

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume No.7 No.3 December 2004
Edited by Graham Fraser and Jim Henry

Pontypridd 1930

In the books Speedway in Wales and Homes of British Speedway there has been a hint that speedway or dirt track racing took place at Taff Vale Park in Pontypridd in 1930. More evidence has turned up to support this in the shape of a programme for a Great Sports Festival which was to take place at Taff Vale Park, Welsh White City (Cardiff) and Cardiff Arms Park on May 29th to May 31st 1930.

The programme for this charity event includes dirt track racing on Thursday 29th May at Taff Vale Park which was due to feature Lightning Luke, Hurricane Hampson, Champ Upham, Whirlwind Baker and Tom Louger. The event was to have been under the direction of Mr Jimmie Hindle of Welsh Speedways Ltd.

Andrew Welch, who reports that he is embarrassed to be called an expert on Welsh speedway (Andrew advises his kids laughed at the idea but we, The Editors, feel Andrew's kids have been a little unfair to their Dad) has come up with some additional information.

Andrew advises that the speedway events consisted of eight races starting at 2.30pm, just before a Donkey Derby and the Welsh Open Whippet Championship. The Pontypridd entertainment also included musical chairs on horseback.

Andrew has found press coverage in the Pontypridd Observer which focussed more on the reception of Lord Lonsdale. "Notwithstanding the fact that a cloud of depression hangs over Pontypridd at the present time, crowds of sport loving miners and their wives lined the streets to give a real Welsh welcome to Britain's Chief Sportsman" the newspaper noted.

There is no report of the races as such, just a list of results, and of those early stars only Louger (second in his heat, first in his semi and second in the final and first in the "All Star Scratch Race") and Baker (second in the 1

scratch race) get a mention. This suggests that the other big names failed to appear or failed to overcome their handicaps.

For the record the final was won by Phil Watkins of Rhondda, a five second handicap man. Louger was second and Ted Bravery, a well-known name on the Welsh scene, travelling regularly from his Bristol base, was third. Like Louger, he started from scratch.

It appears that this special event was the only speedway at Taff Vale Park that year, although there are records of grass track racing in the mid 1930s.

Yarmouth Speedway

We continue the history of Yarmouth Speedway as recounted by **Keith Farman** who is the keeper of the Bloater history.

1950

After the excellent 1949 season Yarmouth were promoted to the Second Division of the National League for the 1950 season. Yarmouth were now in the same League as nearby neighbours Norwich and Dick Wise, who had managed both teams and had been such an influence in East Anglian Speedway, had left for a similar post at Cradley Heath. Both teams now had their own managers. Ernie Wedon, one of the Yarmouth directors, took over as the Bloater team manager, with Major Fred Evans in charge at Norwich.

The team was expected to hold their own in the higher League with the riders that had performed well for the team in Division Three. They had signed Wally Higgs who was a top rider at the Claremont track in Perth, Australia to add to their squad.

Tip Mills was not fit for the start of the season. Billy Bales was doing his national service with the RAF but was still expected to be able to ride. As it was he missed his team's first three matches but in his very first match in the higher League, away to Cradley, he topped the Yarmouth score chart with eleven points. However, after riding in just three Kemsley Shield (Southern Shield) matches, Billy was posted to Egypt and the team had to compete in the higher League for most of the season without its star rider who was expected to be a big scorer.

Yarmouth came bottom of the Southern Shield, losing all the away matches and two at home. In fact they had five away and two home defeats before they managed to win their first home match against Walthamstow (48-35). Walthamstow gained revenge as they put the Bloater out of the National

The Bloaters' form in the League was far better than that in the Shield. Even without Bales, on their tricky little track, the team held its own but they were woefully weak away from home.

Billy Bales came back on leave at the end of the season and scored 27 points in just three meetings. If he had kept this up all season, that is scoring nine points a match, the team could have pulled off wins at Ashfield, Newcastle, Walthamstow and could have averted the home defeat by Cradley's Heathens. This extra points haul could have elevated the Bloaters to thirty two points which would have placed them fourth. However in reality they finished in twelfth position in a fifteen team League.

They had an unusual number of injuries to regular team members which finally took their toll and left the team fighting and fighting hard. Although not winning away, the team did very well at home and it was not until they were struck with injuries that they lost two out of their last three home meetings.

Bill Maddern (an experienced Australian rider) joined the team and at times both he and Wally Higgs rode exceptionally well. However, it was unfortunate that both received leg injuries which curtailed their contributions. Higgs had appeared very useful but needed time to adjust to the smaller British tracks as his Claremont base was one of the Australian monster tracks. Unfortunately for Bloaters, time was not something they had in abundance. Yarmouth also included several London riders including George Flower, Vic Ridgeon, Jim Purdey and Johnny Fry.

The jinx of being the team captain struck again in 1950. Reg Morgan, who had done such a good job in 1949, started the season as the captain. Like so many Yarmouth captains he lost form and asked for a transfer but was persuaded to stay but not as captain.

Bill Carruthers, who was having a really great season, took over as the new captain. Bill was involved in a very bad crash with Johnny White and Bruce Semmens in the home match against Ashfield on 7th September. Wild man Bruce was excluded but poor Bill was taken to hospital with a very bad compound fracture of his right leg.

No rider wanted to be captain after Bill's crash. As far as they were concerned it was the last straw as every rider who had captained the side had lost form or had been hit by bike trouble. So, for the rest of the season, the team had no official captain.

After being relieved of the captaincy Morgan rode well again but the biggest strides were made by Fred Brand who improved greatly and

by the end of the season was beginning to score well away from the Bloater Pond. Tip Mills had the best home average and was ever present in the League meetings, as were Brand and White who raced in all the fixtures.. Tip did miss just two Shield meetings. In all Yarmouth used fourteen riders.

It was noticeable that the Yarmouth team's line up was always being changed, only Billy Bales, Reg Morgan and Bill Carruthers did not ride as reserve. Ten riders rode at reserve at one point of the season or the other. Yarmouth received compliments on the standard of racing at the track. Every match had been a thriller and few tracks could boast of better racing. In spite of the weather, and a general tendency towards a drop in attendance figures at the majority of Speedways, Yarmouth announced they had maintained and even shown a slight average increase. The track surface had been changed at the start of the season to brick dust mixed with crushed shingle but this was not a success as the riders complained because it penetrated the engines causing the riders considerable expense. So the management obtained a new type of shale and the improvements to the track were noticeable in the race times.

The record was held by Billy Bales at the start of the season at 72.2 seconds but it was shattered and ended up at 69.8. This time was first set by Eddie Rigg in the World Championship round and was equalled by both Ken Le Breton and Phil Clarke. Both the latter riders achieved this time in the second half scratch race final, the last race of the meeting, and, in Clarke's case it was the very last race of the 1950 Yarmouth season. Track records are very rarely broken in the last heat of a meeting and I believe that no other track could match this feat proving that the Yarmouth track was in excellent condition in 1950.

1951

After three seasons working together, Yarmouth and Norwich finally went their own ways, with Yarmouth no longer having any Norwich directors. The Norwich manager, Fred Evans, transferred six of the riders who had been loaned to Yarmouth. The exception was Billy Bales who was kept on Norwich's books. This was to cause a lot of friction between the managements of the two teams.

When Bales came home for a fortnight's leave he refused to ride for Norwich and was programmed to ride for the Bloaters at Liverpool but the Speedway Control Board would not allow him to ride. For that meeting the Bloaters had just six riders.

A double blow hit Wedon before the season started. Bill Carruthers was still not fit to race and Bert Rawlinson could not continue due to a heart condition. Both riders, who had been good team men, never rode again. Coupled with this both Higgs and Maddern had decided to stay in Australia.

Wedon did however strengthen his team by signing Bob Baker from New Cross for £750. This proved a great success as over the next few seasons only Fred Brand would outscore him. Trevor Redmond was offered a two-year contract but he did not accept a move to Yarmouth.

The weakened team started the season with the Kemsley Shield matches. They lost at Coventry and Walthamstow and also lost at home to Walthamstow and Norwich. Things got even worse in the next home meeting as they suffered their biggest home defeat, 23 – 61, to Norwich. The newly promoted Oxford then made it eight matches and eight defeats as they won both home and away.

Sid Hipperson was re-signed plus Cyril Quick was brought on loan for the remainder of the season. From then on the team just about held its own at Caister Road and even managed to beat Norwich 44 – 40.

For the second season they failed to win away from home. After the disastrous Kemsley Shield meetings they did manage to keep an unbeaten home record until the very last meeting of the season when Edinburgh, led by World Champion Jack Young, won by ten points. Again the team ended up near the bottom of the League finishing eleventh out of sixteen.

After a bad start to the season Fred Brand became near invincible at Caister Road. In a thirteen match period he dropped just two points. He had two eighteen point maximums in the National Trophy and won the World Championship round with a classy maximum. In the Test Match in which Britain beat Overseas 65 – 45 Fred dropped one point to Bob Leverenz. Brand had a League CMA of 9.57 and Baker of 9.28. These two carried the team in most of the matches. For all the official matches the averages were Baker 8.98; Brand 8.83; Morgan 6.39; Quick 5.78; Mills 5.06. The ever popular but injury jinxed Sid Hipperson averaged 4.22 and had to retire after 19 matches as the speedway insurers would not provide him with cover. Vic Ridgeon averaged 3.82; Johnny White 2.91; George Flower 1.33; Terry Courtnell 1.33; Alby Thomas, the only New Zealander to ride for Yarmouth, and Jim Purdey both failed to score.

The crowds were up and this was helped as Wedon had put on special second half races with top riders. These included Jack Parker the Belle Vue 5 legend, the young Wimbledon star Ronnie Moore, England and

Harringay star Split Waterman and Bradford Test star Eddie Rigg. The match against Coventry was staged during the Coventry holiday week and they brought 22 coaches of fans who were also looking for a day out at the seaside. This resulted in Yarmouth's biggest crowd of the season of 12,000. For the record Leicester also brought a big following from the Midlands. To be concluded.

Footnote (1): **Keith Farman** wishes to point out that the Yarmouth race jacket featured a silver herring which were known locally (and elsewhere in fishing communities) as "Silver Darlings." The herring was smoked to manufacture a bloater.

Footnote (2): **Keith** also wishes it noted that the Harry Edwards who featured in his articles about Suffolk Speedway was a local farmer and not the Harry Edwards who rode for Walthamstow, Belle Vue, Norwich and several other teams.

Footnote (3): The Editors would like to thank **Keith** for compiling a League table and results table for the Coronation Cup 1953. Keith should have been acknowledged for his help in the last edition.

Irish Speedway

I'll admit that I have an interest in this because Scottish sides raced in the Emerald Isle. It also occurred to me that it might be an interesting exercise to nail down a record of meetings staged there and tie in with the request that we had for details of short lived venues.

I intend to reproduce a list compiled by **Barry Stevenson** from Workington and invite you to add to it if at all possible. I'd be happy to compile and hold for distribution the heat details.

The first is Gibson Park in Belfast. This track staged meetings in 1947 but when and what they were is not known so any information would be welcome.

The second is Santry Stadium which is in Dublin. In 1948 it is known to have staged the following meetings 30.5. Ireland v England (40-33); 18.7. v Stoke (or Hanley); 1.8. v Glasgow; 8.8. v Eastbourne; 29.8 v England Select 5.9. v Midland Select; 12.9. v Belfast. Heat details, results and details of any other fixtures would be welcome.

Next is Gibson Park, Belfast 1949. The only meeting there is a record of is versus a Scotch Team staged on 26th August which resulted in a 21 – 18 win for the visitors. Yet again, heat details of this meeting plus details of 6 any others staged at this venue would be welcome.

The 1949 season at Santry Stadium is quite sketchy. Information points to there having been five meetings. The following three fixtures are known 17.4 v Midlands Select; 29.4 Individual Championship and 8.5. v English League but no details of these meetings are to hand. Details of these plus any others are therefore sought.

Next I'll look at Dunmore in Belfast in 1950. Some meeting details were published in the Speedway News so this is not a total black hole. Known meetings are 20.5 Dunmore Trophy (won by Tom Turnham); 27.5 Best Pairs; 3.6. Turnham's Team v Lloyd's Team; 10.6 v Manchester Starlets; 17.6. v The Rest; 24.6 Trophy meeting (won by Ken Sharples); 15.7. v Liverpool; 22.7. v Northern Tracks; 29.7. Three Laps Championship; 4.8. Best Pairs (won by Ken McKinlay & Peter Dykes); 11.8. v Liverpool; 18.8 v Glasgow Tigers; 25.8 Belfast Riders' Championship. In addition there were meetings on 1.7. and 8.7. for which there are no details. Full details for these meetings would be welcome.

Finally for this article I'll look at Shelbourne Park in Dublin which was promoted by Ronnie Greene the man probably better known as the manager of Wimbledon. The known record is 7.5. Shelbourne Championship; 14.5. Best pairs; 21.5. v East London; 28.5. v Tamworth; 4.6. v Exeter; 11.6. v Southampton; 18.6. v Liverpool; 25.6v Ashfield; 2.7. v Glasgow Tigers; 9.7 v London; 16.7. v Walthamstow; 23.7. v Bristol; 30.7. v Belle Vue; 6.8 v Harringay; 13.8. v Halifax; 20.8. v Ashfield; 27.08 v New Cross; 3.9. v Plymouth; 10.9. v Belle Vue; 17.9. Best Pairs; 24.9. England v Australia; 1.10. v West Ham; 15.10. Supporters Trophy; 22.10. Irish Open Championship; 29.10. v Bill Kitchen's Team. All the results are known and a number of the heat details for the matches are in the contemporary magazines.

In the next edition I'll cover a bit more Irish history. **Jim Henry**

Can You Help?

Roger Beaman, 47 Peel Way, Tividale, Olbury, B69 3JX. Tel: 0121 532 8614. Is looking for details of the second half heat details for the following meetings, including the helmet colours the riders used in these events if you can also provide this information. The meetings Roger is looking for are: Cradley Heath **Home:** 1960 – 7.5.v Poole; 16.4.v Rayleigh. 1961 – 3.6.& 9.9.v Edinburgh; 15.4.v Exeter; 6.5.& 15.7.v Middlesbrough; 19.8.v Newcastle; 8.4.v Plymouth; 12.8.v Poole; 29.4.& 1.7.v Rayleigh; 10.6.& 22.7.v Sheffield; 1.4.& 22.5.v Stoke; 13.5.&17.6.v Wolverhampton. **Away:**

1960 – 18.6. at Bradford; 17.6.& 1.7. at Bristol; 30.7.at Edinburgh; 30.5.&20.6. at Liverpool; 21.9. at Poole; 15.4. at Rayleigh; 28.7. at Sheffield; 26.7. at St Austell; 13.8. at Stoke; 2.8. at Yarmouth. 1961 - 21.8.& 2.10. at Bradford; 23.9. at Edinburgh; 7.8. at Exeter; 20.4.& 8.6. at Middlesbrough; 12.6. & 28.8. at Newcastle; 11.8. at Plymouth; 13.4.&27.4.&17.8. at Sheffield; 31.3.& 20.7. & 21.10. & 26.12. at Stoke; 23.6.&1.9.&20.10. at Wolverhampton; 25.7. at Yarmouth.

Philip Dalling, 2A Chapel Mews, Rupert Street, Ilkeston, Derbyshire. Tel: 0115 930 2217. is working on the history of Nottingham Olympic Speedway (1928 – 32), Nottingham White City (1932 – 38) plus he is also working on histories of Mansfield Woodhouse (also known as Park Hall) (1928) and Long Eaton (1928 – 54). [Philip has had articles published in the Nottingham Evening Post on Louis Lawson and Fred Strecker on 17.2.2004 and 24.2.2004 respectively. We reproduce the article on Fred Strecker in this edition. The article on Louis Lawson is similar to an article about him in a recent edition of The Vintage Speedway Magazine.]

Jim Henry, see page 24 for contact details, is seeking heat details for the Santry v Glasgow match staged in Dublin on 1.8.48. but would settle initially for a result and details of scorers. He is also seeking information about a Santry v Glasgow Select match staged on 30.6.1950. Finally, he would also like to know when Norwich changed from being nicknamed The Canaries to be called The Stars and if Sheffield were known as The Blades or The Tigers in 1946. Finally, an early 1947 Speedway News mentions Middlesbrough being interested in an experienced rider – Able Seaman W. Brierley. Was he the same Walter Brierley, who was the mascot at Marine Gardens, Edinburgh and Glasgow White City in the late 1920s, early 1930s ?

Feedback

Vic Butcher, 7 Derwent Close, Tangmere, Chichester, PO20 2FQ writes to advise that he has been in contact with Paul Eustace and Paul considers the missing rider in the Southampton line up in the meeting at Glasgow White City on 3 June 1939 was Ed Pye. Presumably this is the rider known as "Crusty" Pye. [Now that suggests an article on rider nicknames to us. For example the Speedway World (4.8.48) mentions Stoke's Lindsay Mitchell being dubbed "Wing Lee" because he bought a pair of oriental type 8 pyjamas. – Any takers on this one? **Editors.**]

Am I The Fluence?

I promise not to mention any new emerging venture again until it is up and running. I welcomed back Plymouth just before it appeared to go phut. In the last edition I was welcoming back Scunthorpe for 2004 action when news broke that it was unlikely to run any fixtures. OK it is likely to be used as a training venue but open meetings seem to be out of the question. Maybe it is just coincidence **but** given my Jonah like qualities elsewhere, I can't take any chances that will set back any speedway venture.

I'll just wait until the new tracks are up and running before commenting. My reason for mentioning new venues is that we would welcome track details to add to our previously featured A – Z of track information.

Jim Henry

Meeting Abandoned Due to Lack of Interest

Vic Butcher, our man in Southampton, has sent us this interesting item with the most unusual headline.

One of the most unusual official matches I have come across took place, or should I say, part took place, at Southampton on 18 May 1937. On that date Saints were due to race against Leicester in a Provincial League match. In those days, teams were of six riders plus two reserves with team members riding four times and the reserves twice giving a fourteen heat match. Unfortunately, Leicester arrived without two team members or either of the reserves. In an attempt to help the visitors, Southampton agreed to loan Doug Wells and Joe Delaney to fill the two missing team places and another Leicester based rider was available to cover both reserve berths. Racing commenced but at the end of heat six the score stood at Southampton 30 Leicester 4 thanks to four 5 – 1 heat scores and two 5 – 0 heat scores. From a Leicester standpoint heat seven was a triumph as it produced a three all although this might, possibly have been more due to an engine failure for Cyril Anderson than anything else. This made the score at the interval 33 – 7 by which time Charlie Knott, never one to suffer fools, had seen enough.

He cancelled the remainder of the match and proceeded directly to the second half. Presumably this was with the agreement of the Steward (referee of the day). At that time Stewards tended to based at one track and, indeed, in a later programme was referred to as OUR Steward. (Vic wonders what modern day referees would have made of this.)

Shortly after Leicester dropped out of the League so the problem of what to do about the fixture never arose.

(**Jim Henry** adds that the Edinburgh versus Wombwell 1930 Northern League fixture at Marine Gardens was brought to a halt after four out of the six races had ended 5 – 1 to Edinburgh. The result of this fixture stood. In 1953 the Edinburgh v Liverpool National League Division Two fixture was cancelled after the Liverpool promotion had failed. Edinburgh were all set to stage the meeting. News filtered through to Edinburgh on the Friday night as Liverpool riders were taking part in a meeting at Motherwell. Programmes were printed for this meeting but they are extremely rare as it is understood that the promotion destroyed them because no meeting was staged. Some did survive to be included in the bound volumes of the 1953 programmes. Coatbridge had a couple of meetings with rider availability problems in July 1968 and staged a couple of “bounce” meetings to entertain the crowd when Belle Vue and Leicester failed to appear. Finally in 1994 the Linlithgow v Stoke fixture did not take place as the Stoke team failed to materialise. A hasty session in the pits resulted in a match dubbed Lightning v Thunder being staged featuring riders who turned up. Have you any information on other similar happenings?)

Newsplan

We continue with our coverage of the Newsplan series. This time we look at Report of the Newsplan Project in the Northern Region October 1987 – September 1988. Written by David Parry and published by the British Library.

Advertiser Newcastle and Gateshead [Newcastle Central Library Oct 1981 – Dec 1983; Gateshead Library 1981 – date; North Tyneside Library March 1982 – date]; Advertiser and Post (Ashington) [Morpeth Library 1972; Auckland Chronicle [Durham County Record Office 1928 – Dec 1970]; Berwick Advertiser then Berwickshire and Berwick Advertiser [Berwick Library 1968 – 1977 & 1979 – date; National Library of Scotland 1978 – date]; Berwick Bulletin [National Library of Scotland March 1978 – Dec 1980]; Berwick Leader [Berwick Library 1987 – date; Morpeth Library 1987 – date]; Billingham and Norton Advertiser [Newspaper Offices June 1984 – Sept 1987]; Billingham Press [Newspaper Office 1970 – April 1972]; Stockton Express [Middlesbrough Library Jan 1953 – April 1972; Stockton Library 1953 – 1972]; Cleveland Standard [Redcar Library 1928 – May 1953]; North Mail, Newcastle daily Chronicle [Newcastle Central

Library 1929 – Sept 1939]; Darlington and Stockton Times [Darlington Library 1970 – Sept 1978]; District Weekly News (Newcastle) [Newcastle Central Library Jul – Aug 1932]; Durham Advertiser [Durham City Records Office 1929 – 1970]; Durham Chronicle [Durham City Records Office 1929- 1930]; Echo (Sunderland) [Sunderland Library 1964 & 1970s]; Evening Chronicle (Newcastle) [Newcastle Central Library 1945 – 1963; 1975 – date]; Evening Chronicle Football [Newcastle Central Library Nov 1967 – Dec 1979 & Jun 1980 – date]; Evening Chronicle (Newcastle) [Newcastle Central Library 1961 – 1963; Newspaper Office 1929 – date]; Evening Gazette (Middlesbrough) [Middlesbrough Library 1928 – date; Newspaper Office 1928 – date]; Evening World (Newcastle) [Newcastle Central Library May 1929 – Sept 1930; Jan 1931 – Jan 1932]; Evening World (Newcastle)(Football Edition) [Newcastle Central Library May – Nov 1929 Aug 1930 – May 1931]; Journal (Newcastle) then Newcastle Daily Journal, North Star and Courant 1929 – 1930 then Newcastle Journal 1930 – 1939 then Newcastle Journal and North Mail 1939 – July 1958 [Newcastle Central Library complete run]; Northern Daily Mail (Hartlepool) [Hartlepool Library 1928 – date]; Newcastle Weekly Chronicle [Newcastle Central Library 1929 – 1940 Jul 1946 – April 1953]; Sports World (Newcastle) [Newcastle Central Library May 1929 – Nov 1930]; Sunday Sun (Newcastle) [Newcastle Central Library 1929 – date]; Teesside Star (Middlesbrough) [Cleveland County Archives Jan – Dec 1966]; Teesside Times (Middlesbrough) [Middlesbrough Library Aug 1986 – date]; Whitley Bay Seaside Chronicle [North Tyneside Library 1929]; Barrow Guardian [Barrow Library 1928 – July 1947]; Carlisle Journal [Carlisle Library 1928 – 29, 1931 – 33; 35; 37 – 39. Cumbria Record Office 1928 - 41]; Cumberland and Westmoreland Herald [Carlisle Library 1988 – date]; Cumberland News [Carlisle Library 1928 – date]; Evening Star (Workington) [Cumbria Record Office 1930 – 1933]; North Western Evening Mail (Barrow) [Barrow Library 1928 – 1980; Newspaper Office 1928 – 1943]; West Cumberland News (Whitehaven) [Workington Library 1931 – Feb 1936 Oct 1938 – Aug 1953. Newspaper Office 1928 – 1967]; West Cumberland Times (Cockermouth) [Cumbria Record Office March 1931 – 1947. Whitehaven Library 1928 – 31; 1933 – 37. Workington Library 1930 – 1933; 1936 – 1939]; West Cumberland Times & Star (Workington) [Workington Library Oct 1967 – April 1970; Feb 1971 – 1980].

Jim Henry

Rider Strikes

Recently we featured an article about a threatened rider strike which claimed to be the only instance of a possible no show at the start of the season. However, from my research into Glasgow White City and Motherwell it appears that riders were sufficiently militant before the start of the 1947 season to hold up the start of fixtures until the pay wrangles were sorted out and a similar situation arose before the start of the 1954 season. The 1946 season took place against a background of rider discontent about the pay scales and this dispute is chronicled in the Stanners Annual which covers this season. It is also an ongoing story in the Speedway News editions for 1946. The Speedway Echo of 23 April 1949 reported a threat of a strike over the issue of pay for First Division riders.

Jim Henry

A Bizarre Fact About Bonus Points

Gary Lough, from Edinburgh, has responded about the issue of bonus points in Volume 7 No.1. as follows. I found a most unusual fact. It happened during a National League fixture between Milton Keynes and Wimbledon. The Dons scored a huge away win, 47.5 – 30.5 but it was a Milton Keynes Knight who made history in this match. Heat 13 finished Roger Johns (W) first, Nigel De'ath (MK) second, while Kevin Smart (MK) and Jeremy Luckhurst (W) dead heated for third place. Nothing unusual you may think. However, Kevin Smart failed to score in the rest of his outings, and, by grabbing the bonus point in that race he became the first rider in speedway history (according to the Speedway Star correspondent) to score more bonus points than actual points in an official fixture. Gary is unaware of this happening since but wonders if anyone else has encountered this.

Midlands v South Cup 1947 & North v South Cup 1948

Alex Broadhurst pens this item. Whilst we normally would include this as a centre page spread, Alex's notes make it more suitable as a stand alone article.

The Speedway Researcher pages detailing results and tables of filler competitions set me off looking into those for the Third Division of 1947 /1948. They get little mention in Stenners or in other journals of the day.

1947

The 1947 competition was the brainchild of Tamworth promoter Arthur Westwood and was announced in the Speedway news as the Northern and Southern Cup. This became the North v South Cup and later the Midlands v South Cup, although Exeter was still advertising it as the North v South Cup in their local press at the end of the season.

The eight team league was split into two regional divisions, racing 1 home and 1 away. Match points awarded were 2 for a home win and 3 for an away win. There was only one draw and I have assumed points were awarded 1 for a home draw and 2 for an away draw. Perhaps a more knowledgeable researcher could confirm this.

Midlands

Away Team	Cradley	Hanley	Tamworth	Wombwell	Points
Home Team					
Cradley	xxxxxx	64 – 32	47 – 49	Not Raced?	5
Hanley	55 – 39	xxxxxx	48 – 48	64 – 32	8
Tamworth	54 – 42	60 – 35	xxxxxx	49 – 35	11
Wombwell	45 – 51	40 – 54	54 – 42	xxxxxx	2

South

Away Team	Eastbourne	Exeter	Plymouth	Southampton	Points
Home Team					
Eastbourne	xxxxxx	34 – 62	60 – 34	57 – 38	10
Exeter	45 – 51	xxxxxx	51 – 45	69 – 27	7
Plymouth	46 – 50	48 – 47	xxxxxx	41 – 54	2
Southampton	57.5-38.5	61 – 34	60 – 36	xxxxxx	9

The opening meeting was the Tamworth v Wombwell match on 18 June and appears to have been raced over fourteen heats. All other matches were raced over sixteen heats. The Cradley Heath v Wombwell fixture was raced at Tamworth. Because of a petrol shortage, Eastbourne's home match v Exeter was raced at Exeter on 15 October. The Government had just abolished the basic petrol ration. Being an out of town track, Eastbourne were worried that their attendance would be badly affected. Exeter won and, as the "away" team, received three points. I have been unable to find a result for a Cradley Heath v Wombwell match and I do not believe it was raced. Tamworth won the event winning the final 55 – 41 from Eastbourne on 5 November at their Fazley circuit.

1948

The 1948 competition was christened the North v South Cup throughout. The twelve Third Division teams were split into North and South groups and paired off to race home and away. Just two matches each.

Hull and Southampton had the best results in the competitions and met in the final at Cradley Heath on 15 October. Southampton won the trophy beating Hull 53 – 43.

North

Hanley 65 Wombwell 31 & Wombwell 58 Hanley 38

Aggregate Hanley 103 Wombwell 89.

Cradley Heath 38 Tamworth 58 (At Hanley) & Tamworth 49 Cradley Heath 46

Aggregate Tamworth 107 Cradley Heath 84

Hull 68 Yarmouth 28 & Yarmouth 40 Hull 56

Aggregate Hull 124 Yarmouth 68

South

Plymouth 57 Exeter 38 & Exeter 65 Plymouth 31

Aggregate Exeter 103 Plymouth 88

Poole 52 Coventry 44 & Coventry 59 Poole 37

Aggregate Coventry 103 Poole 89

Southampton 67 Hastings 28 & Hastings 21 Southampton 75 (At Plymouth)

Aggregate Southampton 142 Hastings 49

[Any other interesting but obscure tournaments you would like to tell us about? {Note Hanley = Stoke} Editors]

Bizarre Happenings

The Speedway World of 4 June 1947 carried an article about a track fatality in Prague. It wasn't a rider this time, it was a mechanic. In a ten man handicap race a rider crashed into the fence which collapsed onto the track bringing down another four riders in the race. A mechanic, who rushed to release one of the riders trapped under the fence was hit by both flying rider who had crashed into the melee and the rider's machine. The item reported that the mechanic was killed instantly.

The same publication for 28 July 1948 carried an article about Eric Williams, then a junior rider. Seems Eric broke his leg when riding for Birmingham. The report stated that Eric was in hospital and had had a bad dream in which he had imagined himself falling into space and contrived in some mysterious way to managed to re-break the partly healed limb.

Jim Henry

Nelson 1967

Vic Butcher, sends us this report.

Further to the note in the September 2004 edition of The Speedway Researcher, I set out below the details of the Nelson (Lancashire) meetings for 1967. You will see the meetings were numbered consecutively irrespective of the type of event. Therefore the numbers on the speedway programmes do not seem to make any sense.

I have not been able to track down all the results but the Olympiad was won by Goog Allan and the Seed Hill Trophy by Bruce Cribb. Nelson beat Sheffield 58 – 37. Programmes exist for all the speedway fixtures but I am uncertain of the results of the Wolverhampton and Glasgow fixtures. (Vic adds he feels sure Northern based contributors will know.) The meeting staged on 29 July is interesting. The subsequent programme refers to the solos taking the jumps so it appears to have been a stadium motocross type of event. Some of the riders involved were reported as ‘looking for speedway equipment.’ Sidecars and speedcars were also on the programme. Meeting (M)1 22.7.- Stock Cars; M2 29.7 – Cavalcade of Speed; M3 5.8. – Speedway – Olympiad Trophy; M4 12.8. – Nelson v Wolverhampton B; M5 19.8. – Stock Cars; M6 26.8. – Nelson v Sheffield B; M7 2.9. – Speedway Nelson v Glasgow B; M8 9.9. – Stock Cars; [No meeting 16 September – World Final] M9 23.9. – Speedway Seed Hill Trophy plus Sidecars; M10 30.9. – Stock Cars.

[**Editors** This takes us a good way forward but there are still gaps in the availability of meeting details.]

Superstars of the Dirt Track

Philip Dalling’s article on Fred Strecker and George Dykes, published in the Nottingham Evening Post is as follows.

The city of Nottingham has applauded several outstanding sporting duos over the years: Torvill and Dean (ice skating), Clough and Taylor (football), and, Hadlee and Rice (cricket), are the most obvious examples. Many years before those successes, Nottingham boasted a colourful twosome which brought fame and success to the city in a sport which, in its heyday, rivalled soccer as a spectator and headline attraction.

Fred Strecker, from St Ann’s and George Dykes from Burton Joyce, were home-produced stars of the Nottingham speedway team which 17

operated out of the long vanished White City Stadium in Trent Lane, Colwick, throughout the 1930s.

Strecker and Dykes were the speed stars of the madcap 1930s era of the sport, the predecessors to Gunthorpe man Louis Lawson who was a hero of speedway’s golden age of the late 1940s and early 1950s.

The teenage Lawson was inspired to become a speedway star by the Strecker and Dykes duo’s performances at Nottingham White City and, during his successful career for Belle Vue and England, he kept in close touch with Fred and George, who gave advice and help with the preparation of his racing machine.

The Strecker and Dykes partnership survived the end of their speedway careers, which were brought to a close by the outbreak of the Second World War. They went on to run a car dismantling business close to the stadium where they had thrilled huge pre-war crowds.

When the new craze of stock car racing was introduced at Long Eaton Stadium in 1954, Fred and George, although now not far off their fifties, built the heavily armoured cars then in vogue and set about the opposition.

West Bridgford businessman Frank Hughes who, with his stock car driver brother Neville, later promoted the sport at Long Eaton, recalls that the Strecker / Dykes technique never varied whether in the two wheel or four wheel form of racing. “George made the gap and Fred went through it – it was as simple as that,” he said.

The Nottingham speedway team had a roller-coaster existence. Competing in the 1930 Southern League and the 1933 National league, the team rode against the top British opposition in the form of Wembley, Manchester Belle Vue, West Ham and other leading sides. The world’s finest performed at Trent Lane, with international fixtures against Australia and the United States.

Fred Strecker rode for several other teams apart from Nottingham – Harringay, Belle Vue and Southampton among others and made the long boat trip to ride in Australia in 1933.

Nottingham competed in the sport’s second division in 1936 and 1937. In the latter year, with Strecker and Dykes riding as a pairing, the team finally found success, winning the Daily Mirror Trophy and the Coronation Cup.

Individually, Fred Strecker also won a magnificent silver trophy donated by Nottingham motor firm Oscrofts. George Dykes, despite injuries, 18 captained the side when he was available. In July 1937 both Fred

and George, together with Nottingham team-mate George Greenwood, formerly of Wembley, rode in an English provincial riders side against Australia, who were led by the then world individual champion, Lionel Van Praag. The Australian team included another Nottingham rider, Billy "Cyclone" Lamont. More than 20,000 thronged the stands and terraces at Trent Lane to see Australia gain a narrow 55 – 53 victory.

The following year saw Strecker and Dykes continuing at White City. However, the enthusiasm evaporated and the team pulled out of the sport at the end of May 1938, with Nottingham's league fixtures being taken over by Leeds.

White City, a well appointed venue with covered accommodation for several thousand spectators, never heard the sound of speedway engines again, continuing with greyhound racing until its final closure in 1970. Strecker and Dykes continued their involvement with speedway after the war as the starting marshal and machine examiner at the Long Eaton track, before their Indian summer involvement with stock cars.

Testimonial Men

As I pen this part of The Speedway Researcher I am aware that Frede Schott and Glen Cunningham are due to stage testimonial meetings. It set me thinking about how many men have had testimonials and I wonder if anyone has a list of the Testimonial men and men who have had other anniversary meetings that they could pass this on for publication. Name, Year, Track would suffice. Eg.

Frede Schott	2004	Edinburgh (At Armadale)
Glen Cunningham	2004	Somerset

Jim Henry

Rider Grading

In 1946 the riders in both divisions were graded on a scale which I think was one to five and paid according to the grading. Does anyone have information on the riders and their grades, which were amended during the season, and could do any article about them? If there is a published reference source that would be as helpful but I can't say I've seen this in any publication. Or, maybe to be a bit more honest, I have not paid any attention to it if I have seen it.

Jim Henry

19

The British Match Race Championship

Keith Farman, 230 Beccles Road, Gorelston on Sea, Great Yarmouth, NR31 8AH Tel: 01493 668139 has sent in an incomplete list of the details of the British Match Race Championship which was a major contest in the immediate post war era carrying a handsome trophy and a cash bonus paid out to the holder. Keith invites you to help him fill in the gaps. Keith is looking for dates (D) venue (T) and scores (S) for this event.

1931: Vic Huxley beat (bt) Colin Watson; (D,T,S) Jack Parker bt Vic Huxley (D,T,S).

1932: Eric Langton bt Jack Parker (D,T,S). Parker retired from the contest through injury.

1933: Langton resigned the title. Ron Johnson bt Claude Rye (D,T,S). Harold Stevenson bt Ron Johnson (D,T,S).

1934: Tom Farndon bt Harold Stevenson (D,T,S).

1935: Tom Farndon bt Max Grosskreutz (D,T,S). 5.06. New Cross Tom Farndon 2 Dick Case 0; 7.06. Hackney Tom Farndon 1 Dick Case 2; Tom Farndon 2 Dick Case ? (D,T,S).

Tom Farndon was killed in a track crash at New Cross and as a mark of respect the Championship was discontinued. The Championship was revived after the War. It was also known as the Gold Helmet which was the trophy presented to the winner. For a long time the championship was also known as "Parker's Pension" for reasons you will soon realise.

1946: Bill Kitchen nominated as holder. 9.05. Wembley Bill Kitchen 0 Ron Johnson 2; New Cross Bill Kitchen 2 Ron Johnson 0; 20.05.

Wimbledon Bill Kitchen 2 Ron Johnson 0. 13.06. Bill Kitchen 1 Jack Parker 2; 15.06. Belle Vue Bill Kitchen 2 Jack Parker 1; 25.06. West Ham Bill Kitchen 0 Jack Parker 2. 23.07. West Ham Jack Parker 2 Eric Chitty 0; 27.07. Belle Vue Jack Parker 2 Eric Chitty 0. 10.08. Belle Vue Jack Parker 2 Ron Johnson 0; 21.08. New Cross Jack Parker 0 Ron Johnson 2; 2.09. Wimbledon Jack Parker 2 Ron Johnson 1. 26.09.

Wembley Jack Parker 1 Tommy Price 2; 19.10. Belle Vue Jack Parker 2 Tommy Price 0; 23.10. Bradford Jack Parker 2 Tommy Price 1.

1947: 3.05. Belle Vue Jack Parker 2 Malcolm Craven 0; 6.05. West Ham Jack Parker 2 Malcolm Craven 0. 17.06. West Ham Jack Parker 2 Alec Statham 0; 19.06. Wembley Jack Parker 2 Alec Statham 0. 11.07.

Harringay Jack Parker 0 Vic Duggan 2; 12.07. Belle Vue Jack Parker 0 20 Vic Duggan 2. 1.08. Harringay Vic Duggan 1 Bill Kitchen 2; 7.08.

Wembley Vic Duggan 2 Bill Kitchen 1; 20.09. Belle Vue Vic Duggan 2 Bill Kitchen 0. Vic Duggan resigned the title. 22.09. Wimbledon Jack Parker 1 Norman Parker 2; 27.09. Belle Vue Jack Parker 2 Norman Parker 0; 1.10. New Cross Jack Parker 2 Norman Parker 1.
1948: 28.04. New Cross Jack Parker 0 Ron Johnson 2; 1.05. Belle Vue Jack Parker 2 Ron Johnson 0; 6.05. Wimbledon Jack Parker 2 Ron Johnson 0. (Alec Statham was due to challenge but due to injury he was replaced by Eric Chitty.) 12.06. Belle Vue Jack Parker 2 Eric Chitty 0; 15.06. West Ham Jack Parker 2 Eric Chitty 0. 12.07. Wimbledon Jack Parker 2 Alec Statham 1; 18.07. Belle Vue Jack Parker 2 Alec Statham 1. 2.08. Wembley Jack Parker 2 Split Waterman 0; 11.09. Belle Vue Jack Parker 2 Split Waterman 1. 25.09. Belle Vue Jack Parker 2 Wilbur Lamoreaux 0; 7.10. Wembley Jack Parker 2 Wilbur Lamoreaux 0.
1949: 6.05. New Cross Jack Parker 2 Ron Johnson 0; 7.05. Belle Vue Jack Parker 2 Ron Johnson 0. 13.06. Birmingham Jack Parker 2 Graham Warren 0. Warren fell twice and did not contest the second leg. 23.07. Belle Vue Jack Parker 2 Aub Lawson 1; 26.07. West Ham Jack Parker 2 Aub Lawson 0. 20.08. Belle Vue Jack Parker 2 Tommy Price 0; 8.09. Wembley Jack Parker 1 Tommy Price 2. (Decider D,T,S.)
1950: 13.05. Belle Vue Jack Parker 2 Tommy Price 0; 18.05. Wembley Jack Parker 2 Tommy Price 0. 4.06. New Cross Jack Parker 0 Eric French 2; 1.07. Belle Vue Jack Parker 2 Eric French 0; 10.07. Birmingham Jack Parker 2 Eric French 0. 15.07. Belle Vue Jack Parker 2 Bert Roger 0; 26.07. New Cross Jack Parker 2 Bert Roger 0. 22.08. West Ham Jack Parker 1 Aub Lawson 2; 26.08. Belle Vue Jack Parker 0 Aub Lawson 2.
1951: April Aub Lawson 2 Freddie Williams 0 (D,T.); Aub Lawson 2 Freddie Williams 1 (D,T.); 19.05. Belle Vue Aub Lawson 0 Jack Parker 2; 22.05. West Ham Aub Lawson 0 Jack Parker 2. 23.06. Belle Vue Jack Parker 2 Bob Oakley 0. Oakley withdrew through injury. 21.07. Jack Parker 2 Split Waterman 1; 27.07. Harringay Jack Parker 0 Split Waterman 2; 1.08. Wimbledon Jack Parker 1 Split Waterman 2. 14.09. Harringay Split Waterman 1 Aub Lawson 2; 18.09. West Ham Split Waterman 2 Aub Lawson 0; 24.09. Wimbledon Split Waterman 2 Aub Lawson 0.
1952: 12.04. West Ham Split Waterman 2 Jack Young 1; 25.04. Harringay Split Waterman 2 Jack Young 0. Waterman forfeited the title through injury. Ronnie Moore and Jack Young nominated to contest the vacant title. 26.05. Ronnie Moore 2 Jack Young 0; 27.05 West Ham Jack Young 2 Ronnie Moore 0; 4.06. New Cross Jack Young 2 Ronnie Moore

1. West Ham Jack Young 1 Split Waterman 1. (D). Split Waterman fell in the first race and a re run was announced. Split won what he thought was the rerun only to be told it was the second race and that the result stood at 1 each. At this point Split walked out of the meeting and Jack Young won the tie on default. No second leg was staged. (In match race formula it is normally accepted that a race will not be rerun but there have been instances of riders refusing to complete a match race or inviting a rerun where they consider their winning would be unmerited.) 28.07. Wimbledon Jack Young 2 Ronnie Moore 0; 29.07 West Ham Jack Young 2 Ronnie Moore 0. 26.08. West Ham Jack Young o Freddie Williams 2; 4.09. Wembley Jack Young 2 Freddie Williams 0; 10.09. Harringay Jack Young 2 Freddie Williams 0. To be continued.

Publications

Bluey Wilkinson: West Ham's First World Champion

The Tempus speedway history phenomenon rolls on with the latest publication by **Brian Belton** (who previously wrote a West Ham history for Tempus) follows the footsteps of Johnnie Hoskins and others in cataloguing the history of the legendary pre-war Aussie star Bluey Wilkinson. As the Hoskins book came out in 1939 I suppose a modern perspective on Bluey was somewhat overdue!

Brian Belton, who proudly states his own East End (of London) roots through his passion for the sadly departed West Ham speedway team and Custom House Stadium, has moved on with his latest book to provide us with a fascinating biography of an adopted son of the East End and member of the 1937 championship winning West Ham team, Bluey Wilkinson..

For me what was most interesting about this book was that it cleverly interweaves the story of early British speedway with the life of one of its star names, whilst at the same time giving an insight into what it was like to be a league speedway rider and a world championship contender during those early days. His sad death in a road accident in 1940 cut short his story and a fascinating one it proves to be. This latest well illustrated biography does the man justice and is recommended.

Published by Tempus Publishing Limited, The Mill, Brimscombe Port, Stroud, Gloucestershire, GL5 2QG £14.99 + P&P.

Review by **Graham Fraser**

Kolstybb & methanol: Svensk speedway history

Occasionally we come across a speedway history book not in the English language but which is obviously a well researched and produced addition to the speedway history library. This book in Swedish is obviously such a book. Hard-backed and with high quality paper, this is a very detailed history of Swedish speedway which looks predominantly at the performance of Swedish riders in world championships and in Swedish domestic league competitions, mainly in the post war era. In doing so it also provides details of Swedish League rider averages and non-Swedish rider performances in world championship and qualifying competitions, so would be of interest to World Championship historians too. **Anders Aberg** is a subscriber to The Speedway Researcher and runs a small Swedish speedway history society and this expensively prepared large format self-published book pays testimony to his passion for speedway, particularly in his home country. We have to admit that Swedish is not a language I would claim to understand but even so this book has enough photographs and statistics to interest most speedway fans. It is an expensive book but certainly one for the speedway historian and book collector. If any readers are interesting in buying a copy of the book from Anders in Sweden, please contact him via email on aaberg@telia.com or Kallstigen 5, S-139 33 Varmdo, Sweden

Review by **Graham Fraser**

Historic Book Review

Peter Morrish wrote British Speedway Leagues 1946 – 1964 and it was published in 1984 by the Midland Speedway Agency in both hardback and softback versions.

Many researchers are already aware of this invaluable book that preceeded the History of the British League book by Peter Oakes. Together these two books give an excellent history of post war British speedway up to the 1990s. Peter Morrish's book of 204 pages lists every rider who appeared in its years of coverage for teams competing in the following competitions – National league Divisions 1,2,& 3, the Northern League, the Southern League, the Southern Area League, the Junior League, the National reserve League, the Provincial League and the Metropolitan League. It gives a season by season British speedway review, final tables and results grid, and rider points totals for each rider at each team. I am not aware of any other single publication which

23

provides such an overview for the 1946 to 1964 period all together in one book.

The late Maurice Jones' Speedway Survey League Tables books and Peter Jackson's Speedway Surveys National League Reviews of the post war period have all added greater detail to that available in Peter Morrish's book. Although the information in Peter's book was always available to be researched from speedway magazines and official speedway records his was the first to pull it all together. Despite this there is not a publication that provides a complete statistical record of all teams and riders in the post war era up to the formation of the British League in 1965. The information should all be out there waiting to be researched, pulled together and published. Until then Peter Morrish's book remains the nearest thing available.

Copies do still become available at Collectors Fairs and speedway memorabilia auctions form time to time – I was lucky enough to obtain a hardback and softback copy in this way – although beware, the softback copy has a habit of its pages starting to fall out of the binding, but given the scarcity of copies these days even that would be worth obtaining. If you see one, snap it up, you won't regret it. Review by **Graham Fraser**

Nearing the end of Volume Seven

As ever we will be including a questionnaire with the renewal slips for Volume 8 and would welcome ideas for questions for our reader survey. Please let us have any burning questions you wish us to consider before the next publication deadline. As ever we are looking for contributions from you to keep us going as we don't want The Speedway Researcher to become the Editors' Soap Box as it sometimes feels like.

On a personal note (Jim) I am getting along better with the PC but sometimes feel it could do more. Hopefully this edition will not disappear down the black hole that is the computer waste bucket requiring, as Volume 7 No. 2 did, a complete re-type at the 24th hour.

Deadline for the next edition is 31st January 2005

The Speedway Researcher is edited and published by :

Graham Fraser

Jim Henry

7 B Bruce Street

90 Greenend Gardens,

Stirling, FK8 1PD

Edinburgh, EH17 7QH

Tel: 01786 471992

Tel: 0131 664 7185

24

National League Division One 1934

Away Team Home Team	Belle Vue	Birmingham	Harringay	Lea Bridge	New Cross	Plymouth	Wembley	West Ham	Wimbledon
Belle Vue	xxxxxx	38 – 16	33 – 21	33 – 21	26 – 25	41 - 12	26 – 28	32 – 19	34 – 19
	xxxxxx	42 – 11	36 – 18	40 – 14+	28 – 26	36 – 0*	35 – 19	30 – 24	38 – 16
Birmingham	21 – 33	xxxxxx	22 – 32	31 – 23	28 – 25	31 – 23	20 – 34	32 – 22	26 – 27
	12 – 40	xxxxxx	21 – 33	28 – 26	30 – 23	39 – 14	22 – 32	31 – 23	32 – 22
Harringay	21 – 33	28 – 24	xxxxxx	35 – 18	20 – 33	35 – 15	26 – 28	32 – 21	26 – 28
	21 – 33	32 – 20	xxxxxx	34 – 20	26.5 – 27.5	40 – 14	22 – 32	25 – 29	23 – 29
Lea Bridge / Walthamstow (+)	18 – 32	31 – 22	19 – 33	xxxxxx	18 – 33	28 – 25	23 – 31	23 – 29	23 – 31
	17 – 36+	29 – 25	25 – 29+	xxxxxx	23 – 30+	22 – 31	22 – 32 +	21 – 32 +	29 – 25+
New Cross	31 – 21	26 – 24	29 – 25	38 – 16	xxxxxx	31 – 22	24 – 29	32 – 21	30 – 24
	20 – 34	33 – 21	39 – 14	36 – 17+	xxxxxx	42 – 9	28 – 26	29 – 25	38 – 16
Plymouth	18 – 36	32 – 20	26 – 26	29 – 22	23 – 31	xxxxxx	23 – 30	27 – 27	27 – 22
	31 – 22	30 – 23	28 – 26	25 – 28	21 – 32	xxxxxx	22 – 32	22 – 32	28 – 25
Wembley	23 – 31	35 – 19	22 – 31	35 – 17	33 – 20	40 – 14	xxxxxx	35 – 17	31 – 23
	23 – 31	36 – 17	22 – 30	32 – 21	28 – 25	41 – 12	xxxxxx	36 – 18	29 – 24
West Ham	22 – 32	27 – 26	30 – 23	33 – 21	27 – 26	40 – 11	24 – 30	xxxxxx	20 – 33
	35 – 19	33 – 21	31 – 23	36 – 17+	32 – 21	40 – 14	26 – 28	xxxxxx	34 – 19
Wimbledon	21 – 33	36 – 17	31 – 23	31 – 23	29 – 24	33 – 20	21 – 32	37 – 15	xxxxxx
	27 – 26	29 – 25	27 – 26	34 – 19+	25 – 28	34 – 20	20 – 32	22 – 32	xxxxxx

Team	R	W	D	L	F	A	Pts	ACU CUP
Belle Vue	32	27	0	5	1040	650	54	First Round
Wembley	32	26	0	6	980	731	52	Second Round
New Cross	32	21	0	11	934.5	763.5	42	
West Ham	32	16	1	15	865	841	33	
Wimbledon	32	16	0	16	840	863	32	New Cross 62 Wimbledon 44**
Harringay	32	14	1	17	867.5	837.5	29	Semi Finals
Birmingham	32	9	0	23	758	949	18	
Plymouth	32	8	2	22	669	1007	18	Final
Lea Bridge / Walthamstow	32	5	0	27	694	1006	10	(Raced at Wimbledon)

Source: Table and Grid compiled by **Mike Terran** Note: + as Walthamstow. * Not Raced awarded 36-0 to Belle Vue.

** Result amended by ACU form New Cross 63 – Wimbledon 43.