

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume No. 5 . No. 1 June 2002

Edited by Graham Fraser and Jim Henry

Welcome To Volume Five

To quote an Aberdonian colleague of Jim - "Dad On" - which means keep on going the way you are going. The message again appears that you are generally happy with the magazine is going.

There have been a few queries about wartime speedway, so, we'll see what we can do on that score in future editions and include a piece on the Glasgow Lions in 1940. (Can anyone do an item on the other venues.) Some of you have asked for rider profile articles and our response is that we would be happy to include these. If you have any contributions please pass them on. We have been asked about including photographs. The problem is the low power of the current technology we use (Jim's Mac Performa 6200 running Clarisworks 3) is not really capable of reproducing photographs. This issue will be addressed in the future but as many people prefer the loads of text formula we'll take a poll on this topic in the next renewal forms.

We have had suggestions about adverts. After consulting our readership some time ago we took the decision that we would not include adverts, especially for memorabilia, as this would cut across other publications that cater for collectors. We are happy to include your adverts for anything you are looking for, provided it is legal, as a flyer in the envelope provided you send sufficient copies.

Some subscribers don't have much interest in engines/bikes but others do, so we will still cover the topic. We'd love to do something on speedway badges, metal and the cloth sew on patches - so - it is up to you "badgers" to help us.

Thanks to all of you have resubscribed and to all our new subscribers. We are particularly pleased to hear you feel we are still good value for money.

Graham and Jim

Anti-clockwise Speedway

Fred Paul, from down Plymouth way phoned to suggest it was the Romans who started it all with their chariot races as they went anti clockwise in the film "Ben Hur." It was only a day or so later it struck me that "Ben Hur" was a Hollywood movie and post dated the start of speedway. (Did speedway influence the makers of "Ben Hur"?)

From a visit to Olympia, the place where the Greeks started their games, the only arena type location was the hippodrome (horse race course) as the early runners used a straight course and ran backwards and forwards (a bit like they do in cricket).

Sorry Fred, with a bit of thought after our chat, I don't think it was Ben Hur or the Romans that influenced the direction we race speedway.

Any more ideas out there?

Jim Henry

JAP

The man who penned the article published in Vol 4. No. 4 was **Alan Barwick**, 6 Croft Villa, Church Street, Herfield, West Sussex, BN5 9NX.

Alan points out a couple of corrections for the articles -

Page 18 line 7 The rocker box was not enlarged to cover the valve springs. A larger rocker box was installed, it was higher than the earlier one and covers provided for the valve springs which attached to the rocker box.

Page 18 line 12. It was the Long 4 that ceased production just before the war.

Alan has few bits to add to the item which may lose the non-mechanical amongst our readers and for which we apologise.

The JAP logo first appeared on the timing case in 1931.

According to Jeff Clew the inlet manifold got its 12.5 degree down draught on the off side in 1933 when it became a long 4 and at the end of 1933 the rotary crank case breather was done away with. Alan considers the down draught came a little later because he has a photograph which shows a horizontal inlet manifold on the off side before the down draught. He also recalls from some source that the long 4 was still in production in 1938 and would think it still retained the rotary crankcase breather because he does not think the factory would cast different crankcases for this engine.

According to Jeff Clew the long 5 was introduced in 1935 because the long 4 was having leaks at the cylinder head gasket and the extra bolt holding the head down cured this. (For the non-mechanical the leaks were probably caused by the very high pressures resulting from the high compression ratio or the piston squashing down of the air / methanol mixture in the engine cylinder from (say) sixteen sizes to one.)

Alan had a couple of JAP engines with the rotary valve in the bottom of the crankcase (The crankcase is the bottom of the engine which is fixed into the frame of the bike. It houses the flywheels and the crank which changes the up and down movement of the piston into the rotational movement. The piston is linked to the flywheels by the connecting rod.)

and partly because of these valves causing pressure to build up in the crankcase and partly because of the lack of an oil ring on the piston which would stop oil squeezing up past the piston, these engines were prone to oiling up the sparking plug.

Alan modified his engines but wonders how the contemporary riders coped with the problems of plugs oiling up.

Alan believes that in his article he explained how to date engines by the letter after the oblique stroke on the engine number. If you see a 4 stud crankcase without a drip tray at the bottom of the engine i.e. with a horizontal drain pipe coming out of the side of the oil box below the timing case instead and the letter after the oblique stroke stamped on the top of the lug in front of the engine is R, V, F, O, or G it will be 1935 - 1939. R = 1935, G = 1939, D = 1934 & Z = 1933.

Birmingham Brummies 1948 : A Memorable Season

We thank **Philip Pike** of Arthur House, Tai Arthur, Penisarwaen, Caernarfon, Gwynedd, LL55 3PN for the following contribution. **Editors.**

When in 1947, Birmingham finished fourth out of eight teams, twelve points adrift from the champions, Middlesbrough, astute Promoter Les Marshall realised it was time for a change. Les moved on pre-war favourites Phil "Tiger" Hart and Bob Lovell along with Laurie Packer and Mick Mitchell. Brian Wilson also moved on going back to his parent club Belle Vue. The Brummies promoter retained only three riders, Stan Dell, Ernie Appleby and Dick Tolley and had first call on the services of Roy Dook.

Into the team came Doug McLachlan from Newcastle, Buck (Keith) Whitby (West Ham), Charlie May (Wembley), Jimmy Coy (Wimbledon) and Geoff Bennett, a Birmingham asset who came back from Cradley Heath. The new look side were skippered by Stan Dell.

The opening National League Division Two (NLD2) fixture was at home to newcomers Edinburgh who were very understrength and they were comprehensively beaten 59 - 25 over 14 heats. Both McLachlan and Bennett scored what we now call paid maximums but 1948 was in the pre-bonus point era.

If Brummies supporters thought this augured well for the future they were in for a shock. Their team lost the next four matches. They lost 34 - 50 at Norwich, lost by a thumping 19 - 65 at Bristol which were fair margins. However the real shock was their 39 - 44 defeat at home at the Alexander Sports Stadium in Perry Barr at the hands of Bristol. The final defeat of the four was a humiliating 18 - 65 at Middlesbrough by the 1947 champions

Making his debut in the debacle at Cleveland Park was Graham Warren. The Aussie, who had been hastily transferred from Cradley Heath after his sensational first match for the "Cubs" at Tamworth only managed a single point in his first of many outings as a Brummie. However, by the end of the season he was ranked as number one in the Second Division having scored a massive 542 points. 256 came in the National League, 126 in the Anniversary Cup and 160 were gathered in the National Trophy. The "Blond Bombshell" took 52 matches to compile his total and the First Division clubs were falling over themselves to give him second half outings. The rookie was also capped for his native Australia in the last two Internationals. After such a disastrous start, not surprisingly, the management came in for some severe criticism from the fans, who little did they know at the time, the end of the season would see their team runners up to Bristol in the National League, winners of the Anniversary Cup (which was run on a league basis), and losing semifinalists in the National Trophy. In addition they won at every track in the league with the exception of the tight 290 yard Bristol circuit which was the home of the eventual league winners.

The return league engagement with Middlesbrough gave the fans something to shout about with its nail biting finish. With one heat to go the "Bears" led 41 - 37 and the position looked hopeless as Stan Dell and Roy Dook were up against the Middlesbrough captain Frank Hodgson, who had won his first three races and set a new track record, and Wilf Plant. However the Brummies duo made the start and team rode to shut out the visitors to gain a match drawing 5 - 1.

Defeats followed away at both Newcastle and Glasgow before the Diamonds were defeated at Perry Barr but there was a shock in store at the next home meeting as Fleetwood went home with both points thanks to a 44 - 40 win. Against the Flyers only Doug McLachlan matched the visitors' top man Dick Geary who scored 11 points. The seaside's joy was short lived as the Brummies soon gained a win at Highbury Stadium, their 46 - 38 win was to be the first of four wins there in 1948.

The opening fixture in the Anniversary Cup against Newcastle was comfortably won 61 - 34 with ex Diamond McLachlan scoring 13 points from 5 rides with both Dell and Warren unbeaten by a visiting rider. In the next home match the strong Norwich side were made to look very ordinary as McLachlan and Warren both earned paid maximums in a 51 - 33 success.

On their Northern tour, with Stan Dell leading the way with eleven points, the Brummies put up a tremendous fight at Edinburgh but just went down 41 - 43 while in the Anniversary Cup match at Glasgow they lost 45 - 51. This was compensated for by a 57 - 21 over Sheffield at Perry Barr when Dell and Warren had full maximums and returnee Brian Wilson, who had been on loan to Belle Vue, scored a best score of ten points.

Birmingham then faced stable mates Cradley Heath in a challenge at Dudley Wood and won by 49 - 34. Top visitor was Geoff Bennett while the Cradley top men were Eric Irons on 11 and Jimmy Wright on 8.

Back home the Brummies faced Fleetwood in an Anniversary Cup fixture. Brummies had a score to settle but the Flyers made a fight of it before going down 45 - 51. No home rider managed double figures but Fleetwood's Norman Hargreaves not only recorded a 15 point maximum and set a new track record in heat two. Norman did not go home unbeaten as Stan Dell got the better of him in the Scratch Race Final.

Brummies raced Tamworth away at Fazley in a challenge and won 52 - 29 and then faced Bristol at home. The Bulldogs were sent home with a 59 - 39 defeat despite Fred "Friar" Tuck's 13 point haul in the orange and black.

On the road again and the Northern air proved inviting as Brummies nosed their way to a 49 - 47 Anniversary Cup win at Fleetwood when Stan Dell collected 13 points. Edinburgh became the next victims as Brummies took the Anniversary Cup points thanks to a 69 - 27 win when only three out of the octet, Arthur Payne, Dick Tolley and Buck Whitby failed to record double figures.

Southampton, fresh from victory in the Third Division Round were the Brummies opening opponents in the National Trophy. At Bannister Court in the first leg Brummies trio of Dell, Warren and McLachlan led them to a 66 - 41 win between them scoring 1 short of the Saints

total. The return leg in the Midlands was a foregone conclusion and Jimmy Squibb scored 11 in a 79 - 29 defeat at the Alexander Stadium.

Fans had a break from team activity the following week as Doug McLachlan won the round of the Speedway Riders' Championship with a flawless 15 point maximum. Second place went to fellow Aussie and Brummie Graham Warren while Stan Dell had to share third place with New Cross' Eric French.

Back to National Trophy action and the next opponents were Glasgow. At White City the Brummies won 61.5 - 45.5 to maintain their unbeaten run in the competition. The Tigers were slaughtered 80 - 28 in the return.

July opened with Brummies Monarchs bashing as they took the Anniversary Cup points thanks to a 51 - 33 at Old Meadowbank then gave their biggest rivals, Bristol, a roasting to the tune of 62 - 22 in the same competition at Perry Barr.

The Brummies drew big rivals Fleetwood in the next round of the National Trophy and again the Midlands kept up their unbeaten run thanks to a 59 - 49 win. Back home the second leg of the tie was washed out with Brummies leading 30 - 18 but the restaging produced another massive home win, this time the score was 75 - 33. The restaged fixture saw Graham Warren flash to a 15 point maximum.

The National Trophy unbeaten run came to an end at Norwich as the Stars outshone the Brummies 64 - 34 as Warren collected another full house. However, the Birmingham Trophy magic sparked again and it was the visitors who saw stars as they went down 79 - 28. Warren had yet another maximum and excellent backing from Arthur Payne and Dell who both scored 13.

The Brummies gathered a massive 313 points in their four home National Trophy ties which is quite amazing.

Stan Dell's contribution to his team's results had not escaped the powers that be and he was nominated to challenge Frank Hodgson for the Silver Helmet. Stan faced Frank before the start of the home tie against Norwich and won 2 - 1.

The Brummies run faltered at Newcastle when only Geoff Bennett with 10 points put any real resistance against the Daimonds. The 36 - 48 defeat, which saw Doug McLachlan score a poor 4 points on a former home circuit, was minor blip as the team followed up with a 55 - 40 win at Middlesbrough in an Anniversary Cup fixture when Warren on 14 gave a starring show.

This away win was followed up with a home crushing of Glasgow Tigers in another Anniversary Cup match which featured yet another Warren maximum as they piled up a 69 - 26 win. The following week Tigers namesakes, Sheffield, fared a bit better with 58 - 26 defeat in a National League fixture. The Yorkshire men conceded a maximum to Warren while Stan Dell flew round to set a new track record of 74.8 seconds for four laps.

Brummies efforts in the National Trophy at Second Division level earned them the right to meet First Division opposition. They drew the West Ham Hammers and in the first leg at Customs House they went down by 26 points. Graham Warren used the big London track to advantage and scored a very impressive 15 points.

Back in Birmingham the Hammers must have felt they were on an easy wicket. Not so as the Brummies men rose to above and beyond the occasion. At the half way stage the Brummies were winning 42 - 12 and after 18 heats the score stood at 85 - 23 and the shock waves must have spread well beyond the boundary of the City. The Brummies scorers were Warren 15, Dell 14, McLachlan 11, Bennett 11, Brian Wilson 9, Arthur Payne 12, with reserves Charlie May 4 and Buck Whitby 9.

The Brummies calmed down and suffered two defeats on the road. They went down 58 - 37 at Bristol when Buck Whitby top scored with 12 and at Sheffield were they lost 54 - 42.

It was, however, fortress Perry Barr and the visiting Fleetwood could only manage a tiny 22, a figure that could have been lower had Warren not suffered a flat tyre. Before the Fleetwood match the top Brummies, Dell and Warren squared against each other for the Silver Helmet. Warren, who held an advantage from the first leg which had been staged at Sheffield, won the tie 2 - 0 to annex the trophy. Dell did not give up his trophy without a fight and Warren had to set a new track record of 74.0 to win one of the races.

The 1948 Brummies became more formidable at home as the season wore on. Norwich came and were repulsed 58 - 36 with Warren taking yet another full house. The team were also growing in confidence away and at the Firs Stadium they won by 44 - 40. Prior to this match Warren defended his Silver Helmet against Paddy Mills - real name Horace Burke - by 2 - 0. The National Trophy contest continued and this time the Birmingham men faced the London team from New Cross. The lads, used to the long Perry Barr track, were all at sea on the tiddler known as "The Frying Pan Bowl" and the Rangers ended the first leg with a massive 58 point lead.

The thumping in the Capital did not deter the Midlanders and they bounced back with a win at what had been fortress Cleveland Park taking the Bears down by 45 - 39 in a National League encounter.

The Brummies track record in the National Trophy had been quite phenomenal up to this point but the run was about to come to an end. The damage done at New Cross was just too much and overall this First Division opposition was just too hot for the Brummies. To their credit they managed to pull back 30 points of the deficit to win the match 69 - 39. Warren with 16 and Dell on 14 were the best home men while Ron Johnson and Bill Longley were Rangers best riders with 14 and 12 respectively.

The disappointment of the Trophy exit was compensated for the following week when poor old Glasgow became the next team to take a thrashing at Perry Barr. This time the Tigers had their tail pulled quite severely with a 65 - 19 defeat. Wee Joe Crowther was the only Tiger to win a race.

Back on the road the bandwaggon rolled on with two more League wins at Fleetwood and at Sheffield. These were followed by an Anniversary Cup fixture at Newcastle's Brough Park, where they won 50 - 46 and at Glasgow where a 45 - 39 win was posted.

The season was drawing to a close and the "cricket scores" were flowing in. Newcastle went down 66 - 18 despite having the then Cradley Heath rider Alan Hunt in their ranks for the evening. Alan collected 5 points while his future team mates Messers Warren, Dell and McLachlan all scored what is now known as paid maximums.

The Bears from Middlesbrough were the last league visitors and they copped it by 64 - 19 with Jack and Frank Hodgson collecting 11 of the visitors total haul. The win took Brummies up to second spot in the league.

Brummies found that having Aussies was a mixed blessing as the end of September, beginning of October often saw them return home. In these days few flew and a six week boat trip was the only other way to go. Warren and Payne were two of the early departures leaving Brummies down on power. The two were replaced by Dick Tolley and Ray Beaumont and the rejigged side faced and beat Norwich by a ten point margin. The same side faced and defeated Middlesbrough 60 - 36 in an Anniversary Cup fixture. While Dell 14, Whitby 12 and McLachlan 10 scored the bulk of the points Alan Hunt, who replaced Brian Wilson, scored six points.

The last home fixture was not the high expected as the Sheffield Tigers came, saw and won. The damage was done by Tommy Allott 13, Bruce Semmens 12 and Stan Williams 10 and they took a deserved 53 - 43 win.

The Brummies had won the Anniversary Cup and had taken runners up spot to Bristol in the National League Division Two. Their run in the National Trophy and the massive home wins were also worthy of praise.

The men from the second city felt they were worthy of a spot in the top flight on the basis of their 1948 form but that is another story.

Brummies had success at British League Division Two level in 1974 and the following season in the renamed New National League in 1975. The writer considers that had the post war team and the 1970's team met the 1948 squad would have come out on top.

Can You Help?

The Speedway Researcher is keen to help provide the answers to researchers questions. Over the years The Editors have found that the best responses have come to specific queries

rather than very general enquiries. We are happy to include about twenty research queries per contributor per edition and to serialise longer lists of information requests.

Mr C.V. Chubb, 38 Stock Street, Plaistow, London, E13 0BY asks about Barnsley, Queens Park a venue mentioned in the Hackney Handbook of 1966. We can answer this one right away. The actual venue was Barnsley Queens Grounds and it was a grass track venue of 1928 as there is a report in the local newspaper. (There were many grass tracks which called themselves Speedways in the early days and another source of confusion is that scrambles or motocross venues which were known as dirt tracks about this time. Careful reading of meeting reports usually help clear up any questions.)

Mr Chubb also asks about an engine used by Malcolm Simmons on a grass track a few years ago. It was a 13 - Megine (Megine means Bohemian). Can anyone shed any light on this power unit?

David Harley, 26 Haugh End Lane, Sowerby Bridge, West Yorkshire, HX6 3BJ wonders if anyone can shed any light on a 2.5inch by 1.5inch stamp like card (with perforated edges) which shows Tom Farndon "going all out."

Eric Watson, 43 Hammonds Green, Totton, Southampton, SO40 3HU, 023 80871561 is looking for precise details of the "Red Devil/Demon" design used on the 1959 Rye House race jacket. Can anyone supply a clear photograph or photocopy of a photograph showing this race jacket?

Eric wonders if anyone can provide information that would confirm the 1929 Halifax (Thrum Hall) Northern League team were called the Kings and that their race jacket colours were a red heart on a white background.

John Wall, 25 Heighfield Drive, Gildersome, Leeds, LS27 7DW 0113 2530983 wonders if anyone could shed some light on a possible venue in the Shrewsbury area (possibly Bayston Hill) circa 1949 and of possible peedway activity at York Racecourse some time in pioneering the pre-war era.

Alan Thompsett, 5 Longmead Road, Ryde, Isle of Wight, PO33 2TN 01983 564809 is looking for heat details and meeting reports for any meetings staged on 12th May 28 - 02 inclusive and 5th July 28 - 01 inc.

Bill Playle, 5 Read Close, Hockley, Essex, SS5 4LS (No phone number given) is interested in venues which never made it e.g. Barford. (In Scotland I can think of Edinburgh Northfie ld 1928, Edinburgh Stenhouse Stadium 1935 and 1949; Ayr Whittlets Greyhound Stadium; Thornton Greyhound Stadium (near Glenrothes, Fife); Anderson Stadium (Formerly Linksfield Stadium), Aberdeen; Roseberry Park, Glasgow; Dalkeith Colliery, near Whitecraigs, East Lothian; Stepps Stadium, near Glasgow; Drem, East Lothian (between junction on main East Coast Line and North Berwick Branch Line); Annfield, Stirling; Kilsyth Rangers F.C. Stadium, and Knockhill, near Dunfermline. (Other ventures which may be slung into a similar category are Falkirk and Corbiewood, Stirling but only time will tell.

Jim Henry.) (Let us know of any in your area.)

Philip Pike, See Birmingham article, is looking for heat details for the Birmingham Brummies matches as follows: 15.7.46 at Newcastle; 14.9.46 v Middlesbrough; 28.9.46 v Newcastle; 29.5.71 at Berwick; 1.7.71 at Long Eaton. Philip is also looking for heat details for Wombwell v Tamworth 13.5.47 and Plymouth v Tamworth 15.5.47.

Robert Martin, 23 Westfield Avenue, Weston, Leicester, LE18 1HY 0116 2101850 is looking for the number of points scored by Hungarian rider J.Szoke in the Olching World Championship Semi Final in 1975.

Peter Jackson, 41 Riversfield Road, Enfield, Middlesex EN1 3DH 020 83663295 is looking for heat details for Coventry v Nottingham 1.7.33 and Wimbledon v Wembley 15.5.33.

M.E. Gardner, 65 Lindley Street, Norwich, NR1 2HF 01603 616609 is looking for heat details for Norwich Stars matches as follows: 17.5.48 at Exeter; Wembley v Norwich at Wimbledon 9.4.53; at Fleetwood 28.9.48 and 16.8.50; at Sheffield 16.5.46, 22.8.46, 12.9.46, 5.8.48, and 16.9.48; at Middlesbrough 2.5.46, 13.6.46, 4.7.46, 29.8.46, and 9.9.46.

Mick Bird, 18 Tynedale Street, Leicester, LE3 0QP, 0116 2299402 is looking for information on programmes used on a date other than that printed on the cover and for information on whether these programmes had a wrap around or inserts issued on the date they were used.

Mick is also looking for information on instances where more than one cover design was used for the same meeting. Mick is working on a database of programmes and his system was featured in an early edition of *The Speedway Researcher*.

Bryan Bird, 84 Coachmans Lane, Baldock, Hertfordshire, SG7 5BG 01462 894473 is researching old stadia and sends in the following list of greyhound stadiums and asks if any featured speedway or grass track events at any time. The stadia are: Allanton (Cumbria), Banbury, Barnstable, Barrhead, Belmont (Durham), Bradfield (Norfolk), Bridgend, Bunwell (Norfolk), Cumnock, Coundon (Durham), Dumfries, Earl Shilton, Gosport, Great Houghton, Haverford, Hayton (Cumbria), Kettering, Kincardine, Knottingley, Larkhall, Llanelli, Langley Mill, Loughborough, Markfield, Mexborough, Milesmark, Milford Haven, Nuneaton, Newbold Verden (Leicestershire), New Tredegar, Newhall, Newark, Pembroke, Pontefract, Pontypool, Porth, Retford, St. Ives, Somercoates (Lincolnshire), Syston (Leicestershire), Stoke Golding, Taffswell, Thornley, Thurscoe, Tredegar, Trowbridge, Woodville and Worksop. (Some Scotland stadia which featured grass track action are Clydebank Greyhound Stadium (early 1950s.); East End Park, Dunfermline (FC ground 1920s); Central Park, Cowdenbeath (FC ground 1920s); Wishaw Greyhound Stadium (dates uncertain). (The history of grass track racing in Scotland needs a great deal of research.)

Maurice Archard, is seeking information about Harold Simms who was captain of High Beech in the late 1940s.

George Forsyth, 71 Forthview Crescent, Currie, EH14 5QS 0131 538 1931 is seeking information on the colourful French born "Argentinian" Raul Vieyra who had second half outings in four meetings at Edinburgh in late June - mid July 1952. For the record Raul never completed a race. Did he second half elsewhere, if so, where?

Paul Baston, 30 The Weald, East Grinstead, Sussex, EU19 3UB 01342 322734 is looking for results and scorers for the Youth Development League meetings staged in 2001. Paul is seeking information on all the regional competitions. (Can anyone let us know who was the Secretary for these leagues and who holds these posts for 2002? **Editors** .)

Mark Sawbridge, Flat 5, Malcolm Court, Lower Vauxhall, Wolverhampton, WV1 4SS 01902 713950 is looking for heat details for Woverhampton v Cardiff 27.6.52 and Plymouth v Wolverhampton 7.8.52.

Les Hawkins, The Conifers, Mount Pleasant Drive, Tadley, Hampshire, RG26 4XA 0118 9815273 is looking for the score (and heat details) of the Ringwood v Aldershot match of 6.9.53.

Chris Marsh, 7 Nottingham Drive, Wingsworth, Chesterfield, Derbyshire, S42 6ND asks if anyone has an index of team/track reviews featured in the *Speedway Star* over the years.

Roger Hulbert, 6 The Garth, First Lane, Anlaby, Hull, HU10 6UY 01482 648240 is looking for the reasons for exclusions for the following: Norman Johnson Ht2 Hull v Hanley 1.8.49; Sid Clark Ht2 Hull v Poole 3.7.48; Mick Mitchell Ht14 Coventry v Hull 25.9.48; Brian Gorman Ht9 Exeter v Hull 26.4.48; Bill Carruthers Ht3 Yarmouth v Hull 11.5.48; Ted Moore Ht5 Hull v Leicester 9.4.49; Harwood Pike Ht9 Hull v Leicester 23.4.49; Derek Glover Hts2 and 6 Liverpool v Hull 27.6.49. He is looking for the times for the following races: 21.8.72 at Birmingham - Silver Helmet Match Race; 23.6.73 at Chesterton - Silver Helmet Match Race; 31.8.76 at Hull - Both Golden Helmet Match Races; 26.4.48 Exeter v Hull - all races; 17.7.48 Hull v Exeter - all races; 25.10.48 Exeter v Hull - all races; 23.4.49 Hull v Leicester - all races; 20.6.49 Exeter v Hull - Ht14; 21.8.28 Hull v Yarmouth - Ht16.

Feedback

We welcome your contributions such as comments on items we have published, for example corrections, memories stirred up and answers to queries submitted for inclusion in the Can You Help? section.

John Warner, 187 Crofton Road, Orpington, Kent, BR6 8JB Tel: 01689 85 7783 has sent in a few interesting items:

Cigarette Cards - Sportsmen of the World series was published by Amalgamate Press Ltd and issued in 1934. In addition to the cards showing Arthur, Huxley and Langton there is a card

featuring Harold "Tiger" Stevenson and Spot the Winner issued in 1937 has card No.7 which features Vic Huxley. (Also confirmed by Charles McKay) John considers that in the Popular Speedway Riders series the rider on his card which "features" Frank Hodgson looks more like Lloyd Goffe. Does anyone think this is an error?

Books - John adds "King Cinder" (became a Children's TV series) a novel by John Foster published in 1977.

Films - John tells us "Flying Cinders" was filmed at Hackney on 22nd October 1938, the final meeting of the season. The Wolves beat Lea Bridge 51 - 33 to win the Second Division championship. Available on video the film can be seen at the British Film Institute (by arrangement) together with two non fiction films: "Speedway" directed by Sammy Lee in 1948. Lasting 48 minutes the film shows the Wembley Lions in action at the Empire Stadium and at Belle Vue. The other film is "Mining Review 5th Year No.2. 1951". The listing states "Shale Speedway: mining by-products used for speedway racing track" (907 feet 10 minutes.)

(There are a few million tonnes of waste retorted oil shale in West Lothian (which is the home of Armadale Speedway and Edinburgh Monarchs) piled in big heaps (binges) suitable for building speedway tracks.)

"Money For Speed" is a feature film released in 1933 (shown twice at the National Film Theatre in London in 2001 complete with German subtitles.) There are wonderful action and crowd scenes from the England v Australia 5th Test on 15th September 1932 plus racing from Wembley, Crystal Palace and, John believes, Lea Bridge. The film acknowledges contributions for 16 riders and 5 promoters/managers. These include Frank Arthur, "Ginger" Lees and Johnnie Hoskins. (Contact John for further details.)

Aussie Pioneers - "Brisbane" Smith - John tells us that Norman "Buddy" Laxton (Lea Bridge 1928/29) had his memoirs published in a local cineclub magazine and had this to say. "There was one guy, however, who called himself 'Brisbane' Smith. He was such a handsome lad, I naturally thought that he was one of the lesser known Aussies. Talking to him in the pits at Harringay in 1928 I found him to be very English, so I asked him "Where did the nickname 'Brisbane' come from? and he replied "I just liked it, so I stuck it on the front for a laugh." His name has always been with me because I was told later that he had gone to Argentina to race and that in a weak moment had tried his hand at the Wall of Death, crashed and was killed, such a waste of a really nice guy. (Anyone wanting a copy of the "Buddy" Laxton memoirs (which run to 12 A4 sheets) - contact John.)

Richard E. Hine. 19 St. Thomas' Street, Brampton, Chesterfield, Derbyshire, S40 3AH, tells us of the Poole fanzine PepTalk which was first published in 1990 and still going strong. Editor Steve Allen can be contacted on Email peptalked@compuserve.com. (Postal address?) Edinburgh Monarch of the early 1960s **Gordon Mitchell** has told us that Hamilton was an ash park rather than a shale (waste retorted oil shale) surface. The ashes were produced as a residue of coal fired boilers and were a commonly used surface for football pitches in the West of Scotland.

Charles McKay, 6 Haslemere Close, Bradford, BD4 9EB tells us that Turf cards had No. 48 Jack Parker and All Sports had Jeff Lloyd as No. 72.

Well done **Keith Farman!!** After many moons Keith managed to come up with a copy of the very illusive programme from the 1952 World Championship round in Munich. The meeting featured Yarmouth's Reg Morgan and Edinburgh's Bob Mark. Originally Don Cuppleditch had been scheduled to race in the meeting but, like Chariots of Fire hero, Eric Liddle, he had religious objections to racing on a Sunday and withdrew.

A B C of Publications

Speedway Annual	Roy T Morton	1934
Speedway Annual	Len Silver	1969
Speedway Annual No.2	Peter Oakes	1970
Speedway Cavalcade	John Marston & LG Steed	1947
Speedway Championship of the World Regulations	Pub:ACU	1949

Speedway Championship World Final - A History	Maurice Jones	1994
Speedway Championship World Final - Profiles	Maurice Jones	1998
Speedway Championship World Final - The Grand Prix Series 1995	Maurice Jones	1996
Speedway Championship World Final - The Grand Prix Series 1996	Maurice Jones	1997
Speedway Championship World Final - The Grand Prix Series 1997	Maurice Jones	1998
Speedway Donnington Hall of Fame Brochure	B Briggs/T Wheatcroft	1989
Speedway Echo Annual 1950	Speedway Echo	1950
Speedway Favourites	Basil Storey	1947
Speedway Favourites	Grant Hughes	1947
Speedway Gazette Annual 1950	Speedway Gazette	1950
Speedway Grand Slam	Richard Bott & Ian Thomas	1981
Speedway Graphic - Northern Speedway Journal		1948
Speedway Guide Diary for 1931	RM Sammy Samuel	1931
Speedway Highlights	Rick Eldon	1947
Speedway in Action	Christian Kalabis	1984
Speedway in Cardiff	Stewart Williams	1951
Speedway in East Anglia	Norman Jacobs	2000
Speedway in London	Norman Jacobs	2001
Speedway in Scotland	Jim Henry & Ian Moultray	2001
Speedway in The Thames Valley	Glynn Shailes & Robert Bamford	2001
	Speedway Knights Rick Elmes	1947
Speedway League Tables Volume 1	Maurice Jones	1998
Speedway League Tables Volume 2	Maurice Jones	1998
Speedway League Tables Volume 3	Maurice Jones	1998
Speedway News Winter Bulletins	Speedway News	1935/36
Speedway Panorama	Ron Hoare	1979
Speedway Parade No.1	Rick Eldon	1948
Speedway Photo Souvenir	Stenners	1946
Speedway Pictorial Focal Review No.1 (GB v USSR)	Ed Peter Arnold	1965
Speedway Portraits	Speedway Echo	
Speedway Reporter 1949 Picture Annual	Ed: LG Steed	1949
Speedway Reporter 1950 Picture Annual	Ed: LG Steed	1950
Speedway Riders' Association Rules Book 1945	SRA	1945
Speedway Scene	Mike Patrick	1976
Speedway Souvenir	Rick Eldon	1947
Speedway Special (The Classic Legends)	John Chaplin	1990
Speedway Spotlight	Pub: Findon Pub.	1947
Speedway Spotlight	Ed Chris Barker	1948-49
Speedway Spotlight	Ed Chris Barker	1949?
Speedway Spotlight No.1	Alf Weedon	1970
Speedway Spotlight No.2	Alf Weedon	1970
Speedway Star & News Parade 1969	Ed: Paul Parish	1969
Speedway Star & News Parade 1970	Ed: Paul Parish	1970
Speedway Star Digest 1961	Ed: John Hyam	1961
Speedway Star Digest 1962	Ed: John Hyam	1962
Speedway Star Digest 1963	Pub: Echo Pub Ltd	1963
Speedway Star Track Guide 1996	Speedway Star	1996
Speedway Stars	Pub Hamilton & Co Ltd	1948
Speedway Stars		1950
Speedway Stars Past Present & Future No.1	Fore Publications Ltd	1947
Speedway Stars Past Present & Future No.2	Fore Publications Ltd	1948

Speedway Stars Past Present & Future No.3	Fore Publications Ltd	1949
Speedway Stars on Parade	Eric Bools & Bill Mann	1947
Speedway Surveys Yearbook 1987	Maurice Jones	1987
Speedway Surveys Yearbook 1988	Maurice Jones	1988
Speedway Surveys Yearbook 1989	Maurice Jones	1989
Speedway Surveys Yearbook 1990	Maurice Jones	1990
Speedway Surveys Yearbook 1991	Maurice Jones	1991
Speedway Surveys Yearbook 1992	Maurice Jones	1992
Speedway Surveys Yearbook 1993	Maurice Jones	1993
Speedway Surveys Yearbook 1994	Maurice Jones	1994
Speedway Surveys Yearbook 1995	Maurice Jones	1995
Speedway Surveys Yearbook 1996	Maurice Jones	1996
Speedway Surveys Yearbook 1997	Maurice Jones	1997
Speedway Surveys Yearbook 1998	Maurice Jones	1998
Speedway Surveys Yearbook 1999	Maurice Jones	1999
Speedway Through the Lens of Nigel Hughes	Nigel Hughes	1970
Speedway Track Record Book	Denbee Publications	1977
Speedway Walkabout	Johnnie Hoskins	1977
Speedway Wembley 1981	Philip Rising & Richard Clark	1981
Speedway What It's All About	BSPA	1972
Speedway Who's Who & 1947 Form Book	Howard Jacobi	1948
Speedway With Briggo	Barry Briggs	1974
Speedway World Cartoons (duplicate of Smythe)	Smythe	1952
Speedway World Champion - Bluey Wilkinson	Christine Karlsen	1988
Speedway World Diary	Speedway Yearbook Jeff Lukomaik	1987
Sport For The Million	Tom Stenner	1958
Sports Budget Book of Speedway		1932
Springbok Annual		1952
Stars and Bikes	Bruce Penhall	1980
Stars at Speed	Ray Holmer	1948
Stars of Speedway	Ed Douglas Cole/Signature Series	1948
Stars of Speedway	Basil Storey	1948
Stars in Stripes	Ed: Jeff Holmes	1994
Stars of the Cinder Track	Grant Hughes	1947
Steel Shoes and Wheelies	James Ballantyne	1980
Stenners Speedway Annual 1946	Tom Stenner	1946
Stenners Speedway Annual 1947	Tom Stenner	1947
Stenners Speedway Annual 1948	Tom Stenner	1948
Stenners Speedway Annual 1949	Tom Stenner	1949
Stenners Speedway Annual 1950	Tom Stenner	1950
Stenners Speedway Annual 1951	Tom Stenner	1951
Stenners Speedway Annual 1952	Tom Stenner	1952
Stenners Speedway Annual 1953	Tom Stenner	1953
Stenners Speedway Annual 1954	Tom Stenner	1954
Stenners Speedway Journal 1948 (Summer)	Tom Stenner	1948
Stenners Speedway Journal 1948 (Autumn)	Tom Stenner	1948
Stenners Speedway Journal 1948 (Winter)	Tom Stenner	1948
Stenners Speedway Picture Book (Wembley 1929 - 47)	T.Stenner	1947
Steve Lawson: No.1 in The National League	Robert Bamford	2000
Steve Lawson Story	Testimonial Committee	1988
Stoney: The Autobiography	Carl Stonehewer/Speedway Star	2000
Story of Exeter Speedway Vol 1	29 - 45	
The Non-League Years 1929 - 1945	Tony Lethbridge	1989
Story of Exeter Speedway Vol 2		
The Glory Years 1947 - 1953	Tony Lethbridge	2000

Story of Speedway 1st Edition	LG Steed?	1947
Story of Grasstrack & Speedway in Cornwall		
Tony Lethbridge & Dave Stallworthy	1995	
Story of the JAP Racing Engine	Cyril May	1960
Story of the World Championship	John Chaplin	1979
Subrite Series '90	Speedway Mail International	1991
No. 1 Peter Oakes & Ivan Mauger	1977	Speedway Quiz Book
Speedway Reporter 1948 Picture Annual	Ed: LG Steed	1948
up Sunday Pictorial Sports Parade	early 1950s	
Superstars of Speedway	Mike Patrick	1983
Swindon Millenium Handbook	Glynn Shailes/Robert Bamford	1999
Swindon Robins A - Z	Robert Bamford / Glynn Shailes	1999
Swindon Robins - The Complete Record 1949 - 1965	Robert Bamford / Glynn Shailes	2000
Swindon Speedway -Definitive	Summay of Meetings at Blunsdon	1999
Swindon Speedway 25th Anniversary Handbook 1949 - 1974	Ted Nelson	1974
Taffy Owen Story	Jack Bailey	1971
Take 5 (World Team Champions)	Len Silver	1973
The Birth of the Bulldogs - Speedway 1936 - 39	John Jarvis / Robert Bamford	2000 Bristol
The Champion : Sam Ermolenko	Testimonial Year	1994
The Cindershifters :	Allan Batt (NZ)	1998
Pre-War Speedway in New Zealand		
The Cindershifters : volume II	Allan Batt (NZ)	1999
The Flying Frier	Robert Bamford	2001
The Inside Line Vol 1	Ed Tony McDonald/ Speedway Mail	1986
The Might Atom : The Life and Times of Len Read	Jeremy Jackson	1999
The Relaunch of the Comets - The Full	Robert Bamford	1999
Story of Workington Speedway		1999
The Stadium Southampton	C R Bailey	1993
The Story of the Cinder Track	Grant Hughes	1947
The Story So Far: Mick's Big Day	FOES	2000
Mick Powell Testimonial Brochure		
The Track Master: Sig Schlam - Claremont	Speedway Pioneer	1987
The Ultimate Speedway Guide	Peter Oakes	1999
Thrilling the Million	Tom Stenner	1934
Thrills & Spills	Eric Leyland	1951
Tiger: John Louis - His Own Story	John Louis	1973
Tommy Price's Speedway Mixture	Tommy Price	1950
Track '76	Ed Paul Parrish / Speedway Star	1976
Track '77	Ed Paul Parrish / Speedway Star	1977
Track Photography :	John Jarvis / Robert Bamford	2000
Assorted Homes of British Speedway		
Track Photography 2	John Jarvis / Robert Bamford	2001
Trackin' with Briggo	Barry Briggs	1975
Tribute to Willie Templeton :	Dick Barrie / Ian Graham	1978
Official Testimonial Brochure		

Publications

The Story of Grass-Track Racing 1927 - 49

Grass track racing is a sister sport of speedway and has taken place at a massive number of what were often, one off venues. This book, which rightly calls itself the story of grass track racing, rather than the history of the sport, gives an interesting insight into the sport's development over the years. It has a number of photographs showing the riders, the bikes of the day, and the tracks which vary from dead flat to having more humps than a camel, plus a host of programme covers and adverts for events. If you are interested in the wider sphere of speedway, you should find this one interesting an interesting read and well worth adding to your book collection. **Jim Henry**

Written by **Dave Stallworthy** and **Robert Bamford** it is available from Tempus Publishing Ltd. The Mill, Brimscombe Port, Stroud, Gloucestershire, GL3 2QG priced £12.99 Postage and packaging extra.

Speedway in the Thames Valley

The book which covers Swindon, Oxford and Reading areas is an easy read and is packed full of interesting facts and photographs recording the sport at the venues in the area to the west of London. I had hoped there would be a bit more about Gorse Hill, Swindon but to be fair it was the subject of an earlier publication by one of the two authors, **Robert Bamford**. I also looked for a bit more about the old pre war Longmoor - post war California in Reading venue at Wokingham which is still a bit of a hazy one. Yet again Tempus have produced a winner and I commend this well written history for your bookshelf. **Jim**

Henry

Written by **Robert Bamford** and **Glynn Shailes** it is also available from Tempus Publishing Ltd. at the address above. Price £16.99. Postage and packaging extra.

Speedway at The Firs - 1931 - 1939 From Grass to Grosskreutz

Not much by way of photographs but **Alan Smith** uses his pen to paint a vivid picture of the pre War activity at the famous speedway track in Norwich. To be honest I was painting pictures in my mind's eye of the wee lad climbing into the combination sidecar on his way to visit the first meeting he saw. I tried to visualise the changes as the stadium evolved and so it went on. I was interested to see Bert Spencer nicknamed The Flying Atom - a new one on me. (I have seen him described as Baby Cyclone in that era.) Yes, I did enjoy this book and can only but recommend it to you. **Jim Henry**

Written by **Alan Smith**, and published by Alan Smith Publications it is available from Robert Bamford, 3 The Mews, Gastons Road, Malmesbury, Wiltshire, SN15 OBE priced £10 plus £1.30 P & P.

Southampton Speedway

This is the second title in Tempus's Images of Sport series following the Bristol Bulldogs title last year. This differs from the Speedway In series, from the same publisher, in that it concentrates on one team and is mainly a photographic history of that team.

In this book Paul Eustace has not attempted to write the definitive history of Southampton Speedway between 1928 and 1963, in fact the text covers only ten or so pages. What the book does do is reveal the history of the personalities both riders and promoters at Bannister Court in portraits, team photographs and action shots. Add this to a series of stadium photographs and programme/advertising graphics and you get a real sense of the great years at this venue. It would be difficult to find too much missing photo-wise, unless you were a die d in the wool Saints supporter in the glory days.

What I found particularly fascinating was the range of pre war Southampton Speedway photographs, which is not something you find too often in such numbers and quality. If readers have previously purchased C R Bailey's book The Stadium Southampton, with this book you will have as complete a photographic record of Bannister Court and the Saints as you could wish for.

As with all Tempus publications, the quality is superb and this is a fascinating book you will want to dip into time and time again. Paul Eustace re-lives his passion for his beloved Saints developed since he first saw them in 1947. Although the definitive history of the team awaits being written (hopefully by one of our subscribers already cataloguing in great detail the history of Southampton, this book fills a gap in the annals of speedway in a superb fashion.

Yet again, this is a must for every serious speedway historian's bookshelf.

Graham Fraser

Keep your piggy bank filled for buying new books (and bookcases). Tempus have a few more books in the pipeline which should be out and reviewed in the next edition. Topics include the West Ham, World Championship, the Moran Brothers, and Cradley Heath Speedway. Work is in progress on a few more of the "Speedway In" series. We must thank James Howarth at Tempus and his colleagues for giving speedway publications such a shot in the arm.

However, the Tempus formula does tend to shy away from books with lots of statistics and my own book (co-authored with Ian Moultray) was given a bit stick by some reviewers for not carrying any statistical content. Is there a demand for books with a big statistical content like (say) (again) A History of Edinburgh Speedway Part One : The Marine Gardens Years out there? **Jim Henry**

Cigarette Cards

We continue with **David Hartley's** excellent record of cigarette cards. We had hoped to conclude with this issue but will complete in the next edition.

Celebrities of Sport

Issued by R & J Hill Ltd., London. A series of 50 cards.

No. 48 Arthur "Bluey" Wilkinson West Ham. Details of Bluey on the back of the card.

Sport on Land

A.B.C. Minors (Cinemas). Set of 15 cards.

No.2 Speedway Racing - showing Australia v England. Write up on back of card mentions Peter Craven - 21 year old World Champion.

A Series of 100 Interesting Personalities.

Issued by United Services Manufacturing Co. Ltd. London. Series of 100 cards.

No.37 Tommy Croombs West Ham. Speedway Rider.

Sport

Published by Trucards, 516 London Road, Thornton Heath, Surrey from Natural Colour Photographs by George Austin's Colour Library International Ltd., New Malden, Surrey. Set of 50 cards.

No. 17 Speedway - Showing a rider (David thinks it is Bengt Jansson) in Hackney colours.

Write up on speedway on back.

Club Heroes

Pink cards. World of Sport - Venorlandus Ltd., 77 Broadway Market London. A Series of 48 cards

No.8 Peter Collins. Write up on Peter on back.

Famous Dirt Track Riders

Issued by Ogdens, a branch of Imperial Tobacco (of Great Britain and Ireland.)Ltd. Series of 25 cards.

No.8 Sprouts Elder. Action, Portrait and Autograph. Write up on back of card. (Any details of this set 1 - 25?)

Sporting Personalities

Issued by Gallaher Ltd, Virginia House, London&Belfast. Series of 48 cards.

No. 31 Tom Farndon. Portrait. Write up on back.

Champions of 1936

Issued by Ogdens, a branch of Imperial Tobacco (of Great Britain and Ireland.)Ltd. A series of 50 cards.

No.37 Lionel Van Praag. World Speedway Champion. Action. Write up on back.

Giants in Sport

Issued by Barratt & co. Ltd., London. Set of 48 cards. Series A.

No.44 Barry Briggs. Portrait. Full write up on back.

1930 Speedway Stars

Presented with Rover for boys (Comic).

No.2 Billy Lamont - Australia. Write up on back. (Any details of this set?)

Dirt Track Riders

Smoke Trawler Critic Club Member Cigarettes. A series of 54 cards.

No.34 Sprouts Elder sitting on machine. Write up on back. (Any details of this set 1 - 54?)

Dirt Track Riders

J.A. Patterioux Ltd. Manchester. A series of 50 cards.

No.23 Spencer Stratton sitting on his machine. Write up on back. (Any details of this set 1 - 50?)

Kings of Speed

Issued by W.A. & A.C. Churman Imperial Tobaccos Ltd. A series of 50 cards.

No.30 Bluey Wilkinson wearing West Ham colours sitting on his machine. Write up on back.

Popular Personalities

Issued by Carreras, Arcadia Works, London. A series of 72 photo cards

No.59 Frank Arthur with signature. Oval shape with write up on back. TBC

Glasgow 1940

Glasgow Lions had seen their 1939 season brought to a premature halt when war broke out but John Stark Hoskins was not one to be phased by a mere war. He brought back speedway to White City and managed to stage six meetings on Wednesday evenings between 8th May and 12th June 1940.

The season opened with a defeat by Belle Vue, who were billed as Manchester for some reason, and featured Frank Varey, Tommy Bateman, Oliver Hart, Alan Butler, Ernie Price, Jack White, Jack Gordon and George Cochbone. Lions had Gruff Garland, Harold Jackson, George Pepper, Maurice Stobart, Jack Hyland, Will Lowther and Laurie Packer. A good crowd saw the Aces win 43 - 40 (anyone with heat details for this match?)

The following week Lions faced West Ham in an 18 heat event winning 59 - 48. Jack Gordon, Ron Johnson and Leo Lungo were new to Lions while West Ham had Kid Curtis, George Saunders, Ron Clarke, Bill Longley and Jack White.

Harringay came up and in a 12 heat match won 43 - 29 thanks to Jack Parker, Ron Mason, Bill Pitcher, Alex Statham, Norman Parker and Jack Hyland. This time Lions had newcomers in the shape of Bill Longley and Bob Lovell.

Another defeat for the Lions by a scratch team called The South in what was Harold Jackson's last meeting at White City. Glasgow added George Greenwood, who had been skipper of the Marine Gardens Thistles in 1939, but he crashed in this meeting, broke his arm and bowed out of the sport he had graced for so many years.

The second last meeting was the Glasgow Open Championship which took the form of a fifteen heat event with the top four scorers facing each other in a run off for the Trophy, Canadian Eric Chitty won from Jack Parker, Gruff Garland and Bill Longley.

The curtain came down after another meeting between Glasgow and Harringay. George Pepper had been down to ride but he was called away to the RAF (where he became a wartime casualty) so his long time mate, Kid Curtis, deputised for him. For the record Lions won the fifteen heat match 51 - 39.

Lions took part in a meeting at Belle Vue and, if the programme is to be believed, it was thought a war-time league was a distinct starter. Belle Vue won the fixture 46 - 37.

Proposals for a Scottish Championship meeting on 19th June came to nothing and White City fell silent until August 1945.

The first meeting involving Glasgow after the war took place at Odsal four days before White City re-opened. Out of interest this was Odsal's ninth meeting of the 1945 season suggesting they opened late June which is almost immediately after VE day.

The major concern about war-time activity to the Government of the day was not the wasteful use of petrol (the cover of the war time Belle Vue programmes carried a message that no petrol was used in the meetings but forgot to mention the petrol used to get the riders to the track) but the potential civilian casualties if the enemy had decided to bomb a stadium full of

people. The concerns did not stop football and why speedway had to take such drastic action is not fully appreciated. **Jim Henry**

Your Questionnaire Returns

Thanks for your information on what you are researching or would like to research. We will publish this information from time to time but in the interim give us a call if you want to know if anyone is working on the same thing as you. We note a bit of interest in foreign activity and wonder if we could build up a list of potential contacts abroad in all parts where speedway takes or has taken place. The questionnaires provided lots of questions - any more requests as the Can You Help section is a vital part of the publication. **Editors**

Homes of British Speedway

The track list we published in previous editions requires minor up dates. Firstly, the entry for Aldershot - Boxhalls Lane needs an extra season which the recent discovery of a programme for Sunday 16th August 1931. It is described as the fifth meeting. The riders listed include T.Reale, R.P. West, J. Herridge, F.Fell, J.Barnwell*, W.Newton, F.Lee, R.Budd, F.H. Bishop, A.Spooner*, W.Miller, W.Burnett, T.Funnell, W.Fuss, D.Reale and W. Davis. * The programme has an advert for A Spooner, Motor Engineer, Fleet while there is another advert for Barnwell and Sons, Motor Engineers, Hartley Wintney. Interestingly there seems to have been races on grass and on cinder surfaces. Ross Brady of Hull tells us that in the spring of 2001 he had a spin round the fenceless, and now very sadly dilapidated, fly-tipped, and rubble strewn Heathersfield track at Linlithgow. We can also add, nay welcome, the new venue at Carmarthen in West South Wales which is new to the Conference League fold and the return of Wimbledon as a speedway venue.

A Speedway Statistics Society?

Colin Pike, 8 Merrow, Hobill Walk, Surbiton, Surrey, KT5 8SL suggested that there should be some way for those interested in speedway statistics coming together. Colin's comments have been echoed by **Mike Terran**, who is based in America, and it begs the question how the idea could be advanced. Maybe if readers who are interested could drop us a line and we could publish a list of those names. **The Speedway Researcher** will give every help to those wishing to get such a Society up and running and act as an organ to publish Society items.

David Nix

The Editors, who both have been involved in Conference League speedway in the good old Linlithgow days, wish to extend their deepest sympathies to the family and friends of David Nix.

The Speedway Researcher is edited and published by :
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1947 Season Data

1947 National Trophy Division Two Round

First Round

Newcastle 63 Glasgow 45 **Newcastle** 109 - 105
 Glasgow 60 Newcastle 46
 Birmingham 50 Middlesbrough 57
 Middlesbrough 81 - Birmingham 27 **Middlesbrough** 138 - 77
 Norwich 60 Sheffield 47
 Sheffield 57 Norwich 51 **Norwich** 111 - 104
 Wigan 73 Bristol 34
 Bristol 62 Wigan 45 **Wigan** 118 - 96

Second Round / Semi Final

Norwich 63 Newcastle 44
 Newcastle 56 Norwich 52
Norwich 115 - 100
 Wigan 45 Middlesbrough 63
 Middlesbrough 73 Wigan 34
Middlesbrough 136 - 79

Division Two Final

Middlesbrough 69 Norwich 38
 Norwich 50 Middlesbrough 58
Middlesbrough 127 - 88

1947 British Speedway Cup Division Two (Sheffield Winners)

Away Team	Birmingham	Bristol	Glasgow	Middlesbrough	Newcastle	Norwich	Sheffield	Wigan
Birmingham	xxxxxx	59 - 37	59 - 37	45 - 50	53 - 42		37 - 59	66 - 28
Bristol	62 - 33	xxxxxx	58 - 38	64 - 32	53 - 42	50 - 44	44 - 50	52 - 44
Glasgow	62 - 34	54 - 42	xxxxxx	38 - 58	51 - 44	55 - 41	42 - 54	52 - 44
Middlesbrough	73 - 22	61 - 35	62 - 33	xxxxxx	48.5 - 47.5	45 - 49	67 - 29	73 - 34
Newcastle	59 - 37	54 - 42	50 - 46	30 - 65	xxxxxx	53 - 41	45 - 39	62 - 34
Norwich	60 - 36	73 - 23	63 - 33	51 - 45	61.5 - 34.5	xxxxx	44 - 51	55 - 48
Sheffield	63 - 32	76 - 20	56 - 40	56 - 40	59 - 37	66 - 30	xxxxxx	59 - 25
Wigan	54 - 41	52 - 42	51 - 45	62 - 34	41 - 53	65 - 31	55 - 41	xxxxxx

1947 British Speedway Cup Division One

Away Team	Belle Vue	Bradford	Harringay	New Cross	Wembley	West Ham	Wimbledon
Belle Vue	xxxxxx	61 - 35	45 - 50	56 - 40	47 - 49	49 - 46	60 - 36
Bradford	48 - 47	xxxxxx	63 - 33	34 - 62	44 - 52	46 - 50	48 - 48
Harringay	30 - 60	61 - 35	xxxxxx	43 - 53	32 - 64	55 - 41	53 - 42
New Cross	57.5 - 37.5	64 - 31	63 - 33	xxxxxx	45 - 47	66 - 29	49 - 46
Wembley	62 - 31	53 - 43	65 - 31	60 - 36	xxxxxx	76 - 20	54 - 41
West Ham	53.5 - 42.5	50 - 44	47 - 48	34 - 60	40 - 52	xxxxxx	50 - 46
Wimbledon	54 - 42	53 - 43	54 - 42	52 - 43	54 - 42	57 - 39	xxxxxx