

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume No. 4 . No.4 March 2002

Edited by Graham Fraser and Jim Henry

Subscribers :

The End of Another Volume

The following is a plea on behalf of the Editors and Publishers of **The Speedway Researcher** - Please subscribe to Volume 5. Seriously though, we've come to the end of yet another volume and we intend to carry on with the magazine. Hopefully you will renew your subscription which remains at £3.00 for four volumes including post and packaging. We include our renewal / questionnaire sheet and invite you to provide us with information. At the same time we take the opportunity to thank everyone who has contributed to the magazine and remind you all that we want to edit **your** material rather than write up all the text ourselves. Maybe you've a few ideas for items or would like to know more about a particular topic - if so we'll invite articles on the topic. Our sub motto is - If it isn't in - You haven't sent it.

The Track Amongst The Trees Part 2 of the Tamworth Story

In the last edition we featured Part 1 written by **Philip Pike**. We now cover the last two seasons at the Deer Park, a hazy venue which is now but a memory.

1949 - The Last Run for The Hounds

The 1949 Tamworth season started with the loss of Bill Harris who moved to Stoke, who were then known as Hanley, and the acquisition of Ray Beaumont from arch rivals Cradley Heath. The team looked forward to improving on the previous season's showing, indeed throughout the season they did shape up like champions for a while. They lost only once at home and won no less than ten away matches, however, a loss of four out of five matches towards the end of June dented their chances, as in the final run in they won twenty-two out of a possible twenty-four match points.

The pattern was set in the opening fixture when a 60 - 24 win was recorded against Leicester. At home the Hounds were a formidable combination and on eight occasions the team exceeded sixty points. The victims included Oxford (2x), Poole and Swindon and these teams failed to reach twenty 1

points. Away from their home Deer Park circuit they lost fourteen times, the worst defeat was at the hands of Halifax Dukes who racked up a 62 - 22 win

In the National Trophy the team had an off night at Hull losing 47 - 61 as only Harry Saunders on 16 points and Burton-on-Trent born Peter Orpwood on 10 points getting to grips with the big 413 yard Hedon track. Mick Mitchell, the Angels skipper, scored 17 dropping his only point to Harry Saunders. It was a different story at Fazley and a comfortable 70 - 38 win thanks to Saunders 16, Orpwood 13, Basil Harris 12 and Bill Dalton 11 giving the Hounds the tie on aggregate. Yet again Mick Mitchell was the best of the opposition, this time scoring 15 points.

In the World Championship, which in those days featured a fair number of Division Three men, Tamworth's Orpwood, Lionel Watling and Steve Langton all progressed to the second round but they failed to progress any further.

The 1949 Hounds without the aforementioned Harris and Cyril Page, who left early in the season to join Leicester, suffered little disruption to their scoring power. Harry Saunders had a superb season recording twelve maximums whilst totting up 430.5 points and Bill Dalton's tally of 345.5

points helped raise his average from 6.4 to 7.38. Peter Orpwood and Basil Harris both scored over 300 points while veteran Aussie Steve Langton added 277 points to the team total. Reserves Cecil Hookham and Lionel Watling chipped in just under 200 points.

Despite having a highly successful side, attendances failed to reach break-even figures and it appeared most unlikely that the track would open up again for the 1950 season.

1950 - The Tammies Year

The fact that the track did open again was due to Les Marshall, the promoter at Birmingham and Cradley Heath, who decided it would make an ideal training ground for his junior riders. He did away with the "Hounds" team name and the "Tammies" were born. Team colours went from red white and blue to yellow and red.

Of the previous season's side, Steve Langton moved on to Southampton, Peter Orpwood and Bill Dalton went on to Sheffield, Basil Harris to Aldershot and the fans favourite Harry Saunders moved to Oxford. Only Lionel Watling, Cecil Hookham and Ray Beaumont remained at Fazley. Dick Tolley from Birmingham was installed as captain and along with him came Brian Wilson, John Hitchins, Eric Boothroyd, Ivor (Digger) Davies and Laurie Schofield.

The Tammies had a bit of a shaky start losing five of the first six matches under the command of Phil "Tiger" Hart. However, they quickly settled down and started to win with a degree of regularity. Dick Tolley's

2 experience showed as he scored the Tammies first maximum away at Swindon when he almost inspired a victory. Sadly the Tammies just lost out by 41 - 42 to the Robins.

At St Austell, where Brian Wilson scored the first of three consecutive maximums, Tammies lost Dick Tolley to injury. Dick was out for nine matches and this allowed the team to introduce Brian Shepherd who developed into a useful second string rider.

The Tammies did not manage any runaway victories and the biggest margin was 54 - 30 over Liverpool a team that would fall victim to the Tammies on all four occasions in 1950. Away wins were recorded at Leicester, Rayleigh and St Austell once each and twice at Liverpool. Their biggest away defeat was 65 - 19 which was sustained at the County Ground in Exeter.

A good run in the National Trophy saw Tamworth reach the final of the Qualifying Competition. After receiving a bye in the First Round they went to St Austell where scores of 13, 12 and 10 from Lionel Watling, Ivor Davies and Dick Tolley respectively saw them do enough to take a ten point lead back home to make the return leg a formality.

Aldershot were the next contenders and at the Deer Park Tamworth won by a twenty six point margin thanks to returns of 15 from Dick Tolley, 13 from Brian Wilson and 11 from Eric Boothroyd. It is just as well they had this cushion as they lost the second leg by 63 - 44.

In the Final Tammies faced Oxford and the Cheetahs tore the Tammies apart winning 70 - 38. Brian Wilson and Eric Boothroyd, with 11 and 10 respectively, tried to stem the tide but without success. The return leg at Cowley was also won by Cheetahs and the aggregate score stood 137 - 79 in their favour.

Although the Tammies produced some exciting racing both home and away, the Tamworth public never took to them. They missed their favourites, Saunders, Dalton and Orpwood and this was obvious by the middle of season as they voted with their feet. Astute businessman and Tammies promoter Les Marshall realised he was having crowd number problems and he had no intention of suffering further financial disaster. For Les it was the case of seeing the season through.

Brian Wilson was best Tammie racing to an average of 8.24 as he gathered 206 points in 25 matches. Lionel Watling, the side's only ever present, scored 278 points. Eric Boothroyd scored 109 points in 15 outings before he was shipped out, together with Brian Shepherd, to Division Two Cradley Heath. Dick Tolley scored 182 points from 27 meetings while the Birmingham Training School discovery, Ivor (Digger) Davies scored 228 and averaged a respectable 6.51.

Sadly the lights went out at the Deer Park at the end of the 1950 and it never did reopen for speedway activity. Like so many other stadiums it was redeveloped and now is covered by houses. I sometimes pass the site and I **3**

feel sure I can still hear the roar of the old JAPs and can detect a faint whiff of Castro R. The writer's fondest memory of Tamworth Speedway goes back to Wednesday 26th March 1948 when I felt fortunate to be present when a young, and then unknown, Australian made his debut. The unknown Aussie was Graham Warren who burst on the British speedway scene like a bombshell.

In his first ride Graham clipped 1.2 seconds off the track record and went through the meeting unbeaten by a visiting rider to record what is now known as a paid maximum.

Of course Graham was too good for the Third Division and Les Marshall, who had intended to loan him out for the season immediately fitted him into the Birmingham side.

The Editors thank Philip for sharing his happy memories of Tamworth and invite others to tell us a bit more about some of the other hazy venues which have an interesting story to tell.

CAN YOU HELP???

Jim Henry (Joint Editor) is looking for heat details for Feynoord Tigers v Glasgow Tigers 28th August 1949. (reported in 1950 Stenners Annual p106.) He is also looking for details of Motherwell or Lanarkshire Eagles as follows (all home): 6.6.52 v Cradley Heath (Second Half Details (SHO)); 25.7.52 v Ashfield SHO; 22.8.52 v Oxford SHO; 26.9.52 v Poole SHO; 18.6.53 v Rayleigh SHO.

Roger Hulbert, 6 The Garth, First Lane, Analby, Hull, HU10 6UY Tel: 01482 648240 Email roger@hulbert.karoo.co.uk is looking for the reason for riders being excluded in meetings involving Hull. Dave Parry Ht2 Crewe 14.6.71; Garry Moore Ht11 Crewe 18.9.72; Clive Johnson Ht7 Rochdale 30.4.71; Bruce Forrester Ht5 Hull 26.4.72; Frank Auffret Ht4 Hull 7.6.72; Tony Swales Ht2 Teesside 13.8.72; Pete Reading Ht8 Hull 11.4.73; Arthur Browning Ht11 Hull 25.7.73; Frank Auffret Ht10 Birmingham 28.6.76; Robbie Gardner Ht13 Ellesmere Port 19.9.72; Colin Goad Ht14 Ellesmere Port 19.9.72; Denis Gavros Ht8 Sunderland 6.4.73; Geoff Pusey Ht7 Hull 25.4.73; Pete Boston Ht4 Chesterton 27.6.73; Chris Roynon Ht9 Hull 22.8.73; Robbie Gardner Ht4 Halifax 6.4.74; Bobby Beaton Ht13 Hull 16.10.74; Keith Bloxsome Ht Halifax 25.10.80; Arnold Haley Ht9 Sheffield 18.4.74; Tom Owen Ht4 Sheffield 15.8.74; Arnold Haley Ht3 Sheffield 17.4.75; Bobby Beaton Ht10 Sheffield 17.4.75; Mitch Graham Ht2 Oxford 26.9.74; Dave Morton Ht1 Hull 10.9.75; Dave Perks Ht1 Cradley 17.7.76; Frank Auffret Ht12 Coventry 10.9.77.

Feedback

George Forsyth, 71 Forthview Crescent, Currie, EH14 5QS advises us that the John Player set of 50 speedway rider cards were issued in 1937 and that the Kiddy's Favourites Ltd set of 52 Popular Speedway Riders were issued in 1950. George says the Kiddy's favourites were commercial cards and the speedway set was 1 of 9 of different sports and film stars sets and a grand total of 504 cards were issued. He remembers trading these cards which could be bought for in packs of 8 for 3d (1.5p) from sweetie shops.

George Crawford, 19 Apex Drive, Highbridge, Somerset tells us that There was another Sun / Wall of Death was shown on Carlton Cinema TV on 18th July 2001. The main cast members were Lilian - Susan Shaw; Racer - Maxwell Read; Maguire - Laurence Harvey; Sarah - Hermoine Baddeley, and Foley - Leslie Dyer. The wall of death riders were J.H. Messham, Jim Kynaston and Tom Messham.

Eric Watson, 43 Hammonds Green, Totton, Southampton SO40 3HU Tel 02380871561 has picked up a few typos. Day and Mason Speedway Annual should be 1951; Glasgow Tigers 1998 Yearbook is 1998; Halifax Speedway 1928 - 1951. "Meet Them with Us" is the correct title.

Finally the track was West Wellow not Wellon.

Eric agrees that the John Player cards were issued in 1937 and refers us to the London Cigarette Card Company "Cigarette Card Catalogue 2002" page 96.

Finally Eric points out the the Players card no. 37 carries a sketch of Wembley's Tommy Price on one side and the details of Liverpool's Tommy Price on the back. Eric has produced a self adhesive correction label which is available free of charge provided those wanting a copy send a second class SAE.

Alex Broadhurst, 58 Leonard Road, Chingford, London E4 8NE has a few comments.

Tamworth - The article did not mention that George Formby performed the opening ceremony. Alex thinks that George had a financial interest in the venture and wonders if anyone can confirm this. (George was a regular visitor at Fleetwood.)

Alex taped "The Wall of Death" when it featured on TV. Alex also mentions a film called "Flying Cinders" which could have been filmed at Hackney in 1938 and a film called "Aces of Yesteryear 2" which featured Lionel Van Praag, Oliver Hart, Bill Rogers and Aub Lawson which was filmed in Australia in 1947/48.

Finally Alex advises that there was a 1993 Loaders Annual not included in our last list of publications. Seems that not a lot of copies of the A5 512 page book came to the UK.

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A B C of Publications

We continue with **Graham Fraser's** list of publications.

National League Grand Slam Souvenir	Peterborough Speedway/ Martin Rogers	1985
National League Speedway 1968 - 1977	George Wallet	1987
National League Speedway 1978 - 1987	George Wallet	1988
National Speedway Pictorial		1948
New Ranger (New Cross Speedway Winter Magazine)		1948
Nigel Boocock Testimonial Year 1975 Souvenir Brochure		1975
Norwich Speedway Souvenir of 1946 Season		1946
Norwich Speedway Handbook 1947	Pub: Jarrold & Sons Ltd.	1947
Norwich & Yarmouth Handbook 1948	Pub: Jarrold & Sons Ltd.	1948
Norwich & Yarmouth Handbook 1949	Pub: Jarrold & sons Ltd.	1949
Odsal Story	F.J. Knowles	1953
Official Cradley Heath Speedway Annual 1995	Ed: Nigel Pearson	1995
Official Wolverhampton Speedway Annual 1995	Ed: Nigel Pearson	1995
Official Wolverhampton Speedway Annual 1997	Ed: Nigel Pearson	1997
Official Wolverhampton Speedway Annual 1998	Ed: Nigel Pearson	1998
Ole Olsen Speedway Scrapbook	Olsen & Rising	1980
Out of Leathers	Jimmy Hamilton	1948 Oxford Cheetahs
2000 Yearbook	Robert Peasley	2000
Oxford Speedway 21st Anniversary Handbook 1949 - 1970	Dave Stevens	1970

Oxford Speedway - A Potted History	Glynn Shailes	
Parker's Playground: The Story of Dirt Track Racing in Bristol 1929 - 30	John Jarvis/Robert Bamford	2000
People Speedway Guide 1947	Ed: Tom Morgan	1947
People Speedway Guide 1948	Ed: John Addison	1948
People Speedway Guide 1949	Ed: John Addison	1949
Pete Smith Testimonial Brochure 1976		1976
Peter Collins History of British League Speedway Programmes 1946 - 1999	Howard Jones	2000
Peter Collins Speedway Book	Richard Bott	1977
Peter Collins Speedway Book No.2	Richard Bott	1978
Peter Collins Speedway Book No.3	Richard Bott	1979
6Peter Collins Speedway Book No.4	Richard Bott	1980
Peter Craven - Tribute to A Great Little Champion	Ernest Hancock	1963
Peter White's World of Speedway	Ed: Tony O'Ferrall	1978
Poole Reference Handbook 1948	F C White/PSSC	1948
Poole Reference Handbook 1949	Jim White	1949
Poole Speedway Souvenir Brochure 1948		1948
Poole Speedway Souvenir Brochure 1949	Poole Speedway	1949
Poole Speedway Souvenir Brochure 1950	Poole Speedway	1950
Poole Speedway Souvenir Brochure 1962	Ed: JL Knott	1962
Poole Speedway Souvenir Brochure 1969	Poole Speedway	1969
Poole Speedway Brochure		1970's Poole Speedway -
Wildcats '86	Stephen Brower	1986 Popular Speedway Riders
Hamilton & Co. Ltd		1948 Racers Review: The Story of Season 2000 Robert Bamford
Read Write & Enjoy Speedway: Rider of the Night - Book 4		1975
Read Write & Enjoy Speedway: Wheels of Fortune - Book ?		1975 Read Write & Enjoy Speedway: Junie - Book ?
Remember Reading Speedway 1990		1975 Reading Racers:1990 A Year to Ride It (Complete Book of Speedway) Cyril May
1976 Roar of the Tigers	Paul Rickett	1999
-70 Years of Sheffield Speedway		
Roarin' Round The Speedways	John S Hoskins	1930
Robins '67 Champions		1968
Rod, Bla, Vit, Gul - 50 ar med svensk speedway	G Hagberg, M Hojer	1998
Romance of Speedway	J Radegard	
Ronnie Moore Story	Sprouts Elder	1931
St Austell Speedway	Rod Dew (NZ)	1972
St Austell Speedway:	David Collins / Jeremy Jackson	1998
The BWOC Gulls Fly Again	David Collins / Jeremy Jackson	1999
Salute A Champion No.1 - Ole Olsen	Ed: Peter Oakes	1972
Scottish Monarchs Handbook 1996	Friends of Edinburgh Speedway	1996
Scottish Speedway Greats: George Hunter 1958 - 84	James McIntyre	2000
Scottish Speedway Annual	Murray	1952
Scottish Speedway Annual	Unicorn Press	1952
Scottish Speedway Review		1948
Scottish Speedway Review No.1		1949
Second Look Inside Speedway	John Louis	1976

Seven Men For One Season	Mike Western	1988
Shale Trail	Ed: Tony McDonald/S.Mail	1985
Shale Trail 2	Ed: Tony McDonald/S.Mail	1986
Sheffield Speedway 1929 - 1979	County Speedways Ltd.	1979
Sheffield Speedway Bulletin	(Periodical?)	1929
Sheffield Speedway Golden Jubilee Souvenir Programme		1979
Sidecar Speedway Racing	Dave Stallworthy	1991
Skid Wild - Speedway Captain (Novel)		1951
Skid Wild - Speedway Rider (Novel)		1951
Smythe's Speedway World Cartoons		1950
Smythe's Speedway World Cartoon Book	Fairfax Publications	1952
Snap - 21 Years of Speedway Photographs	Mike Patrick	1991
Somerset Yearbook 2000	Robert Bamford	2001
Soren Sjosten Testimonial Brochure		1975
Southampton Handbook	Southampton SSC	1930
Southampton Speedway - The First Post-War Season 1947	Southern Speedways Ltd	1947
Souvenir Brochure of the Southampton Speedway 1948		1948
Souvenir Brochure of the Southampton Speedway 1949		1949
Souvenir Brochure of the Southampton Speedway 1950		1950
Souvenir Brochure of the Southampton Speedway 1952		1952
Souvenir Brochure of the Southampton Speedway 1955		1955
Speedway	Phil Drackett	1951
Speedway	(Austria)	1955
Speedway	Peter Arnold / MCN	1967
Speedway	Gianni Rossi (Italy)	1970s
Speedway (Motor Cycle News Extra)	P Strong/F Ward	1971
Speedway	H Herman/V Formanek	1993
Speedway 2000 - The Birth of A Sport	John Chaplin	1999
Speedway '79	Northern Riders' Fan Clubs	1979
Speedway Championship of the World:	Regulations Pub: ACU	1949
Speedway & Ice Hockey	Pub: Roland Davis Pub.Co.	1946
Digest Vol 1 Nos 1 to 3 inc		
Speedway & Ice Hockey	Eds Davis & Harris	1946
Digest Vol 1 No 4		
Speedway & Short Track Racing	Dave Lanning	1974
Speedway No.2 Motor Cycle News Extra	P Strong/F Ward	1972
Motor Cycle News Extra	P Strong/B Berry	1973
Speedway '70	Donald Allen	1970
Speedway '71	Donald Allen	1971
Speedway '72	Donald Allen	1972
Speedway '73	Donald Allen	1973
Speedway - An introduction to Oval Racing	A Domhnullah	1992
Speedway and Me	Graham Warren	1950
8 Speedway Anniversary Souvenir	John Duley 1928 – 1978	1978

The Other Gunners?

There are proposals for a new stadium to house the London football team known as Arsenal and it makes this short item quite topical. **Neil Carter**, a research student at Warwick University found references to proposals to run speedway at Highbury in the Company minutes of early 1928 to spring 1929. A.J. Hunting had agents contact them and, after giving it due consideration, they

decided against staging the sport. The odd thing is that that at the end of the negotiations Hunting was given a cheque for £100, without prejudice, for his expenses. The recent item in the *Speedway Star* about Weymouth was interesting as the club were talking about a new stadium with a speedway track round the pitch. Maybe if this was tried at a few more venues it would give adequate player / fan separation.

Cigarette Cards

We continue the lists of cigarette cards featuring speedway riders compiled by **David Hartley** of Sowerby Bridge. We will conclude this item in the next edition.

“All Sports” Series

Presented by A & B.C Chewing Gum Ltd. These are excellent black and white photographs - no notes on the back.

No. 48 Split Waterman Harringay and England; No.66 Tommy Price Wembley and England; No.67 Eric Williams Wembley and England; No.68 Bill Kitchen Wembley and England; No.69 Freddie Williams England and England; No.71 Jack Biggs Harringay and Australia; No. Jeff LLoyd Harringay and England; No. 73 Maury Dunn Harringay and New Zealand.

Speed Champions - A Series of 50

Issued by Godfrey Phillips Ltd., 112 Commercial Street, London E. These are sepia type photographs.

No.16 Dirt Track Racing - Rider cornering: Shows Jack Barnett coming to grief during a match race with Triss Sharp at the Crystal Palace Track; No.17 Broadsiding - Photograph shows Nobby Keys; No.18 Sidecar Cornering - Bradford Motor Club on the New Dirt Track Course at Greenfield Stadium; No.19 Neck and Neck - Between Roger Frogley and Ben Heiatt at the Crystal Palace Track (His recent victory over Jack Parker, so he is entitled to call himself British Champion); No.20 Cinder Shifting - Triss Sharp at Crystal Palace Track.

Sportsmen of The World

No manufacturer details - No numbers.

Riders featured are Frank Arthur, Vic Huxley and Eric Langton. The cards have excellent write ups on the back with details of the rider's speedway **9**

exploits and details of their hobbies and passtimes.

“Turf” Cigarette Cards

A Sport Series of 50. Photographs in shades of black and white on both 10 and 20 packs of cigarettes.

No.16 Lloyd Goffe (on speedway bike); No.19 Vic Duggan (of Harringay wearing the Golden Helmet); No.22 Tommy Price of Wembley (with rider on bike in background); No.23 Ron Johnson (standing by fencing); No.25 Alex Statham (of Bradford on his machine); No.29 Bill Kitchen (of Wembley with track in the background); No.30 Malcolm Craven (of West Ham on his bike); No.45 Norman Parker (of Wimbledon); No. Jack Parker (of Belle Vue with rider on the white line in the background).

“Turn Over and Spot The Winner” Cards

A series of 50. Made by Godfrey Phillips Ltd. and Associated Companies

On the back was a row of 5 activities - (red, blue, yellow green, brown). You had to moisten the winning post with your finger to find the colour of the winner. The cards showed the portraits of the riders. No.17 Lionel Van Praag; No.31 Billy Lamont; No.49 Jack Parker.

“Champions”

A Series of 48 cards produced by Park Drive cigarettes - Gallaher Ltd., Victoria House, London and Belfast.

No.16 Tiger Stevenson. Track action shot and small framed portrait in left hand top corner; No.41 Frank Varey leg trailing action shot plus framed portrait in left hand top corner.

A card (1.25 by 2.5 inches) showing Dicky Smythe - Speedway Rider is a mystery item. Can you shed any light on this one?

“Sportsman Series”

A series of 24 weighing machine cards produced by The British Automatic Company Ltd., 14 Apollo Street, London, EC2 produced in 1954.

No.15 Freddie Williams.

Whitley Bay Speedway

Graham Fraser tells the tale of the first venue in the Tyneside area which opened and flourished for a very short period in 1929.

One of the little known and pioneering dirt tracks lies in the coastal town of Whitley Bay, close to Newcastle-upon-Tyne. Speedway in its early days was usually located close to urban population centres as most promoters were businessmen whose aim in running speedway was to make money. There were exceptions such as motor cycle clubs whose members wished to participate in the exciting new sport of broadsiding, but, there were few of these. Another common factor was speedway sharing its stadia with other sports and it is a practice that still continues to the present day. **10**

Whitley Bay was no different, sharing Rockcliffe Park rugby ground in the Hill Heads area on the outskirts of the town. The track and operations were run by Tyneside Speedways Ltd who began laying the 440 yard track in the early months of 1929. (Speedway had passed Tyneside by in 1928.) By early April plans were made for a starting date of Saturday 20th April, with a mix of experienced broadsiders, local riders and novice racers. Without floodlights, meetings were scheduled to start twice weekly on Wednesdays and Saturdays at 3pm and finish by 5.30pm. It is interesting that simultaneous to this development the local press were reporting good progress on the laying of a concrete base for a speedway track at Brough Park, racing due to start there in early May.

The opening meeting at Rockcliffe Speedway went ahead, as planned, on 20th April with three principal events: a Junior Scratch; the Whitley Golden Helmet and the Whitley Open Handicap. Star attractions were notable riders like Harry Whitfield (Middlesbrough), Walter and Fred Creasor and Jack Ormston. Before an opening day crowd of 4,000, Whitfield won the Golden Helmet; Tommy Storey took the Handicap and newcomer Roy Sanderson the Junior Scratch. It was notable that many names appearing in this initial meeting went on to become stalwarts in the Northern League teams of the early 1930s and some made it even bigger as Whitfield and Ormston starred in London. Local newspaper photographs of that meeting show six riders at the start line and the crowd lined up behind an open wooden fence.

As seems to have been the case in 1929 the weather was often not kind to the fledgling sport of speedway. Whitley Bay, situated on an exposed site facing the North Sea, can be a cold place at any time and the crowd at the second meeting on 24th April was greatly reduced because of the bitterly cold wind (sound familiar?). The highlight of this meeting was a match race between local man Charles “Tiger” Sanderson (Fencehouses) and Charlie Barrett who came from Middlesbrough way. Sanderson won the first of two races in a best of three setting a track record of 1m 25.3 secs. Barrett gained consolation by winning the Scratch Race final.

Crowds improved with the weather at subsequent meetings which were held only on Saturdays. The Wednesday meetings, with its somewhat inconvenient timing for anyone with a regular job, were shelved and maybe it was the time rather than the weather which was a major draw-back. Speedway gets the blame for a lot of things but Whitley Bay got the blame for a most unusual phenomenon. An interesting news snippet from the Newcastle Journal of 7th May reported concern by the Newcastle, Gateshead and District Federation of Brotherhoods that dirt track racing was seriously affecting attendances at the Brotherhood meetings. (Can anyone tell us what the Brotherhoods were or are? Eds.) **11**

The Managing Director of Tyneside Speedways Ltd (the only track operating at that time), Mr J Joynon., denied dirt track racing was to blame and reassured readers that there were no plans for Sunday racing. Accusations of gambling were also vehemently denied as all meetings were held under the rules of the Auto-Cycle Union that forbade gambling.

The press reports at this time also give an indication as to how fledgling tracks, like Whitley Bay, sought to increase both the popularity of the sport and make money. Two directors of the promoting company, Mr Loughton and Mr Noble, had been to speedway meetings at Wembley and Manchester to try to book some star riders to appear at future meetings at Rockcliffe Park. At the same time an agreement was reached with the Wembley promotion for an interchange of star riders to take place. Quite a coup for a small provincial track, although to what extent that actually happened is uncertain. One other plan by the promotion was to attract teams representing Scotland and the South of England to race a team of Whitley Bay riders with the North East promotion confident its riders could hold their own against such opposition.

Two meetings held over the Whitsuntide holiday weekend attracted crowds of up to 8,000 and saw Australian riders appear at Rockcliffe for the first time. At the Saturday meeting the track record was broken twice, firstly by Tiger Sanderson (1m 21.4secs) and then by Bud Thomson of Middlesbrough (1m 20.8secs). Aussie Alf Chick also rode in events at this meeting. The events the following Monday (20th May) saw Wembley riders appearing at the track. Buster Frogley and Len Reeve represented the London track and performed well, Frogley winning a challenge race with George Bower.

By the time of the eighth meeting on Saturday 25th May, English riders like Wilf Josephs and Fred Strecker from Nottingham were making the trip up to the North East. Meanwhile local hero, Tiger Sanderson, who regularly took all before him at Whitley Bay was attracting the interest of promoters across the country. He was being matched with Sprouts Elder at Exeter and was invited to ride at Nottingham and the Scottish tracks.

Whitley Bay's reputation was obviously growing with Australian rider, Bill Rusby, being attracted there. However, the writing was on the wall as Newcastle Gosforth dirt track opened, run by the same promotion. It was a bit more central to Newcastle and was able to attract more star riders. Whitley Bay dirt track continued on for a handful of meetings until it held its 12th and final meeting on Wednesday 26th June 1929.

The Newcastle Journal made no mention of the cessation of speedway at Rockcliffe Park for 1929 and some deeper digging into the various Newcastle newspapers might bring some more light as to why it finished so early in the season. **14**

The suspicion must be that as local interest in speedway at the new Newcastle Gosforth track in the northern part of the city, took off, Tyneside Speedways Ltd decided to concentrate on that superior venue.

Also, the start of the sport at Brough Park, which featured Northern Dirt Track League action, in the same year must have put a strain on Whitley Bay Speedway's ability to attract large enough attendances to sustain the sport there. Large as the population of Newcastle and the surrounding area was, three tracks was possibly one too many. There are no known records of speedway returning to Rockcliffe Park and in the Newcastle Evening Chronicle of 1st April 1930 a small item appeared as follows:

Whitley Bay Speedway

Whitley Bay Speedway, the first in the North, is now being dismantled, the owners, Tyneside Speedways, evidently intending to concentrate on Gosforth Speedway this season. Whitley Bay Speedway saw many of our present Northern "stars" making their initial attempts at dirt-track riding. The track itself was considered a very sporting one, and was popular with the riders.

This was the end of another pioneer venue as attention moved to the Gosforth area of the city. But that is another story.

Publications

“Bristol Bulldogs” by Dave Woods and Geoff Rose. Published by Tempus Publishing Ltd. Priced £10.99

This is the first speedway book in the Tempus Images of Sport Series and is full of photographs of speedway action involving those who rode for Bristol, illustrations of speedway memorabilia including programme covers throughout the years and photographs of the stadium. It is bold of the authors to include the sad pictures of the demolished stadium sites awaiting redevelopment. The series format restricts the text but the authors use the words allowed them to give a flavour of what was the essence of the speedways which have graced the city of Bristol. There is also a short statistics section which includes the attendances, where known, as well as the meeting scores and results.

There must be scope for a fair few more books on speedway in this series and this book provides an excellent role model for aspiring authors.

Jim Henry

“Speedway in London” by Norman Jacobs. Published by Tempus Publishing Ltd. Priced £14.99. Norman Jacobs started the Tempus ball rolling with his first book “Speedway in East Anglia” which was such a success that it went into several reprints accounting for several thousands of books so far. In this book Norman has gone back to his first speedway home, London, where he first watched the sport as a boy. It is clear from this volume that the **15** book is a labour of love. Norman has the ability to both capture the heyday of speedway in the city when there was a plethora of tracks and this is matched by his fascinating use of contemporary photographs and illustrations. Personalities and action literally jump off every page and as someone not fortunate enough to have experienced the sport at legendary tracks like Harringay, New Cross, Crystal Palace or Wembley, this book really took me there. Another must buy for the speedway historian out there.

Graham Fraser

An Apology

Innovation, in the shape of a new filing cabinet, promised order from chaos but not so. The following article became detached from the letter from the author and, to coin a phrase, the name escaped me. Full credit will be given in the next edition I promise. The author advises that the item draws on the work of Cyril May and some original work by Alan Barwick. For those of looking for the definitive work on the JAP engine should look for Jeff Clew’s “JAP the end of an Era” published in 1988. **Jim Henry.**

The JAP

I am sure that a J.A.P. engine was used on grass tracks in the early twenties, but this would have been an engine used to power road going machines and not any true ancestor of the Speedway J.A.P. The first real attempt at producing a Speedway engine began early in 1930 at the suggestion of Bill Bragg the Stamford Bridge Speedway captain. Stanley Greening, a J.A.P. engine designer built a light weight engine using 350cc and 500cc road racing parts.

A small batch of these engines were produced and loaned to top riders of the day including Vic Huxley, Billy Lamont and Frank Arthur. These riders found that the performance of the J.A.P. was not up to that of the Rudge and soon discarded them.

Stanley Greening, together with Wal Phillips (the man who invented the fuel injector which was used in the 1960s) then set about improving the performance of the engines by modifying the cams and increasing the valve size. This increased the engine’s output to 35 brake horsepower. Still further improvements were made which resulted in the weight of the motor being trimmed to

53 lbs (about 26 kilos). Further work squeezed out a few more horsepower. The bore and stroke was 80mm and 99mm respectively.

The new improved J.A.P. was ridden by Wal Phillips at the Stamford

16 Bridge meeting on 1st August 1930 and was an immediate success.

The very early engines are distinguishable by the JAP lettering in capitals across the timing case. The engines had a "total loss" oil system, that is to say the oil passed through the engine once before being discharged out the bottom of the crankcase and on to the track. It was to keep this system throughout its life. Oil was force fed through the big end bearing by the single sight-feed Pilgrim pump. The early engines had valve guides which were fed via a small oil reservoir on the cylinder head which, like the other oil tank, had to be kept topped up.

On the 1930 engine the rockers were supported on columns which formed part of the cylinder head casting. The valve spring, rocker arms and pushrods were all exposed to the elements (and cinders). There was no down draught on the inlet manifold which stuck out on the near side of the engine. Looking at early photographs these engines had twin exhaust port heads.

As 1930 drew to a close the J.A.P. was being produced on a limited scale.

For the 1931 season, as well as retaining the twin port head, a single port head with a compression ratio of 10 to 1 was introduced. The twin port head was reported to give better acceleration from low revs.

This was important because at this time speedway racing featured rolling starts. With the rolling start the man on the inside line controlled the speed of the four riders on the approach to the starting line. It was part of the skill to try to take full advantage from the start and the technique would vary to suit the man on the inside. A twin port man could afford to come up to the line a bit slower than his rival on the single port machine.

The J.A.P. made its greatest inroads into the speedway market in 1931. This was partly due to the J.A.P. being a better motor and partly due to the failure of the Rudge company. (There are those who are convinced that the very last Rudge speedway motor, of which only a few were produced, would have seen off the more unreliable J.A.P. but unfortunately we shall never know if that would have been the case.) Contemporary reports suggest that the J.A.P of 1931 ran very hot and was prone to burning sparking plugs.

The 1932 season saw the engine gain its rocker box and pushrod tubes but the open valve springs and the single feed Pilgrim pump was retained. No oil was pumped into the rocker box. This new head allowed the designers to up the compression ratio of the engine to 12.5 to 1.

The bottom end or crankcases of the 1930 and 1931 models were redesigned in the 1932 model to provide additional ribbing which added to their strength.

All engines were bench tested before leaving the factory and no engine was passed satisfactory until they had been run for four hours at about 3,800 r.p.m. and for four minutes flat out. In addition they were required to have an output of 37.5 brake horsepower at 5,750 revs.

In 1932 a new engine complete with carburettor, magneto, plug and **17** exhaust pipe and fitted into a speedway machine would cost £50.

Somewhere about 1933 - 34 the engine changed from a short four design to a long four design. (The four refers to the number of bolts holding the cylinder head to the crankcase. Long and short refers to the length of the con rod.)

In 1934 the single feed Pilgrim pump was replaced by a double feed pump. At the same time the rocker cover was enlarged to cover the valve springs as well. About this time changes were made to the inlet manifold.

Further changes came about in 1935 when the J.A.P. dispensed with the shock absorber device at the end of the drive shaft. This was replaced by the spline arrangement for carrying the drive sprocket, an arrange which is still in use today.

The long five was introduced in 1935 with its distinctive crankcase which featured a drip tray and disc valves on the underside (which allowed the oil to discharge to the track without drawing dirt into the crankcase) and a change in the pushrod arrangements.

The short four ceased production prior to the war and the long five was discontinued in 1948. Prior to the war the crankcases were cast in aluminium alloy but after the war they were cast in an alloy called Elecktron.

1949 saw the introduction of a new short four motor, which had a larger inlet valve than the long five, and a dural con rod. Following on from the Type 4 were the 4A and, in June 1967, the Type 4B.

The 4B cost £130, weighed 59 lbs (28kilos) and was designed to take the new Amal 932 concentric carburettor. Prior to this the J.A.P., had been fitted with the Amal type 27/013 carburettor.

In 1972 the 84S short stroke engine was introduced but by now the J.A.P. was truly on the downhill slope, the JAWA having ousted it from its perch over the recent years.

Four valve versions of the engine were produced but the twin overhead cam version which emerged in the late 1970s could not compete with the Weslakes of the day.

The J.A.P. was also produced in 350cc version for use by the grass track racers and it looks very similar to the 500cc motor. The 350cc does look a bit smaller.

Perhaps the producers of the engine which had dominated speedway for so such a length of time waited too long to make changes to keep them competitive when the ESO (early JAWA) appeared on the scene.

It is ironic that today a J.A.P. motor, once discarded in their hundreds, is quite sought after by collectors of old bikes and vintage racers who like to demonstrate these old machines in action.

Spare parts are not so easy to come by and sometimes enthusiasts organise a bulk buy of replacement

18 parts. Keep them old JAPs running lads!!

The Bothwell Boys

Material from the training tracks tends to be quite scarce so here, for those of you who are gathering information on riders, is a list of the members of the Bothwell Bulls club in 1949. Ken McKinlay (captain), Ivor Smith, Niven McCreadie, Allan (McQueen) Robertson, Fred Rowe, Tommy Miller, Joe Barr, Bill Brown, Willie Gordon, Duncan Hendry, Gordon Mitchell, Jim Blyth, John Pryde, Bob Mark, Tom Montgomerie, Bill Thompson, Eric Davies, Russell Davies, J.Spiers, Bill McLeod, Frank Kyle, Larry Lazarus, Tommy Dawson, Dennis Dawson, Tommy Bryce, Ken Houliston, Anthony Green, John Smith, Ben Nicholls, M. Twaddle, A.T. McAslan, D.C.Pollock, J.Brackenridge, Jim Black, James McMurray, J.Murray, Jack Morris, Fred Probert, Eric Liddell, John Reid with Will Lowther and Joe Crowther were non-riding members. The club rules were such that if you wanted to ride you had to work on the track.

There are a few well kent names amongst that lot but a lot of lads who never even progressed to a second half. Wonder how many expected the likes of Ken McKinlay would be as multiple World Finalist and that Tommy Miller would become a Scottish Champion and Silver Helmet Match Race Champion.

Jim Henry

Meeting Formats

After using the meeting format from 1946 the National League came up with a new version for the 1954 season. It required the team to use eight riders and to have the top men on the basis of their averages over the last six matches to be numbers 1 and 2 in the line up.

The format ran as follows: Ht1 1 3 v 1 3; Ht2 2 4 v 2 4; Ht3 5 6 v 5 6; Ht4 8 7 v 8 7; Ht5 1 4 v 1 4; Ht6 5 7 v 5 7; Ht7 2 3 v 2 3; Ht8 8 6 v 8 6; Ht9 2 4 v 2 4; Ht10 5 6 v 5 6; Ht11 1 3 v 5 6; Ht12 5 6 v 1 3; Ht13 2 4 v 5 6; Ht14 1 3 v 2 4.

Jim Henry

The Steel Plate

In days gone by the starting grid at speedway tracks was not the shale surface we know today. It was once a concrete surface and, maybe there are fans who would love to see it brought back, as it would stop the much complained about "gardening" at the start. Anyway, I digress.

In the early fifties when speedway was in decline Ian Hoskins, who was promoter of Glasgow Tigers at the time, had an idea for handicapping riders which involved them starting from a steel plate. The idea was that the back wheel would spin more on the steel plate with a resulting loss
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in traction compared with the a start made on the concrete surface. It would also mean the man using the steel plate would have to come from the back if he was to win races. It was tested at White City in Glasgow and was demonstrated in a couple of second half match races involving Tommy Miller and Ken McKinlay, and, it indeed produced the desired effect. However, the idea was turned down as a gimmick and was never tested in a full scale meeting. **Jim Henry**

1932 - A Tale of Two Cities - Part 2

We conclude **Don Gray's** look at 1932.

The British Individual Championship Match Race

This series was covered by Mike Terran in Vol 3. No. 3. The eight riders chosen to compete for the right to challenge Jack Parker for his title were selected by the N.S.A. at the start of the season and their choice was the subject of some criticism in the media, and not without reason. Watson, Jervis and Grosskreutz spent most of the season as second strings in their respective clubs, whilst Farndon had spasmodic spells of indifferent form.

The result of each of the series of match races was to be the best of three at the track of each of the contenders. However, the actual challenge contest was to be the best of five races at the home of Jack Parker and of the successful challenger.

Eric Langton, the eventual challenger had a tough first round tie with Dick Case, winning 2 - 0 at Wimbledon, losing 0 - 2 at his own track at Belle Vue but clinching the tie in a decider at Wembley by two runs to nil.

In the second round he took on his team colleague Max Grosskreutz and again had to settle the tie with a decider. The results were 2 - 0, 0 - 2 and 2 - 1 for the races which were all staged at Belle Vue.

His task was made easier in the final challenge round when he beat Frank Arthur by two runs to nil at Stamford Bridge. Arthur was unable to compete in the return leg at Belle Vue because of illness, and, accordingly, Langton qualified to meet Jack Parker by default.

The first of the five races was scheduled for Belle Vue, Langton's base. Unfortunately Parker, having lost the first two races, fell in the third and broke his collar bone. Being unable to compete in the second set of races at his home base, Clapton, before the end of the season, the title was awarded to Eric by default.

The format of the whole series was considered to be unsatisfactory and was amended for the next three seasons to allow for a selected challenger to take on the Champion on a roughly monthly basis. The competition ended with the untimely death of the then holder, Tom Farndon. It was subsequently revived in the late Forties. (It was known at one time as

20 Parker's Pension as the then veteran held on to the title for a lengthy period.)

The London Reserves League

The London Reserves League consisted of four a side four heat matches as second half programme fillers. It was discontinued in mid season due, according to the N.S.A., to lack of public interest. It is difficult in retrospect to see why this action was taken as the teams were largely composed of experienced well known riders such as Triss Sharp, Drew McQueen, Jack Barnett, Les Wotton, Norman Evans, Billy Dallison etc.

It is interesting to note that the experiment was successfully repeated in 1934 when all of the league teams, except Plymouth and Walthamstow, ran a junior side in what was termed the Second Division.

The unfinished league table was as follows:

	P	W	D	L	W	D	L	F	A	Pts
Wimbledon	6	4	0	0	0	1	1	78.5	62.5	9
Wembley	6	2	0	1	2	0	1	73	66	8
West Ham	6	1	0	1	1	2	1	75	65	6
Crystal Palace	7	1	2	1	1	0	2	71.5	80.5	6
Stamford Bridge	7	1	1	1	0	0	4	70	89	3

The National Trophy

The competition for the "Daily Mail" National Trophy involved all the league clubs and, as previously, was a knock out series on a home and away aggregate basis between teams of eight a side and one reserve over sixteen heats. Wembley were once again the eventual winners beating Belle Vue in the final after disposing Stamford Bridge in the first round and Coventry in the semis. Belle Vue had deposed first West Ham and then Wimbledon to make it to the final.

The "Evening News" London Challenge Cup

This competition was restricted to the six London clubs and was carried out with a similar format to that of the National Trophy series. Wembley, who had a bye in the first round, beat Crystal Palace in the semi final and Stamford Bridge in the Final. Stamford Bridge beat Wimbledon in the first round and West Ham in the semi final. Wembley ran Stamford Bridge very close (47 - 48) at Sydenham but did not have it easy at the Empire Stadium winning by 52 - 44.

"The Star" Championship

This contest was covered by Mike Terran in Vol 3. No.3 Eric Langton won the trophy although he had to fight in heat 3 when he was led all the way by Les Wotton, one of the West Ham representatives, until the latter made a mistake on the last bend. He was also beaten to the post in the semi-final by Dick Case, but made it to the final by virtue of being the fastest second. When Case fell in the Final Eric headed home Vic Huxley to win the trophy and the £100 first prize.

North v South Championship

The second half of "The Star" Championship programme comprised a nine heat six a side match between teams of English riders representing their places of birth, North or South of a meridian drawn through Warwickshire.

The men from Birmingham and the North easily beat those from the South by 34 - 20. The teams were North: Jack Parker, Norman Parker, Ginger Lees, Frank Varey, Eric Langton, Gordon Byers and Les Wotton. South: Wal Phillips, Tiger Stevenson, ? Jackson, Tom Farndon, Colin Watson, Nobby Key and Tommy Croombs.

The Kangaroos

Early in the season a combination of five Australian riders attached to Wimbledon and Stamford Bridge was formed as a team. They went round from track to track routing formidable teams with astonishing ease until scarcely a side in the country had not been humbled before its own supporters. The fixtures at Stamford Bridge and Wimbledon were run as four a side four heat events.

They rode under the name "The Kangaroos" in colours of buff emblazoned with a white kangaroo. The usual team comprised Vic Huxley, Jack Chapman, Dicky Smythe, Dick Case and Frank Arthur. They drew one match at Clapton but won every other match except when they took on a representative London team in a six a side, nine heat contest at Stamford Bridge. They lost this match 33 - 20. On this occasion Billy Lamont had joined the other five Aussies.

The results of their matches were as follows : v Crystal Palace 17 - 7; v Wembley 17 - 6; 14 - 9; 18 - 6; v West Ham 14 - 9; 16 - 5; v Belle Vue 15 - 9; v Coventry 13 - 11; v Clapton 12 - 12 and v Plymouth, in an eight heat match, 33 - 15.

They rode in a match against Crystal Palace and another match at Belle Vue but I don't have the results. (Can any reader help? EDs)

Conclusions

So ended the 1932 season on a reasonably high note but racing was still plagued by mechanical failures and numerous false starts. Second half experiments with clutch starts had been carried out at West Ham but we had to wait until 1933 and the starting gate for the sport to finally take the form by which we now know it.

(We thank **Don Gray** for his comprehensive review and invite readers to contribute similar comprehensive reviews of the seasons 1933 onwards. EDs)

Goodbye Cradley Heath

It is always sad when a speedway track closes but it is even worse when a stadium site is given planning permission for another use. This really rules out any opportunity of a return to our favourite sport. Cradley hung on for a number of years but the recent planning permission kills off another venue which could have come back to the fold.

Like so many other venues, sadly too many to list here, Cradley will be but a memory. We know there has been some activity on a history of the Cubs, the Heathens and United and hope we'll see it in print before too long.

We've also seen bids for new tracks at Sitingbourne and Boston refused. Maybe it is time for speedway to have a serious think about how it can deal with the planning system rather than dealing with each new stadium application and appeal in a somewhat ad hoc basis. **Jim Henry**

Oh Really ?

There is, as they say, nothing new under the sun. In 2001 a meeting staged a Poole carried much publicity about it featuring the first relay races ever staged in speedway. Well, with the benefit of historical knowledge that myth can be destroyed.

On Tuesday 15th October 1929 at White City Stadium in Glasgow a press pensman got his wish when a team called The Visitors raced a White City team. The visitors were Drew McQueen, Arthur Atkinson, Jack Ormston and Billy Lamont while White City featured Jimmie Pinkerton, Andy Nichol, Arthur Mann and Billy Galloway.

The first pair went off together after a rolling start and at the end of the first lap the next man was pushed off, and so it went on. The visitors' Billy Lamont crossed the line just ahead of Billy Galloway. Provisions were made for a team member crashing or suffering engine failure in order to keep the race rolling.

The White City promotion tried out a relay event on the evening of Friday 2nd May 1930 when Glasgow White City raced a team from Belle Vue. This time Glasgow had Billy Galloway, Col Stewart and Andy Nichol who faced Percy Dunn, Bob Harrison and Cyril Wilcock. Each rider covered two laps in this version and the Belle Vue lads won in a time of 140.8 seconds.

An attempt to revive the relay event at Linlithgow in the nineties was discuss with speedway insurers Burrows but they were not prepared to cover riders taking part in the proposed event.

Jim Henry

What a Daft Question

Or is it? It is a question that must be asked lots of times in speedway "ovals" and it is one we probably all answer by say - well it just is. **23**

This earth shattering question? - Why do speedway races follow an anticlockwise course? One wag I asked suggested that the reason was the footrest would dig into the track but the question is a bit more fundamental than that.

Unfortunately the man who invented speedway is no longer with us so we cannot ask him. So, there you are - is there a sound reason for the anticlockwise races or was it a case of the first events started out that way and it continued ever since. Or, is there an sound ergonomic reason that most people are right handed and it is easier to make a left hand turn. Any ideas out there?

Grassers

Speedway has few sister sports and the recent publication on the history of the sport of grass track racing, researched by Dave Stallworthy, (to be reviewed next time) has set me thinking about it. From a distance the bikes used look pretty similar. Most, but not all, of the riders use 500cc speedway motors, they use speedway tyres and run these machines on dope. However closer inspection reveals that they use different frames. The rear end of a grass track bike tends to be sprung or employs a shock absorber arrangement to even out the ride. The bikes also have front and back brakes controlled by hand lever and foot lever respectively. Some machines even have a semi automatic two speed gearbox allowing a higher ratio to be employed once the race has started.

Whilst there are a few smaller capacity speedway style motors a number of the men and kids racing the smaller capacity machines use two stroke motors.

Some of the events featuring vintage racers feature guys using scrambles machines and most big grass track events feature the sidecars. Either 500cc or 1,000cc with passengers sitting either right or left of the driver, they are an amazing sight when in full flight.

Many many speedway riders have started out on the grass and if you've never seen grass track action you should try and get along if there is an event staged near you. Sadly we don't have much grass action north of the border but there is hope that it will make a return. **Jim Henry**

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National League Division One 1939

Away Home	Belle Vue	Harringay	New Cross	Southampton	Wembley	West Ham	Wimbledon
Belle Vue	xxxxxx	46 - 35	54 - 30	61 - 23	57 - 27	45 - 39	44 - 40
	xxxxxx	54 - 30	56 - 27			63 - 21	
Harringay		xxxxxx	43 - 40	53 - 31	36 - 48	44 - 40	48 - 36
		xxxxxx		52 - 29			44 - 39
New Cross	42 - 42		xxxxxx	56 - 28	42 - 40	41 - 42	38 - 45
			xxxxxx			43 - 40	35 - 49
Southampton	38 - 45	39 - 45	48 - 35	xxxxxx	46 - 38	47 - 37	
	40 - 44	55 - 29	51.5 - 32.5	xxxxxx			
Wembley	50 - 34	42 - 42	52 - 31	61 - 22	xxxxxx	55 - 29	53 - 30
	43 - 41		59 - 24	57 - 27	xxxxxx	58 - 26	39 - 45
West Ham	40 - 42	44 - 39	50 - 33	54 - 30	36 - 48	xxxxxx	44 - 39
		46 - 37	45 - 38		53 - 31	xxxxxx	44 - 38
Wimbledon	50 - 34	46 - 37	52 - 32	56 - 26	51 - 33	48 - 36	xxxxxx
			41 - 42	53 - 31	44 - 40		xxxxxx

National League Division One 1939

Team	P	W	D	L	F	A	Pts
Belle Vue	16	12	1	3	762	575	25
Wimbledon	18	12	0	6	807	695	24
Wembley	19	11	1	7	874	716	23
West Ham	19	9	0	10	766	819	18
Harringay	15	7	1	8	659	674	15
Southampton	17	5	0	12	611.5	808.5	10
New Cross	19	4	1	14	695.5	887.5	9

British Speedway Cup 1939

Team	P	W	D	L	F	A	Pts	
Belle Vue	10	7	0	3	525	430	16	2pts home win
West Ham	10	7	0	3	520	433	16	3pts away win
Harringay	10	5	1	4	488	465	13	2 pts away draw
New Cross	10	5	1	4	492	457	12	1pt home draw
Wimbledon	10	5	0	5	490	464	11	
Southampton	10	0	0	10	348	609	0	

British Speedway Cup 1939

Away Home	Belle Vue	Harringay	New Cross	Southampton	West Ham	Wimbledon
Belle Vue	xxxxxx	65 - 31	58 - 38	63 - 33	53 - 30	53 - 43
Harringay	45 - 51	xxxxxx	56 - 37	72 - 24	54 - 42	56 - 39
New Cross	51 - 43	47 - 37	xxxxxx	68 - 28	60 - 36	57 - 37
Southampton	45 - 53	38 - 58	38 - 58	xxxxxx	42 - 53	45 - 50
West Ham	53 - 41	57 - 39	56 - 37	69 - 26	xxxxxx	66 - 30
Wimbledon	57 - 39	65 - 30	58 - 37	65 - 31	46 - 48	xxxxxx

Information compiled by **Mike Terran**