

# The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

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## Curtains Down on Volume 11

Another year over in the annals of The Speedway Researcher and we look forward to the start of Volume 12. As ever we need your subscriptions to keep going and will stick at £5.00 for the four editions inclusive of the postage and packaging. As ever we include the questionnaire and ask you fill in the details if you can. We will pick up on your requests for information in the early editions of the next Volume. The web site continues to build and progress towards a comprehensive record of the sport in the UK. Help with articles for the magazine and meeting details that fills the site will never be knocked back. If in doubt – give us a ring and we'll chat things through. If you are worried about the phone bill – phone Jim after 6 pm or at the weekend and he can call you back.

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## Bluey Scott

We continue **Tony Webb's** story of Eric ‘Bluey’ Scott

### Chapter 3. A Saint and a Witch 1955 UK Season

The expected closure of the Motherwell Eagles took place in the winter with the team scattered to all points of the compass. Bluey arrived at Southampton on the Oriana unaware of the fate of Motherwell; Southampton promoter, Charles Knott, who informed Bluey he had been transferred to the Saints for the new season, met him at the docks. Bluey was still riding a Mitchell frame. All the rest of the Saints were on Starides as this was Mike Erskine territory, but he stuck with the frame he knew. Coping well with the change of track and location, Bluey was scoring well for the Saints having amassed 105 points by June. Disaster struck in a tight match against Exeter at the end of June, which was reported in the Speedway News. Teammate Morrie Mattingley was chasing hard after Exeter man Jack Geran and overslid in Bluey’s path. Both riders were catapulted into the fence and stretchered off to Southampton hospital. **1**

No serious injuries were sustained. His form and confidence dropped further after his good friend and teammate Allan Quinn was seriously injured with a fractured skull in a meeting a few days later. Other riders' injuries always seemed to upset Bluey more than his own as we read later. Bob Sharp who was riding for the Ipswich team at Southampton suggested a change of track might be the answer. The larger Foxhall Heath track seemed to have suited a lot of the Australian riders in the past. A deal was negotiated between Ipswich supremo Group Captain Arthur "Ben" Franklyn and his Southampton boss Charles Knott. Bluey rode the remainder of the season with the Suffolk club scoring 59 points which placed him at number six in the Witches scorers for 1955. Sadly he was not to regain his early season form. Ironically the rider he replaced was his former Motherwell teammate Larry Lazarus. Bluey was in familiar company with fellow Aussies Bob Sharpe and Junior Bainbridge, Ipswich had been a regular haven for Australian riders over the years. By coincidence New South Wales rider Bill Bryden, who nowadays is a near neighbour in Queensland, took his place in the Witches team for 1956. Bluey returned to Sydney at the close of the British season with no intention of a further trip to England.

Bluey commenced riding after a short break. January 14 1956 was not a profitable night day for him. In front of a 15000 crowd at the Sydney Showground he collided with former Ipswich and Rye House rider Ray Liston. Although Bluey escaped unscathed his machine was a total write off preventing any further participation in the night's events.

There was no desire to return to the UK. With a good job in Sydney, Bluey was able to also ride regularly at the Showground which he did until the 1957/1958 season.

It was again that another rider's misfortune prompted his retirement. Close friend and former Southampton signing Bruce Croxon sustained fractures to both legs and one arm in a terrifying crash at the Royale in a handicap event - that's enough said Bluey and called it a day in February 1958. He then took a job at Hardie Rubber in Sydney and settled down to Australian life

Bluey was married in December 1959 to Ann, a Scottish girl, from the Motherwell area. Ann and her parents were speedway supporters. The excellent collection of memoirs of Bluey's career are due to the dedicated collecting of newspaper articles by his mother-in-law in Scotland. British fans were pleased to read in the Speedway Star of 14 February 1959 that Bluey was set to return to England for the 1959 season. This was denied by

**2** the Australian correspondent at the time. As this shows, for some teams  
Chapter 4 The Comeback 1963 -1966

Bluey and Ann returned to Scotland for an extended holiday in January 1963. Wondering if he could make a speedway comeback at the age of 33 he contacted Edinburgh promoter Ian Hoskins, where he had a few pre season trials. The Monarchs had a full compliment of riders. Ian referred Bluey to promoter Reg Fearman, who had split from his partner Mike Parker. Reg having control of Middlesborough, Stoke and Long Eaton invited him down to Stoke for a practice session. The small Sun Street circuit was not one of his favourite tracks. Bluey recalls that Colin Pratt and Pete Jarman were like express trains in practice, which made Bluey realise he had some cobwebs to shake off. Reg signed him up for the Archers in the North Midlands who raced in the Provincial League. Living accommodation for Bluey and Ann found in Leicester with the help of Vic White.

In a successful season Bluey rode well to establish himself as third heat leader with a total season's point score of 126. Provincial League tracks had a reputation for not always being up to scratch, but Bluey coped well bearing in mind that many were new to him after his 7 years away. The injury bug struck on May 25 at Rayleigh. Ahead of the field in his second ride, he overslid and was carted off with a couple of broken ribs. He considers this to be one of his most painful injuries, which restricted his breathing and confined him to bed for a while. Bluey recalled that Vic White visited him a few days after the accident enquiring if he would be fit to ride the next meeting!! When Vic bruised his ribs later on, he was out of action for a much longer period of time.

On the International scene he was selected for all 5 matches for the Overseas team against Gt. Britain at Edinburgh, St Austell, Stoke, Wolverhampton and Exeter scoring a total of 19 points.

Bluey also top scored with 11 points for a team called Kiwis and Kangaroos who lost to the Lions 35-43 at Station Road in early October.

At all times his preparation was professional. The author Tony Webb recalls Long Eaton's visit to Hackney in July 1963 very clearly; "*I was hanging around the pits hoping for a second half ride from Mike Parker. My mentor the former Ipswich and Shelbourne Park rider Rod Laudrum had berated me over the poor appearance of my machine, pointing out Bluey's bike as the standard I should aim for. That sticks in my memory!*"

The Archers team in 1963 included fellow Australian Charlie Monk from Adelaide, Jon Erskine son of frame builder Mike, Danny Dunton, Norman Storer, the late Gil Goldfinch, Ken Vale, Slant Payling and present **3**

day secretary of the World Speedway Riders Association, Vic "The Legend" White.

Bluey's total scores for 1963 was 145 points from 26 meetings.

#### 1964 Uk Season Middlesboro Bears

Bluey and Ann left their base in Leicester returned to Scotland for the close season taking up residence in Noble Road, Bellshill which remained the home base for the remainder of his British career. He obtained a day job at the AEI in Motherwell After a few matches at Long Eaton in early 1964 Reg Fearman moved Bluey to the North-East for his Middlesborough Bears who were below strength. The drive from Scotland down to Tees-side was a journey that passed through some of the best of British countryside and one that Bluey enjoyed. The 302 metre Cleveland Park track was to his liking which reflected in his scoring. That season he improved his total score to 161. He became the second highest team member between Dave Younghusband and Eric Boocock. There was a good team atmosphere at Middlesborough and strong friendships were made with Clive Hitch, from the South and Northeners Alan Butterfield and Slant Payling. Reaching the British final at Belle Vue was another milestone in his career. Bluey was partnered with Clive Hitch, who was known as "Clive the Dive" , not all the team were keen to ride with the Rye House boy, however Bluey paired with Clive and they rode well together. The last meeting of the season against the Glasgow Tigers was a hard fought encounter, the Bears ran out winners 41-37 due to two great 5-1s by Bluey and Clive. Bluey also made a few appearances for his 1963 team, Long Eaton in the 1964 season as the Archers were hit hard by injuries he scored 16 points for the Archers.

#### 1965 UK Season Glasgow White City Tigers British League

This was the year that proved to be the best year of his long career. The British League was founded and Bluey found himself back in his beloved Scotland as a member of the Glasgow White City Tigers, under the management of the flamboyant Kiwi Trev Redmond, the co – promoter of Ian Hoskins. He was reunited with his former 1963 Long Eaton teammate South Australian, Charlie Monk. Also in the side were New Zealanders Bruce Ovendon and Graham Coombes, Norwegian newcomer Nils Paulsen, the great character Chris Julian from Cornwall, who was later to lose his life in an ultra light aircraft. Also in the team was frame builder Maury Mattingley who was the first and possibly only commuter by plane from his home in Southampton. Bluey and Chris were often paired together and displayed great team riding skills which was becoming a forgotten art **4** in speedway.

Bluey hit the traps from the opening meeting scoring a maximum against Hackney at home, it was to get even better in May when he rode 10 meetings with an average of over 10 points. Enough for Ann to consider giving up her day job! Maximums were recorded at home to Long Eaton and at Cowdenbeath, the latter running open meetings which was an extra bonus for Scottish based riders. Open bookings and guest rider chances were scarce for riders living in the north, the short Cowdenbeath season was a blessing. Bluey found the track to his liking recording two maximums there. The month was rounded off when Bluey got his chance to wear the St Andrews Cross body colours for the second time, when he was called up for the International against England at Newcastle. He scored 4 points.

The good form continued into June with a second place in the Scottish Best Pairs at Edinburgh partnered with the canny Jimmy Tannock. For once the World Championship trail was rewarding, 10 at Sheffield, 6 at Cradley Heath and Poole, then a powerful 14 points at Glasgow put Bluey into the semi finals for the first time.

July brought the World Championship semi final at Poole, but the Wimborne road circuit did not prove a happy hunting ground, Bluey was eliminated with only manage one point. The league program got busy in August and September with double figure scores against Cradley and Edinburgh.

Safety standards at some tracks were not always up to scratch. Bluey recalls copping a painful toe injury at Newport at the end of August when he caught his right foot in a kick board at the base of the safety fence that was overlapped the wrong way. Lucky he did not lose his foot as Bristol's Mike Beddoe did at Fleetwood.

The Tigers had an epic Scottish Cup encounter with arch rivals Edinburgh. To the delight of the jubilant fans the Glasgow team won on aggregate by a single point. The best season of his career ended on a high with a paid maximum against Sheffield on October 22 -a terrific season with his highest average to date, 7.613, riding in 37 matches for the Tigers

#### 1966 BRITISH LEAGUE

This was to be the final season in a 15-year career. His long overdue recognition in international circles was certified with a selection for all five tests against the auld enemy. Scoring 35 points from the five meetings, Edinburgh, Glasgow, Halifax, Newcastle and Middlesboro he was Scotland's fourth highest scorer. Alas, the boys from the Land of the Heather went down 3-2. This gave Bluey a total of 8 Scotland caps and an average of 5.56 from 64 points scored.

The Russians came to Scotland to meet the home team at Meadowbank on July 1<sup>st</sup>. In a thrilling match the Scots displayed great team riding skills to emerge victors 57-51, Bluey scored 7 points.

In a 2008 British speedway forum posting by Ian of Scotland the following comment was made;

*"When I see the name Bluey Scott it always brings back the same memory from the mid 1960's Scotland would race against England, Poland, Russia or something called Overseas, which was broadly a team drawn from Australian and Kiwi riders. Thus it came to pass that George Hunter and Bluey Scott came to be paired together; the old format gave each pair six rides. Bluey rode for Glasgow and George for Edinburgh. Strange bedfellows indeed, but for some reason they had the amazing capability to team ride together.*

*I have seen many examples of team riding over the years, but if any two riders practised the art better than Bluey and George then I missed it."*

It was to be a season beset by injuries, in the British League match at Exeter on May 16, a pile up with the home pairing Colin Goody and Jimmy Squibb left him battered and bruised.

Riding for Scotland against England on May 7 at Edinburgh Bluey scored 10 points, followed by another good score of 13 in the match on 17 June at Glasgow and 8 on June 27 at Halifax. The fourth match in the series was at Middlesborough where he could only manage 2, and the same score at Newcastle which was the deciding match of the series. The Scots lost 2-3 to the auld enemy.

In the Scottish Riders Championship a second place to George Hunter was another milestone

The injury bogey struck again in the match against Hackney Hawks at Glasgow on July 13 when Bluey suffered a broken ankle. This was to keep him out of the team until September. The World Championship trail proved less fruitful than the previous season. An 8 point score at Glasgow and 7 at Coventry in the qualifying rounds was insufficient for further progress. Riding 22 official matches he scored 150 points, which put his average, a tad lower than 1965 at 7.059.

The final meeting in a long UK career was at Newcastle in the individual classic, the Olympia on October 17, his last race was a second in heat 17 to Alan Butterfield, ahead of New Zealander Dave Gifford and fellow Australian Alan "Skippy" Paynter. It was fitting that the last race should have a rider from each of the countries that had played a part in his career.

## 6 Chapter 6 Back to Australia

Bluey started riding at the Sydney Showground on January 7 1967 after a 7-year absence from the local scene after settling in Sydney. He was saddled with a 110-yard handicap that seemed harsh after so many years out of the saddle. But he still showed up well, running second in the handicap final beating Brian Collins and Jack White. However on January 14 the injury bug struck again in heat five of the handicap heat. Leaving fellow back marker Gordon Guasco trailing in his wake Bluey looked set to reel in the rest of the field in one lap, but he hit a slick patch and was flung backwards into the concrete wall. Although he rose to his feet and made his way to the ambulance room, he was taken under protest to hospital where x-rays revealed he had fractured two vertebrae.

While in hospital he was visited by former Ipswich team mate Bob Sharp who suggested a share in a new promotion at Rockhampton in Queensland along with Sydney rider Gordon Guasco. Bob had many contacts in the north as he had ridden there for several years. It was two months before Bluey could get out of hospital. He then headed straight for Rocky to prepare for the opening of the 1967 season. Bob and Gordon came north later in time for the opening night.

Bluey took delivery of his new Jawa from Fred Jolly the Adelaide importer in time for the October 7 1967 meeting. He had immediate success on the new steed, taking out the All Stars Handicap from Gordon Guasco and Kevin Torpie.

A special mention should be made on the background of Fred Jolly. The ESO had been imported by Fred at the end of 1959. There were many teething problems with the new machine, Fred sponsored not only his local riders Jack Scott [no relation to Bluey] and Dennis Gavros, but also the visiting Adelaide riders Ove Fundin, Ken McKinlay and Ivan Mauger. Also interstate riders Bob Sharpe in Sydney and Chum Taylor in West Australia. Between these riders and particularly the latter two, the problems were ironed out. By 1965 the ESO was a match for the JAP. The first ESOs to arrive in England were shipped in by Australian riders.

Then after all his sponsorship and financial outlay Fred received a devastating blow when the mighty Jawa/CZ company who had then taken over the manufacture of the ESO decided to take away Fred's sole concession and let every Jawa/CZ motorcycle dealership in Australia have the option to sell the speedway machine. Fred's response was to immediately go into production with his own machine the SR 60, the Southern Racer. This involved an outlay of \$40,000 for development costs alone. Sadly there was no happy outcome as only a few SR60's were

produced. The name of Fred Jolly plays a big part in Australian speedway history as a benefactor and mechanical pioneer.

Back to Bluey's story, June 29 1968 was another milestone in Bluey's long career. In a night of thrills and spills at the Rockhampton track he took out the Queensland four lap championship from Bob Sharp and Jack White winning the final all the way from the gate. The star studded field included Peter Ingram, Keith Gurtner, Bert Kingston Bill Honeyman, Kev Torpie Les Bentzen Bryan Loakes and from interstate Pete Bradshaw and Johnny Dewhurst. The crowd gave him a standing ovation.

The trio of Bluey, Bob and Gordon became known as the Bob Sharp Troupe. During the period 1967-1969 they rode all over Queensland from Brisbane and Ipswich up to Mackay, Bundaberg, Rocky, Townsville, Gladstone and as far north as Cairns.

*Dave Lanning, Speedway Star 15 November 1968 reported that Bluey had said that he would not ride for the Australian team against the Lions for personal reasons. Lanning went on to say that expert opinion was that Bluey could be persuaded, although he had big promotion ties in Queensland.*

The 1968 Northern Queensland season re opened at rain soaked Rockhampton Showgrounds on March 23. Bluey ran second in the Senior Scratch race to Jack White, then took out the consolation from a 180-yard handicap.

June 14 was the Royal Agricultural Show meeting in Rockhampton. Before a large attendance Bluey took out another title with a victory in the Central Queensland 3-lap Championship.

Moving on to Gladstone two days later he had a less successful afternoon at the revival meeting on the old speedway circuit.

World champion Ivan Mauger returned to Rocky on November 20, after a 6 year gap, but had to give second best to an in-form Bluey who beat the 1968 World Champion twice in three of their encounters in handicap events.

The Queensland against Great Britain match at the Ekka on January 4 was to be Blueys last international outing, but there was no happy ending. In heats 3 and 5 he clobbered the fence coming out of the last bend in the same spot each time. Bruised and battered he took no further part in the meeting which Great Britain won 30-24. Another Australian legend Keith Gurtner also had a night to forget with a pointless score.

1969 was to be the final season. Gordon had gone back to UK to further his 8 career with Poole in the British League; Bob wanted to return south.

Attendance had been falling off. It was time to hang up the leathers for the last time.

An opportunity to run a furniture removal business in Rockhampton, which involved interstate driving, was a livelihood until 1978 when the call of the Highlands could not be resisted. Bluey can tell a very funny story regarding driving all the way to Western Australia with furniture and having to sit there a week or more waiting to get paid!

Bluey has since resisted overtures to ride in Exhibition races and Classic meetings. "I am a racer he declares therefore if I get on a bike there is a good chance I will cop another injury – I have seen enough of hospitals over the years!"

He was enticed back for one meeting at Berwick in 1977 when he rode on borrowed equipment in the Willie Templeton Testimonial meeting.

#### Chapter 7 Scotland Beckons Again 1978-80

Returning to Scotland once more for an extended working holiday Bluey found work driving for the Beaton coach firm in Glasgow. James Beaton had taken over the Glasgow Tigers that had now moved to Blantyre. He was soon called in as track manager of the new circuit. There was a Queensland connection in the team in Merv Janke who was a Tigers heat leader.

Returning once more to Australia Bluey took up work as a storeman with a pump manufacturer in Artarmon, New South Wales where he stayed until retirement in 1994

Bluey settled on the Gold Coast at Burleigh Waters in 1995 where golf and walking are his main interests. He visited Scotland in 2007. He likes to get a trip to Scotland every few years. In 2007 they were the guests of Reg and Eileen Fearman at their home in the South of France, managing to play a couple of rounds of golf which included Ove Fundin, a near neighbour of the Fearmans.

He still takes an interest in the local speedway scene at the Labrador track near his Gold Coast home and is active in both the UK and the Australian Veterans Associations. He retains a good collection of photographs and press cuttings of a long career.

For the technically minded Bluey's first machines were Mitchell Japs. He rode Maur -Matts on his return to England in 1963. His engines were self tuned, never having the luxury of a tuner like the present day riders have, although in his early days in Australia he had the help of Jack Cowan from whom he learnt a lot about what makes an engine tick. Townsville speedway bike restorer Marcus Williams is currently restoring one of Bluey's early JAP machines.

This completes my story on Bluey Scott the comeback man, the testimony to this faithful servant to the sport of speedway is in the fact that although he never attained super star stature, he is still remembered not only by his fans but also has the respect of fellow riders and promoters. I am privileged to have had access to his photo albums and memoirs and enjoyed the hospitality of Bluey and his wife Ann at their home on the Gold Coast where we have talked through the aspects of a long career.

## AUSTRALIANS IN UK 1928 - 2007

Part 2 of **Tony Webb's** list and yet again you are invited to pass your comments on the attached list. S/H = Second half rides only. ISL = International Speedways Ltd. DSL = Dirt Track Speedways Ltd T/A = track accident R\A = road accident. Of you have any additions or alterations to Tony's list, please get in touch with him at [binbooks@iinet.net.au](mailto:binbooks@iinet.net.au)

Name	State	Team details as known
Clay Norman	NSW	Exeter. 1948/1949. Died track accident Sydney January 1950
Clementson Jack	NSW	Glasgow 1939 1948 (?) Retired in 39 to manage Glasgow Speedway
Coddington Neil	QLD	Hull 1977, Newcastle 1978/9
Coles David	WA	Leicester 1978, Scunthorpe 1979
Collins Eric	QLD	Lea Bridge 1931, Plymouth 1932, Wimbledon 1935/9
Collins Mark	NSW	Nottingham 1978/80, Stoke 1980, Cradley 1980
Collyer Brent	QLD	
Colquhoun Rod	NSW	Peterborough Edinburgh 1989, Poole 1990
Cooper Ron	QLD	Boston Cradley 1975/8
Comerford Roger	NSW	Glasgow/Weymouth/Stoke 1979
Conway Maury	VIC	Eastbourne 1957, Swindon 1958 Holland 1957
Conway Noel	VIC	Eastbourne 1957, Swindon 1958
Conroy Mike	WA	Weymouth/Middlesboro/Milton Keynes 1978
Connelly Doug	NSW	St Austell 1953
Cort Clem	NSW	Belle Vue 1930, Died R//A Uruguay 1931
Cowan Andy	WA	Middlesboro 1972/6
Cox Keith	QLD	Edinburgh 1948
Cresp Ray	VIC	Wembley/Eastbourne 1956, Oxford 1957, Ipswich 1958/9/60/1, Poole 1959, St. Austell 1963, Long Eaton 1963, West Ham 1964

Crowhurst Jim	NSW / West Ham 1968 Glasgow/Canterbury
Croxon Bruce	NSW Southampton/Ringwood 1953
Crump Phil	VIC Crewe 1971/2, Kings Lynn 1972/3, Newport 1974/6, Bristol 1977/8, Swindon 1979/86
Crump Jason	QLD Origin Bristol UK Peterboro 1992/6, Belle Vue 2006, Poole 1994/5,
Curtis Geoff	NSW Crewe 1972, Reading 1974 Did track accident Sydney 1972
Datsun Charlie	WA DTS, 1929, West Ham 1931
Davie Tom	QLD Paisley
Davies Dene	SA West Ham 1970 Romford 1971, Reading
Davies Stephen	NSW Kings Lyn 1991/2, Peterboro 1991
Dean Paddy	NSW 1928. Rode first West Ham meeting 28/7/1928 Ply 1931
Denton Harry	SA Brafield 1960
Day Ricky	NSW Birmingham 1972
Dolan Frank	NSW Harringay 1939, Harringay 1947/8
Doolan Kevin	VIC Berwick 2002, Glasgow 2003, Kings Lynn 2006, Eastbourne 2006, Poole 2007
Dole Rob	NSW Oxford 1978
Dole Ray	NSW Exeter/Poole 1985
Doyle Glen	WA Long Eaton 1986/7, Bradford 1988, Kings Lynn 1993, Eastbourne
Doyle Jason	WA IOW 2006, Peterboro 2006, Poole 2007
Duckett Frank	SA DTS 1929, West Ham 1929
Duggan Ray	NSW Harringay 1947/9 Died track accident Sydney January 1950
Duggan Vic	NSW Wimbledon 1939, Harringay 1947/9 Died Tin Can Bay QLD 2007
Dykes Peter	QLD Originally NZ Glasgow 1952
Eather Roy	VIC Exeter 1953, Killed Exeter 26/3/53
Eaves Jack	VIC 1953 arrived Orantes
Edgar Bruce	NSW Romford 1971
Edwards Dave	Middlesboro 1990
Ellinor Billy	NSW Glasgow 1928
England Frank	QLD Oxford s/h 1978
Etheridge Darren	Coventry 1990
Evans Ernie	VIC Sheffield 1933, New Cross 1938, Sheffield 1939
Ezergallus Kailis	SA Rye House 2007
Fagg Jamie	NT Rye House 1989
Farrell Mike	QLD Exeter 1975/6/7/8, Leicester 1978
Fiora Mark	SA Scunthorpe 81, Edinburgh 82/4, Middlesboro 85, Long Eaton 86/7

Foote Bernie	QLD	Paisley 1976
Foote Russel	QLD	Paisley 1976
Foot Davie	QLD	Paisley 1976, Berwick 1978
Flood Gary	VIC	Crewe
Forrest Wayne	NSW	Kings Lynn 1974
Franklyn Eric	WA	Yarmouth 1954
Freeman Wayne		Exeter 1990
Fynn Huck	NSW	Wimbledon 1949, Lives UK
Galloway Billy	NSW	DSL 1928/29
Galvin Stafford		Leicester 1990
Garland "Gruff" Cecil	NSW	Glasgow 1939, 1946/7, Ashfield 1948
Garard Tony	NSW	Newport 1977, Canterbury/Bristol/Crayford 1978
Gardener Bruce	NSW	Walthamstow 1950/1
Gates Jackie	NSW	Wembley 1949, Harringay 1950, Ashfield 1951
Gathercole Cory	St. Austell 1953	Plymouth 1954
Gavros Dennis	NSW	Swindon 2007 Isle of Wight 08
Geddes Hughie	SA	Halifax 1965/68
Geran Jack	NSW	Exeter 1948/9/50/1, Cardiff 1952/3, Exeter 1954. Died NSW 2006 Age 87
Gorman Jack	VIC	Exeter 1952/3/4, Poole 1956, Leicester 1956/7/8/9/60, Oxford 1963/4. World Final 1957/8
Groves Darren	NSW	
Gray Charlie	QLD	Kings Lynn 1998, Berwick 1999
Gray Kerry	SA	Manchester 1929
Greenlagh Harry	QLD	Rye House 1985
Gressor Clive	WA	Liverpool 1960
Grosskruetz Max	NSW	Second halves 1953 travelled Strathnaver Motherwell 1950
Guasco Gordon	QLD	Belle Vue 1932/3/4/5/6/, Norwich 1938/9, Odsal 1947/8
Gugliemi Gary	NSW	Sunderland 1964, Wolverhampton 1964/5/6,
Gary Williams)		Poole 1968/70 Died Sydney 1971
Gurtner Keith	NSW	Boston 1978, Coventry 1979/80/1/2/3 (AKA
Gyles Owen	NSW	Exeter 1948, Newcastle/Odsal 1948, Ashfield 1949/50/1, Motherwell 1952/3, Edinburgh 1952, West Ham 1953/54
Hamnett Dave	NSW	1948 rode Brisbane 1946/7 Hackney 1990
Harding Merv	SA	Ashfield 1948/51, New Cross 1952/3
Harding Trevor	WA	Kings Lynn 2006-7, Somerset, Eastbourne, Ipswich
<b>14 Harris Bill</b>	NSW	Tamworth 1947/8, Long Eaton 1952

## Ron Johnson Remembered

**Vic Vanni**, who spotted the Speedway lino print we featured a while ago, recalls Ron Johnson's spell at Ashfield (further info from Vic on 0141 649 9448.)

We've read often enough accounts of the sad decline of Ron Johnson following his skull fracture in 1949. Various writers have described how he rode in numerous matches without scoring a point, and often ended up being beaten by raw novices. However, less is known about his spell with Glasgow Ashfield in 1951 when riding as reserve, Ron didn't do too badly. He made his Ashfield debut on 14 August and his last on 9 October.

During this spell he rode in eleven home matches [6 matches for 6 paid 7 points Eds] and had 21 rides and scored 32 points plus 2 bonus points. This gave him a home average of 6.44. In these rides he had 8 wins, 2 seconds, 4 thirds and 7 unplaced. All his home meetings were in the National League Division 2.

Ron beat some notable riders including Joe Crowther, Bob Fletcher and Johnny Reason, and, although he was a shadow of his former self, he could still get out of the starts. As I recall all his points were scored from the tapes. Even so, he could still be quick and in a match against Motherwell on 21 August he had the fourth fastest time in heat 12.

## Standard of Meetings

**Graeme Frost** has sent the following: It would sometimes appear that Speedway promoters are also indifferent as to the quality of the fare they provide for their patrons at odd times. Due to an extra-ordinary number of injuries during the past season, most promoters were forced to make do with local riders when "big names" were billed to appear, and we are sure that they were just as disappointed as their supporters when injuries upset their programmes. But the fact must be faced that the public will not turn out in force for uninteresting local meetings. Nor are the public so interested in fast times. They want to see close finishes and skilled riding. This can be done by a more even distribution of "crack" visiting riders to tracks throughout New Zealand, and a reversion to "dirt" tracks which provide for skill in broadsiding rather than the "slick" tracks which permit of higher speeds but less sliding. The thrills of Speedway come on the bends in much higher degree than on the finishing straight. The public like the thrills and the excitement and promoters and riders alike fall down **15**

when these are not forthcoming. Both are providing a show which the public pay to see, and when the show falls short of what the public hope for, they just stop coming.

We understand that Norman Parker will select a team of English riders to visit New Zealand next season. We feel sure that this is the right thing to do. He is fully alive to the points we have raised, and he will select his team with just those points in mind. We sincerely feel that with the right kind of publicity, the proper selection of overseas riders, and a return to the "dirt" type of track, our Speedway sport will be given a new lease of life which will provide many pleasant hours for the thousands of its supporters in this country.

Source: Frank Ridding (Editor), The Speedway Times (NZ) 11 April 1952

### **Bits about Barnet**

We have **Barry Stephenson** from Workington way for this interesting item:

One of the most interesting programmes in my collection is that from High Beech and dated 2 May 1937. The cover carries the legends 'Ninth Racing Season' and 'Eighty-Eighth Meeting'. This suggests that High Beech had been running nine years and were cumulatively numbering their programmes.

The editorial dissuades us of that theory. I retype the editorial as follows – *Many of you here today - staunch supporters of Barnet Speedway during the past eight seasons – will share the Club's regret that it was not possible to obtain a new lease of the ground adjacent to the Barnet By-Pass where no less than eighty seven successful meetings had been held. Efforts to secure suitable alternative ground in approximately the same locality were futile, and so we had to move – lock, stock and barrel – to High Beech, the birthplace of Speedway Racing in England.*

*It is hoped you will enjoy the sport in the new surroundings, and it will continue to be the aim of the Club to present amateur speedway racing in the best possible manner.*

*The North London Motor Club which organisation will be presenting meetings at High Beech this season, was founded in 1920. The Club has been foremost in all the many phases of motor and motor cycling sport for many years, and it was responsible for the establishment of speedway racing in England – at Stamford Bridge – in 1928.*

*In the following year Stamford Bridge was handed over to a commercial 16 concern, and the Club then laid out the first permanent Grass Track*

*for amateur clubmen at Barnet. Gradually the grass circuit was transformed into a cinder track, and meetings at Barnet Speedway have been held at regular intervals since 1929.*

*Now the Club brings the sport to the borders of Essex and Herts, where it hopes to make many new friends, not only for itself, but for the wonderful sport of speedway racing in general.*

A very informative editorial which provides an answer to several historical loose ends. Does anyone have a list of the eighty seven meetings held at Barnet?

I have only been able to acquire one Barnet programme dated 7 June 1936 being the Eighth Season and Seventy Sixth Meeting. The programme informs us that the track was two miles north of Mill Hill off the Barnet By-Pass. The track measured 440 yards and the four lap record was held by G O'Brien with a time of 91 seconds set on the 2 June 1935.

## Publications

**Out of the Frying Pan: The Story of New Cross Speedway** by Norman Jacobs - Pub by Stadia from The History Press Ltd, Cirencester Road, Chalford, Stroud, Gloucestershire GL6 8PE - Price: £12.99 + p&p

Another valuable instalment of London's speedway history from one of our subscribers, Norman Jacobs. The last publication on New Cross was way back in the early 1960s so this history is long overdue. The book follows the traditional format of the beginnings of the track and team in 1934 after the demise of the Crystal Palace Speedway and then season by season sections reviewing the highlights of each year; results of the teams league and cup performances and rider averages. New Cross was a tiny track, nicknamed "The Frying Pan" after its shape and saw many highs and lows during its on and off existence between 1934 and 1963. The lows being the death of the team's rising star, Tommy Farndon in 1935, (and unusually his funeral was held at the stadium) to the periods of closure and restart. The highs were the thrills of racing at such a small track (262 yards) and the affection the team and stadium was held by its legions of supporters.

Norman reveals these events and the careers of many notable riders who graced New Cross Stadium like George Newton, Jack Milne (who became world champion in 1937), Ron Johnson, Geoff Pymar and Barry Briggs, plus some fascinating insights into the legendary promoter, Fred Mockford. This, plus some great track and team photos, make it an essential part of the growing speedway history library. I unfortunately was too young ever to attend speedway at New Cross but in the 1990s made a pilgrimage to 17

the site of the long gone stadium (now a playing field and you could just make of where the banking around parts of the track were but the thing that most struck me was how small the site was, tucked away between houses and railway tracks on three sides (and the old Millwall Den football stadium site adjacent). One to buy.

Reviewed by **Graham Fraser**

## THE SOUTHERN AREA LEAGUE 1954 – 1959 A STEP BACK IN TIME

We have received the following from Bryan Horsnell. “As a very young lad, back in 1954, I cycled from my home in Caversham(near Reading) over to California(near Wokingham) to see the California Poppies ride in the Metropolitan( later re-named the Southern Area) League.

The following year, I volunteered to become the Concrete Starting Area 'sweeper' and remained in this role until the last meeting, at the changed name Longmoor Track, in 1956.

When the Poppies transferred over to the Tongham Stadium at Aldershot, in 1957, my other commitments prevented me attending the Saturday evening meetings and I lost touch with the California/Aldershot Poppies and the Southern Area League Speedway in general.

The recent Reunions of California riders, track staff and fans, of yesteryear, and the resurrection of the Longmoor Track's original Concrete Starting Area, has stimulated my interest, again, in the Poppies and the Southern Area League in general.

Regrettably, during the intervening 50 years, I parted with my collection of Speedway Star's, programmes, photos and other Speedway memorabilia, so I am starting from scratch, again.

I am, gradually, cobbling together details of all the SAL matches, the riders who represented the Poppies(both California & Aldershot) and even managed to unearth a few long forgotten black & white negatives of photos I took, with my trusty Kodak Brownie camera, more than 50 years ago!

However, I am very keen to see ANY programmes, photos, badges, posters, tickets, or other memorabilia, connected with the Southern Area League 1954-1959(expecially California Poppies 1954-57), to aid me in my research. I know, too, that some of the SAL teams (Aldershot, Brafield, California, Eastbourne, Ipswich, Ringwood, Rye House, Southern/Rayleigh Rovers and Yarmouth) and 'SAL Select' teams, rode

**18** against the Juniors/Reserves of National League teams and,

sometimes 'mini' Second Half Challenges etc. Programmes and details of any such matches would be welcome, too.

If any Speedway Researcher readers have any such items/information, I would be pleased to hear from them. (Eds Some California information was given to the Visitor Centre in the 1990s.)

Incidentally, the Reading Museum are staging a Reading Racers – 40 years of Speedway in Reading Exhibition – which will also feature old California Poppies items – in the old Town Hall, Blagrave Street, Reading from 28 February until 17 May 2009. It would be well worth a visit, if you are in the area during that period.

I can be contacted by email at [beejaysocent@hotmail.com](mailto:beejaysocent@hotmail.com), or by post at 275 Overdown Road, Tilehurst, Reading RG31 6NX.

## Web Words

The web site continues to grow in the volume of contents but there is still a long way to go to gather together a complete record. Webmaster **Ron McNeil** is going to update the site on a monthly basis rather than the ad hoc approach adopted so far. The site statistics, which we look at from time to time, are interesting. They show where the visitors are located around the globe, how many "hits" the site gets each day and when they happen. We haven't quite made the 100 hits a day yet but very close to it. **Bob Ozanne** continues to batter on with the pre-war material while **Steve Wilkes** and **Garry Done** are still taking the lead on the period 1960 to date. As ever we could do with more help in all departments. SO if you have a computer, access to programmes and some time to spare, do get in touch with Jim or Ron in the first instance. As always we finish this update with a BIG THANKYOU to everyone who helps and we really appreciate all contributions. If you don't have a computer there are Internet Cafes and Libraries and we feel sure you'll enjoy your time on

[www.speedwayresearcher.org.uk](http://www.speedwayresearcher.org.uk)

## Preston Speedway 1929-1932 Part 2: 1929 - The League & Cup Campaigns

We continue **Graham Fraser's** history of the relatively short-lived speedway venture at Farrindon Park in Preston.

In Part 1 of this history of Preston the start on the first season, 1929, and the English Dirt Track (Northern) League and Open meeting format was quickly established. Crowds varied in numbers apparently according **19**

to the weather and possibly the sporting public of the northern mill town found it expensive to attend two speedway meetings and then watch Preston North End FC in the English League First Division all in one week. Reports are of crowds as low as 2,000 and as high as 20,000.

After the home victory over Leeds in the opening league fixture, Preston faced their sternest test at Belle Vue whose line up included the legendary Frank Varey and the lesser known Riskit Riley. A Hyde Road crowd of 25,000 saw the Manchester giants sweep their opponents aside by 40 points to 21. A clear indication that Stern tests were to face Preston away from home in that initial season. As if to emphasise that point four days later Leeds were the league opponents at Fullerton Park and repeated the drubbing 42-21 in front of 5,000 spectators.

Respite soon followed back at Farringdon Park three days later when a strong looking Salford side faced our boys (fresh from an afternoon meeting at Burnley) and after putting up a strong early performance faded to defeat, Preston running out winners 38-24, with the Chiswell brothers taking maximums. This was a different Preston team that included newcomers Findlay McCabe and local boy John Stockdale who replaced the injured Ham Burrill. Apart from the victory it was certainly not a happy night for local fans when John Stockdale, riding in the final of the Junior Scratch Race spun at the end of the first lap fell and was run over by a following rider and despite being rushed to hospital died on arrival.

There is an interesting set of press reports about the coroners inquest that followed where a verdict of accidental death was pronounced with a recommendation that fewer riders per race would reduce the risk of such accidents in future (it was common for the second half races to feature five riders per race, so large were the number of budding dirt track competitors). The event also saw two riders suffer broken fingers during the league fixture.

Now the league fixtures were coming thick and fast with sixteen teams competing in the EDT League:

Barnsley; Belle Vue; Burnley; Halifax; Hanley; Leeds; Leicester Stadium; Liverpool; Middlesbrough; Newcastle; Preston; Rochdale; Salford; Sheffield; Warrington; White City (Manchester). Hanley were soon to withdraw, Bolton folded after one meeting and Long Eaton never raced a league fixture.

Between league fixtures the Preston fans could see both their own favourites plus the cream of the northern riders and some special guests **20** appearing weekly in Open meetings.

At the end of May Preston had successive Saturday night home fixtures against Warrington and Middlesbrough which was to really kick start the team's season. In part this was because of the arrival of new faces in the team who were to play a major part in the success of the Preston side. Those newcomers included Londoner Claude Rye and Northerner, Len Myerscough. In the first of these two fixtures Preston routed Warrington 47 points to 14 with no Warrington riders scoring more than four points. In contrast the crowd of 11,000 saw Ham Burrill and Jack Chiswell take 12 point maximums. A week later the feat was repeated as Middlesbrough were dispatched 46-15, again the Chiswell brothers Jack & Frank were to the fore with 12 point maximums. The team was now starting to gel as its members started to get regular places in the squad. There were normally two reserves allowed for each tem in league encounters and press reports are so incomplete that it is not possible to be certain that the reporter always realised that a reserve had been put into a heat so full heat results are almost impossible to be sure about.

Preston's next league encounter away from home was at the Athletic Grounds, Rochdale with two changes to the normal line up, in came local boys Smoke Robinson and Jim carnie, regulars around the Farringdon Park circuit in Open meetings. Although the blue and whites (the team race jackets were blue and white halves) lost 29-33 against a strong looking Rochdale outfit led by Squib Burton) who at the time was virtually unbeatable around the Athletic Grounds) it was a much closer thing than their early away defeats.

A week later Sheffield were the visitors to Preston and a crowd of 12,000 turned out to see a solid home team performance and a regular drubbing of the opposition in home league fixtures. Sheffield were dispatched 46-16 with Frank Chiswell top scoring with 12 points and three Sheffield riders top scoring with 4, Jack Barber, Gus Platts and Scottie Cummings. Just to show that speedway could be as predictable then as now a visit to White City on June 8<sup>th</sup> saw the home team turn the tables and thrash Preston 48-14 in what the Preston faithful hoped was just an off night. True, White City were a formidable side at home that season ably led by skipper, Arthur Jervis. On the same day an Open meeting was held at Farringdon Park which attracted a crowd of 10,000 and saw Frank Chiswell take Ham Burrill's track record setting a time of 1 minute 29.8 secs, knocking 0.4 off the old record. This meeting also saw Tommy Price being formally "transferred" to the Liverpool team with Preston being allowed to keep Ham Burrill and Len Myerscough in return. **21**

There was then a three week break from league racing with twice weekly Open meetings at the Preston Track attracting big crowds of anything between 8-12,000 speedway fans. During this interlude from league racing Frank Chiswell appeared in the local papers having been fined a pound for “driving a car negligently” in the town. He ran into the back of a car stopped at a crossroads junction and it was alleged by a witness he appeared to be driving looking up into the sky instead of at the road ahead. This was reportedly his fourth conviction for minor motoring offences! The next league fixture was away at the Arpley Motordrome, Warrington, a side that a month earlier our boys had thrashed at home. Hopes were high for an away victory and so it turned out with the Preston team victorious 38-25. Press reports on the meeting are sparse but two incidents reported included W Anderton being thrown from his bike after a tyre burst in the first heat and Ham Burrill in heat 8 rode for two laps with his rear tyre and tube completely off the wheel rim but he still won the heat! The day after Preston hosted Leicester Stadium at Farringdon Park and only one opposition rider, Slider Shuttleworth, won a race for Leicester his team-mates filled a lot of the second places so that the 39-24 scoreline made the result look a lot less convincing than it was. Again the Chiswell Brothers scored heavily again with Jack picking up a 12 point max, and Frank eight and Len Myerscough picked up nine. In English Dirt Track fixtures for 1929 riders scored 4 points for a win, 2 for a second and 1 point for a third place. Therefore 6-1, 5-2 and 4-3 heat results were the norm. The League table at this point had Preston placed 4<sup>th</sup> on 14 points from 11 meetings, trailing leaders White City 22pts from 12, Halifax 18 from 11, and Leeds 18 from 12. Propping up the table was Hanley with 0 points from four meetings, an ominous warning for their impending demise. Things were now hotting up as big boys Belle Vue were Preston’s next opponents at home. The Preston side by now was looking fairly well established:

Ham Burrill; Crazy Hutchins; Frank Chiswell; Len Myerscough; Jack Chiswell and making his Preston debut, Joe Abbott following his move from the by now defunct Burnley.

Belle Vue lined up with Arthur Franklyn; Frank Varey; (former Preston rider) Ian Ritchings, Bob Harrison; George Hazard plus an unlisted sixth rider.

15,000 dirt track fans saw a seesaw battle at the start with Ham Burrill, Jack Chiswell and Frank Chiswell winning heats 1, 3 and 5, in between which Belle Vue ace Frank Varey took two wins. Unfortunately for the **22 Aces** Varey had little support from his team-mates and by heat 5

Preston had pulled away to take a 23-12 lead. Over the remaining four heats the home boys pulled further way to record an impressive 42-21 victory, Burrill and Jack Chiswell top scored for Preston with 10 points each and Varey on a 12 point maximum was the only Ace to exceed 4 points.

Three days later with Claude Rue in form Joe Abbott our boys put in a fine performance after losing an opening heat 1-6 they were never behind from heat 3 and were 10 points ahead by heat six. Sheffield pulled some points back over the remaining three heats but Preston held on for a creditable 33-30 away victory.

The Open meeting on Saturday, 29<sup>th</sup> June was notable for the appearance of “lady rider” Eva Asquith who competed in the Senior Scratch competition and had three match races against Joe Abbott which she lost two races to one.

Next up in the league for Preston were Salford at the Albion Speedway for a Monday night return fixture eager to avenge a 38-24 defeat at Preston earlier in the season. In an enthralling meeting Preston narrowly lost heat 1, pulled level in heat 2, dropped behind over the next two heats when it was 17-12 to the homesters. Gradually Preston pulled ahead by one or two points over the next three heats and by the penultimate heat they managed a 5-2 win to put them 30-26 ahead going into the final heat. In heat 9 nerves were frayed when Jack Chiswell fell leaving Ham Burrill to chase leader A J Ward for a second place that gave Preston the win by one point 32-31. The local Salford newspaper in its report glossed over the team defeat, hardly mentioning it, but covering the second half racing with several column inches!

Three days later on 4<sup>th</sup> July Preston visited a wet and rainy Leicester Stadium and despite leading by heat two and keeping the match to within two points by the final heat our boys could not hold on losing a last heat 5-2 and the match 34-29. Top scorers were Syd Jackson & Billy Elmore with 12 point maximums for the home team and Ham Burrill with 8 points from his three races.

By early July the league table looked like this:

White City (Manchester) 28 points from 15 meetings; Leeds 22 points from 14; Preston 22 from 16; Halifax 18 from 14; Rochdale 14 from 14; Sheffield 12 from 12; Belle Vue 10 from 9; Warrington 10 from 16; Burnley 8 from 5; Newcastle 8 from 8; Salford 8 from 16; Barnsley 8 from 14; Leicester Stadium 6 from 8; Middlesbrough 6 from 14; Liverpool 4 from 5 and still bottom, Hanley 0 from 5.

their EDT League seasons had hardly started whereas for teams like Preston they were already half way through their league season. This was to become the pattern right up to the seasons end.

Next up for Preston were Halifax who were chasing down their necks in the league table. Star men for the Tykes were George Reynard and Dusty Haigh, backed up by Bert Clayton, Frank Smith and Geoff Kilburn. In what the Lancashire Daily Post described as “the keenest struggle they (Preston) have had yet in a league match”, Halifax surprised the homesters with an opening 5-2 heat win. Scores were level by heat two bit a narrow 4-3 in heat three saw the visitors edge ahead. Preston must have thought their 6-1 advantage in heat 4 thanks to Ham Burrill and Jack Lund would see the match start to swing their way but 4-3 advantages to the visitors thanks to Reynard and Haigh wins chipped away at Preston’s slender lead and by heat 7 the home boys were only one point ahead at 25 to 24, Reynard was going so well that he broke the track record in heats 5 and 7. Unfortunately by then he had run out of rides and therefore it was down to Haigh and the rest of the team to sustain the visitor’s momentum in the final two heats for an unlikely win. Joe Abbott held off a determined challenge from Dusty Haigh in heat 8, hugging the vital inside line from the gate for a home 5-2 and a 30-26 advantage going into the final heat. Let me conclude this meeting by quoting again the Post newspaper report: “The start of the last race was sensational. The visitors required first and second places to win. At the first corner Myerscough shot ahead at great speed and Frank Smith fell and collided with Frank Chiswell. Myerscough kept his lead and Chiswell remounted to finish third. It was the closest match yet seen at Preston and by their victory Preston have gained on one of their closest rivals” Final result was 35-28 against a Halifax side that was to figure large at the end of the 1929 season. To Be Continued

**Sorry for the delay in sending out this edition.**

**Deadline for items for next edition is 30<sup>th</sup> April 2009**

**Web Master: Ron McNeil**

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### National League Division Three 1949

Away Team	Exeter	Halifax	Hastings	Leicester	Liverp'l	Oxford	P'mouth	Poole	Rayleigh	Stoke	Swindon	Tamworth	Yarmouth
Home Team													
Exeter	xxxxxx	36 - 48	61 - 23	38 - 44	60 - 24	60 - 24	44 - 40	54 - 30	48 - 35	48 - 36	<u>48 - 36</u>	49 - 35	40 - 42
	xxxxxx	42 - 41	52 - 31	57 - 27	57 - 27	52 - 30	47 - 36	45 - 38	60 - 24	32 - 52	58 - 26	53 - 31	53 - 31
Halifax	34 - 49	xxxxxx	59 - 24	58 - 26	39 - 44	66 - 18	54 - 29	62 - 22	62 - 22	47 - 35	<u>57 - 26</u>	62 - 22	62 - 22
	49 - 35	xxxxxx	67 - 17	58 - 25	46 - 38	60 - 24	58 - 26	64 - 20	64 - 20	55 - 29	<u>62 - 22</u>	50 - 34	37 - 44
Hastings	43 - 36	58 - 25	xxxxxx	56 - 28	51 - 33	61 - 23	52 - 31	55 - 28	65 - 16	40 - 44	<u>45 - 39</u>	51 - 33	39 - 45
	44 - 40	43 - 40	xxxxxx	53 - 31	55 - 28	50 - 34	55 - 28	46 - 38	63 - 21	40 - 44	54 - 30	39.5-44.5	41 - 43
Leicester	59 - 25	41 - 43	52 - 32	xxxxxx	41 - 42	46 - 38	45 - 39	37 - 47	58 - 25	31 - 53	<u>49 - 35</u>	36 - 48	30 - 54
	40 - 43	42 - 42	46 - 38	xxxxxx	55 - 29	52 - 32	52 - 32	56 - 27	56 - 28	34 - 50	57 - 27	38 - 46	35 - 49
Liverpool	55 - 29	44 - 40	58 - 26	61 - 23	xxxxxx	48 - 36	39 - 45	48 - 36	49 - 35	43 - 41	<u>48 - 34</u>	36 - 48	39 - 44
	49 - 35	35 - 48	49 - 35	36 - 47	xxxxxx	53 - 30	48 - 36	41 - 43	47 - 37	49 - 35	<u>48 - 36</u>	40 - 44	45 - 39
Oxford	51 - 33	42 - 42	37 - 47	35 - 49	37 - 46	xxxxxx	40 - 43	33.5-50.5	41 - 37	23 - 60	<u>32 - 51</u>	32 - 52	25 - 59
	41 - 42	46 - 38	47 - 37	46 - 38	45 - 39	xxxxxx	33 - 51	51 - 33	49 - 35	38 - 46	<u>54 - 39</u>	31 - 53	43 - 41
Plymouth	44 - 40	52 - 32	48 - 32	49 - 34	54 - 29	53 - 21	xxxxxx	35 - 47	46 - 38	54 - 30	<u>59 - 24</u>	50 - 34	57 - 27
	51 - 33	40 - 44	40 - 43	50 - 34	50 - 34	53 - 31	xxxxxx	41 - 43	50 - 34	42 - 42	50 - 34	48 - 36	56 - 28
Poole	45 - 39	46 - 38	60 - 23	44 - 39	50 - 33	51 - 33	37 - 46	xxxxxx	53 - 31	41 - 43	<u>44 - 40</u>	33 - 50	53 - 31
	46 - 38	36 - 48	46 - 38	43 - 41	50 - 33	58 - 26	49 - 35	xxxxxx	50 - 34	44 - 40	53 - 31	41 - 43	47 - 36
Rayleigh	46 - 37	42 - 40	59 - 25	47 - 37	53 - 31	47 - 37	27 - 56	31 - 53	xxxxxx	30 - 53	<u>52 - 31</u>	45 - 37	29 - 55
	42 - 40	40 - 44	49 - 35	50 - 33	52 - 32	37 - 47	33 - 51	34 - 50	xxxxxx	34 - 50	51 - 33	48 - 34	39 - 44
Stoke	52 - 32	65 - 19	60 - 24	49 - 33	57 - 26	56 - 28	52 - 32	60 - 23	67 - 17	xxxxxx	<u>63 - 20</u>	51 - 32	44 - 40
	50 - 34	48 - 35	56 - 28	60 - 24	58 - 24	57 - 27	60 - 24	61 - 23	47 - 34	xxxxxx	64 - 19	51 - 32	39 - 44
Hull	40 - 44	37 - 46	47 - 37	53 - 30	53 - 31	60 - 24	44 - 40	54 - 30	62 - 22	40 - 43	xxxxxx	43 - 41	42 - 42
	NR	39 - 45	NR	NR	54 - 39	NR	NR	49 - 35	53 - 32	47 - 37	xxxxxx	37 - 46	35 - 49
Swindon	56 - 28		41 - 43	33 - 51		42 - 41	36 - 47						
Tamworth	55 - 28	52 - 30	47.5-36.5	60 - 24	56 - 28	65 - 19	57 - 27	44 - 40	55 - 29	41 - 43	<u>53 - 30</u>	xxxxxx	55 - 29
	55 - 28	52 - 31	62 - 22	57 - 27	64 - 20	67 - 17	50 - 33	66 - 18	64 - 20	57 - 27	67 - 17	xxxxxx	50 - 34
Yarmouth	59 - 23	63 - 21	62 - 22	55 - 26	63 - 20	66 - 17	41 - 43	41 - 42	49 - 34	46 - 38	<u>66 - 18</u>	50 - 34	xxxxxx
	51 - 33	55 - 26	58 - 26	63 - 21	63 - 21	57 - 27	58 - 24	57 - 26	53 - 31	55 - 26	<u>60 - 24</u>	50 - 33	xxxxxx

Note 1: Hull resigned from the League and the fixtures were taken over by Swindon. The fixtures underlined in the Swindon column were raced versus Hull.

Note 2: Stoke were known as Hanley in this season.