

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume No.8 No. 1 June 2005
Edited by Graham Fraser and Jim Henry

Welcome To Volume 8

I don't know if we thought we would get this far when we started out all those years ago. However, here we go. What will Volume 8 bring? We are quite excited by the internet developments thanks to **Ron McNeil** and his www.toosmall.co.uk site which now carries heat details such as are in captivity for Middlesbrough 1946 – 1948, Fleetwood 1948 – 1952, Belle Vue war time 1939 – 1945, Sheffield 1945 - 1952 and the first two volumes of The Speedway Researcher. Thanks too go to **Hugh Vass** for making available his 1946 and 1947 records for Middlesbrough and as work in progress, Sheffield. Ron's web site gives us the opportunity to develop our speedway version of Wisden and please, please do look at the records and provide any additional information you can.

We also have to thank **Bob Ozanne**, 33 Houghton Avenue, Park Farm, Peterborough, PE2 8UR who is taking up the torch for pre-war meeting details on the bears web site. Bob's, contribution has started with details of the 1932 season National League Championship, will expand over time and he is looking for help to fill the gaps in any information he posts on the web. Please forward any heat details of pre-war meetings you can to Bob so he can put it into a uniform format and post it on the web.

If you have a pile of heat details in electronic form in Word – pass them on to Ron either via his email address or by post. If you have them on paper and can't face converting them into electronic format – pass them to Jim and he'll while away a winter evening or three doing the needful and give you a copy of the files on disc or CD.

We have the skeleton of pulling together a comprehensive record. We would, however, ask that this exercise avoids stepping on the toes of anyone trying to compile records of tracks for the purpose of preparing a book. Jim declares an interest in Glasgow White City 1945-1954 + **1**

1956, Motherwell 1950 – 1954 +1958 + 1972, while Mike Hunter is working on Edinburgh 1948 – 1954 and Ian Moultray is working on Ashfield 1949 – 1953. We are happy to indicate any interests declared to us and concentrate on tracks where there is no declared interest and try to pull the information for these venues together. If and when a book or books are published Jim will release his results to the web. We are adopting a different approach to just asking for help and the web is partially addressing the revised approach. We would be happy to print incomplete datasets like **Keith Farman's** British Match Race details in return for your help in plugging the gaps. Some articles can become "work in progress" rather than the finished article.

That is not to say we won't welcome with open arms finished items – we always say we want to edit, not write. **Graham and Jim**

Get Together

The general view seems to favour a get together but the suggested venues range the length and breadth of the country. Most of you don't want to travel yourself so we'll make it Scotland – only joking. There was not a lot of ideas for a format. We will need to have a think about this a bit more and see how we could progress it. **Graham and Jim**

Feedback

It is always good to receive the feedback on the renewal slips. It is usually a time for your editors to feel really smug with the very kind comments about the magazine.

Fred Paul from Cornwall (Mr Cheap as Chips himself) suggests we might like to consider items about cycle speedway as many riders came into the motorised sport from this sport. Don't know if you are aware Fred, there is a very active Veteran Cycle Speedway Riders' Association in existence and we feel that they must have cycle speedway historians amongst their membership.

Paul Jeffries, asks if we could provide information on collecting, especially where best to seek out programmes / mags / badges. [We did look at this some time ago. We will carry advert sheets for those looking for memorabilia – contact Graham for details of space in the envelopes. We did have discussions re carrying a few extra pages – up **2** to our postage limit – passing on collectors' information – but this

has not progressed. Editors would be happy to reconsider if anyone wishes to do a stand alone insert on collecting issues – advice for circulation with The Speedway Researcher.

Tony Mole asks if we could do a feature on the Birmingham Wheels Project circuit. Anyone with information on this relatively recent venture prepared to tell us about it? Tony also asks about Nottingham White City and we can advise that **Philip Dalling** is working on a history of this track.

Keith Farman suggests that the rider we referred to as Jack White (as opposed to Jack D.White) should be referred to as Johnny White. Keith also suggests that Johnny White did not ride for Crystal Palace but did watch speedway there before taking his first outings at Rye House. Keith suggests that Johnny White may have ridden at Belle Vue during the war but JH suggests that it was probably Jack D.White who had outings there and we look to some help with this one.

The change to Jack from Johnny come about as a result of Johnny Hoskins (or John S. Hoskins if you like) insisting there was only one Johnny at Bradford and that was the Grand Old Man himself. After leaving Bradford Jack (Johnny) White reverted to the use of Johnny and used the name when he raced for Hull and Yarmouth.

Johnny White shocked the speedway world whilst at Yarmouth by having a female mechanic who he later married. He retired to run the Blue Boar Public House at Oulton Broad and together with his wife took up speedboat racing on the Norfolk Broads. He did have brief return at Yarmouth in 1957 but his white painted bike looked the worse for wear. After leaving the Pub Johnny ran an of-licence in and he died a couple of years ago in Lowestoft.

Bob Ferry, Mr Sunderland Speedway, would like to see a bit more about the 1960s and 1970s. The Editors would be happy to publish items about this era and welcome articles.

Maurice Archard suggests that we should print team lists for the pre-war era. Anyone with this information compiled and prepared to let us publish it. (JH could do a list for 1931 based on the contents of “The Speedway Guide” (Southern Edition) edited by R.M. (Sammy) Samuel.) Maurice is also looking for details of the British Individual Championship 1931 to 1935 and the Editors suggest you contact Mike Terran.

Go on – get your pen out and give us an article or two!

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Frank Hartopp from Camberley would like us to produce more information on defunct clubs and has amused us by saying our edicts are worth the annual subscription. Pass us the dictionary.

Frank Whitehouse from Birmingham asks for details of the track at Greet. According to Barry Stephenson’s records two meetings were known to be staged in 1928, one on 6th August and the other on 8th August. Frank has supplied an article which states at the end of August Birmingham MCC opened a new track at Greet with a gymkhana and dirt track racing. Looks like this is one for our Birmingham historians to do a bit of digging and see what they can find in the local press. Greet was purchased by B.S.A. and used as a test track.

We’d love to publish an article about this obscure venue (Editors).

Phil Smith, Warren House, 34 Rodney Hill, Loxley, Sheffield, S6 6SG Tel: 0114 2337355 writes to advise that some of the photographs used in cigarette cards issued by J.A.Patterieux in the Trawler and Club Member series were also issued in 5” x 4” postcards by Lilywhite Photo Print. Phil has discovered No.7 Squib Burton, No.32 Vic Huxley, No.41 Charlie Spinks, No.43 Syd Jackson, No.48 Athur Jervis, No.51 Fran Varey and No. 53 Wally Hull in this format. Phil wonders if anyone has come across other copies which would point to there being a full series and wonders if anyone can comment on whether the postcard format photographs are quite rare or not.

Phil also raises an interesting question which someone may want to give us an answer or suggestions. Phil asks what is the best way to conserve / display speedway memorabilia – badges, programmes and, especially cigarette cards. Over to you collectors out there – what do you think – let us know or alternatively – feel free to have a chat with Phil directly.

Glynn Shailes, who is working on an ongoing history of veteran Aussie Neil Street, and **Pete Ross**, who is looking for details of pre-war grass action in the Poole area, suggest we could provide information on what retired riders are doing. We’d be happy to do items on this but are a bit short on contacts except for those in Scotland Jim meets in his capacity of Secretary of the VSRA Scottish Committee.

Richard Hine, from Chesterfield sent in rules for the Queens Cup competition but says he doesn’t know who won the Trophy. Well Richard, Stenners for 1954 has details as follows: **1st Round:** Oxford 51 Wolverhampton 57; Swindon 58 Cardiff 48; Coventry 73 **4Southampton 35.2nd Round:**Edinburgh 70 Leicester 38;Coventry 51

Motherwell 57; Poole 67 Great Yarmouth 41; Exeter 72 Stoke 36; Liverpool 67 Plymouth 41; Rayleigh 83 St Austell 25; Ipswich 74 Swindon 34; Glasgow White City 71 Wolverhampton 37. **3rd Round:** Edinburgh walk over Liverpool (Chads closed down just before the tie and whilst some of their team turned up no meeting was staged and the programme for this meeting is very rare); Motherwell 55 Poole 53; Exeter 69 Rayleigh 39; Ipswich 53 Glasgow White City 55. **Semis :** Exeter 69 Glasgow White City 39 & Glasgow White City 72 Exeter 36 Aggregate Glasgow White City 111 Exeter 105; Motherwell 50 Edinburgh 58 & Edinburgh 63 Motherwell 45 Aggregate Edinburgh 121 Motherwell 95. **Final** Edinburgh 65 Glasgow White City 43 & Glasgow White City 56 Edinburgh 52 Aggregate Edinburgh 117 Glasgow White City 99. [Later in the season Motherwell put Edinburgh of the Scottish Cup then lost the final to Glasgow White City. JimH]

The extract from the rules, which suggest it was meant to be an for annual competition, were as follows:

The Queen's Cup is a trophy awarded for competition between teams operating in any one season in the Second Division and the Southern League. The competition is run on a Knock-out principle and consists of qualifying rounds on the one meeting only principle up to the semi-finals and final rounds, which will be run on a home and away basis. All tracks take part in a draw and the first of each pair drawn is the track at which the fixture is held. Queen's Cup meetings are official meetings and are held under the Speedway Regulations for official team fixtures. *Calculation of Results:* In the event of a tie in the one meeting rounds the two teams shall ride against each other on the visting team's track. In the event of a tie in the semi final and Final rounds the two teams ride against each other on a home and away basis, the first leg of the re-run taking place at the track of the team first named as the visitors. In the event of a team resigning, withdrawing or being expelled from the competition, the team forfeits its last fixture to the team opposing it. *Riders:* Any loaned rider having taken part in the competition may not ride for any other team in the competition. [This begs the question that – should Edinburgh have been awarded the tie against Liverpool or should they have faced Plymouth?]

Colin Pike, tells us he thinks the borobears (now toosmall)web site is brilliant and suggest a few changes to the format of the files. Feel free to contact Ron McNeil and discuss your ideas Colin.

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Glynn Shailes, from Purton near Swindon, very thoughtfully bought an extra subscription for a mate, **Chris Broadway**, who is a Poole fanatic. Ever on the look out for extra subscribers the Editors can but suggest that a subscription to The Speedway Researcher is almost, if not, cheaper than a birthday card, and close in cost to a box of chocolates or an Easter Egg, oh, and it is a very inexpensive Christmas stocking filler. (Marketing pitch over.)

John Pearson and **Andrew Weltch** both express an interest in the midget cars. Are there enough of you out there to pull together a page or four? No we won't include it in The Speedway Researcher, but yes we'd circulate it to our readers given we have spare capacity in the postage band.

Toby Galloway, a great fan of Glasgow Tigers, is doing some research on his namesake Billy Galloway and is currently trying to obtain a bit background information about the great whiteliner's time in Australia before and after his long stay in Britain.

Paul Hornsby, 1A Otago Road, Whittlesey, Peterborough, PE7 1YJ Tel: 01733 202131 email paul@hornsbyp.freerve.co.uk is our man in Panther country and can help with any queries about the Panthers.

Alan Jones, author of the pre-war and Leicester Hunters books and expectant author of a summer book on Leicester Lions asks if we could expand The Speedway Researcher. Answer is – we (the Editors) 'd love to but we need more material to do it. The more we get in the more we'll share via the magazine.

Apfelback

Charles McKay from Bradford shines a bit more light on the unusual Apfelback engine used by Lionel Killmayer. Charles' source is the Motor Cycling magazine dated 2.10.1952 and an article by a Cpl. T. Hargreaves.

The machine got its name from the engineer who constructed it. It was a single cylinder engine with everything else doubled. It had four valves, two carburettors, two exhausts and two camshafts. The interesting feature of the engine was its combustion chamber because at its forward end it had right hand exhaust valve and a left hand inlet valve whilst its rear end had had this arrangement reversed resulting in the mixture entering and leaving via opposite corners of the head which I assume was different from standard engines of the time. Each

camshaft, which was situated transversely fore and aft of the cylinder operated one exhaust and one inlet valve. There was no separate fuel tank as this was an integral part of the frame (this style of was used by some Poole riders in the 1950s). Due to the bumpy nature of the Austrian tracks the machine had a form of rear suspension, in addition to simple front telescopes, using a swinging fork controlled by rubber bands that gave 2 – 3 inches of movement. In its two year existence the machine had proved very successful although like many other “specials” it was sometimes unreliable so Killmayer always had a spare engine available when racing.

(Eds – Wonder if there are any surviving examples of the Apfelbeck engine or line drawings.)

By way of a footnote **John Scrutton** from Norwich recalls the Killmayer brothers (Lionel and Karl), who had appeared in Britain in the pre-war era, riding at Norwich on 21st May 1949 using machines that looked more like trials machines than speedway bikes. They had little success against the Second Division opposition. In an unprogrammed race Billy Bales and Syd Littlewood used the Killmayer’s bikes and the Killmayers used the JAPs. For the record Billy won this race and nobody else finished.

Yarmouth Speedway

In this edition we conclude **Keith Farman’s** history of his beloved Bloaters.

1954 Yarmouth had wanted to re-open in 1954 season late but after some wrangling the Control Board did not issue them with a licence.

1957 The track lay dormant until Percy Leighton, a local businessman, Alf Weedon, the ace cameraman and Ted “Pop” Courtnell, the father of Terry, who sadly had been killed in a car accident in South Africa, took over. The former manager Ernie Wedon was also involved and it was he who wrote the programme notes for the 1957 meetings.

The sport returned on 12 July with a star line up for the East Anglia Trophy, which was won by Ove Fundin. Ove took the pot thanks to win in a run-off in which he defeated Peter Craven.

After this four team matches were held, strangely featuring a team called East Anglia, which, in addition, did not revive the Yarmouth Bloaters race jacket.

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In the first meeting, George White, who had been a junior when the track last operated in 1953 and was now a star man with Swindon Robins, scored 14 points in a 49 – 44 win over Rayleigh. George was assisted by former Bloaters favourite Billy Bales who scored 12. In addition the season featured a Best Pairs event which was won by Aub Lawson and Phil Clarke from Norwich while Wimbledon star Barry Briggs won the Great Yarmouth Championship.

The Bloaters did return and the reformed team beat Oxford 66 – 30 thanks to Billy Bales and Peter Moore both scoring 15 point maximums for the home side. Ove Fundin returned to pick up the Five Star Speedway Annual Trophy thanks to an unbeaten 15 point maximum in what was to be the last meeting of the season. This final meeting saw Peter Moore set up what would become the all time track record of 69.2 seconds.

One of the crowd pleasers of 1957 was Albert Sparrey who had the habit of spinning round through 360 degrees on the second bend. This gained him the nickname of “Spinning Sparrey.” Albert (or Al as he was known) could hold his own with top riders at Yarmouth and at times he looked world class.

1958 The season opened with the Yarmouth based East Anglia losing to The Rest 37 – 59 with local hero, Billy Bales, scoring a 15 point maximum for The Rest. For the next meeting the home team was named Yarmouth with Peter Craven and Jack Young donning the silver herring race jacket as the Bloaters faced local rivals Norwich Stars. The visitors from the Firs won 53 – 43 with Ove Fundin scoring a maximum 15 and Billy Bales chipping in 12 points plus a bonus. Jack Young won the Great Yarmouth Championship after a run-off with Ronnie Genz, a Bloater of 1953 vintage. Barry Briggs was the star of the meeting and would have won the meeting but for an exclusion in one of his outings. Barry clocked three of his wins in under 70 seconds which showed how well he performed on the tricky Caister Road circuit.

There is some confusion as to who was the track record holder at Yarmouth. The programme for the Championship gave the record for the shale track measured at 327 yards per lap at 69.8 seconds and gave the holders as Eddie Rigg, Ken Le Breton and Phil Clarke. The programme also gave the record for the cinder track measured at 70.0 seconds for a track measured at 325 yards per lap. However, the **8** programme was in error as it was Barry Briggs who had recorded

a time of 70 seconds during the 1957, time bettered by 0.8 seconds by Peter Moore in the last meeting of that season. (This can be verified by a programme owned by Keith and records in the Speedway Star.) Barry Briggs's time of 68.8 seconds, in the Championship meeting could not be verified as a new track record as the time keeper on the day was not a licenced ACU / Speedway Control Board official.

When Norwich beat Yarmouth 50 – 40 in a fixture later in the season it was the last time men from the top flight rode at Yarmouth. That night Yarmouth included three World Champions with Jack Young scoring 11, Peter Craven scoring a 15 point maximum and Ronnie Moore with 14. The other Bloaters that night were Al Sparrey, Dave Hankins, Maury Courtnell and Arne Hendrickson. Norwich added a fourth World Champion to the event with Ove Fundin their top man on 13. This was the last time that Billy Bales, who scored 10 appeared in Yarmouth. The season ended with combined meetings featuring junior riders and midget car racing. In the first of the combined meeting Ove Fundin and Aub Lawson appeared but they were using four rather than two wheeled machines. For the record Ove beat Aub, the latter failing to finish their race.

Yarmouth entered a team in the Junior League which was referred to by the Speedway Star as the Second Division. Yarmouth had just two away meetings in this league and they won both of them. They won 40.5 – 19.5 at Swindon and 34 – 25 at Norwich. No fixtures were staged at Caister Road which is strange to say the least.

1959 In this season there were no top riders as the team joined the five-team Southern Area League. In the first League match away at Eastbourne the Bloaters lost 46 – 26. Bloaters were missing Clive Featherby, Derek Strutt and Peter Atkins and had to borrow three Eastbourne junior to make up the side.

The next two away trips resulted in wins at Ipswich and Rye House. They completed the double over Rye House at home and defeated Aldershot before settling for a home draw with Eastbourne. The Witches gained revenge for the defeat at Foxhall Heath with a win at Caister Road. The Witches team featured one time Bloaters favourite Johnny Chamberlain who dropped points to one time Stoke rider Johnny Fitzpatrick and a dropped more points when he fell in his last race.

The ever popular Al Sparrey captained the Bloaters with regular team men Johnny Fitzpatrick, Ivor Brown and Dave Hankins. In all 17 **9**

riders turned out for the Bloaters in the eight fixtures, many of them borrowed at the away track. Ivor Brown won the Kings of Oxford Trophy which was the opening meeting while Dave Hankins won the Bosch Trophy.

1960 The Provincial League was born with Yarmouth as one of the founder members. It certainly looked a better League than the old Southern Area League. Yarmouth were hit at the start of the season by the retirement of Al Sparrey and although the management tried very hard they failed to tempt him back. They did however, sign the veteran rider Geoff Pymar to strengthen the team.

Ivor Brown was the new captain while Johnny Fitzpatrick, Pymar, John Debbage, Ron Bagley and Ken Last completed the line up as the main body of scorers. Later in the season the Bloaters added former rider Reg Reeves to bolster the side. The team tended to borrow a junior rider at the away tracks to take the role of reserve. The 1960 Provincial League teams had six riders who had programmed rides while the seventh man, the reserve, had no programmed rides in these twelve heat matches. The reserve was only given a ride if a team member could not take one or more of his programmed rides. It should have been the launch pad for better seasons but it always seemed to rain on Tuesday nights in 1960. The matches against Liverpool, Poole and Sheffield were postponed and the match against Sheffield was not restaged. The away match at Sheffield was raced for both sets of points. Bloaters ended in seventh place out of ten teams while Reg Reeves became the first Provincial League Riders Champion.

1961 After the disaster of 1960 the team was withdrawn from Provincial League and they staged a series of open meetings. Bloaters did see League action as part of the East Anglian League which featured B teams from Norwich, Ipswich and Rayleigh. However, like many minor leagues, the fixtures were never completed. In Bloaters only away match a makeshift team lost 48 – 30.

At Caister Road the Bloaters beat Rayleigh B 44 – 34. Clive Featherby won the Central Tyre Services (C.T.S.) Trophy after scoring a 15 point maximum from Harry Edwards on 14 and Ron Bagley on 12.

One of the favourites of the Yarmouth fans, "Cowboy" Vic Ridgeon, so called because he had a habit of bouncing his front wheel, rejoined the team after a break of many years

Vic scored 4 plus 2 bonus with Ivor Brown (who has sadly, passed **10** away earlier this year (2005)) and Geoff Pymar on 5 each (the

top scorers) as a very strong Ipswich B powered to 52 – 26 win in the seaside town. Bloaters beat a Norwich B side 39 – 37 while the also defeated Cradley Heath's Heathens by 45 – 33 in a challenge fixture. Yet again Kings of Oxford provided a trophy. The meeting was an interesting one with some interesting racing. However, little did the fans, who filed out of the stadium that night know that this would be the last speedway meeting at Yarmouth. The management staged a sidecar and midget car meeting the following Sunday but it lost £300. This helped convince the management that speedway in Yarmouth was not viable and the track closed.

The Kings of Oxford meeting was a bit low key and this, the last meeting, was not reported in the local newspapers or the Speedway Star.

Brian Brett, Ron Bagley, and Harry Edwards were unbeaten after each had two races. In heat 10 Bagley rode hard into the first bend and was excluded for his efforts. In the re-run Peter Jarman beat Harry Edwards who had been shaken but the first attempt to stage the race. Brett suffered bike problems when he faced Edwards in heat 15.

Peter Jarman won his remaining rides and this was good enough to give him 14 points. Harry Edwards could have matches Peter but had to win his last race to do it. In his last outing Harry was ousted by Gil Goldfinch who had crashed in his first two outings. However Gil stayed on to complete this race winning from Harry, Johnny Fitzpatrick and Peter Atkins.

Peter took the pot with 14 points from Harry Edwards and Roy Trigg on 13 points each. Vic Ridgeon and Geoff Pymar were next best on ten points. (Pymar had been programmed to ride in a match v Staines at Yarmouth in way back in 1932 but had turned out at Norwich instead.)

1962 – Date The track now stages greyhound racing and stock cars with an annual stunt show during the summer. The stadium remains in good repair and compares favourably with neighbouring venues. The track surface has been tarmaced over for the stock cars.

Future?? There is no doubt that **Keith** would love to see speedway back at Caister Road and has pledged his entire lottery winnings (should he hit that 14,000,000 to 1 combination) to this good cause.

Thanks The Editors are grateful to **Keith** for his article which adds to the store of knowledge about a now very hazy venue. However, if it is any consolation, we refer **Keith** and other readers to an article which identified the time gaps between tracks closing and re-opening and **11**

it is 44 years since speedway appeared in Yarmouth. As long as the stadium stands, there is hope.

Speedway on The Web

Brian Collins from the Hove way has a great site featuring details of almost every speedway international that has been staged. It carries available heat details and programme covers for a vast numbers of the events featured. Brian is always pleased to be able to add to the information and if you can help, please do. The Ashes (England v Australia Tests) will / may have emerge / d as a book from Tempus but hopefully Brian will produce a book on the others which maybe did not receive so much coverage in the publications of the day. How do you find it ? Go into Yahoo or Google and type in Speedway Internationals is the easiest way I know.

Jim Henry

A 1946 Mystery

Vic Vanni, 26 Baker Street, Glasgow, G41 3YE Tel: 0141 6499338. asks – Can anyone out there solve a mystery which has long intrigued me? When the riders were pooled for the 1946 season Norwich picked Wal Morton and Glasgow chose Bert Spencer. However, by the time racing commenced the pair had switched sides with Wal going to Glasgow and Bert to Norwich.

How did Glasgow promoter Ian Hoskins explain this? Never one to miss a trick Ian claimed that both riders were so desperate to ride for Glasgow that they tossed for it and Morton won! Actually, according to other reports, Spencer, who like Morton lived in Norwich, had said that rather than go to Glasgow he would retire. However, why did Morton, who loved The Firs track, agree to take Spencer's place at Glasgow. This, remember, was in the pre-motorway days and the trip from Norwich to Glasgow and back was an so arduous that Morton had to take a mid-season rest of five weeks on doctors' orders. So. Why did he even consider such a move?

Some years ago Vic asked Ian Hoskins for the real story behind the swap but he said he didn't know. Vic is not so sure about this answer. Vic's own guess is that because Bert had a business in Norwich he came to a financial agreement with Morton. However, Vic hopes that **14** our Norwich historians can maybe throw some light on the matter.

British Match Race Championship

Keith Farman's list of details is concluded in this item.

1959 15.4. Southampton Brian Crutcher 2 Ove Fundin 0; 16.4. Norwich Brian Crutcher 0 Ove Fundin 2; 24.4. Poole Brian Crutcher 0 Ove Fundin 2. 27.5. Norwich Ove Fundin 2 Peter Craven 1, 3.6. Belle Vue Ove Fundin 2 Peter Craven 1. 3.7. Leicester Ove Fundin 0 Ken McKinlay 2, 11.7. Norwich Ove Fundin 2 Ken McKinlay 0, 23.7. Poole Ove Fundin 2 Ken McKinlay 0. 29.8. Norwich Ove Fundin 2 Peter Craven 1, 5.9. Belle Vue Ove Fundin 1 Peter Craven 2. Decider at Oxford on 24.9. did not take place as Ove Fundin was compelled to race in the Swedish Championship thereby losing the trophy to Peter Craven by default.

1960 18.4. Wimbledon Peter Craven 1 Ronnie Moore 2; 23.4. Belle Vue Peter Craven 2 Ronnie Moore 0; 5.5 Oxford Peter Craven 0 Ronnie Moore 2. 13.6. Wimbledon Ronnie Moore 2 Ove Fundin 1; 15.6 Norwich Ronnie Moore 0 Ove Fundin 2 23.6. Ipswich Ronnie Moore 0 Ove Fundin 2. 27.7. New Cross Ove Fundin 2 Barry Briggs 0 30.7. Norwich Ove Fundin 2 Barry Briggs 0. S.9. Norwich Ove Fundin v Ron How postponed due to rain. Ron How was injured before the tie could be completed. 1.10. Norwich Ove Fundin 2 Ronnie Moore 0 3.10. Wimbledon Ove Fundin 2 Ronnie Moore 0.

1961 *Eliminator* 8.4. Belle Vue Peter Craven 2 Ronnie Moore 0 10.4. Wimbledon Peter Craven 2 Ronnie Moore 0. 26.4. Belle Vue Ove Fundin 2 Peter Craven 0 28.4. Norwich Ove Fundin 2 Peter Craven 0. *Eliminator* Ipswich Peter Moore 2 Barry Briggs 1. 27.5. Norwich Ove Fundin 2 Peter Moore 0 1.6. Ipswich Ove Fundin 2 Peter Moore 0. *Eliminator* 19.6. Wimbledon Ron How 2 Arne Pander 0. 26.6 Wimbledon Ove Fundin ? Ron How ?; 30.6. Norwich Ove Fundin 2 Ron How 1 20.7. New Cross Ove Fundin 2 Ron How 0. 22.8. Southampton Ove Fundin 0 Bjorn Knutsson 2 1.9. Norwich Ove Fundin 0 Bjorn Knutsson 2.

1962 8.5. Southampton Bjorn Knutsson 0 Ove Fundin 2 11.5. Norwich Bjorn Knutsson 0 Ove Fundin 2. 20.6. Norwich Ove Fundin 2 Barry Briggs 0 26.6. Southampton Ove Fundin 0 Barry Briggs 2 12.7. Oxford Ove Fundin 2 Barry Briggs 0. 24.8. Belle Vue Ove Fundin 2 Peter Craven 1 29.8. Norwich Ove Fundin v Peter Craven not raced due to injury to Ove. 10.9. Wimbledon Ove Fundin 2 Peter Craven 0. **15**

1963 15.4. Norwich Ove Fundin 2 Peter Craven 1 4.5. Belle Vue Ove Fundin 0 Peter Craven 2 9.5. Oxford Ove Fundin 0 Peter Craven 2. 4.6. Southampton Peter Craven 2 Barry Briggs 0 8.6. Belle Vue Peter Craven 2 Barry Briggs 0. 17.7 Norwich Peter Craven 1 Ove Fundin 2 19.7. Belle Vue Peter Craven 2 Ove Fundin 0 29.7 Wimbledon Peter Craven 0 Ove Fundin 2. 23.8. Norwich Ove Fundin 2 Bjorn Knutsson 1 10.9. Southampton Ove Fundin 0 Bjorn Knutsson 2 26.9. Oxford Ove Fundin 2 Bjorn Knutsson 0.

1964 21.4. West Ham Ove Fundin 2 Bjorn Knutsson 0 20.5. Norwich Ove Fundin 2 Bjorn Knutsson 0; 6.6. Norwich Ove Fundin 2 Nigel Boocock 0 27.6. Ove Fundin v Nigel Boocock race did not take place as Ove was riding in a World Championship round in Poland and had to forfeit the leg. 16.7. Oxford Ove Fundin 2 Nigel Boocock 0. 5.8. Norwich Ove Fundin 0 Ron How 2 6.8. Oxford Ove Fundin 2 Ron How 1 25.8. West Ham Ove Fundin 2 Ron How 0. 1.10. Oxford (used as Barry Briggs home track as Swindon had closed) Ove Fundin 0 Barry Briggs 2 10.10. Norwich Ove Fundin 1 Barry Briggs 2. Details 1965 onwards would be very welcome. Also – as there was a Silver and Bronze version – has anyone records of this tournament. Whilst mentioning this the Silver Sash of Provincial League days comes to mind. Anyone with a record of these competitions up for supplying an article or two? The Editors.

Short Lived Tracks

Bolton, now probably better known as a home and hotbed of football in the north west, had a speedway track. Raikes Park in the Lancashire town's Manchester Road opened for action on Monday 20th August 1928. Lord Mayor of Bolton did the honours and racing started at 7.30pm. Meetings scheduled for 27th August and 1st September fell victim of the weather but a further four meetings on 5th, 12th, 19th and 29th September all featuring junior, senior and sidecar events. Speedway made an early start to the 1929 season with the opener on the afternoon of Saturday 23rd March which was followed by what was presumably Good Friday afternoon (29th March) and 6th and 20th April. The last meeting was an English Dirt Track League fixture with **16** Preston which Bolton won 36 – 24. (Thanks to unknown author)

Can You Help?

As ever we have had lots of comments on what readers want information about. Can we take this opportunity to remind you that the more specific the request, the more likely it is that you will obtain help.

Vic Butcher 7 Derwent Close, Tangmere, Chichester, West Sussex, PO20 2FQ. Tel: 01243 532819 butchervic@hotmail.com would like to hear from anyone who has marked programmes v Southampton especially from 1947 to 1953 in order to help him check scores. Vic would prefer photocopies of the results pages if possible but would be prepared to travel to look over items.

Nigel Bird 38 Blakemore Drive, Sutton Coldfield, West Midlands, B75 7RN Tel: 0121 329 3942 is researching race jacket designs, team colours and nicknames. He is seeking the above details for Northern Tracks for 1929 to 1932. He is also seeking copies of 1928 – 1930 Perry Barr programmes and access to pre-war mags to help with his work on Perry Barr. (Can suggest that Colindale holds a fair amount of the mags pre-war.)

Nigel is also working on Sprouts Elder – Scottish exploits were covered by Jim Henry in the Vintage Speedway Magazine a few years ago. (It would be interesting to see a record of Sprouts' activity in the UK 1928 – 1930. If you come across any mention of the lanky Yank in action, please pass the details to Nigel. **JH**)

Howard Jones, see Correction for contact details is looking for maps showing stadiums. (National Library of Scotland Map Library at Causewayside in Edinburgh massive collection of Ordnance Survey (OS) maps UK wide. Many tracks not mapped because of date of survey or other reasons. [Eg. Most recent (OS) mapping of Armadale has failed to show the revised stadium layout even though the latest revision was undertaken post 1997. **JH**]{Not sure what OS supply on line but maybe worth a scout around Google and Yahoo.

www.multimap.co.uk would help for modern maps.}

Jim Henry, see back page for contact details, is seeking details for Middlesbrough 1946 as follows: Home: 19.4. v The North Second Half Details (SH); 25.4. v Newcastle Times (T) Heats 7, 11. SH; 2.5. v Norwich Times for whole meeting. SH; 9.5. v Newcastle SH; 16.5. v Birmingham Times heats 4,9,11. SH; 23.5. Yorks + Lancs v The South 4th man Ht16; 30.5. v Birmingham Times Hts 1,5,6; 6.6. British Riders Champs QR Time Ht 20; 13.6. v Norwich Heat times for meeting **17**

and SH; 27.6. Best Pairs need all heat times; 4.7. v Norwich SH; 18.7. v Birmingham SH; 1.8. v Sheffield SH; 8.8. v Newcastle SH; 15.8. British Riders Champs QR Times Hts 4,8,16, 19 & 20; 19.9. v Glasgow SH; 26.9. The North v The Australians SH; 17.10. v Wembley SH; 24.10. v Wimbledon SH. Away at Norwich 6.7. 4th man Ht 12; at Wisbech 18.8. Need meeting details; at March, Cambridgeshire 31.8. Need meeting details Peterborough v Middlesbrough; at Sheffield 26.9. need 4th placed men in match.

Philip Dalling 24 Chapel Mews, Rupert Street, Ilkeston, Derbyshire, DE7 5LP Tel 01150302214 and email Philip.daling@nottingham.ac.uk is seeking team photos of Long Eaton 1950 – 1964 era. He is also seeking any information on the Haslam family who promoted at Nottingham White City 1929 – 1933. Finally Philip is seeking summaries of Nottingham scorers for league seasons 1930, 1933, 1936, 1937. (Suggest you contact **Mike Terran** – contact details in back numbers.)

M.W.Howes 33 Falkland Close, Hellesdon, Norwich, Norfolk, NR6 5QZ is seeking details of speedway in the lesser known parts of the world. Stenners Magazines gave coverage of some obscure locations and later, the Loaders Annuals gave comprehensive coverage (ignore Mexico). (Once you have exhausted these, not sure how you can take it much further. Editors). [Douglas Newlands, one time co-promoter at Edinburgh reported on events in Port Moresby in Papua and New Guinea.] Anyone genuinely come across obscure locations? {No Mexicos please! WE know Hector Robles was invented in an Edinburgh Pub. }

C.V.Chubb, 38 Stock Street, Plaistow, London, E13 0BY Tel: 02082707706 is looking for details of long track events staged in the UK. (Editors suggest you have a look in John Jarvis' excellent book, Homes of British Speedway for venues / years then dig out copies of Motor Cycle News from Colindale. There were very few tracks and the meetings tended to be well covered in this newspaper / magazine with pictures and results.)

Adrian Pavey from Cumbria is looking for details of the meeting at Kendal in April 1972. Yet again we suggest a look at Motor Cycle News. Adrian is seeking details of the career Spencer "Smoky" Stratton, in particular he is looking for details of his on track activity in the UK and in America. [Stratton worked with George Cummings to **18** build the Owlerton, Sheffield track, managed Newcastle at the start

of 1938 before being killed in a car crash in Cumbria in 1938.] Adrian is seeking any details of meeting Stratton organised in Cologne, Germany. Finally Adrian is looking for details of the UK career of Aussie Vic Cterctecko who is known to have ridden for Leeds in 1931. **Charles McKay**, 6 Haslemere Close, Bradford, BD4 9EB Tel 01274 684331 email charles.mckay@dla-architecture.co.uk is seeking details of the 1988 Australian Under 21 Final won by Leigh Adams at North Arm on 4.03.

Keith Farman, is looking for the most accurate League tables for 1949 for Division Two and Division Three which include the points for and points against data. According to Keith he has seen a few versions, none of which agree.

Tom Wareham 76 Crookston Road, Eltham, London, SE9 1YB is currently researching for a book on the speedway career of Brian 'The Nipper' Crutcher in which Tom will also look at the social history of the sport between 1951 and 1960. Do you remember seeing Brian Crutcher in action or have any specific anecdotes about him on or off track? Tom is looking to contact anyone who would be willing to share their experiences of going to speedway during the 1950s (eg. How people got to the stadium, what the facilities were like, what souvenirs were available, what ceremonies or parades were like and so on.) Tom can be contacted on Tel: 07748 780 792 or tom.wareham@tiscali.co.uk

Alex Broadhurst, 58 Leonard Road, Chingford, London, E4 8NE Tel: 0208531 8553 continues to come up with details from the more obscure regional competitions. He has been working on the 1956 Inter Divisional League and is looking to fill some gaps. The details Alex has compiled are set out in the article below. [This is a good way to seek information – show us what you've got - as it were and invite others to chip in their share.] By the way Alex – keep up the good work on digging out the obscure competitions. Editors.

K Green, 38 Hartley Brook Road, Shiregreen, Sheffield, S5 0JB Tel: 0114 2402753 or 07976 806949 is seeking help with his history of Tom Fardon's racing career. He is especially seeking to speak to anyone who saw him ride.

The 1956 Inter-Divisional League

Alex Broadhurst has been trying to research this competition but has been unable to find if it was ever completed or a winner declared. **19**

He has been trying to find published tables in any contemporary speedway publications. Alex was a regular on the terraces at Blunsdon (Swindon) at the time and can remember seeing the Poole and Wimbledon matches there but cannot recall if the competition had a conclusion. At the beginning of 1956, speedway was down to sixteen First and Second Division tracks with West Ham and Exeter on the verge of pulling out. The promoters decided against amalgamation, and much to the consternation of the Second Division clubs offered promotion to Poole, which was accepted. West Ham and Exeter did pull out and both divisions were left with seven clubs each, with promotion and relegation promised at the end of the season.

Charles Ochiltree (long time promoter at Coventry) declared that "if it was necessary for the First Division to take away Poole from the Second, then it's also up to 'the big boys' to help us in return. They were the most attractive side in the division....." Charles Ochiltree came up with the idea of teams from both divisions meeting in a competition to be raced only on Second Division tracks. It was tentatively called the Inter-Divisional Provincial League.

It was eventually decided that each First Division side should race three matches on Second Division tracks. Wembley then spoiled the party when, on Sir Arthur Elvin's directive, they declined to participate in the competition.

According to Glynn Shails and Robert Bamford in "50 Years of Swindon Speedway", the thirteen competing teams were split into three groups, but not necessarily racing teams in the same group. Position in the group was calculated as a percentage of match points scored with two points for a home win and three points for an away win being awarded. Alex has searched through the Speedway Star and News, The World and Five Stars Annual to compile the following results:

Coventry 12.5. v Wimbledon 50 – 46; 1.9. v Poole 55 – 41. **Ipswich** 17.5. v Norwich 60 – 36; 29.5. v Bradford 57 – 39; 5.7. v Belle Vue 54 – 42. **Leicester** 27.4. v Birmingham 45 – 51; 8.6. v Bradford 49 – 47; 15.6. v Norwich 55 – 41. **Oxford** 14.6. v Bradford 60 – 36; 4.10. v Belle Vue 37 – 59. **Rayleigh** 19.5. v Poole 46 – 50. **Southampton** 24.4 v Belle Vue 51 – 45; 26.6. v Norwich 54 – 42; 18.9. v Birmingham 48 – 47. **Swindon** 17.4. v Poole 57 – 39; 11.8. v Wimbledon 33 – 63.

Alex wonders about the status of Southampton v Poole match of 17.4. **20** and the status of the Oxford v Belle Vue match listed above.

Following below average crowds for the Coventry v Poole match Charles Ochiltree was asked for his comments. His response was “Wembley killed the Inter-Divisional Tournament when they withdrew before the season started. The Speedway Control Board buried it when they failed to issue even a single league table in five months of racing. The public think this is a meeting without purpose.”

Motor Cyclists on Gyroscopic Machines

Nigel Bird, from Sutton Coldfield, has sent in an interesting newspaper extract from the Birmingham Gazette which is worth reprinting. It was published on 4th May 1928 with the sub heading Australian “Cracks” in England.

“Dirt Track racing, the sport which is to Australia what football and cricket are to England, has been demonstrated in this country, but it is said that these demonstrations have only been coloured imitations of “cinder shifting” compared with the Australian concept of the sport. Any doubts on this point will be removed when “cracks” from Australia appear shortly in meetings which have been fixed for the White City, Harringay, Hall Green (Birmingham) and Leeds. It has been demonstrated that the sport is thrilling and it is suggested that it may counter the popularity of the greyhounds. It is significant that the Greyhound Racing Association has entered into an arrangement with International Speedways, the syndicate responsible for bringing over the Australian experts. By this arrangement the dirt track meetings will take place on the tracks of the G.R.A.

Dirt track racing looks a daring and dangerous sport. Actually the danger is small. The tracks are of cinders and brickdust, and riders are able to lean over at the corners at alarming angles, while their back wheels churn up the cinders. What really happens is the back wheel sets up a gyroscopic action and preserves stability with the machine at an angle at which balance would seem impossible. The ideal distance for races, according to the Australian promoters, is a circuit of about 400 yards, but most of the tracks are larger.

The main thrill of dirt track racing is provided by skid turning on the bends, but there is another exciting feature. This is provided by the spring wire buffers which protect the spectators from any riders whose machines might get out of control.

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It is not unusual for a machine to charge off the track and run into the spring fence, from which it rebounds on to the track. The rider, protected by his racing helmet and leather clothes, does not suffer more than a few abrasions, but the following riders have to perform dexterous manoeuvres to avoid the obstacle of the fallen machine.”

Editors – If you come across any interesting or amusing press items we’d be happy to reproduce them.

Correction

Please note Howard Jones of Speed-Away Promotions Ltd. is based at 19, Arundel Road, Lytham St Annes, Lancashire, FY8 1AF Tel: 01253 733288. email oriolecy@aol.com. Howard is still producing his histories of defunct track and his booklets on individual years of speedway action.

The Editors

The Montague Pyke

John Warner, from Orpington tells about a pub. Now speedway and pubs do have a symbiotic (or is it paralytic) relationship and there have been a few pubs like the Speedway Arms near Old Meadowbank in Edinburgh (which became The Hop Step and Jump for the Commonwealth Games), while the rival Golden Gates features in many a yarn from the Edinburgh Old Meadowbank era. There is also the Gunners pub which was (still is ?) near Thornton Road track in Ellesmere Port named after the then local speedway team. John tells about a pub in London’s Charing Cross Road called the Montague Pyke. The speedway connection is that Montague was a cinema owner turned Cardiff dog track owner, turned speedway promoter in Paris. John has discovered Mr Pyke died in 1935 leaving an unpublished autobiography which includes his information on his speedway activities. Attempts to see the section on our favourite sport have fallen on deaf ears. [John – we’d willingly publish the section on speedway.]

Edinburgh Stenhouse Stadium

Bob Rowe, 23 Copperfield Avenue, Uxbridge, UB8 3NU asks about 22 Edinburgh Stenhouse Stadium. The area of the stadium in the

western side of Edinburgh close to the banks of the Water of Leith was used for occasional grass track events before the stadium was built. It was well used for greyhounds and trotting events in the 1930s. A demonstration speedway event was staged in 1935 with a view to re-introducing the sport into the city. However, this never came to anything as the riders concerned could not agree to funding the safety fence needed for further events.

Proposals to run speedway in 1949 as the home of a second team in Edinburgh were rejected by the Speedway Control Board and suggestions that the stadium could replace Old Meadowbank in the late 1960s were not progressed. To the best of my knowledge the stadium was used by a plant hire business before it was demolished and the site cleared to make way for industrial land.

Jim H.

Welcome Scunthorpe III

Well, at long last Scunthorpe's third venue has made it to fruition and we welcome it to the fold. OK it did manage a few training sessions in late 2004 and has staged a few more before its official opening. Nonetheless, let us hope it is third time lucky for this Lincolnshire town and that the Scorpions (a new team nickname to the fold) have a long and successful life. Details of the venue to add to our track record section would be welcome.

The Editors

Publications

We've put this near the end for those of you who don't like them but you should at least know that Tempus have dropped the price of the informative tomb – the 2004 Tempus Speedway Yearbook - to £5.99 which is a snip in anyone's money.

Tempus Speedway Yearbook 2005

For speedway researchers (or those with a statistical bent) a speedway yearbook is a vital part of their library of speedway books. These really started with Stenners Yearbooks from 1946 to 1955; the periodic Five Star Annuals; followed by the Yearbooks written by Peter Oakes and the Speedway Surveys by Maurice Jones which continued until the mid 1990s. Then apart from some valuable single year productions there was a gap until 2004 when the first Tempus Yearbook arrived with comprehensive British Speedway set of results

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rider info, statistics and team details and photos (plus statistics of major international events) for 2003.

This excellent yearbook edited by Robert Bamford has been continued in 2005 covering all the key details on teams, riders, photos, results, tables, international events for the 2004 season. It remains basically the same apart from rider details being indexed at the end rather than as part of each teams details. This makes sense with so many Conference League riders appearing for so many different teams in the same season. Every speedway researcher and historian will want a copy of this 384 page book. Published by Tempus Publishing Ltd., The Mill, Brimscombe Port, Stroud, Gloucestershire, GL5 2QG @ £19.99 plus P&P. Review by **Graham Fraser**

Forty Years On: King's Lynn Speedway Written by Martin Rogers with Chris Hornsby this book is all about King's Lynn Speedway 1965 to 2004 – 40 years of speedway at Saddlebow Road. A glossy history to supplement the only previous booklet published about the new team at King's Lynn in 1965. Martin Rogers has returned from Australia where he lived for many years after his last in a series of 17 books appeared. This is not a season by season history but a personal view by Martin of many of the stories behind the running of a speedway team; the personalities on and off the track; the vagaries of being a promoter, all liberally illustrated by contemporary photographs. Michael Lee and Terry Betts feature heavily as major stars of the club's history. This is a heavily anecdotal history of a speedway club and avoids too many statistics. It makes for a good read and each reader will make up his or her mind if they like the Rogers / Hornby style and if it matches its claim to be "quite simply the biggest and best club history ever published." Like many recent speedway books it comes in at a steep £17.99 (plus £2.01 P & P) but as a team / track history it should be on any self-respecting researcher / collector's bookshelf. Published by Doon villa and available from Martin Rogers, 6 Crown Close, Long Eaton, Nottingham, NG10 3QP. Review by **Graham Frase**

Deadline for the next edition is 31st August 2005

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1931 Southern League

Away Team Home Team	Crystal Palace	Harr/BV*	High Bch	Lea Brid	LeicesS/Cov	Nottingham	Southampton	Stam Br	Wembley	West Ham	Wimbledon
Crystal Palace	xxxxxx	27-26H	33-20	29-22	32-20C	29-24	30-24	26-24	16-36	25-27	32-22
	xxxxxx	45-9B	31-15	38-15	36-18C	Not Raced	38-15	31-23	30-23	32-22	30-22
Harringay (H) / Belle Vue (B)	30-21H 28-26B	xxxxxxx	29-18H 28-22B	32-22B 28-26B	26-25HL 31-22BC	32-22B Not Raced	29-24H 29-24B	24-29H 23-31B	28-26B 16-36B	24-30H 24-28B	25-27H 20-34B
High Beech	27-23 32-20	29-24H 38-16B	xxxxxxx xxxxxxx	32-20 34-20	35-18C 31-22C	29-21 Not Raced	29-23 ?	27-26 30-23	30-24 20-33	27-26 21-33	41-12 28-23
Lea Bridge	23-25 22-32	25-28H 32-20B	22-31 38-15	xxxxxxx xxxxxxx	33-21L 35-19C	37-16 Not Raced	32-22 23-31	22-31 23-31	18-36 22-32	18-32 21-33	20-34 28-26
Leicester Stadium(L) Coventry (C)	29-25C 19-35C	18-36LH 28-24CB	28-23L 26-27	24-30C 25-29C	xxxxxxx xxxxxxx	? ?	24-30C 32-22C	26-27C 34-28C	22-31L 29-25C	23-28L 29-25C	30-24C 28-26C
Nottingham	29-25	28-25B	32-22	33-21	30-23C	xxxxxxx	29-25	26-25	26-28	24.5-29.5	34-17
Southampton	36-18 21-31	26-17H 34-19B	29-24 31-19	26-27 32-21	36-18L 32-22C	38-15 Not Raced	xxxxxxx xxxxxxx	26-28 33-20	31-23 30-24	23-31 22-31	31.5-21.5 35-16
Stamford Bridge	32-21 28-25	36-17H 41-11B	32-20 23-29	37-16 34-20	33-20C 39-15C	33-20 Not Raced	38-13 31-22	xxxxxxx xxxxxxx	23-30 32-21	35-15 29-24	31-22 32-22
Wembley	41-12 34-19	37-16B 30-22B	43-11 31-23	34-20 34-18	37-17C Not Raced	37-16 Not Raced	31-23 32-22	31-22 34-19	xxxxxxx xxxxxxx	32-22 29.5-24.5	31-22 27-27
West Ham	33-19 23-28	28-25H 30-24B	31-23 30-21	35-17 34-19	34-19L 33-21C	28-23 Not Raced	33.5-20.5 26-27	23-30 21.5-32.5	24-29 20-32	xxxxxxx xxxxxxx	25-28 35-17
Wimbledon	40-13 31-22	28-24H 29-25B	36-17 35-15	23-31 36-18	33-20C 29-25C	35-19 Not Raced	30-23 37-17	26-27 29-23	22-30 28-25	21-32 29-25	xxxxxxx xxxxxxx

Southern League Table

Team	R	W	D	L	PtsF	PtsA	PTS
Wembley	38	29	1	8	1149.5	822.5	59
Stamford Bridge	38	27	0	11	1117.5	890.5	54
West Ham	38	23	0	15	1065	944	46
Crystal Palace	38	22	0	16	1060	964	44
Wimbledon	38	19	1	18	1041	995	39
High Beech	38	19	1	18	950	1036	39
Southampton	38	18	0	20	1027	990	36
Belle Vue / Harringay	38	14	0	24	916	1091	28
Lea Bridge	38	11	0	27	906	1115	22
Coventry / Leicester Stadium	38	8	1	29	825	1095	17
Nottingham	19	8	0	11	467.5	538.5	16

Northern League Table

Team	R	W	D	L	PtsF	PtsA	PTS
Belle Vue	18	12	0	6	528	426	24
Leeds	18	10	1	7	493.5	463.5	21
Sheffield	17	10	0	7	474.5	432.5	20
Leicester Super	15	8	0	7	410.5	403.5	16
Preston	16	5	1	10	399.5	443.5	11
Glasgow	12	2	0	10	249	387	4

Belle Vue took over from Harringay and raced as Manchester.

Coventry took over from Leicester Stadium