

The Speedway Researcher

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We decided that we would increase the size of The Speedway Researcher to celebrate the end of the century which saw the birth of speedway racing. The next edition will return to normal size.

We also take the opportunity to break new ground by reproducing an academic paper by Jack Williams of Liverpool John Moores University. We hope it will be thought provoking and we welcome your response to what Jack is saying in his paper. The editors of The Speedway Researcher, whilst publishing Jack's paper, do not necessarily subscribe to all Jack's comments. The numbers in brackets are Jack's references and these are listed at the end of the paper.

“A WILD ORGY OF SPEED” RESPONSES TO SPEEDWAY IN BRITAIN BEFORE THE SECOND WORLD WAR The 1999 Sportspages Lecture

Even as a spectacle the horrid motor-cycle wins. True it does not jump hurdles, and true there is not much beauty about the dirt-track; and yet it *has* a kind of modern, macabre, Stravinskian, Capekian beauty. The vast stadium by night, the track lit brightly at its rim, the sea of shadow in the centre, the mountainous black stands behind packed with a shouting, invisible multitude, the starry sky of London above...

Heavens, the noise! It is like a million mechanical drills performing in unison. It swells and falls as the riders take the corners; it echoes about the cavernous concrete halls, drowning the feeble acclamations of the crowd; it dies slowly as the riders stop, and at the end of a race seems like the end of a battle. It is titanic and terrible and monstrous; and yet in that enormous place, made by those monsters, it seems appropriate and right. And I do believe I rather liked it.(1)

This was the reaction to speedway, or dirt track as it was more usually called in the 1920's, of A.P.Herbert, the novelist and future MP for Oxford University, writing in 1928. Such comments illustrate the curiosity which speedway evoked in its early 1

days.Speedway can be seen as one of the successes of British sport between the wars. Of the new sports launched in the 1920's and 1930's, only speedway and greyhound racing attracted a sufficient following to become accepted as major British sports. In the 1930s crowds at the big events of the speedway calendar compared favourably with those other sports and total spectator numbers were higher than those for county cricket and possibly either rugby code.

The Beginnings of Speedway in Britain

Unlike most sports speedway was not invented in Britain. It is usually regarded as having started at West Maitland in New South Wales in 1923. A meeting in February 1928 at High Beech in Epping Forest is often taken to have been the first speedway meeting in Britain (2). The holding of this meeting reflected in part interest aroused in the motor-cycle press by the reports of speedway in Australia from Lionel Wills, a motor-cycle enthusiast and member of the tobacco family (3). Crowds of 15,000 for path racing, racing along a tortuous circuit at Crystal Palace in 1927 (4) may have led some Australian riders and two Australian combines - International Speedways headed by A.J.Hunting and another headed by Johnny Hoskins who had organised the original meeting at West Maitland - to bring parties of Australian and American riders to establish speedway as a commercial venture in Britain. Fears in 1928 that the greyhound racing boom of 1927 had burst meant that greyhound promoters were interested in the rent speedway could provide(5). Links between speedway and greyhound racing have always been close. A representative of the NGRA was on the board of International Speedways. Most speedway was held at greyhound tracks, with the rest at tracks where other sports were played. Only a tiny number of speedway stadia were purpose-built before 1939 and none of these could be regarded as among the major venues of speedway (6). Nine of the ten tracks of the speedway National League in 1933 also staged dog racing. Without the availability of greyhound stadia there may well have been no speedway. No evidence has been found of speedway being criticised because it had been imported into Britain.

The Commercialisation of Speedway

Another distinctive feature of speedway, but one which it shared with greyhound racing, was that it was almost totally commercialised. There seems to have been little amateur speedway. A few amateurs rode in open meetings but probably none took part in league speedway. In 1936, about 40 riders belonged to the Amateur Dirt Track Riders Club, the only amateurs' club in the south-east England.(7) No generally recognised national championship for amateur riders appears to have been held before 1939. Grass track racing, another form of motor-cycle sport which called for riding skills similar to those of speedway but on a different surface and usually over longer distances, had club matches plus some meetings for cash prizes and may have met the wishes of those wanting to race for recreation in something akin to speedway. Most of the leading British speedway riders seem to have come into speedway from other forms of motor-cycle sport. References to amateur speedway in the speedway press or the sports pages of national newspapers are so unusual as to suggest that there could have been no network of regional or national amateur competitions.

Amateur speedway is rarely mentioned in the minute books of the Auto-Cycle Union, a subsidiary of the RAC which claimed to be the supreme authority for all motor-cycle sport in England. or of the Speedway Control Board. The ACU had a 2

Sub-committee on Temporary Tracks. Its regulation that special permission had to be sought to race machines not fitted with two brakes suggest that the Sub-committee was concerned primarily with amateur speedway as the machines in professional speedway had no brakes. As the first mention to this Sub-committee in the minutes of the ACU is in January 1939, it seems unlikely that there could have been a great many amateur meetings organised before the end of the 1930s. (8).

Unlike many other British sports, there was no debate within the motor-cycling world about the need for a strong amateur presence within speedway, but, as A.J. Hunting believed, this may have been because the costs of a machine and clothing were prohibitively expensive for amateurs. (9) Even at humble levels of speedway riders raced for cash prizes. Few speedways could have been less imposing than that started by the Manchester Motor Sports Club at Hazel Grove, near Stockport in 1937. Cinders could not be afforded for the track. Riders did not ride for cash prizes but if the proceeds of a meeting exceeded expenditure, these were shared among the winning riders. (10) The secretary of the ACU described professional riders and promoters as “an almost avoidable evil” (11) but the ACU did not try to limit the commercialisation of speedway.

Promoters saw speedway as an opportunity for profit. When Hunting came to Britain in 1928 he described his intention as “purely and simply the commercialisation of a wonderful sport”.(12) Tom Stenner, a speedway journalist, claimed that many of the early promoters were “Nimble-witted individuals” who “opened tracks of mushroom growth that paid no-one but themselves and were never intended to do so.” (13) The fact that speedway was tried at so many venues and quickly abandoned suggests that promoters were profit rather than utility maximisers, but it is possible that many may underestimated the costs of speedway promotion. As balance sheets of speedway companies are hard to find, it is not clear how many promoters made big profits but the collapse of nearly all promotion companies suggest that some did not even make short-term gains. The biggest profits were probably made at Stamford Bridge. In 1928 and 1929 it is thought that the profit on speedway promotion at Stamford Bridge exceeded £40,000 (14) but after 1932 speedway ceased at Stamford Bridge when the track was converted into one for dog racing. In 1935 £3,771 of Belle Vue’s income of £20,665 was profit (15) but as Belle Vue had won the National League and the National Trophy, the two major competitions in that season, and as Belle Vue was one of the few tracks which raced throughout the 1930s, it seems likely that profits of this scale, though far below those of Stamford Bridge in the late 1920s, would have been at least comparable with those at other leading tracks.

Whilst riders may have been attracted to speedway by the prospect of fame and excitement, their attitudes to racing were highly commercialised. In the late 1920s many rode six days a week to boost their earnings. Top riders were among the highest paid sportsmen in inter-war Britain. Frank Varey, the Belle Vue captain, recalled that “we were the ones going round in flash cars, not the footballers.” (16) In the late

1920s the demand for experienced riders exceeded supply and big names raced not only for cash prizes but were paid appearance money. Initially the American Sprouts Elder was probably the rider with the highest earnings. In one year he may have made £15,000. By riding at three tracks on one day he was reputed to have received £350. (17) By the late 1930s the Speedway Control Board had agreed maximum payments for riders (18) but these meant that even average riders in the 3 First Division were better paid than their equivalents in most other sports. In 1938 the rider Jack Ormston, though trying to show that speedway earnings were not so high as was often imagined, pointed out that a good First Division rider probably earned about £40 a week during the six months season, but would be injured some weeks and had to pay £6 each week for machine maintenance and had to buy his machine and its spares. A machine cost around £80, a new engine £55. A Second Division rider earning £15 a week would be “doing quite well” but the tighter tracks increased the risk of injury and led to more repair bills.(19). In order to protect its members’ earnings power, the Riders’ Association tried to prevent the employment of foreign riders in 1937. It can be claimed that the dangers of speedway racing justified the relatively high pay of riders. By 1934, Phil Bishop of Harringay had crashed over 400 times.(20). At least 24 riders died in speedway accidents before the Second World War. (21)

Speedway as a Spectator Sport

Spectator numbers are one indication of interest in speedway. Whilst gate receipts were sufficient to maintain speedway as a professional sport, speedway collapsed in most places where it was tried. In 1928 the ACU licensed racing at 34 tracks and at over 60 in 1929 and meetings were also held at tracks not licensed by the ACU. Meetings were held in all the big cities and most towns between the wars. In 1929 two professional leagues were started - the Southern League with eleven tracks and the English Dirt Track League with 15 tracks in the north plus another at Leicester. By 1932 only ten tracks were left from both leagues and these merged to form the National League. By 1935 the number of National League tracks had fallen to seven and of these only Belle Vue from Manchester was not in London. In 1936 the Provincial League was started with six tracks and in 1938 this became the Second Division of the National League. In 1939 the First Division had seven tracks and the Second nine, but Belle Vue reserves was one of the Second Division tracks. Between 1929 and 1939 league racing was promoted at more than 40 tracks but only Belle Vue, West Ham and Wimbledon took part in all these seasons. Non-league meetings were held occasionally at other tracks.

Statistics of spectator numbers have to be treated with caution. Some promoters tried to stimulate public interest by giving exaggerated reports of spectator numbers to the press. Speedway News pointed out that the 74,000 spectators at the World Championship final in 1936 had been a record speedway crowd but The Times had reported over 80,000 had attended the speedway tests against Australia at West ham in 1933 and 1934.(22) As Speedway News had pointed out that attendance figures for speedway meetings were often inflated, this may mean that spectator statistics provided in Speedway News are more reliable than those published elsewhere. The largest attendance at a speedway meeting reported by Speedway News was 93,000 for the World Championship at Wembley in 1938. (23) The biggest crowd for an

inter-track meeting was possibly just under 40,000 at Harringay in 1935.(24) In 1929 the management of Wembley told the drinks licensing magistrates that its average number of spectators for greyhound racing was 9,000 and 6,000 for speedway.(25) Spectator income at the 29 home meetings of Belle Vue in 1935 was just over £15,200.(26) It is not clear how many spectators provided one pound of gate income, but if the average cost of admission had been one shilling (5p), the average number of spectators per meeting would have been over 10,000. In April 1938 the average number of spectators at First Division tracks was 15,962 and 6,152 at Second Division tracks.(27) Figures printed in Speedway News from the Speedway Control Board show that the total number of paying spectators was nearly 2.7 million in 1934, just under two million in 1935, over three million in 1936 and nearly 3.7 million in 1938 (28) but these included those who attended test matches and the finals of championships riders competitions.

Inadequate income from spectators was the basic reason for the collapse of speedway in so many localities. The failure of so many tracks in the North during the early 1930s and the partial revival in the number of league tracks in the late 1930s may mean that the levels of unemployment influenced spectator numbers. It was often complained that spectators would pay to watch only the top riders whose fees were too high for many promoters. E.O.Spence, the manager of Belle Vue and sometimes called the Mussolini of speedway, was often accused of not being interested in promoting junior riders but he maintained that the public wished to see only the big names. His suspicion that promoters who could not afford star riders were "heading for the financial graveyard" was broadly true.(29) The ability of Belle Vue to pay top riders was often blamed for the collapse of speedway in other parts of the North. Long delays between heats caused by false starts and the breakdown of machines were seen as deterrents to public interest and the introduction of an electrically operated starting gate may have contributed to the rise of the number of tracks in the second half of the 1930s. The News of The World, The Daily Mail, The [London] Star and The Daily Herald donated speedway trophies but press coverage of speedway was rarely as extensive as that for ball games, which in its self may have restricted interest in speedway, and perhaps explains why the ACU Management Committee appointed a press advisory officer in 1936 and began to hold press lunches in 1937.(30)

The ACU and the Speedway Control Board do not seem to have a programme to promote the expansion of speedway. Their minute book shows that they waited for those interested in promoting to approach them instead of searching out potential investors to introduce speedway into new locations or to take over existing tracks. Speedway News pointed out that when the Speedway Control Board had been set up in 1933, none of its members had experience of the business side of speedway. In 1935 two promoters were added to the Board and three in 1937 and the Board was restructured in 1939 but the ACU nominees still formed a majority on it. (31) The limited efforts of the ACU and the Control Board to expand speedway into new localities were perhaps not untypical of sports governing bodies in the 1930s. Apologists for speedway argued that its appeal lay in its excitement. In 1928 anonymous articles in The Times, which read like thinly disguised advertisements for

International Speedways, declared that "Dirt track racing is a highly exciting and spectacular sport" and that in Australia it had become "a favourite spectacle for those...who love sensational feats." Two years later The Times was still claiming that "Speedway racing is undoubtedly an exciting form of sport."(32) Sprouts Elder, or perhaps his ghost-writer, in what was the first speedway autobiography published in Britain, wrote that "As for excitement, it licks a bull fight. Once you get the speedway habit you look upon bull-fighting as a kind of dairy farming."(33) Tom Stenner, a speedway journalist, thought the noise, speed danger and spectacle of broadsiding were essential aspects of speedway's appeal. He wrote of "the glare of the big arc lights, the hectic shoulder to shoulder dive to the bends, men and machines 5 locked together in a seeming mass of limbs and wheels, the broadsiding at angles that would have sent Euclid crazy, and the last terrific dash to the winning post - these grip the mind and body too. A crash sends the heart to the mouth, to be followed by an extraordinary sense of relief as the rider stumbles to his feet unhurt. And when the race is over come as a sense of relaxation that is unforgettable - and probably unmatched in any other sporting experience."(34) Press advertisements for speedway in its early days stressed the excitement. Salford speedway, for instance, was advertised in 1929 as the "safest and speediest track in the North" with "over two hours of thrills and spectacular broadsiding."(35) But many may not have found speedway exciting. A major reason why more did not watch speedway could have been that they shared the response of Hannen Swaffer, the journalist and drama critic, who reported that "Frankly, after two races, I found dirt-track racing so dull and said so."(36) At various times The Motor Cycle pointed out that speedway racing was often predictable, with races nearly always being won by the rider first to the first bend.(37) The retired rider Ron Howes has described speedway as always "having been a follow my leader sort of sport."

There is little direct evidence about the social background of spectators or of whether this has changed over time. Comments about the presence of women spectators suggest that they were perhaps higher than for other sports. Photographs of crowds support Tom Stenner's contention that most spectators were men(38) but Speedway and Sports Gazette claimed that women spectators outnumbered men by two to one and that interest in speedway would be "missing" if not for these keen females.(39) Speedway Express, very much a publication for speedway devotees, had a regular column for "Speedway Girls", usually concerned with cosmetics and what to wear at speedway meetings which may mean that women did watch speedway or that they could be persuaded to do so.

The emphasis in the presentation of speedway was designed to give it an appeal to all classes. Reports of the attendance at speedway meetings by such luminaries as Prince George, Princess Ingrid of Sweden, King Alphonso of Spain and Admiral Beatty were intended in part to show that speedway had an appeal that crossed class boundaries. Speed was seen as a fundamental to the appeal of speedway. In 1934 The Daily Mail described speedway as "the fastest, most thrilling, most fascinating of our newer sports."(40) Press reports usually noted race times. Speedway News provided detailed lists of the fastest times at league tracks and presented new track records as evidence for the advance of speedway. Lady Bailey, famous for her solo flights over

Africa, Sir Henry Seagrave, knighted for breaking the world motor car speed record, Malcolm Campbell and the Honourable Mrs Victor Bruce, who held the world record for driving the longest distance in 24 hours, were invited to speedway meetings and expressed their approval of speedway. This association of speedway with those from the upper classes who had set records was an attempt to broaden the appeal and respectability of speedway but also tried to demonstrate how speedway was part of the trend in British culture which celebrated speed as an expression of modernity and a register of social progress. Publicity given to riders taking flying lessons can also be related to the attempts to present speedway as part of the rise of technology and modernity. A.J. Webbe, who had a daily sports column in *The Daily Herald*, wrote in *Speedway Express* that speed and rivalry were essential elements in speedway's appeal but saw speedway as a sign of progress because of its association with youth and peace. It was "a great modern movement, brand new and full of vibrant enthusiasm of youth... It symbolises a general idea of getting on with things in a prompt, simpler and businesslike manner." For Webb, speedway was "based on one of the most fascinating and democratic inventions of the age - the motor-cycle." (41) The overall impression which emerges from the presentation of speedway is that its following became dominated by the working class. Reporting of speedway by *The Times*, initially extensive and supportive, declined steadily in the 1930s. Stress on sensation and excitement seems to have been intended to appeal to working-class tastes. Initially crashes were emphasised as part of the excitement of speedway. *Speedway News* had a page entitled "Thrills and Spills." In the late 1920s this was nearly always filled with pictures of crashes. Some successful promoters believed that having a reputation for being flamboyant showmen would stimulate spectator interest. When Ron Howes was a young rider at Wimbledon, he was instructed by the promoter Ronnie Greene to start a fight with an opposition rider to excite the crowd. (42) The speedway manager Johnny Hoskins admitted trying to excite spectators by arguing in public with ACU officials and by trampling his hat in mock frustration. (43) He admired Frank Varey for being such a good showman rider. The engine of Varey's machine screamed so loudly that it drowned the sound of other machines. Attempts to spice up meetings included riders racing on donkeys, a parade of elephants, two farmers racing horse-drawn chariots, and the introduction of midget car racing in the mid 1930s. *The Manchester Guardian* described midget cars as "brightly coloured...with sparks and flames spitting from exhausts...a good spectacle, and they are certainly noisy enough to please most hardened of speedway "fans."" (44) Inventing nicknames for riders, especially in the early days, such as Cyclone Lamont, Broadside Huxley and Skid Skinner, was another tactic to sensationalise speedway. Races with women motor cyclists such as Fay Taylour and Eva Asquith were perhaps also intended to sensationalise speedway. In 1930 women riders were banned after medical attendants had to strip an injured woman rider in view of a grandstand. Attempts to sensationalise speedway created tensions within speedway. By the mid-1930s *Speedway News* was arguing that speedway did not need stunts and gimmicks which demeaned its status as a true sport. Proposals to introduce midget car racing led to one of its writers to ask whether speedway was "a serious sort or just a circus."

In 1936 when Hoskins was organising his elephant parade, its editor feared that "if the circus and variety element crept in," there could be a return to 1928 when "variety turns" had damaged the prestige of speedway and caused most newspapers to ignore it. (45)

Reactions to Speedway

Not all the motor-cycle world greeted the introduction of speedway with enthusiasm. Some feared that the commercialisation of speedway would undermine motor cycle sport's reputation for being "clean" (46) and worried that commercialisation might lead to speedway becoming dominated by gambling. Associated concerns were that speedway accidents and possible fatalities would turn public opinion against all motor-cycle sport. (47) Others were anxious that a new form of motor-cycle sport could cause the public to imagine that motor cycling was primarily a competitive sport and so overlook the merits of the motor cycle as a means of everyday transport. The general tone of the motor-cycle press in 1927 and early 1928 indicates that many felt that speedway would be unwelcome when motor cycling was facing growing public animosity. The Home Secretary Joynson-Hicks was thought to be excessively concerned about the noise from motor cycles. Though worried about possible repercussions of speedway, the motor-cycle press reported speedway meetings in detail and by the middle of 1928 began to express more approval of speedway. In May, *Carbon of Motor Cycling* was writing about the excitement of speedway and how it could promote improvements in motor-cycle design. (48) By the mid 1930s, however, *Motor Cycling* and *The Motor Cyclist*, leading motor-cycle journals, rarely reported speedway but covered the TT races and trialing in detail which could mean that enthusiasts for speedway and other forms of motor-cycle sport had few mutual interests.

Misgivings about speedway in the other branches of motor-cycling help to explain why promoters were prepared to accept the Auto-Cycle Union as the ultimate authority over speedway. The impression which arises from the minutes of the ACU management committee and from its Track Licensing Committee and the Speedway Control Board, the bodies through which speedway was governed, was that the ACU was concerned to ensure that speedway was conducted in a manner which would not sully the reputation of motor-cycling in general. The ACU secretary, T.W. Loughborough, wrote that the main concerns underlying the speedway regulations were, in order of priority - clean sport, the safety of competitors, the safety of spectators, efficient conduct of meetings and the protection of promoters. (49) To keep speedway clean ACU regulations prohibited betting on speedway. Speedway betting seems to have been rare. It perhaps occurred at "black" tracks, those not licensed by the ACU. In 1932 the ACU removed its licence from the Lea Bridge track when totaliser betting was introduced but this was abandoned after a few weeks following suspicions of riders being paid to lose races. (50) When a bookmaker applied for a licence to promote speedway at Middlesbrough in 1939, the Speedway Control Board asked for written guarantees that no betting would be allowed at the speedway and that the speedway would not be used to further any of his bookmaking activity. (51) In 1936 *The Sporting Chronicle*, the daily newspaper published

primarily for those interested in betting on horse and dog racing, ignored speedway almost totally which suggests that speedway betting was not common.

The opposition to speedway beyond the motor-cycling world is difficult to measure. Some saw speedway as a degenerate culture. The Nottingham coroner described it as “one of the worst features of modern life,” which encouraged “risky speedway and acrobatic riding” on the public roads. In his opinion “more and more silly youths” were becoming “bitten with the dirt-track mania.”(52) As searching the press for opposition to speedway is like looking for needles in haystacks, it is hard to be sure how many shared such views. Some tracks closed because of complaints about noise. Apologists for other sport occasionally argued that speedway had undermined the appeal of their sports. In 1932, when discussing the financial problems of county cricket, the cricket correspondent of The Times pointed out that “the spectator has come to expect something more exhilarating, something more in keeping with the competitive thrills of speedway racing, and, if disappointed, his inadequate understanding of cricket encourages him to say that it is a dull game.”(53) Insights into the opposition of speedway can be gained by looking at criticisms which its apologists felt obliged to refute. The Motor Cyclist Review thought it necessary to 8 rebut the belief that promoters were “legalised agents for “manslaughter.”” (54) Sprouts Elder’s denial that speedway was “a pandemonium - a wild orgy of speed, avalanches of mud and occasional glimpses of a leather-coated demon man-handling two hundredweight of metal in a frenzied hug” suggest that this is how some viewed speedway.(55)

Speedway and Perceptions of Sport

The apologists of speedway, including the most shameless of speedway showmen such as Johnny Hoskins, always called it a sport. Speedway rhetoric emphasised speedway as a contest between riders rather than one between machines and celebrated the sportsmanship of riders. The editor of Speedway News claimed that “mean, and real men at that, are pitted against each other, the machine is a secondary consideration. Human skill, intelligence and high courage are matched against similar qualities... Determination, quick thinking...the possession of almost uncanny powers of anticipation and the ability to accept defeat or victory...characterise the real dirt-track champion.(56) Though possibly a means of deflating criticism of speedway, this stress on speedway as a sport can be interpreted as a reflection of how conceptions of sport were surrounded with an aura of morality and consequently of social respectability. Even though speedway was more overtly commercialised than most sports, promoters accepted the ACU, an amateur body, as the ultimate authority for speedway. ACU representatives outnumbered promoters on the Track Licensing Committee and on the Speedway Control Board. Accepting the authority of the ACU in 1928 seems in part to have been a tactic to allay fears in the motor-cycle world about speedway and although promoters criticised the Speedway Control Board, they never established a rival authority for speedway. This acceptance of established amateur authority in a sport so deeply commercialised and which was lauded and feared as an emblem of modernity illustrates the strength of tradition and conservatism in British sport.

Notes (Please refer to numbers in brackets in text of article):(1).Punch 3.10.28;(2).Some maintain the meetings on short tracks in 1927 at Camberley, Audenshaw and Droylsden should be regarded as the first speedway meetings in Britain. None of these, however, attracted as much public interest as that at High Beech. The lowest estimate for the number of spectators present at High Beech is 15,000.(3).See for instance Motor Cycle 10.2.27.(4).L.Crossley, Crystal Palace Speedway: The Thrills and Spills of the 20s and 30s.(London:Crystal Palace Foundation 1986),p21; P.Parfitt, Racing at Crystal Palace. A History of Motorsports at London’s Own Race Circuit 1927-1972, (Croydon:Motor Racing Publications. 1991)pp10.16;(5) Daily Express28.6.1928;12.7.1928;(6)It is sometimes claimed that the Belle Vue at Hyde Road, Manchester was a purpose built speedway stadium. My impression is that Belle Vue(Manchester) Ltd., the company which owned the zoo, exhibition facilities and the amusement park, was already developing this stadium before deciding that it could be used for speedway in 1929. From 1929 to 1933 Manchester Central, a semi-professional soccer club, also played at this stadium. After 1933 the rugby league club Broughton Rangers shared the stadium with Belle Vue speedway.(7)Speedway News16.5.35;28.5.38;(8)ACU Minute Book, SubCommittee on Temporary tracks, 16.1.,&20.3.1939. I wish to thank Geoff Wilson, Chief Executive ACU and Pam Miller, General Secretary for permission to consult ACU archives.(9)Motor Cycling2.5.28.(10)Speedway News 15.5.12.6.37.9 (11)MotorCyclist ReviewSept28.(12)Motor Cycling2.5.28.(13)Stenner p25. (14) Stennerp54.(15)Belle Vue Monthly Statements.(16)Speedway Star.2.1.99. (17)Roger pp10,19,65;Speedway News 29.4.35.(18)See Speedway Control Board minutes1.4.39;SpeedwayNews21.5.38;1.4.39.(19)SpeedwayNews28.3.38.(20) Daily Mail30.6.34.(21)Thanks to Graham Fraser for info.(22)SpeedwayNews 25.4;19.9.36;Times 6.9.33.22.8.34.(23)SpeedwayNews28.5.38.(24)Times30.9.35. (25)Times1.6.29.(26)BelleVueMonthlyStatements.(27)SpeedwayNews4.6.38. (28)SpeedwayNews13.4.35;27.3.37;1.4.39.(29)Auto1.8.30.(30)ACUManagement Committee minute book16.3.36;28.2.38.(31)SpeedwayNews1.4.39.(32) Times 2.2; 17.4;21.4.30.(33)Elder p14.(34)DailyMail30.6.34.(35)ManchesterEveningNews 10.5.29.(36)SundayExpress.16.8.32.(37)MotorCycle 25.7.29;8,22.9.39.(38)Stenner “Thrilling the Million”p.10.(39)Auto1.8.30.(40)DailyMail30.6.34.(41)Speedway Express16.8.32.(42)Interview with Ron Howes.(43)Hoskins.pp145-SpeedwayExpress 16.8.32.(44)Guardian27.4.36.(45)SpeedwayNews27.4.35.4.7.36.(46)SeeMotor Cycling14.9.27.29.2.28.Motor Cycle15.3.28.MotorCycleReview4.28 (47)Motor Cycling22.2.2814&21.3.28.(48)MotorCycling23.5.28.(49)MotorCyclistReview9.28. (50)Times4.3.32&Interview with Ron Howes.(51)SpeedwayControlBoardMinutes 16.3.39.(52)SpeedwayNews23.5.30.(53)Times20.4.32.(54)MotorCyclistReview9.29.(55)Elder p.13.(56)SpeedwayNews15.5.28. Note: Tracks in Scotland in the early days were licensed by the Scottish Auto Cycle Union and were additional to those licensed by ACU. As we stated at the start of this item - the views expressed are those of Jack Williams and, if you have any comments, please pass them to us.

NEWSPAPER INFORMATION

Halifax : Tracks : **Thrum Hall** and **The Shay**. The prewar venue was built round a cricket pitch while the post war circuit encircled a football ground. Sadly the tracks have gone, the latter just recently. You could consult Terry Warren's excellent book will tell you the history but if you want heat details you'll need to resort to papers. Newspapers : (144) The Halifax Courier and Guardian 1928 - July 1950; (145) The Halifax Weekly Courier and Guardian Aug 1950 - May 1967; (146) The Halifax Daily Courier and Guardian 1928 - March 1966; (147) Evening Courier May 1970 - date; (148) Sports Courier and Guardian 1928 - March July 1929; (149) The Halifax Daily Courier and Guardian (Green Final) Aug 1929 - Sept 1939.

Hastings : Track : **Pilot Field, Hastings**. This short lived venue started in 1948. It was killed off by neighbours who thought speedway was too noisy.

Newspapers : (150) Hastings, St.Leonards and Rye Review June 1948 - April 1949; (Hastings and St. Leonards Observer 1948 - date.

Hoddesdon : Track : **Rye House**. A colourful pre war training - amateur league venue and a post war boiler house for budding speedway stars and league venue. Newspaper : (151) Hoddesdon Journal Jan 1949-Dec1950/Jan 1955-Dec 1956/Jan-Dec 1959/Jan 1962-June1967.

Huddersfield : Track : **Quarmby**. Very short lived venue of 1928 - 1929. The story of the motorcycle club efforts to find a track make as interesting reading as do the meeting details. Interesting photo in one newspaper for bike buffs - it looks as tho' the bike had a belt drive.

Newspapers : (152) The Huddersfield Examiner and West Riding Reporter 1928 - **10** 1930; (153) Huddersfield Boro' Advertiser 1928 - 1930; (154) Huddersfield Daily Examiner 1928 - 1930.

Hull (Kingston Upon Hull) : Tracks : **White City, Hedon, The Boulevard** and, **New Craven Park**.

The history of this town's speedway activity has been recorded by Roger Hulbert's book. However, if you want to do a bit digging for more details, this is list of newspapers you may want to look at.

Newspapers : (155) Hull and Yorkshire Times 1930 - date; (156) Daily Mail 1930 - date; (157) Sports Mail 1930 - Aug 1939; (158) The Hull Sentinel July 1930 - Jan 1963; (159) Hull and Lincolnshire Times and East Riding Gazette 1930 - April 1931; (160) Hull and Lincolnshire Times May 1931 - Sept 1935; (161) Lincolnshire Times Sept1935 - date. Note : It is possible these newspapers may carry information about **Thorne, Stainforth** and other East Yorkshire activity previously unrecorded in the speedway press

Hyde (Manchester Area) : Tracks : **Belle Vue (Kirkmanshume Lane and Hyde Road)**. It is possible that newspapers in this town may carry some Belle Vue news.

Newspapers : (162) The North Cheshire and Hyde, Glossop and Dukinfield Weekly News; (163) The Hyde Reporter 1928 - July 1934.

Ipswich : Track : **Foxhall Heath**. The venue started in 1950. Blew hot and cold until the 1970s revival. Now a furnace of speedway coming up to its half century.

Newspapers : (164) The Evening Star 1950 - date; (165) The Suffolk Chronicle and Mercury 1950 - April 1961; (166) The Mercury and Suffolk Chronicle

April 1961 - Sept 1962; (167) Suffolk Mercury Sept 1962 - date; (168) Suffolk Mercury (Ipswich and South Edition) Jan 1971 - date.

King's Lynn : Track : **Saddlebow Road**. East Anglian town which has staged speedway since 1965 and maybe had action before this.

Newspaper : (169) Lynn News and Advertiser 1950 - date.

Laindon : Track : **Laindon**. A possible prewar venue near the the town of Basildon and could have been called Rayleigh where some activity took place in 1933. Terry Stone has come up with a track called Central Speedway at Laindon.

Newspapers : (170) The Laindon Recorder Aug 1931 - June 1931; (171) Laindon & Pitsea Recorder and Hadleigh & Thundersley Gazette Feb - March 1933; (172) Laindon & Pitsea Recorder March 1933 - Feb 1937; (173) Billericay, Laindon, & Pitsea Recorder Feb - April 1937; (174) Laindon & Southend District Recorder April 1937 - Jan 1939; (175) Southend Times & Laindon Recorder Feb - April 1939; (176)Southend District Times and Laindon Recorder April 1939 - March 1957.

Leeds : Track : **Fullerton Park**. This venue opened in October 1928 and operated until 1939. Other venues in Bradford and Pudsey and elsewhere in Yorkshire may be mentioned in the papers from Leeds.

Newspapers : (177) The Leeds Weekly Citizen 1928 - June 1966; (178) The Leeds Free Press Oct 1935 - Dec 1939; (179) Leeds Gazette Dec 1956 - Oct 1959; (180) Leeds Guardian, Armley and Wortley News and Pudsey Advertiser Oct 1932 - April 1958; (181) The Yorkshire Post 1928 - Nov 1939; (182) The Yorkshire Post and Leeds Mercury Nov 1939 - Date; (183) The Leeds Mercury 1928 - Nov 1939; (184) Mid Day Sporting Special 1928 - Sept 1939; (185) North Leeds News 1928 - April 1958; (186) The Sports Echo 1928 - May 1936; (187) Yorkshire Evening News Sporting Pink and Yorkshire Mid Day Tissue 1928 - Nov 1963; (188) The **11** Yorkshire Evening Post 1928 - Oct 1969; (189) Evening Post Oct 1969 - date. (190) The Yorkshire Weekly Post 1928 - Aug 1929; (191) The Yorkshire Weekly Post Illustrated Aug 1929 - Jan 1937.

Leicester : Tracks : **Leicester Stadium** (Blackbird Road) and **Leicester Super** (Melton Road) operated in the pre war era and only the Stadium operated post war. Alan Jones is researching these tracks. See Vol 1 No 1.

Newspapers : (192) Kemp's Midland Gazette 1928 - Dec 1944; (193) The Illustrated Leicester Chronicle Feb 1955 - Jan 1969; (194) Illustrated Chronicle Feb 1955 - Jan 1969; (195) Leicester Chronicle Jan 1969 - Date; (196) Leicester Mercury 1928 - Date; (197) Sports Mail 1928 - March 1931; (198) The Leicester Mail 1928 - April 1931; (199) The Leicester Mail Sports March - April 1931; (200) Leicester Sports Mail May 1931 - Aug 1938; (201) Leicester Evening Mail Sports Aug 1938 - Sept 1939 & Nov 1951 - Nov 1963; (202) Sports Mercury 1928 - Sept 1939 & Sept 1951 - Date.

ROLL OF HONOUR

Erik IVERSEN
28.05.77

Danish Fjelsted

Frederikslyst

Bronislaw IDIKOWSKI	25	Polish	Czestochowa	Czestochowa	10.09.61	
15.09.61						
David JACKSON	22	English	New Cross	Dagenham		
11.08.38						
Peter JACKSON		English		Southampton		
08.07.47						
Lee JACOBS		American		Gardenia, Cal.		
Marian JANKOWSKI		Polish	Ostrow	Ostrow	28.09.56	
28.09.56						
Tommy JANSSON	23	Swedish	Wimbledon	Stockholm	Gu	20.05.76
20.05.76						
Dick JENKINS	36	English	Plymouth	Plymouth		03.05.51
03.05.51						
Erik JOELSSON	22	Swedish	Hallstavik	Hallstavik		15.07.34
15.07.34						
Noel JOHNSON		Australian		Plymouth		.32
.32						
Svein KAASA		Norwegian	Glasgow	HP	Glasgow	HP
20.09.72						20.09.72
Jerry KARLSSON	21	Swedish	Vastervik	Vastervik		
30.04.80						
Dewayne KEETER	30	American	Leicester	Ascot Park		
02.05.75						
James KENNY(Jack Smith)		English		Audenshaw		02.08.29
02.08.29						
Vladimir KLEMENTIEV		Russian		Russia		05.71
05.71						
Jerzy KOWALSKI	34	Polish	Unia Leszno	Unia Lesezno		
.78						
Grzegory KOWSZEWICZ	17	Polish	Aparator Torun	Aparator Torun		03.09.92
03.09.92						
Frantyszek KUTROWSKI	17	Polish	Leszno	Grudziadz		
.53						
Wieslaw KUZNIAR		Polish	Rzesznow	Rzesznow		
24.06.72						

Update : Roy Eather injured 26.03.53 died at 2.30pm same day. - **Tony Lethbridge**.
 Fritz Dirl crashed and died 10.06.56. - **Charles McKay**.

HOAX ???

Mike Stevens sent us a copy of an article published in the "Southampton Echo" of 27th February 1999 showing what was claimed to be action at Atlantic Park, Swaythling in 1927. The bikes were well ahead of their time if it was 1927 as they were more like JAPs than anything else.

The Speedway Researcher welcomes your articles !!!!! 12

PORTSMOUTH'S SPEEDWAYS

Concluding Garham Fraser's History of Speedway in and Around Pompey.

In the previous article the early history of Chalton, Hants and 1929 Portsmouth Copnor dirt tracks were covered. Time now moves ahead to the first full season at Copnor - 1930

Portsmouth Copnor 1930

Dirt Track Speedways Ltd operating under the promoting name of Wessex Speedway, ran a series of Trial Meetings in early April 1930, ready for the official season opener held on Easter Monday 21st April. In front of a 'good crowd' this open meeting attracted the likes of Buster Frogley, Charlie Barrett, Art Warren, and Norman Evans, all of Wembley, Stan Baines of Birmingham Hall Green and South African Keith Harvey, as well as a clutch of local riders.

The attraction of team racing was not missed by the Copnor promotion as the second meeting was a three cornered match between Portsmouth, Bristol and, surprisingly enough, South Yorkshire Sports Stadium of Wombwell. In addition this meeting featured individual events. The Portsmouth team was a mix of guests in the shape of Tiger Hart and Steve Langton and local men. As the season progressed a Portsmouth team competed in a series of inter-Team Challenges against Southampton (won 27 - 26); Wembley (won 19 - 16); Cardiff (lost 20 - 33); West of England (won 37.5 - 16.5); Southampton (lost 25 - 27); Exeter (won 32 - 21); West of England (won 30 - 23); Wembley (won 30 - 23); Crystal Palace (won 36 - 16); and West Ham (drew 26 all). They even ventured to Bannister Court, Southampton in June where they were soundly beaten by the Saints 37 - 17 in the "South Coast Speedway Championship."

By the end of July track lighting was installed at the stadium, which it shared with greyhound racing. Night time speedway proved very popular with the local speedway supporters.

Mainstays of the Portsmouth team were Bill Clibbett, who was later to move to Plymouth; Tiger Hart, who starred with High Beech; Ted Bravery and Jack Luke who were both Cardiff based men; Steve Langton who made his name at Lea Bridge; Jack Douglas, ex-Edinburgh man Gordon Spalding and Clarrie Eldridge. A regular member of the team at reserve was the referred to in the press as "Boy Spratt" or to give him his real name - Boyd Pratt - an Aussie. After twenty two meetings between Easter and the beginning of October,

West Ham were the season's final visitors in what was hailed as "the most exciting meeting of the year." The Portsmouth team for that closing 13 meeting was Clibbett (c), Langton, Douglas, Hart, Bravery, Harvey and Pratt. West Ham fielded a strong outfit with Tiger Stevenson (c), Roy Dook, Bluey Wilkinson, Allen Kilfoyle, Reg Bounds, Don Durrant with Cecil Bounds at

reserve. There was never more than four points in it and with one heat to go Portsmouth trailed by a single point. The final heat saw Ted Bravery beat Wilkinson to square the match 26 all. A fitting climax to a successful season. The local press announced that Portsmouth would be seeking a place in the Southern League for 1931. It is uncertain what happened to their application but they did not appear in that league. Whether it was the purchase of the site by the local council which planned to build houses there (but never did) or other factors is not known. No matter, speedway never returned to Copnor.

Portsmouth Tipnor

As you travel into Portsmouth past a cluster of harbours and inlets, you can see the towering tote board of Portsmouth Stadium in the suburb of Tipnor. It opened 1931 and is still a greyhound track. It is currently a mix of new and crumbling buildings at a stadium which hosted speedway in 1935 and 1937. Tom Bradbury-Pratt built a 300 yard banked speedway track in 1935. Similar to New Cross the stadium then held 10,000. The opening meeting on 2nd October 1935 was a National League fixture between Harringay and Hackney Wick, both fighting for second place in that league. Unfortunately heavy rain reduced the attendance to "several hundred" for a match won 35 - 32 by Hackney. The rest of the meeting was rained off.

A challenge between Wembley and Wimbledon planned for 9th October was rained off. No further meetings were attempted as Bradbury-Pratt cut his losses.

It was two years later before cinders again flew at Tipnor as the Albatross Motorcycle Club (Southsea) ran two "Open To Centre" meetings. The first on 14th July was an ACU Southern Centre sanctioned charity match between teams representing Portsmouth and Basingstoke which was won by the home team 28 - 25. The second, and last, event on 28th September between Portsmouth and Reading, produced another home win 36 - 26.

Three meetings seems to have been Tipnor's lot. The stadium featured stock cars in 1955 and proposals to reintroduce speedway in the early 1970s failed because of objections from locals fearful of excessive noise and traffic problems. Maybe modern noise controls could make this well situated stadium an attractive proposition; it could stage local derbies against Ryde.

Graham Fraser. Graham would be pleased to hear from anyone with information about Chalton, Copnor or Tipnor. **16**

London Track Information Sources

Track	Colindale "London Area"	Nearby Areas
Clapton Hackney; Waltham Forest		Hackney; Leyton

Crystal Palace	Croydon	Penge; Sydenham
Dagenham	Barking	
Greenford	Ealing	Northholt
Hackney	Hackney	Stratford; Stoke Newington
Harringay	Harringay	Hornsey; Tottenham
Lea Bridge	Hackney; Waltham Forest	Leyton
New Cross	Lewisham	Deptford
Romford	Havering	Hornchurch; Upminster
Stamford Bridge	Hammersmith	Waltham Green; Fulham
Walthamstow	Waltham Forest	Tottenham; Woodford
Wembley	Brent	Willsden; Kenton
West Ham	Newham	East Ham; Woolwich
White City	Hammersmith	ShepherdsBush; NottingHill
Wimbledon	Merton	Tooting

This should help those looking for London track information and I am grateful to **Bob Ozanne** for supplying the details. A full listing of London newspapers will be published in due course. If you want newspaper information in advance, please give me a ring - Jim Henry

Track Directory Update

Yet more of the information gathered by **John Jarvis.**

BIRMINGHAM : Hall Green Greyhound Stadium, York Road, Hall Green, Birmingham. Track Length : Initially 338 yards 2 feet, reduced to 302 yards in 1938. 1st Meeting : 3rd August 1928. Years of Operation : 1928 Open; 1929 Southern League (SL) then Open; 1930 SL; 1931 Open; 1934 National League Division One and National League Division Two; 1937 Provincial League; 1938 National League Division Two. The track closed down by order of court due to noise objections from locals. (may be worth seeing if silenced bikes could meet environmental standards now ?) (U).

BIRMINGHAM : Alexander Sports Stadium, Perry Barr, Birmingham. Track Length : Initially 380 yards increased to 402 yards. 1st Meeting : 12th July 1928. Years of Operation : 1928 Open; 1946 Northern League; 1947 - 48 National League Division Two; 1949 - 56 National League Division One; 1957 National League resigned (Bradford took over); 1960 Open. Despite overtures in 1985 the sport has not returned to the venture opened by SUNBAC in 1928. (U).

BIRMINGHAM : Perry Barr Greyhound Stadium, Walsall Road, Birmingham. Track length : 410 yards in 1929; 350 yards 1971 and 330 yards 1977. 1st Meeting : 13th April 1929. Years of Operation : 1929 Southern **17**

League; 1930 Southern League resigned. 1971 - 74 British League Division Two; 1975 New National League; 1976 - 83 British League. Yet another speedway track which suffered the redevelopment fate. Now a supermarket site. (U)

BLACKPOOL : Highfield Road Sports Ground, Blackpool. Track Length : 880 yards. 1st Meeting : 21st April 1928. Year of Operation : 1928 - 1930 Open. The track was built for trotting and staged 6 lap races on a board hard circuit. Staged some clockwise races. (U).

BLACKPOOL : South Shore Greyhound Stadium, St.Annes Road, Blackpool. 1st Meeting : 11th September 1928. Track Length : ? . Years of Operation : 1928 - 1930 Open. Proposals to resurrect this venue were floated in 1950, 1951 and 1961. Yet another track now covered by housing. Trevor James has details of dates of meetings (U).

BLANTYRE : Blantyre Sports Stadium, Glasgow Road, Blantyre, Lanarkshire, Scotland. Track Length : 340 yards. 1st Meeting 8th July 1977. Years of Operation : 1977 - 81 National League. Used by Glasgow after thrown out of Coatbridge. Track with bends of different radius which took a bit of skill to ride. Hosted Berwick for short spell late season 1981.

Demolished to allow for construction of East Kilbride Expressway. (U).

BLANTYRE : Craighead Park, Blantyre, Lanarkshire, Scotland. Track Length : 263 metres. 1st Meeting 30th April 1982. Years of Operation : 1982 - 86 National League. The home of Junior Football Club Blantyre Celtic became the home of Glasgow Tigers. Tigers left and had a season in limbo before going to Shawfield in 1988. (N).

BOLTON : Raikes Park, Manchester Road, Bolton, Lancashire. Track Length : 440 yards. 1st Meeting : 20th August 1928. Years of Operation : 1928 Open. 1929 English (Northern) Dirt Track League resigned after one meeting. Originally a red shale surface converted to cinders inside a dog track. Closed early 1929. (U).

BOSTON : New Hammond Beck Road, Boston, Lincolnshire. Track Length : 380 yards. 1st Meeting : 16th August 1970. Years of Operation : 1970 (part) - 74 British League Division Two; 1975 - 76 New National League; 1977 - 84 National League. 1986 - 87 National League - withdrew on 10th August 1987. (U).

BOTHWELL : Bothwell Park Farm, Bothwell, Lanarkshire. Track Length : ? . 1st Meeting : ? . First team event 26th November 1949. Years of Operation : 1949 - 1951 Training Track which staged junior type match events against mostly Scottish based teams. Team Name : Bulls. Moved to Calderbank, near Airdrie. Programmes produced using gestetner machine on poor quality paper. (U).

BOURNEMOUTH : St Leonards. Years of Operation : 1938 - 39 and 18 1946 - 47. Amateur Open and Training. Hazy venue which needs some research work. (U).

BRADFORD : Greenfields Greyhound Stadium (also known as Autodrome in 1928.) Dudley Hill, Bradford, Yorkshire. Track Length : 335 yards. 1st Meeting : 7th July 1928. Years of Operation : 1928 - Open; 1961 - Open; 1962 - Provincial League. The stadium was redeveloped in 1970. (U).

BRADFORD : Shelf Moor, Bradford. This is a venue which needs some research. According to John's records the track was 880 yards, roughly oval and half grass and half cinders. Later billed as a "triangular track." Reference to miniature TT course see somewhere, a similar description used for event at Belle Vue circa 1928. Is this the Morley "Dirt Track" which was a scrambles course ? One photograph of Morley shows a deep dip at the end of a long straight - a daddy of all holes in the track !!! (N).

BRADFORD : Odsal Stadium, Rooley Road, Bradford. Track Length : 370 yards (1945 - 60); 385 yards (1970 -75). 1st Meeting : 23rd June 1945. Years of Operation. 1945 - Open; 1946 - National League; 1947 - 1956 National League Division One; 1957 - Open then National League; 1959 - Open; 1960 - Provincial League; 1970 - 1974 - British League Division Two; 1975 - New National League; 1984 - Demonstration; 1985 - Open; 1986 - 90 - British League; 1991 - 94 - British League Division One; 1995 - 96 - Premier League; 1997 - Elite League. One bend and the banking at the other end was used for motorcycle event in mid 1930s. Is there any other pre war activity ?(U). Looks like being lost to speedway - the rugby folk don't like to be too far away from their heroes.

BRAFIELD : Brafield on the Green, Northampton. Track Length : 420 yards (1953) 430yards (1955); 335 yards (1966). 1st Meeting: Not known. Years of Operation: 1951 - Training; (1952 Midget Car Training); 1953 - Open & Training; 1954 - 55 Southern Area League; 1966 - 67 - Open. Now a stock car venue but was suggested as a home for Long Eaton in 1998. Maybe a venue which might reopen ?

BRIGHTON : Hove Stadium, Neville Road, Hove, Sussex, BN3 7BZ. Track Length: Not known. 1st Meeting : 23rd June 1928. Years of Operation: 1928 - 29 - Open. Greyhound Stadium which is still in use. A comeback for speedway was refused licence in 1947, and local Council permission in 1948. Various comeback proposals refused for various reasons. (Maybe current noise levels from bikes could meet limits and, after all using stadiums in urban locations is sustainable development.

BRISTOL : Eastville Stadium, Stapleton Road, Eastville, Bristol BS5 6NW. Track Length: 414 yards. 1st Meeting: 29th April 1977. Years of Operation: 1977 - 78. Short lived in the face of Council opposition. Battle over planning

went to High Court. Full details in an edition of Journal of Planning and Environmental Law circa 1979 - 80. Well worth a read if you like legal nitty gritty items.

19 BRISTOL : Knowle

Greyhound Stadium, Wells Road, Bristol. Track Length: 344 yards (1930); 290 yards (1936). 1st Meeting : 25th August 1928. Years of Operation: 1928 - 30 - Open; 1936 - 37 - Provincial League; 1938 - National League Division One; 1939 - National League Division Two; 1946 - Open; 1947 - 49 National League Division Two; 1950 - 53 - National League Division One; 1954 - National League Division Two; 1955 - National League Division Two withdrew; 1959 - Open; 1960 - Provincial League. Site redeveloped for housing post 1960.

BROXBURN : Sports Park, Greendykes Road, Broxburn, West Lothian. Track Length: 434 yards. No meetings - demonstration events only. Years of Operation : 1928 - 1929. Scottish Midland Dirt Track Club built the venue using shale from nearby bings (tips). Demonstration and training in 1928. Used for a match race between Sam Reid and Drew McQueen at a motor cycle gymkhana in 1929 which lasted two laps until Reid fell. Site redeveloped. (N).

BURNLEY : Towneley Speedway, Todmorden Road, Burnley. (See Vol 1. No. 3). Track Length: Not known. 1st Meeting : 29th March 1929. Years of Operation: 1929 - English Dirt Track (Northern) League resigned; 1930 - 1931 - Open. (U.) (Add BREICH: Westwood Bing, Breich, West Lothian. Training track which operated 1967 - 68. Site worked for coal and restored.) A Bing is a slag, or waste material, heap.!!!!

1929 English Dirt Track League

Team	P	W	D	L	F	A	Pts
Leeds	23	17	1	5	777	589	35
Preston	23	15	0	8	770	603	30
Halifax	23	14	1	8	721	653	29
Rochdale	24	11	1	12	706	734	23
Leicester Stadium	24	10	1	13	684	748	21
Newcastle BP	20	10	0	10	622	810	20
Liverpool	20	10	0	10	580	598	20
Salford	23	10	0	13	654	708	20
Sheffield	21	6	1	14	507	741	13
Middlesbrough	20	6	0	14	503	669	12
Barnsley	22	6	0	16	529	755	12

This final table includes only the teams which finished the league. The efforts of those who dropped out are not recognised. We thank Trevor James for his

contributions and recognise the effort that went into the production of the tables.

Keep up with speedway world wide this winter in the Speedway Star . It will help the new season come round a bit quicker !!!! 20 1930 Northern League

The enigmatic 1929 English Dirt Track League was followed the year after by the Northern League. This was contested by Belle Vue, Manchester White City, Glasgow White City, Liverpool, Preston, Warrington, Edinburgh, Sheffield, Leicester Super, Wombwell, Barnsley, Rochdale and Newcastle Gosforth. Like the 1929 effort this league was never completed due to the withdrawals of Rochdale, Barnsley, Newcastle Gosforth and Edinburgh. Published tables need revision and we will look at this league starting in the next edition. However, a brief background might set the context.

The league teams consisted of four riders and one reserve. The scoring system adopted was the modern 3 - 2 - 1 - 0 method and the match featured six heats with two riders from each team.

Whilst it would be normal to expect an agreed format but it appears that this was not the case. The idealised format was probably one where each team man took three races and raced with a different team mate each time.

However, from the meeting results examined, it seems that each track had its own format and even these varied from match to match.

In some league events, e.g. Edinburgh v Belle Vue and Glasgow v Preston, some men had four rides. White City Manchester even rode at Glasgow with three men and still won. Working out the fourth man in many a race is a nightmare. Jim Henry would welcome heat details of matches for all except Edinburgh and Glasgow home and away fixtures.

Publications

Tales From Scottish Shale (TFSS) No. 4 - The Birth of The Tigers has been published. Costs £1.30 inc p&p from Ian Moultray, 24 Moredun Park Gardens, Edinburgh. Ian will supply details of subscription scheme. Make cheques payable to Friends of Edinburgh Speedway. TFSS No.5 - Monarchs v Tigers and the 1999 Edinburgh Monarchs Handbook, also available from Ian, out soon.

Glasgow Tigers publish The Ashfield Angle £10 for 4 editions and the Glasgow Tigers Yearbook £4.00 plus £1 p&p. Cheques to Jeff Holmes at 24 Castle Road, Glasgow G77 6DQ or Tel 0141 616 0229.

Potential New Venues

In an earlier edition we asked for new venues ideas. Our first idea comes from **Bill Huntley** of Crawley in West Sussex. Bill suggests that it might be worth a look at the recently built football stadium in that town. **21 RIDERS**

OF YESTERYEAR

The Speedway Researcher could be accused of being track orientated. Well, it is up to you to give us the articles and we'll do our best to publish them. In this item we publish an article by **Keith Farman** about Bert Gerrish who rode under the name of Johnny Bull.

Speedway has produced some tremendous characters and in the early days names like the Vic Huxley and Billy Lamont, the man with a month to live, were well known by millions. Then there was the lean Yank Sprouts Elder, another big star mane on the cinder tracks. However, there were homespun riders like Bert Gerrish who were not escaping the attention of fans in his home city of London. Bert Gerrish - OK, he wasn't that well known. If you look very closely at the riders appearing in the 1929 Southern League you will see his name in the list of riders who turned out for Wimbledon.

Bert was not a top star, nevertheless I actually believe he deserves to be recognised as one of speedway's greatest characters. It was not because of his wins on the track that he deserves the recognition. Rather it is because of the fact that, when most rider weigh in at about the eight stone mark, Bert tipped the scales at twice the norm, a very large sixteen stones. I do believe that he was the heaviest rider ever, and surely this very fact makes puts him up there with the all time great characters of the sport.

The sport had taken off very well in Norwich and by the end of 1931 Don Hannent was looking for more riders. It was announced that several new crack riders (contemporary words for stars) from the principal London tracks, including one from the United States would compete at the meeting on Sunday 23rd August. It would seem that Arthur Reynolds, who was now the top rider at The Firs, who was also riding at Wimbledon under his own name of Fred Leavis, was possibly asked by Don to bring some extra riders down. This was the time Bert's connection with local Norwich speedway folk lore started and he first rode under his assumed name of Johnny Bull. A name Bert would continue to use for some time. It was probably his enormous size, compared with his fellow competitors, that made him so popular with the Norwich patrons.

Bert would drive down with A.W. Kempster and Spike Antonio Riando. The latter was billed as an American but he never made it as a speedway rider. Spike did go on to become a top midget car driver in the era when this sport was popular not long before the second world war.

The London lads would come down and stay the weekend with the Hannet family at their home which was located close to the track at Waldermere Avenue, Aylsham Road. In return the Hannents would go to London to watch racing and enjoy the return hospitality of their weekend guests. **22** Team racing was introduced to Norwich and Johnny Bull, riding a Dirt Track Rudge, rode for the first home team against against Staines on 13th September 1931. It is not recorded how many points he scored in the Norwich team's 33 - 21 victory. However, he must have been good enough to retain a place in the remaining six team matches that season.

Team racing caught on and the crowds reached in excess of 7,000 for the match against Dagenham. The thrilling return against the very strong Cambridge side ended in a draw. In this fixture, Johnny rode, despite being under doctor's orders not to, but failed to top the score chart.

Don Hannent withdrew from the Firs set up at the end of 1931 and, as a result, Johnny Bull did not race for the Norwich side. He moved to the coast and linked up with Yarmouth to race for Don in the couple of fixtures raced there.

Johnny did remain in East Anglia and most of his 1932 weekend activity was centred at Bradwell. He motored up from London on the poor roads of the day to take part in the Saturday afternoon events, a trip which had many troubles. On one occasion he was so late the organisers rescheduled the race order to allow him to ride. His stylish arrival, which culminated with him jumping out as his van screeched to a halt, caused cheering from the assembled crowd. On another the journey was cut short when they wrote off their trailer and machines - the non-arrival announced via a telegram. Johnny is, despite it all, a hazy hero. I don't know who formed a team known as Johnny Bull's Bandits and raced on various tracks in 1933.

CAERPHILLY 1932

We are always delighted to pass on details of research and thank Paul Jeffries from Cardiff for telling us we got it wrong re Caerphilly. Speedway was staged at the one third of a mile track, the Virginia Park Speedway on Whit Monday 20th May, 4th June and 15th June and an event planned for 13th July was rained off. The events featured a novices' race, and a couple of handicap events. Prize money was quoted at £2, £1 for the former whilst the handicap events secured £5, £2 £1 and £1 for a heat win. The riders mentioned include

well known names of the era Hurricane Hampson, Jack Luke and Tom Lougher. The innovation at these events was tote betting and some of the results in the newspaper cuttings supplied by Paul show the returns. One cutting tells the tale of punter who backed the wrong man by mistake and won 74 shillings (£3.70) for a 2 shilling (10p) bet. A photo of a line up of four riders appeared in one newspapers.

We will be publishing an item by Paul on Tredegar Speedway in a future edition and we hope he will find time to follow this up with some information about Pontypridd and Cardiff White City.

Support the Vintage Speedway Magazine

YOU HELP ???

23 CAN

Mike Gardner is looking for the date (D), place (P) and country (C) of birth of : Phil Ashcroft DPC; Allan Bellham PEngland; Brian Black DPScotland; Eric Boocock DPEngland; James Bond DPEngland; Peter Bradshaw D; Allan Brown PC; David Crane PEngland; Geoff Curtis DP; Stephen Daxies D; Ray Day PEngland; Doug Dearden PC; Einar Egedius DPNorway; Dai Evans PC; Clark Facey DPC; Clive Featherby PEngland; Mike Fitzpatrick P; Gary Flood DPC; Wayne Forrest D; Peo (Per Olaf ?) Gundmundsen PC; Ian Gutteridge DPC; John Hammond DPC; Terje Hendricksson P; Mike Hintz D; Jiri Hnidak PC; Bob Humphries D; Greg Kentwell DPAustralia; Ted Laessing DPC; Vic Lonsdale DPEngland.

John Sampford, 2 Fairfield Avenue, Grays Essex, 01375 -377552 is looking for heat details for Rayleigh homes 1949 v Hanley 9.4; World Champs Qualifying Round 21.5; 1951 v Swindon; 1953 v Oxford 5.9. v Plymouth 29.8; 1959 Cavalcade of Speed date not known; 1960 v Aldershot 3.6.60 and possibly v Coventry B 6.6. John is also looking for Rayleigh Rovers / Rockets and Southern Rovers away results as follows : 1949 at Tamworth 8.6. at Hastings 20.7. 1950 at Long Eaton 1.6. at Liverpool 17.5. at Aldershot 9.8. 1951 at Plymouth 3.9. at Cardiff 11.10. and 23.10. Third Division Riders' Champs. 1952 at St. Austell 4/5 8. at Aldershot 19.8 at Wolverhampton 19.9. 1953 at Cardiff 8.5. 1956 at Eastbourne 15.4. at California 3.6. at Rye House 10.6. at Eastbourne 30.6. and 1.9. 1957 at California 4.5 and 25.5. at Liverpool 27.5. at Rye House 2.6. at Eastbourne 9.6 at Rye House 30.6. at Eastbourne 21.7. at Rye House 22.9. 1959 possible events at Eastbourne 17.5 and 31.5. and at Rye House 12.4. and 2.8. 1960 at St. Austell 19.7. 1961 at Poole 3.5.

Vic Butcher is looking for heat details for High Beech v Southampton and 30.8.1930 and Southampton v High Beech 7.5.1930.from programme or newspaper sources in order to locate a missing point in the Southern League

table for 1930. Also still seeking the illusive proof of a Sheffield v Southampton event in late 1929. Do we have anyone in the area or anyone going to Colindale who can help ?

Howard Jones Potter Magazine wants team photo of 1939 Hanley/Stoke **Keith Farman** is looking for heat details for 1948 Yarmouth matches with Tamworth 2.2.1948; with Tamworth 19.8.1948 and Wombwell 23.8.1948. For 1952 season he wants heat details for Yarmouth v Glasgow White City 17.5.1952; with Cradley 25.4.1952; with Poole 5.5.1952; with Coventry 31.5.1952; with Fleetwood 11.6.1952 and with Motherwell 29.8.1952.

Nigel Nicklin, 73 Court Crescent, Kingswindsford, West Midlands, DY6 9RN, Tel 01384 401499. He is working with Alan Hunt on the history **24** of Cradley Heath Speedway and is looking for information from 1947 and 1948. Have you programmes involving Cradley 47 & 48 to cross check information especially 17.08.1948 Tamworth v Cradley? He needs information for - 20.06.1947 Wombwell v Cradley; 22.08.1947 Wombwell v Cradley and 3.04.1948 Hull v Cradley/Tamworth. Nigel needs photographs of riders in Cradley colours. 1947 riders - Arthur Abbott; Stan Crouch; Frank Evans; Allan Briggs; George Scriven; 1947/1948 - Wilf Wilstead; 1948 riders - Graham Warren; Ernie Appleby; Fred Evans; Bill Kemp; Ted Moore; Jim Coy. He also would like a copy, if one exists, of the team photo of Cradley taken at Stoke on 8th May 1947. Finally, can anyone shed any light on A. Rawlinson and G. Rawlinson who rode in that opening meeting at Stoke ? Were they Bert and Ted Rawlinson who rode for Yarmouth in 1948 ?

Mike Terran, 5280 NM 7th Street, Apt 401, Miami, Florida 33126. USA E-Mail : cardrew@worldnet.att.net. is looking for results for the following matches : 1929 : Coventry v Perry Barry Southern League (SL); 1930 : Wimbledon v High Beech SL; Wembley v Stamford Bridge London Cup both legs; 1931: York v Wombwell Northern Cup; Lea Bridge v Nottingham National Trophy (NT); Stamford Bridge v Harringay NT both legs; Lea Bridge v Wembley and v Leicester or Coventry SL; West Ham v Wimbledon SL; Wembley v Leicester or Coventry & v Southampton SL; High Beech v Harringay or Belle Vue & v Southampton SL; Leicester or Coventry v Harringay or Belle Vue & v Nottingham SL.

1932 Wembley v Belle Vue NT Final both legs; 1934 Lea Bridge v Plymouth NT; 1936 Liverpool v Plymouth Provincial League (PL); Southampton v Liverpool and v Nottingham (PL); Liverpool v Southampton National Provincial Trophy (NPT); West Ham II v Nottingham NPT; Plymouth v Nottingham (NPT); Liverpool v Southampton (NT).

Ian Moultray wants details for Ashfield (Glasgow Giants) at Liverpool 27.9.1950; Coventry 12.4.1952; Wigan 2.6.1952; Motherwell 27.6.1952 and home v Motherwell 10.5.1952.

Steve Collins, 12 Ash Tree Drive, Haxley, Doncaster DN9 2JT wants the Christian names of 1948 riders B.Greaves, Coventry; P. Dargue, T.Coggins, B.Worgan all Hull; ? Gardiner, Newcastle, A. Collins; Tamworth and J.Higham, Wombwell.

Andy Marlow, 15 Thatcher Close, Beaumont Leys, Leicester LE4 0WE is looking for help in compiling records of the World Championship qualifying rounds staged outwith Britain since before 1960. Andy is looking locations, dates, scorers. Any heat details would also be very welcome. (I'm looking for details of the Munich meeting which featured Bob Mark - Jim Henry)

Follow the History of Belle Vue in "The Ace." 25
DATABASE INFORMATION

Mick Bird is responsible for compiling a database of speedway programmes. I have tried to make the data set jargon free for those not used to computers and wishing to compile information in hard copy (paper). I admit to being a wee bit intimidated by it when I looked over it at first but it is more straightforward than it originally looks.

Here goes - Imagine a grid with a series of headings - Column 1 (Extract Flag) . Column 2 (Status) - using codes - E = programme exists, m = meeting held, f = fixture planned, * = comment (eg not printed.). Columns 3 - 5 (Country) GBE = England, GBS = Scotland, GBW = Wales (others on request from Mick (CMB)). Columns 6 - 8 (Programme) three letters to identify city or town eg NEW = Newcastle, NEP = Newport, NEG = Newtongrange (CMB). Column 9 (Track) for places with more than one track combines with columns 6 - 8 eg GLAA = Glasgow Ashfield and GLAW = Glasgow White City (CMB). Columns 10 - 11 (Day) 01 - 31. Columns 12 - 13 (Month) 01 - 12. Columns 14 - 15 (Century) 19 - 20; Columns 16 - 17 (Year) 00 - 99. Columns 18 - 19 (Season) For non dated programmes especially those defined by edition number and volume. Columns 20 - 22 (Programme Number). Columns 23 - 43 (Description 1) and Columns 44 - 64 (Description 2) for holding details in text format. The following are probably optional - Columns 65 - 69 (Current Price) Allows for programmes costing up to £99.99. Columns 70 - 72 (Price - Factor) used to work out costs of specials. (CMB).

Computer buffs will twig that the format is a simple spreadsheet format. For non computer users imagine using squared paper. Your information will run horizontally and your column headings will run vertically. The following is an example of what it would look like.

F P GBS EDI A 04 06 19 99 __ __ This is Edinburgh at Armadale

for 4th June 1999. A programme exists as wrap around the programme for week before.

Obviously this page is not wide enough to fully illustrate Mick's database but I hope you get the gist of the set up. Contact Mick if you want to help him compile this database. Jim Henry.

Roar of the Tigers - 70 Years of Sheffield Speedway £8.99 cheques to P.Rickett, Pengragon Books, 22 Stone Crescent, Wickersley, Rotherham, S66 2HT. Hamill and Hancock : World Speedway Champions £11.95 plus £1.25p &p Eddie's Books, 92 The Fairway, Aldwick Bay Estate, Bognor Regis, PO21 4EW. Eddie has a lot of books for sale telephone him on 01243 265659 for details.

26 Our Friends

Out There

Graeme Frost 8 Strathbogie Avenue, Findon, South Australia 5023. (Adelaide)

Graeme has a general interest in Speedway history but his major interest is Australian Speedway history and details of Australian riders in Britain pre-war, especially the lesser known riders who did not get much coverage in the magazines of the time. He'd like to hear from anyone who can supply photocopies of pre-war Australian programmes or newspaper cuttings, or any articles about Australian riders from pre-war British publications other than the Speedway News.

STRANGE BUT TRUE

Let The Speedway Researcher be the first to tell you about a classic speedway hoax which has stood the test of time from 1990 until now.

Those of you who purchased the Loader Annuals will be able to verify that some years ago one these volumes of worldwide speedway information carried details of speedway in Mexico. It authoritatively stated that the Mexican Championship had been staged at the Bullring in Tituana in 1989 and that the first three places had been claimed by Roberto Mendoza, Hector Roblez and Diego Santana.

The Speedway Researcher can reveal that the information about Mexican Speedway is not true and that the editor of Loader Annual was the victim of a trans - Atlantic international hoax.

The details of the Mexican Championship were actually dreamed up in a public house in Edinburgh, not more than a half a mile from Powderhall

Stadium, one evening when the speedway had fallen victim of a rain off. The plot was embellished a few evenings later in an smoke filled Edinburgh billiard hall. The “details” were sent off to a contact in California who included them in as an aside in bona fide article for a well known speedway publication. (Yes you can dig out The Speedway Mail for 1989.)

We are not prepared to reveal the source of our information but the source is reliable. They were one of the “authors” of the story.

BIKE BUFF AND FILM BUFF

Adrian Pavey, c/o Plot 3, Commonsides, Low Marsh, Whitehaven, Cumbria, CA28 6RX to act as co-ordinator of bike info. Mike Hunter, 33 Groathill Road South, Edinburgh will act as co-ordinator of the record of speedway films and keep a film library helped by Tony Lethbridge

27 THE STAR CHAMPIONSHIP

In 1929 the Southern tracks staged the first of a series of events an individual match race championship event. In 1929, the first year it was staged each track participating selected one home and one overseas rider. The event, which was sponsored by the London Evening Newspaper “The Star,” continued until the first World Championship in 1936.

The participants were :

Coventry :	Jack Parker and Alf Chick (Australia)
Crystal Palace :	Roger Frogley and Ron Johnson (Australia)
Harringay :	Eric Spencer and Frank Arthur (Australia)
Lea Bridge :	Tommy Croombs and Max Grosskreutz (Australia)
Southampton :	Jimmy Hayes and Billy Galloway (Australia)
Wembley :	Buster Frogley and Stan Catlett (Australia)
West Ham	Ivor Creek and Sprouts Elder (USA)
White City (London)	Colin Watson and Billy Lamont (Australia)
Wimbledon :	Jim Kempster and Vic Huxley (Australia)
Stamford Bridge :	Gus Kuhn and Art Pechar (USA)

Round One Home

Buster Frogley bt Jim Kempster Sprouts Elder bt Billy Galloway

Ivor Creek bt Tommy Croombs Billy Lamont bt Art Pechar

Jack Parker bt Jimmy Hayes

Colin Watson bt Eric Spenser

Roger Frogley bt Gus Kuhn

Round Two Home

Roger Frogley bt Ivor Creek

Colin Watson bt Buster Frogley

Jack Parker bye

Semi Final Home

Jack Parker bt Colin Watson

Roger Frogley bye

Final Home

Roger Frogley bt Jack Parker

Semi Final Overseas

Vic Huxley bt Sprouts Elder

Frank Arthur bt Billy Lamont

Final Overseas

Frank Arthur bt Vic Huxley

Don Gray

Deadline for next issue - 1st February 2000.

Carried forward to next issue - Get Your Sleeves Rolled Up and Details of Who is Doing What. - Keep the items flowing !!!!

We would welcome items on post war history and publish them.

The Speedway Researcher is edited and published by :

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1930 NORTHERN LEAGUE

RESULTS GRID

Away Team	Barnsley	Belle Vue	Edinburgh	Glasgow	Leicester	Liverpool	Gosforth	Preston	Rochdale	Sheffield	Warrington	White City	Wombwell
Home Team													
Barnsley	xxxxxx		Not Raced	Not Raced		14 - 22	20 - 16			23 - 13			20 - 16
Belle Vue	27 - 9	xxxxxx	25 - 8	21 - 13	24 - 12	20 - 16		22 - 13	22 - 14	22 - 14	22 - 14	17 - 19	
Edinburgh	22 - 14	13 - 21	xxxxxx	Not Raced	Not Raced	Not Raced	26 - 10	21 - 15	Not Raced	17 - 19	23 - 13*	12 - 24	20 - 4**
Glasgow White City	Not Raced	16 - 20	Not Raced	xxxxxx	23 - 13	10 - 26	16 - 20	20 - 12	17 - 19	18 - 17	17 - 18	16 - 19	Not Raced
Leicester Super	26 - 10	18 - 18	Not Raced	24 - 11	xxxxxx	15 - 21	18 - 17	19 - 17	23 - 12	14 - 22		11 - 25	26 - 10
Liverpool	27 - 9	14 - 20	24 - 12	26 - 10	18 - 17	xxxxxx		20 - 16		26 - 9	21 - 14	16 - 19	28 - 8
Newcastle Gosforth	15 - 20	12 - 24	Not Raced	Not Raced	24 - 12	11 - 25	xxxxxx	Not Raced	24 - 12	20 - 16			29 - 7
Preston	25 - 10	17.5-18.5	25 - 10	26 - 9	26 - 9	16 - 20		xxxxxx		22 - 14		17 - 18	
Rochdale	21 - 14	13 - 23	Not Raced	20 - 13	24 - 11			11 - 25	xxxxxx		9 - 27		
Sheffield		14 - 22	Not Raced	26 - 10	22 - 13	21 - 15	30 - 6			xxxxxx		12 - 23	
Warrington	26 - 10	10 - 25	22 - 14	23 - 12		14 - 22		14 - 22	28 - 8		xxxxxx	11 - 25	
White City Manchester		16 - 19	Not Raced	Not Raced	26 - 9	21 - 15	28 - 8	17 - 18			25 - 11	xxxxxx	
Wombwell	19 - 16	16 - 20	Not Raced	Not Raced			23 - 13	14 - 22		16 - 15	15 - 21	10 - 23	xxxxxx

Northern League 1931

Northern Cup 1931

Away Team	Belle Vue	Glasgow	Leeds	Leicester Super	Preston	Sheffield	First Round
Home Team							
Belle Vue	xxxxxxx	40 - 14	35 - 19	40 - 14	27 - 24	31 - 23	Belle Vue 33 - Sheffield 20
	xxxxxxx	Not Raced	29 - 19		31 - 20	33 - 21	Sheffield 29 - Belle Vue 24 57 - 49 Belle Vue
Glasgow	21 - 31	xxxxxxx	23 - 31	31 - 23	28 - 25	25 - 28	Preston 38 - Leicester Super 14 72 - 34 Preston
	24 - 30	xxxxxxx	Not Raced	Not Raced	Not Raced	Not Raced	Leicester Super 20 - Preston 34 72 - 34 Preston
Leeds	22 - 30	39 - 14	xxxxxxx	28 - 26	30 - 23	34 - 18	Leeds 35 - Glasgow 18
	31 - 17	xxxxxxx	34 - 18	34 - 20	28 - 26		Glasgow v Leeds Not Raced 35 - 18 Leeds
Leicester Super	29 - 24	39 - 15	29 - 24	xxxxxxx	34 - 20	31.5 - 22.5	York 30 - Wombwell 24 York
	30 - 23			xxxxxxx	34 - 20	28 - 26	Second Round
Preston	27 - 23	35 - 18	26.5 - 26.5	35 - 19	xxxxxxx	32 - 20	Belle Vue 27 - Preston 26
	25 - 29		27 - 26		xxxxxxx	38 - 15	Preston 27 - Belle Vue 26 Drawn 53 all
Sheffield		39 - 15	35 - 19	34 - 19	32 - 22	34 - 19	Belle Vue 37 - Preston 17
Belle Vue						xxxxxx	Preston 25 - Belle Vue 29 66 - 42
	28 - 25			29 - 25	29 - 24	xxxxxx	Leeds 35 - York 15
							York 26 - Leeds 28 63 - 41 Leeds
							Final
							Belle Vue 37 - Leeds 16
							Leeds 26 - Belle Vue 27 64 - 42 Belle Vue

