" after bringing down G. Dawson of Lancashire. Lancs scorers were Mortimer 5, Kitchen 3, Burgess 2, C.Wearing 2, Dawson 1 and H. Lawton failed to score.

The match had been scheduled to run over three heats but at the end of the third heat the scores stood at 9 all. A run off was hastily arranged and this was won by Mortimer from Roland Stobbart and Nichol with Bill Kitchen at the back.

Despite the billing of "Event of the Year" and "The Greatest Exhibition seen in the North of England", the racing did not live up to the hype.

Local garage owner "Nibbs" Boyd got the crowd to their feet by riding his 350cc Cotton to heat wins in two classes. The day, however, belonged to Bill Kitchen who won both the 350cc and 500cc finals. In the latter he was gifted the win as Mortimer suffered bike failure 20 yards from the line.

Kitchen was billed as a TT rider and track record holder at Scale Hall Speedway, Lancaster, another grass track venue.

A third, and what was to be the last, grass track meeting was staged at Whitehaven in 1931.

In May 1932 it was announced that speedway would return to Lonsdale Park under the auspices of a new promotion, The Border Sports Club. At the request of the ACU the shape of the track was altered and a new safety fence erected. The "new look" track was opened by the Mayor of Workington on 14th May 1932.

The attractive 22 race programme included The Golden Gauntlets Handicap and the Golden Helmet Scratch events. Once again the 439 yard circuit provided some thrilling entertainment for the 3000 spectators which ended with G.Goodall of Preston Speedway winning the handicap from Bill Kitchen and a popular victory for Roland Stobbart over George Mortimer in the scratch race final. Stobbart equalled the new track record of 82.6 in that race which had been established by Mortimer earlier in the meeting.

The first "victim" of the new wider track was Jack Tye of Preston. Tye had established a new flying lap record of 19 seconds in the first heat but crashed in his next race and was run over by Mortimer who could not avoid him. Tye suffered a broken collar bone and was joined in hospital by his team secretary, Dudley Prior, who was run down by another rider as he was trying to assist another fallen rider.

Throughout the summer, regular fortnightly speedway meetings were held at Lonsdale Park culminating in the Lonsdale Park Track Championship on Saturday 27th August. The main event was won by an Australian Vic Ctercko with Liverpool's Peter Waterhouse second and Dick Hayman in third place.

Sheffield's George Mortimer, who had become a regular visitor to West Cumberland won both the supporting events, the Golden Armlet and the Flying Nine.

Other notable competitors who raced at Lonsdale Park in 1932 were Eric Airey from Belle Vue, Ted Shepherdson, Ron Thompson and Billy Yates of Preston. A fully recovered Jack Tye of Preston also raced regularly.

Even though speedway had been successful at both Workington and Barrow's Little Park in 1932, neither venue opened in 1933. In fact it was to be another five years before speedway would return to the Region we now know as Cumbria.

During this quiet period, local interest centred on three local riders who were making a name for themselves on the national speedway scene.

After a couple of storming seasons in the English Dirt Track League and the Northern League, Barrow's Frank Charles settled down as a steady and reliable reserve at Belle Vue. The turning point in his career came in 1933 when he was a surprise winner of the Wembley Track Championships, breaking the track record in the process. He eventually joined the mighty Wembley Lions in 1935 for a then record fee of £1,000. He became almost unbeatable at one stage going for 36 races undefeated. He finished the season as the Wembley Gold Cup Champion and Wembley Grand Prix Champion. The latter even carried a prize of a brand new Martin / JAP speedway machine.

The ultimate accolade came when he was crowned winner of the 1935 Star Championship, which was the forerunner of the World Championship, **10**

which he won thanks to an immaculate 15 point, five ride maximum. It was no wonder that the national press referred to him as “The Greatest Speedway Rider of the Year.”

The 1936 season was just as successful. He represented England at the highest level and set a record by scoring 69 points in five test matches against Australia including a perfect six point maximum at New Cross. Charles made 21 full appearances for England during his short career scoring a total of 179 points.

Frank Charles made it to the very first World Final on 10th September 1936 winning the first heat and setting a new Wembley track record in the process. At the end of the night Charles had not won nor made it to the rostrum but his joint fourth place with Cordy Milne was a great show nonetheless.

Frank retired from racing in 1938 to concentrate on his other love -gliding. He took up a position as an instructor with the Air Defence Corps back in Barrow but missed the roar of the racing machines so much that he re-signed for Wembley in June 1939 making his debut against Wimbledon on June 15th. Sadly Frank did not see the end of the season as he was killed in a gliding accident at the British Championships in Derbyshire.

Another Cumbrian, Roland Stobart, had put in some blistering performances on the Northern grass and dirt tracks which earned him regular outings at Newcastle, Preston and Barrow. He joined Leeds in 1931 and rode in their Northern League side. He caught the eye of then West Ham promoter Johnnie Hoskins, who signed him to ride for the Hammers in 1932.

The younger Stobart, Maurice, wasn't short of success either. He honed his skills riding on Northern grass and dirt circuits appearing at Preston and York in 1931. Maurice moved down to London in 1933 as member of the Wembley set up but he did not pull up any trees. He retired at the end of 1933.

In 1937 Roland Stobart joined Provincial League Bristol and began to expand his involvement on the other side of the fence as a promoter. The elder Stobart's first venture was to re-introduce speedway to his home track at Lonsdale Park which now had become a greyhound stadium. A new 459 yard shale track was laid in conjunction with the stadium owners and a series of fortnightly meetings were arranged for the duration of the summer.

The first meeting took place on Saturday 24th April. The meeting line up featured some well known Northern speedway riders including Stan and Oliver Hart from Liverpool, Jack Hargreaves from Leeds and George Greenwood from Huddersfield, the Wembley star. To add a bit of local interest he managed to tempt his younger brother out of retirement.

Maurice showed that he was not a spent force as he raced and beat men **11**

matches at Middlesbrough, Sheffield, Newcastle, Wigan and Fleetwood such as Wilf Plant, Bill Desmond, Norman Hargreaves, Sam Marsland and George Pepper during the season.

The Stobart brothers ventured into Scotland and made an attempt at introducing “Cinder Racing” at Dam Park in Ayr. The first meeting was held on 19th July and a second meeting was staged on 18th August. The second featured a match between teams representing Workington and Lancaster. There is no evidence of any other meetings or ventures in Scotland.

The 1937 season in Cumbria finished on Saturday 18th September with another Cumberland double meetings scenario.

Against some heavy local opposition the Stobarts gained permission to build a track at Moorville Park, Kingmoor in the northern part of Carlisle. The Carlisle meeting started at 2pm in the afternoon and featured individual and handicap events. A crowd of 500 turned up and the venue probably made a heavy loss. For whatever reason no other events were staged at Moorville and the track site was redeveloped for housing sometime in the 1960s or 1970s. Many of the riders, and possibly some keener fans in the area, moved down to Workington in the evening for a meeting at Lonsdale Park.

The 1938 season saw the enterprising brothers continue to promote on alternate Saturdays at Lonsdale Park but supplement their income with regular outings for the Newcastle Diamonds. The riders taking part at Workington often included Newcastle team mates including Canadian George Pepper. Despite the upsurge in interest in speedway elsewhere the Workington venue did not open for 1939 and speedway passed Cumbria by until the 1970s.

The revival took place at Derwent Park in Workington in 1970. Holker Street stadium reopened in 1972 and this continued, firstly as an open venue, then as league track until the end of 1974. A new venue was constructed at Park Road in Barrow and the tiny venue struggled as both a league and non-league venue in the late 1970s.

Workington was a great success for a few years, stuttered for a few years as non-league venue, had a abortive attempt to give Glasgow Tigers a home in 1987, then died.

Much to many people's surprise Workington Comets were revived in 1999 and at time of writing is one of the real success stories in speedway. There is also word of a training track under construction in the Workington area which may foster local talent to match the stars Cumbria has produced in the past. Cumbria has an interesting speedway pedigree. Long may it flourish and maybe grow a little too.

**All the news from the tracks in the Speedway Star every week. 12**

## Can You Help ?

**Graham Johnston**, 5 The Spinney, Tarleton, Preston, PR4 6DT 01772 816342 is researching the life of his father, Francis (Frank) Johnston, who he understands rode at Lea Bridge in the late 1920s. Graham is seeking any information to confirm this was the case and would appreciate if anyone who has Lea Bridge programmes could help confirm this.

(We have information from Rodney Silk that local newspapers covering Lea Bridge are in the Vestry House Museum in Walthamstow.)

**Jim Henry** (Joint Editor) is looking for Motherwell 1950 heat details. 14.7 v Newcastle (Second half only=SHO); 28.7. v North of England (SHO); 4.8.v The Rest (SHO); 18.8 v Sheffield; 8.9.v Edinburgh (SHO); 15.9. v Scottish Select; 22.9. Best Pairs.

**Roger Hulbert**, 6 The Garth, First Lane, Anlaby, Hull, HU10 6UY 01482 648240 is seeking people with collections of programmes 1947 - 49; 1971-1981 and 1995 to date who can help him compile detailed heat results for matches versus Hull. He is particularly looking for contacts for Arena Essex, Barrow, Berwick, Boston, Bradford, Crewe, Ellesmere Port, Hackney, Halifax, King's Lynn, Newport, Oxford, Scunthorpe, Sheffield and Wimbledon.

**Jim Henry** wonders if anyone has any information about a film called "There is another Sun" mentioned in the Speedway Gazette of 15.12.1951.

**Graeme Frost**, 8 Strathbogie Avenue, FINDON, South Australia 5023, is looking for information on the death of Bruce McCullum who died during the British winter of 1931/32. He is seeking the date of death. Graeme is also looking for the date of death of Noel Johnson killed in a track crash at Plymouth in August 1931. He is also looking for information on the real names and origins of two Aussie Pioneers Digger Pugh and Brisbane Smith who raced in the UK in 1928. Graeme is also interested in Wembley Aussie Jack Jackson (father of Gerry Jackson, Rayleigh and Wimbledon.)

Graeme has been trying to find out information about Aussie Jack Jackson. Jack was a Wembley rider in the pioneer days and was father of Gerry Jackson who rode for Rayleigh and Wimbledon.

In addition Graeme is seeking information on the following magazines: Dates of all copies of the Speedway News Winter Bulletins?

Was issue No.30 dated 23.10.1931 the last issue of Speedway News for 31? Dates, volume and issue numbers of all issues of Speedway Express (Circa 1932); Speedway and Sports Gazette (circa 1933,1933); Tom Stenner Speedway Magazine (circa 1935,36); Southern Speedway Magazine (circa 1937); Speedway (circa 1938).

**M.E. Gardner**, 65 Lindley Street, Norwich, NR1 2HF 0161 832 1544 is seeking Norwich points scorers heat by heat plus bonus points for away **13**

1946, 1947, 1948 plus Fleetwood 16.8.1950; Wembley (at Wimbledon) 9.4.1953 and Exeter 13.9.1954.

**Alan Robertson**, 28 Riverside, Salford, Lancashire, M7 1PP is seeking points scorers for the following meetings: 1952 - 12.4 Swindon v Long (L)Eaton; 21.6 Rayleigh v L Eaton 2.7 Aldershot v L Eaton; 10.7 L Eaton v Rayleigh. 1953 - 4.6 Yarmouth v Liverpool; 17.4 Plymouth v Cardiff; 21.5 Cardiff v Exeter. 1955 Scorers for all eight Ringwood Southern Area League matches.

**Eric Watson**, 43 Hammonds Green, Totton, Southampton, SO40 3HU 023 80871561 is seeking match reports / heat details for Southampton matches in 1929. 15.5. at Lea Bridge (Score 26 - 16); 8.6 at Perry Barr (Birmingham) (17 - 25); 5.7 at White City, London (29 - 33); 11.7 at Wembley (22 - 40); 15.7 at Wimbledon (26 - 37); 22.8 at West Ham (31 - 32) and 14.9 at Harringay (37 - 26).

**Vic Butcher**, 7 Derwent Close, Tangmere, Chichester, PO20 6FQ 01243 532819 is looking for details of the Stamford Bridge v Southampton match 31.7.1929. Wants to check result reported usually as 39 - 24 but detailed as 38 - 28 in a Southampton programme. Vic things there is confusion about heat 5 when both Stamford Bridge riders fell.

**Jack Williams**, Centre for Social Science, Liverpool John Moores University, Cotton Campus, 15/21 Webster St., Liverpool, L3 2ET 0151 231 4064 is looking for a loan of Once A Jolly Swagman. Did anyone take a tape of the film which was shown on Channel 4 a few years ago?

**Robert Miller**, 3 Waverley Close, Lordswood, Chatham, Kent, ME5 8UQ 01634 200526 is looking for details of the Lydd / Romney Falcons matches held in 2000.

**Edward Morgan**, 18 Normanby Road, Bristol, B55 0LA 0117 9393715 is seeking heat details for the Star Riders Championships. He is also seeking details of the top three averages from 1957 - 1964.

**Philip Pike**, Arthur House Tai Arthur, Penisarwaen, Caernarfon, Gwynedd, LL55 3PN 01286 870213 is looking for heat details for the following meetings in 1947: Odsal 14.6 v New Cross; 26.7 v West Ham. Wembley 10.7 v Harringay; 9.10 v Odsal; 16.10 v Belle Vue. Harringay 16.9 v Wembley; 23.9 v Odsal. Wigan 2.8 v Sheffield; 9.8 v Birmingham; 16.8 v Middlesbrough. Norwich Date ? v Sheffield (47 - 36 League); 22.5 v Birmingham. Birmingham 20.8 v Norwich 56 - 40. Wigan 16.8 v Middlesbrough. Middlesbrough Date ? v Wigan (70 - 26 British Speedway Cup). Philip is interested in compiling the details of the Third Division of 1947 and wonders if anyone can help. (**Hugh Vass** is working on compiling details of 1947, as well as 1938, 1939 and 1946.)

**Rodney Silk**, 20 Home Meadows, Billericay, CM12 9HQ Phone / Fax 01277 654244 wonders about the correct name of a pioneer rider he has seen mentioned in different sources as Blos Blomfield and as Blos **14**

Bromfield.

**Don Gray**, Old Orchard, High Street, Waterbeach, Cambridgeshire, CB5 9JU 01223 862279 wonders about the colours and logos of pre war teams. He is keen to know the colours of the early High Beech teams. Don knows they were quarters and thinks they were possibly red and blue or could they have been light and dark green.

**David Hartley**, 26 Haugh End Lane, Sowerby Bridge, West Yorkshire HX6 3BJ 01422 839933 is looking for heat details of the 1981 Second Division Riders' Championship.

**Rob Martin**, 23 Westfield Avenue, Wilston, Leicester, LE18 1HY 0116 2101850 wants to compile information about the World Championship including full details of the continental qualifying meetings. Rob wonders if anyone else is working on this, how far they have reached and if he could work with anyone on the exercise.

### Incoming Information

**Trevor James** advises that the riders featured on the cigarette cards were 402: Jack Parker; 406 does not exist; 407: Wilf Jay; 413: Buck Ryan; 417: Malcolm Craven; 419: Dent Oliver and 426: Norman Parker. Series One was 400 - 449 and Series Two was 50(471) to 65 (486).

**Norman Jacobs** states the information re Max Pearce was contained in an extract from the Yarmouth Mercury. Norman assumes this information to be correct but if anyone else can chip in then so be it. The list in The Speedway Researcher Vol2 No. 4 which was originally drawn up, by Colin Clarke.

**Roger Hulbert** of Hull suggests that we might try to compile a list of Local Studies Libraries where newspapers are held. **Editors** -We intend to publish information contained in the Newsplan series of books compiled by the British Library which records local newspaper holdings . Local libraries should be able to tell you a bit more about Newsplan and maybe supply or obtain copies for you. The list of newspapers will be completed soon with a list of London and Scottish Newspapers.

**Peter Jackson**, sends us an extract from the Wimbledon v Harringay match programme of Monday 27th September 1937 when 22 year old Wimbledon rider Reg (Roy Clarence) Vigor was involved in his fatal accident in heat 2. Peter also includes an extract from the Speedway News which carries Vigor's obituary and meeting report. The date of death was Thursday 30th September 1937.

**Bryan Tungate**, writes to tell us that, according to Stenners Annual, Peter "Gundy" Harris was a nephew of Bluey Wilkinson. Bryan also advises that the incident when the lights failed during a race happened at Stanley Stadium, Liverpool on October 17 1949. Riders in the race when the

lights went out were Lansdale, Gray, Allott and Serruier. Lansdale dived onto the centre green and curled up as small as possible. Allott guided himself to a rest near the fence using the rows of lighted cigarette ends while the other two negotiated the bend before coming to a halt. Litchfield Supporters Club was a branch of Coventry Supporters Club. Finally, Bryan thinks New Cross fielded a South African called Keith Harvey who was reputed to be 51 years old at that time.

**Graeme Frost** from Findon, South Australia sends us in a lot of interesting items. Firstly he sends a pay sheet for Arne Hansen from Southampton Speedway in September 1930. Arne was on a retainer of £5 per week and received appearance money of £7 per meeting. Team match points money of £0.75 per point and Match Race win money of £5 and second place money of £3. Insurance was 17.5p per meeting.

Graeme also sends in the sheet music for a song called Speedway Racing for Me written by John S. Hoskins with music by Violet Duval. As well as the song the sheet carries war cries for Wembley, West Ham, Wimbledon, Crystal Palace and Stamford Bridge. The song is copyrighted in 1932.

Short Schirmer was Alvin Bruce Schirmer, not surprisingly called Bruce before he was called Shorty. (Did anyone ask Titch Read his real name at the Ipswich Reunion Meeting recently ?)

For rider number compilers Graeme advises that L.O. (Les) Bellamy who rode as No. 1 at Stamford Bridge in 1928 was Dick Bellamy who rode as No. 97 there in 1929. Source The Champion magazine 8.6.29 p 472.

Finally Graeme passes on information about J. A. McDonald, a High Beech pioneer of 1928 who was killed in a TT event in June 1935.

**Glynn Shailes** confirms that there was a programme for the Norwich v Southampton match staged at Ipswich on 24th March 1951. The programme was completed and shows that four races were staged before the match was abandoned due to heavy rain.

**Alex Broadhurst**, sends us a copy of the item from The Automotor Journal which tells of James "Indian" Allan receiving his fatal injury in heat 2 of the Belle Vue v Wembley match on Wednesday 9th September 1931 and of the abandonment of the Belle Vue v Leeds meeting on the evening of 12th September when news of the death arrived at the Aces track.

**Adrian Pavey** tells us of a "dirt track style" motorcycle race held at Workington's Lonsdale Park in September 1929. The race was featured as part of a motorcycle gymkhana and used the cycle track surrounding the football pitch.

Adrian also advises that the first season of speedway at Barrow Holker Street in 1930 which started on 21st June ended in July to allow for re-turfing of the football pitch.



## THE STYLES OF THE EARLY RIDERS

For a different “slant” on things we print this article by **Don Gray**.

Researchers, particularly those who have not yet advanced beyond middle age, are, no doubt, fully aware of the names and appearance of the pioneer riders as depicted in the literature and photographs of the period. But what did they look like in action? Very few decent cine films exist of actual racing which took place in the pre-war and immediate post war era.

I was fortunate to see the majority of the lads, albeit principally on the wide open spaces of the West Ham track where individual styles varied greatly. For sheer spectacle nothing could beat the skills and artistry of the leg trailers, a style which all the pioneer riders emulated at the start of their careers. However, a few found that they could maintain better control with the foot kept close to the side in a semi-trail or even thrust right forward. It eventually became clear that those adopting the latter techniques were more successful in the long run.

For what it is worth this is how I remember some of them.

To my mind the greatest and most spectacular leg trailer was Oliver Hart. The finest exponent of the art was Harold “Tiger” Stevenson, closely followed by Colin Watson, Billy Lamont, Wal Phillips, Wally “Nobby” Key, Tom Farndon, George Newton and Phil Bishop (when he could stay on long enough to finish a race).

The foregoing were all top names in their prime years. There were many others who were just as thrilling to watch but never made star billing, lads like Bert Spencer, Bob Lovell, Dick Harris, Bill Clibbett, Ernie Evans and one of the American touring team of the mid-thirties, Manuel Trujillo.

The most successful exponents of the foot forward style were Harry “Ginger” Lees and the wizard of the white line, Tommy Croombs. Some adopted riding styles which were quite ungainly whilst others made riding look so simple with a relaxed serenity.

Cyril “Squib” Burton trailed his leg and appeared to stab his left toes vertically downwards into the cinders. Horatio “Broncho” Wilson of Wembley went further by turning his left foot inwards towards his back wheel. Burton suffered many broken legs during his career whilst Wilson was killed in a track accident in his second year of racing.

Two riders had a style that was unique. Tommy Croombs rode with his left knee close into the side of his fuel tank whilst his left foot was planted well out to his side. With his hunched stance he appeared like a little knock - kneed goblin stuck firmly to the white line. Arthur Warwick on the other hand was a tall chap but he favoured a cut down frame with his saddle set very low. He was a leg trailer and gave the appearance of riding around with **17** his left knee in the dirt as well as his foot.

Some riders adopted very awkward looking styles appearing uncertain as to where to place their left legs. I particularly noticed this with Charlie Spinks and the pre-war Norman Parker. Others like Ron Johnson and Wal Morton changed from leg trail pre-war to foot forward after the war.

Bob Harrison negotiated the bends standing up, leaning forward with his left leg in a half trail. Morian Hansen also stood to negotiate the bends but with his left leg foot forward. It was fascinating to see his back wheel and saddle bumping up and down whilst his body remained rigid.

Max Grosskreutz also rode out of the saddle whilst half leg trailing. At West Ham he always seemed to head for the apex of the first bend well ahead of his opponents but had lost his advantage by the time the back straight was reached. Wally Lloyd also headed flat out for the fence at the apex of the bends, then shut off momentarily before opening up again.

Len Parker, the west country favourite was the last rider of note to keep faith with the Douglas Dirt Track machine until he retired at the end of the 1932 season, a machine that had to be ridden leg trailing in the cinders.

Les Wotton sometimes favoured handlebars which pointed vertically downwards long after the majority had changed to the traditional shape.

Malcolm Craven used very short straight handlebars and I wondered how on earth he could get the purchase necessary to control the bike.

My most humorous memory is of a league match at New Cross around 1951 when the visiting team were the Wembley Lions. One of the visitors was Jimmy Gooch. He would take the bends with exaggerated body movements with his head shaking from side to side as he wrestled his machine round the bends. I still savour the moment when a loud cockney voice from the crowd behind me shouted “Look ‘ow ‘e nods ‘ees ol’ nut.”

Great memories of great days and great characters.

(Don’s article made me think of the stylists I’ve seen - The Armchair Stylist - Geoff Penniket, the crouching styles of Cliff Cox and Mike Broadbanks, the spear-like left leg of Ray “The Portly Potter” Harris and wild style of Brett Saunders when miles ahead. Maybe not the same memories Don, but I’m sure your article will start others thinking of their favourite stylists. Jim Henry.)

## AN A - Z LIST OF SPEEDWAY PUBLICATIONS

We continue with **Graham Fraser**’s list of publications on speedway. If you have any details of any omissions, please let us know.

Title	Author	Year
British Speedway Handbook 1967	Dave Stevens	1967
British Speedway Handbook 1968	Dave Stevens	1968
British Speedway Handbook 1969	Dave Stevens	1969
Crystal Palace Speedway: Thrills & Spills 20s	Lionel Crossley	1986

British Speedway Leagues 1946 - 1964	Peter Morrish	1984	Daily Mail Speedway Book	Roland Davies	1949
British Speedway Track Directory		1981	Dave Lanning's Speedway Quiz Book	Dave Lanning	1979
British Speedway's Who's Who 1999	Peter Oakes	1999	Day & Mason Speedway Annual	Pub: Day & Mason	1981
British Speedway Yearbook 1975	Alan Robertson	2001	Diamond Jubilee(1923-83)Speedway Handbook 1983M. Rogers		1983
Broadside to Fame	Leonard Sandys	1948	Dirt Track Favourites		1934
Brooklands Story Romford Speedway	Ed Peter Oakes	1970	Dirt Track Favourites	Pub: Hamilton & Co	1948
California Speedway 97	Gary Roberts (USA)	1997	Earls Court	Claude Langton	1953
Canterbury Speedway Handbook	Canterbury Speedway	1975	Edinburgh Forth AM Monarchs HandbookFOES		2000
Carl Glover: The Official Story Bowens Gent Advertising		1975	Edinburgh Handbook		1969
Century Mortgages (EdinburghMonarchs Handbook 1999FOES		1999	Edinburgh Monarchs Speedway Handbook 1994		1994
Champ: Eric Gunderson Story	Lawrence Rogers	1985	Edinburgh Monarchs Speedway Handbook 1995		1995
Champions (Profile of West Country (Motor cycle champions)	Jeremy Jackson	1996	Edinburgh Monarchs Handbook 1997		1997
Champions Take 2	Jeremy Jackson	1997	Exciting Speedway	SCB	1973
Champions All - The Record of a Great Achievement	Ed Frank N Taylor	1963	Exeter Speedway Souvenir	Ed: Dave Stevens	1963
Champions Book of Speedway	Richard Bott	1970	Exeter Speedway Souvenir	Exeter SSC/Still Bros	1947
Champions Book of Speedway No 2	Richard Bott	1971	Exeter Speedway Souvenir		1949
Champions Book of Speedway No 3	Richard Bott	1972	Farringdon Park:Forgotten Pleasures -A Brief History P.Barron		1998
Champions Book of Speedway No 4	Richard Bott	1973	Festival of Speedway	Various	1979
Champions Book of Speedway No 5	Richard Bott	1974	First Book of British Speedway	Lawrence Higgins	1950
Champions Book of Speedway No 6	Richard Bott	1975	First Book of Scottish Speedway	Lawrence Higgins	1950
Champions Book of Speedway No 7	Richard Bott	1976	Five Star Speedway Annual 1956	John Wick & Tom Morgan	1956
Champions: Panthers Fours Victory Souvenir Special	Kevin Goodacre	1988	Five Star Speedway Annual 1957	John Wick & Tom Morgan	1957
Cinder Aces	Pub: Hamilton & Co	1948	Five Star Speedway Annual 1960	John Wick	1960
Coming Speedway Stars	John Wick	1948	Five Star Speedway Annual 1963	Cyril J Hart	1963
Coming Speedway Stars No2	John Wick	1949	Focus on Speedway	Mike Patrick	1975
Coming Speedway Stars No 3	John Wick	1950	Follow Your Star	Denbee Publications	1977
Coming Speedway Stars No 4	John Wick	1951	Forty Years of Speedway Racing	Cyril May	1968
Coming Speedway Stars No 5	John Wick	1952	Frank Varey Story (El Diablo Rojo)	Victor Peters	1937
Coming Speedway Stars No 6	John Wick	1953	George Hunter (Tribute to a Speedway Master)	Mike Hunter	1983
Complete History of The British League	Peter Oakes	1991	Glasgow Tigers - Into the 80s	David Thomson and Ian Steel	1980
Coventry Speedway Jubilee Special (Programme)	Coventry Speedway	1978	Glasgow Tigers 1998 Yearbook	Ed: Jeff Holmes	1999
Craddocks Speedway Pictorial No 1	Pub: Craddock & Craddock	1947	Glasgow Tigers 1999 Yearbook	Ed: Jeff Holmes	1999
Cradley Heath Speedway Guide 82Season	Dudley/SandwellEveningMail	1982	Gollobowie	Michal Zurowski (Pol)	1998
Cradley Heath Speedway Guide 83Season	Dudley/SandwellEveningMail	1983	Grasstrack & Speedway		
Cradley Heath Speedway Guide 84Season	Dudley/SandwellEveningMail	1984	Photographic Souvenir	Ed:A.J. Grimshaw	1946
Cradley Heath Speedway Guide 85Season	Dudley/SandwellEveningMail	1985	Hackney Speedway Handbook 1966	Ed: Alec Ford	1966
19 Crashin' Through (Novel)	John Hoskins		Hackney Speedway Handbook 1972	Ed: Anthony Hurran	1972
			Halifax First Annual Bulletin		1949
			Halifax Second Annual Bulletin		1950
			British Speedway Handbook 1970	Dave Stevens	1970
			Halifax Third Annual Bulletin		1951
Czech Golden Helmet 1929 - 1979 (Zata Priba Cestoslovenska)		1979	Halifax Speedway 1928 - 1851	Terry Warren	1966

Halifax Speedway Yearbook No.1 1966	Bryan Seery	1966
Hamill & Hancock: World Speedway Champions	Gary Roberts	1999
Hancock's Heaven - Story of 1997		
World Speedway Champion	Ed: Nigel Pearson	1998
Handbuck Speedway '80	Christian Kalabis	1980
Hans Hall of Fame (Quiz Book)	Gareth Rogers	1995
Hastings Speedway Souvenir Booklet 1948	Pub:Hastings Speedway	1948
History of Edinburgh Speedway Part 1 : The Marine Gardens Years		
Pub: FOES	1998	
History of Ellesmere Port Gunners	Howard Jones	2001
History of the Hammers	Johnnie Hoskins	1939
Hull Angels Handbook		1948
Hull Speedway : A Track Record + Supplement	Roger Hulbert	1998/99
Ice One Bruce	Jeremy Jackson	1978
Illustrated History of Speedway	Martin Rogers	1978
In My View	Martin Rogers	1988
International Speedway Information Service '84	Bernard Smith	1984
International Speedway Information Service '85	Bernard Smith	1985
International Speedway Information Service '86	Bernard Smith	1986
Intimate Stories of Speedway Stars		1949
Intimate Stories of Speedway Stars	Ed John Wick	1952

### The Hedlund Speedway Engine

**Adrian Pavey** is not only interested in Cumbrian speedway but also interested in speedway machinery. The origins of the Hedlund speedway motor can be traced back to 1955 when Nisse Hedlund, a young engine tuner from Stockholm and Gunnar Hagstrom, a talented Swedish engineer, produced two 500cc motocross engines for the Swedish Monark company. In 1958, Hedlund and Hagstrom built two more engines, one of which was sent to the Huskvarna factory. Huskvarna were suitably impressed with the engine and invited the pair to help them develop their new "ex-cam engine". The first and only prototype was completed on 7th June 1960. but it was considered to be too expensive and the project was scrapped. The engine is now in Huskvarna's museum.

Hedlund continued to produce his own push-rod and overhead cam (OHC) engines throughout the sixties, some of which were destined for the Huskvarna motocross team. However, the Swedish company stopped making their four stroke machines in 1963 leaving their leading factory

rider, Rolf Tibblin, without a bike for the 1964 season.

Tibblin teamed up with Hedlund and between them they produced their own complete motocross machine in time for the 1964 season. Within a couple of years four strokes were being completely overshadowed by the new lightweight two-stroke machines and even Tibblin defected to the CZ team. Hedlund turned his attention to other forms of motorcycle sport and in 1967, he tried to get his engine accepted for speedway racing. Bengt Jansson was given the job of "test riding" the speedway Hedlund appearing on a number of tracks both in Sweden and in the UK in 1968. (A picture of Jansson sitting on a Hagon/Hedlund is in the Speedway Post May 1969.) The project was short lived and ended with Hedlund and SVEMO (Swedish equivalent of the ACU) at loggerheads.

The 497cc Hedlund was one of the very few speedway engines to feature double over-head camshafts (DOHC) (JAWA894, Streets and a version of the Weslake are others). It was built as a unit construction, i.e. the clutch was housed within the crankcase unit. A long track version had a two speed gear box within the unit. Compression could be altered and the power varied between 44 - 50 bhp. The Hedlund was in fact a true union of European engineering - It was designed and built in Sweden using a Swedish "Stefa" magneto, the Matchless conrod and Norton clutch came from the UK and the "Mahle" piston was made in Germany.

### Reminder

We are always looking for items for **The Speedway Researcher**. We are looking for articles on original research into obscure or short lived tracks, articles on bikes, we want requests for information, and will print lists of factual information that will help fellow researchers etc. We are still are looking for an article on the history of badges. We welcome suggestions for items and details of new publications. Give Graham or Jim a ring to discuss any ideas you have. Remember - if it isn't in, you haven't sent it.

### Bits and Bobs

**David Hartley's** phone number should be **01422 839933**.

**Glynn Shales'** phone number should be **01793 770009**.

**Deadline for items for next edition is : 1st October 2001**

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### 1939 National League Division Two

Away Team Home Team	Bristol	Crystal Palace	Hackney	Middlesbrough	Newcastle	Norwich	Sheffield	Stoke/Belle VueII
Bristol	xxxxx	Not Raced	48 - 35	43 - 41	39 - 44	63 - 18	47 - 37	43 - 40
	xxxxx	Not Raced	42 - 39	Not Raced	40 - 43	41 - 42	Not Raced	Not Raced
Crystal Palace	37 - 46	xxxxx	Not Raced	39 - 43	Not Raced	Not Raced	39 - 43	56 - 28
	Not Raced	xxxxx	Not Raced	Not Raced	Not Raced	Not Raced	Not Raced	Not Raced
Hackney Wick	53 - 29	Not Raced	xxxxx	44 - 40	46 - 38	Not Raced	45 - 38	60 - 24
	45 - 39	Not Raced	xxxxx	Not Raced	51 - 33	Not Raced	Not Raced	52 - 31
Middlesbrough	64 - 20	61 - 23	Not Raced	xxxxx	Not Raced	Not Raced	Not Raced	Not Raced
	Not Raced	Not Raced	Not Raced	xxxxx	Not Raced	Not Raced	Not Raced	Not Raced
Newcastle	46 - 36	Not Raced	54 - 29	Not Raced	xxxxx	50 - 34	Not Raced	59 - 25
	52 - 29	Not Raced	Not Raced	Not Raced	xxxxx	Not Raced	Not Raced	44 - 40
Norwich	47 - 37	Not Raced	46 - 35	Not Raced	33 - 51	xxxxx	38 - 42	56 - 27
	Not Raced	Not Raced	Not Raced	Not Raced	50 - 34	xxxxx	Not Raced	56 - 27
Sheffield	Not Raced	63 - 21	Not Raced	53 - 30	48 - 34	43 - 41	xxxxx	54 - 29
	Not Raced	41 - 40*	Not Raced	Not Raced	Not Raced	43 - 40	xxxxx	Not Raced
Stoke/Belle VueII	55 - 28	62 - 20	s45 - 38	Not Raced	s32 - 52	Not Raced	bv28 - 56	xxxxx
	Not Raced	Not Raced	bv45 - 39	Not Raced	bv42 - 41	Not Raced	Not Raced	xxxxx

\* At Crystal Palace. s At Stoke bv at Belle Vue

Note: Tables as at 1st September 1939. League suspended on outbreak of War.

Middlesbrough and Crystal Palace withdrew from the Division while Stoke transferred operations to Belle Vue to race as Belle Vue II. Edinburgh and Glasgow were refused places in the Second Division.

### 1939 National League Division Two

Team	R	W	D	L	F	A	Pts
Newcastle	15	10	0	5	675	574	20
Hackney Wick	13	7	0	6	567	512	14
Sheffield	8	6	0	2	361	302	12
Norwich	12	6	0	6	501	493	12
Bristol	14	5	0	9	561	596	8
Stoke / Belle Vue II	14	4	0	10	490	678	8
Middlesbrough	6	3	0	3	278	222	6
Crystal Palce	8	1	0	7	275	387	2

### 1939 Second Division National Trophy

#### First Round

<b>Sheffield</b>	69 - 38	115	<b>Sheffield</b>	75 - 32	134
Norwich	60 - 46	98	Bristol	46 - 59	78
<b>Bristol</b>	83 - 22	148	Crystal Palace	35 - 65	57
<b>Hackney Wick</b>	80 - 28	119	<b>Hackney Wick</b>	Walk Over	
Stoke	68 - 39	96	Middlesbrough		
<b>Middlesbrough</b>	61 - 46	109			
Newcastle	60 - 48	106			

Final **Sheffield** 75 Hackney Wick 33 Hackney Wick 67 **Sheffield** 39 Agg 114 - 90

Compiled by **Mike Terran**