

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

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Hello Volume 11

Well here we are again and we've enough subscribers to get on with this volume. There was enough in hand to spare the dreaded (?) avalanche of requests for information that comes with the renewal slips but rest assured that, if you are looking for help, that your questions will be covered in the next edition. Remember – contributions are always welcomed.

Graham and Jim

Can You Help?

Terry Campbell, 01538 381602 is looking for information on the colour of the Belle Vue badge year bar for 1937. Terry thinks it may have been green. If you can confirm and happen to have one spare – contact Terry directly.

Tom Marriot writes - Once again I am looking for information from England or America! The Restall Family had three boys who rode Speedway. Goldy being the most famous on the track but his older brother Bob rode the Night speedways on the Eastern seaboard of the USA and had the most interesting life although it was to end with his tragic death!. So can anyone tell me if they have any info on the following riders in the USA or Britain. Goldy Restall riding as either Goldy Lee or Curly Lee. Bob Restall riding as Bob Restall, Bob Lee or Speedy Lee. Bill Restall aka Billy Lee or Wild Bill Lee. While Goldy was the best speedway rider in the family Bob's life certainly has the best overall story which unfortunately lead to his premature death believe it or not looking for buried pirate treasure!

Contact me at tmarriott@sympatico.ca

Tactical Substitutes

We continue the fine article by **Paul Jeffries** on the “Tacky Subs” rules over the years with a bang up to date look at the 2008 rule to finish. **1**

1983 saw the Management Committee given the right to waive the 14-day rule in the case of sickness or non-speedway injury, whilst the cancelling out of absentees, regardless of status, was to be applied only by mutual agreement of the promoters. Use of Rider Replacement was extended to cover any Heat Leader absent due to World Championship duty, “priority international speedway events” or BSPA shared events. The requisite notice to the Referee of intention to use Rider Replacement had, for the first time, to include evidence that the facility had BSPA approval, without which the Referee could not permit its use.

1984 brought back the rule that both teams may not use Rider Replacement in the same fixture, whilst evidence of BSPA approval for use of the facility had now to be provided to the opposing team “at the earliest opportunity”, as well as to the Referee. 1985 saw no changes, while 1986 saw only an added note to clarify that absences for the World Long Track (WLT) and European Grass Track (EGT) championships did not constitute grounds for use of Rider Replacement. 1987 saw no further amendment, whilst for 1988 a change clarified that the absent Heat Leader must be one “with an established average” and, for British League matches only, both teams were now once again allowed to use Rider Replacement.

1989 brought a relaxation in regard to Heat Leaders absent for the Championship Finals of the WLT and EGT competitions, who could now be covered by Rider Replacement.

The National League introduced a change in 1990 whereby any one (and only one) rider could take two Rider Replacement rides, in addition to any Tactical Substitute ride. With the merging of the leagues for 1991, this provision was dropped in favour of the BL rule, whilst cancelling-out was again altered so as to prohibit Rider Replacement where each side was without equally-ranked Heat Leaders. For unequal absentees, cancelling out was still to be subject to mutual agreement of the promoters. For 1992, the 14-day rule was altered to 7 days from the date of the medical certificate, although the Management Committee still reserved the right to grant special exemption.

1993 saw another significant change, with Rider Replacement now available for qualifying absence of any of Riders number 1 to 6, rather than just Heat Leaders. However, still only one absence per team could be covered in this way, and cancelling out could still be applied by mutual agreement of the promoters. This was the season of 8-man teams, hence the additional rider was programmed as number 9. One Replacement ride could be taken by the rider ranked immediately above the absentee, with the remaining rides to be 2 taken by lower ranked riders, or by the number 9. League matches were

run over 18 heats this season, and Rider Replacement rides were not permitted in Heats 16, 17 or 18.

In 1994, the League went back to 7-man teams, with matches raced over 16 heats; Rider Replacement applied for qualifying absences of any one out of Riders number 1 to 5. The additional rider reverted to number 8, and (for the first time) had to be a rider contracted to the team, and having an average not greater than 4.00. Rider Replacement rides were not permitted in Heats 15 or 16. In the event of two Heat Leaders being absent, Rider Replacement applied to the lower-ranked, or if all three were absent, to the number two ranked. For any other situation of two absentees qualifying for Rider Replacement, the facility applied to the higher-ranked of the pair. The opposing promoter had to be notified of the intention to use Rider Replacement not less than five days in advance, but a new provision was brought in whereby, if a team had permission to use the facility but a higher-ranked rider then became unavailable “at short notice”, the Rider Replacement facility had to be transferred to cover that absentee.

The Regulations were rewritten for the 1995 season, but there was no major change to the way in which the Rider Replacement rule was defined for the British Premier League, where Grand Prix duty was added to the circumstances qualifying for Rider Replacement. One new feature was that, where a Replacement rider suffered exclusion or was unable to take his place in a Rerun, that race nevertheless constituted his Rider Replacement ride, and he could not be nominated again. It was also clarified that he could not be replaced by a different Replacement rider; as before, only a reserve or the number 8 could take his place. Recognising that “second half” racing was now largely a thing of the past, the reference to the number 8 being given two rides was quietly dropped. Notification of Rider Replacement to the opposing promoter was now merely to be “prior to the commencement of the meeting”. New rules were brought in for the British Academy League, but the only material difference in regard to Rider Replacement was that the facility could be used only for a qualifying absent Heat Leader.

A minor alteration in 1996 was that, where two Heat Leaders were absent, the promoter had a choice as to which one to designate for the Rider Replacement facility. Provision for Rider Replacement in the newly-named British Conference League was withdrawn entirely.

For 1997, instead of the WLT and EGT championship finals, Rider Replacement was to be permitted for absences due to “a Trophy Series meeting of the FIM World Long and Grasstrack Championships” although it was made clear that this did not extend to the associated Qualifying Rounds, or to practice sessions. With 6-man teams in both the Elite and Premier **3**

Leagues, any rider (1 to 6) absent for a qualifying reason could be replaced by either Rider Replacement or a Guest Rider; Rider Replacement was however still limited to no more than one absentee. The additional rider (still confusingly referred to as “number 8”) was now to be called the “Team Reserve” and had to be someone with an average (or converted average) not greater than 4.00 and not currently in the declared line-up of any team in the relevant League. This rule was poorly phrased but it would appear that, if used in this way more than six times in the season, he would have to become contracted to the team. Matches were reduced to 15 heats, and the prohibition on use of Rider Replacement now applied only to the final heat. The British Conference League continued to operate with no Rider Replacement facility. Elite League and Conference League rules were unchanged for 1998 but the Premier League, which had reverted to 7-man teams, now allowed Rider Replacement against any one of Riders numbers 1 to 5 absent for a qualifying reason. If however two Heat Leaders were absent, Rider Replacement applied to the lower-graded absentee, and if all three were absent, it applied to the second-ranked. The Elite and Premier Leagues in 1999 standardised on the previous year’s Premier League rules, except that where the top two Heat Leaders were absent, the Rider Replacement facility could now be used for either one. The Team Reserve now had to have an average (or converted average) no greater than 3.00.

The British Conference League this year relented and reintroduced Rider Replacement for an absent number 1 to 5 rider.

The rule book was again restructured for the 2000 season, but with little change. In regard to speedway injuries, evidence now had to be presented on demand to the BSPA office within 48 hours, whilst for non-speedway injury or illness, the 7-day prohibition on returning was extended to include the team’s next home match (albeit there was still provision for the BSPA to waive this). A new and, one hopes, rarely invoked provision covered absence of four or all five of the team’s number 1 to 5 riders; in such cases the Rider Replacement facility was to apply to the second-ranked rider. In all three Leagues, provision of a Team Reserve (the erstwhile number 8) became, for the first time, optional rather than mandatory. In the case of the Elite and Premier Leagues, if a Team Reserve was declared, besides meeting all the previous criteria, the rider was not to be one of those included on what was curiously referred to as the BSPA’s “Old Hands List”; in the Conference League, it could be one of the number 8 to 12 ranked riders either of the club or of the opposing club. The only change for 2001 affected this League, where the Rider Replacement facility was now restricted to absence of one of 4 the top four riders, but there no longer had to be any particular reason for

the absence; at this level, school or work commitments for instance now became valid situations for use of Rider Replacement.

2002 saw further convolutions in the Elite and Premier Leagues' definition of qualifying circumstances. Where a team position was occupied by two riders under the "doubling up" rule and neither was available (for any reason), Rider Replacement was made an option. Use of Rider Replacement for a rider having an assessed or adjusted average was to be limited to a maximum of 28 days. In the Elite League, Rider Replacement for absence of a rider on Grand Prix duty was extended to include the previous day's practice session, as well as the day of the event; if a team had more than one rider involved in the Grand Prix, the Rider Replacement facility was to apply to the highest ranked absentee. The British Conference League further restricted use of Rider Replacement to cover only an absent Heat Leader, but the complex restriction on selection of the Team Reserve was dropped.

The Rider Replacement rule was substantially rewritten for 2003. Strangely, the requirement to notify the Referee and opposing promoter of the intention to use the facility was omitted. A new clarification specifically allowed a Reserve (ie number 6 or 7) to take more than one Rider Replacement ride, whilst the terminology for the number 8 reverted to the traditional "Additional Rider", and reference to the "Old Hands List" was dropped. Absence for the World Grasstrack Championship was dropped from the eligibility conditions, although the FIM World Longtrack meeting was retained. Reference to suspensions was extended to include those imposed by the FIM or ACU, in addition to the SCB. Where the top two Heat Leaders were absent, Rider Replacement was now once again tied to the second-ranked. In the Conference League, the League Co-ordinator was to designate the three team members for whom Rider Replacement was to be available; by implication, these would not necessarily be the three Heat Leaders.

2004 brought a change to the provision of Rider Replacement against "doubling up" riders; the rule now was that both the riders had to be absent either for one of the usual qualifying reasons, or because they were racing for their lower league team. The only other change was that in the event of qualifying absence of any two of riders ranked 2 to 5, Rider Replacement was now to apply to the highest ranked absentee.

For 2005, use of Rider Replacement was to be notified to the opposing team at least five days in advance of the meeting, or as soon as known. A new provision explicitly prohibited Rider Replacement for a rider who, although declared in the team's 1 to 5, had yet to make an appearance. The situation for both speedway and non-speedway injury or illness was changed so as to require a Medical Certificate to be provided, if required, within 48 hours of 5

the meeting being staged, but the 7-day rule was dropped. This may have been an error since, for 2006, the rule was reinstated, ie where Rider Replacement applied for a rider missing for reason of illness or non-speedway injury, he could not (without special Management Committee approval) return within seven days or for his team's next home fixture.

Qualifying absences for 2007 were specifically extended to cover appearances in the European Under-19 championship and in the Great Britain Under-21 team, but otherwise there was no change of note. In regard to the Conference League, the situation remained as per 2003 save that, from 2004 onwards, the rule book had not been specific as to how many team members were to be designated in what was referred to as the "Grading List" as being eligible for Rider Replacement in their absence.

2008 (a) In order to qualify for Rider Replacement against a rider who is absent through illness or injury, a Medical Certificate must now be supplied to the SCB within 48 hours of the injury or illness occurring, rather than within 48 hours of the Meeting being staged. Failure to meet this deadline results in the rider automatically having to miss his team's next home fixture, and there is no discretion for the Management Committee to over-ride this requirement.

(b) In regard to the Additional Rider, a new provision (Rule 12.12.1) specifically prohibits them from wearing a "Number 8" race jacket, but does not indicate what they should wear instead! The rule is no doubt intended to avoid confusion in the Elite League where teams now have an eighth rider in their season's declared formation; the rules do now specifically permit that rider to act as Additional Rider when Rider Replacement is in operation, but alternatively any other rider not currently in any Elite League team's 1 to 7 can fulfil the AR role provided their average does not exceed that of the declared eighth rider. In the Premier League, the AR can be any rider not in another PL team's 1 to 7 and whose average does not exceed 3.00, whilst in the Conference League it can be any Grade 1 or 2 rider.

Sources: The Speedway Regulations, editions for 1967 to 1997 inclusive; Speedway Racing Rules, 1998 and 1999 editions; Speedway Competition Rules and Sporting Code, editions for 2000 to 2004 inclusive; The Speedway Regulations, Speedway Competition Rules and Sporting Code, editions for 2005 to 2008 inclusive.

Walthamstow in The National Trophy

Alan Bates from Folkestone is our Walthamstow expert and has penned this **6** article on the Wolves. Although post war Walthamstow only operated

from 1949 to 1951 they took part in no less than 22 National Trophy matches in the Second Division section during that period.

Their first match in the 18 heats competition decided over 2 legs was at home at Chingford Road to Southampton on Monday 30th May 1949 and, following two 5 – 1s and a 4 – 2 in the first three heats, they gained a useful 19 points advantage from the first leg by virtue of a 63 – 44 win. Charlie May was their top scorer with 16. The following evening at Bannister Court, Southampton they were only behind once, 26 – 28 after heat 9 and went on to gain another victory, this time by 56 – 52. They went through to Round 2 with an aggregate success of 119 – 96. Jim Boyd turned in an 18 points maximum and Charlie May scored 14 from 5 rides.

In the next round they faced Cradley Heath and the first leg at home on June 20th they had little trouble in winning as the Heathens only provided three heat winners. Charlie May with 17 and Jim Boyd with 14 excelled in a 64 – 39 victory. However, in the return match four days later it was a different story as Cradley whittled down the Wolves' lead and going in to the last heat they led 103 – 102 on aggregate. In the important nominated riders heat only two riders finished and Charlie May's win over Eric Williams enabled the Wolves to make it a tie over the two legs and force a replay.

On 4th July at Walthamstow, Cradley put up a better show than the fortnight previously and with Jack Arnfield on 15 and Gil Craven on 14 winning seven heats between them it was only three 5 – 1s at the end that enabled the Wolves to gain a lead of 18 from a 62 – 44 success. Jim Boyd was best with 15. In the return at Dudley Wood, Cradley gained four successive 5 – 1s in the early heats, followed by three 4 – 2s and it was all over as they swamped Walthamstow by 71 – 37. Only Charlie May and reserve Bill Osborne managed a win for the Londoners, whereas Alan Hunt and Jack Arnfield both scored 17, paid 18. Walthamstow's first venture into this competition had come to an end.

The 1950 campaign began with a comfortable win over Yarmouth by 66 – 42 with Benny King scoring a paid maximum and Jim Boyd paid 17. They had no problems in the return leg at Yarmouth the next evening, although they did lose 50 – 57. Yarmouth couldn't manage a 5 – 1 until heat 11 and Wolves aggregate success was 116 – 99.

In the second round Walthamstow entertained Southampton in the first leg on 19th June and the visitors failed to win a single heat. They only managed to provide the first man home three times as Wolves won easily by 67 – 41. Both Jim Boyd and Charlie May achieved maximums. The Saints began quite well in the second leg at Bannister Court the next evening and had wiped out half the deficit after Heat 9. However, Walthamstow won five of the remaining 7

heats with Reg Reeves prominent with 16. Southampton's 59 – 49 winning margin on the night was of large enough and the aggregate 116 – 100 score favoured the Wolves.

The third round saw the Wolves up against Glasgow Ashfield and the Giants came to Chingford Road on 26th June for the first leg. Once again Walthamstow finished up with a large first leg lead despite losing the nominated riders' heat 1 – 5 to Ken Le Breton and Merv Harding. This was only the Giants second heat win on the night. Le Breton scored 16 for the Scottish club and Jim Boyd was best on 15 for the Londoners who won 66 – 41. The following week at Ashfield's Saracen Park, in front of a 23,000 crowd, Wolves' 25 points lead was gradually reduced as only reserve Archie Windmill could win a heat for them. However, with only two heats to go Walthamstow still led by 7 points on aggregate. Bruce Semmens and Ken Le Breton took a 5 – 1 in heat 17 and the difference going into the last heat was only three points. The Giants' nominated pair of Ken Le Breton and Merv Harding took a 5 – 1 victory over Harry Edwards and Jim Boyd. Ashfield took the match by 67 – 41 and they won the tie by a single point on aggregate. Yet again Wolves were out of the competition but they had gone a round further than they had in 1949.

The 1951 competition saw the Wolves take on Southampton in the first round and they hammered the Saints at Chingford Road by 77 to 31 for their biggest win in the competition to date. Wolves notched ten 5 – 1s and four 4 – 2s. Only Tom Oakley and Charlie May managed to win heats for the Saints. Jim Boyd returned a maximum 18 and Benny King scored 15.

There was no danger of Wolves forfeiting their 46 points lead in the return leg as they had always done well at Bannister Court. In the event they actually increased their advantage by another 6 points after the fifth heat. Southampton then gained a grip on the meeting and an effort which included four 5 – 1s enabled them to win the leg 60 – 48. Overall the aggregate score favoured the Londoners by a clear 34 point margin.

In the second round, for the first time, Walthamstow had an away match in the first leg and they travelled to Hanley, now known as Stoke, on 12th May. The Potters made a fine start with three 5 – 1s in the first five heats but the Wolves did not allow them to pull away. Wolves reduced the match deficit to 4 points after heat 9 and it took a 5 – 1 advantage in the last heat for the Sun Street Stadium men to gain a 10 point advantage on the night to lead 59 – 49. No Walthamstow rider managed double figures but seven of the eight man team had each won a heat. The second leg two days later turned out to be an annihilation for the Potters as their men could manage was six second places **8** as Walthamstow scored 12 5 – 1 heat wins in an 81 – 26 rout.

Potters surrender was signalled in the final heat when they nominated their reserves, a fairly unusual tactic to say the least. The Wolves aggregate victory was a massive 140 to 75.

Next up was Yarmouth in the third round. At Caister Road on 29th May the Wolves put up a solid performance and only went down at the tricky seaside venue by 51 – 57. Wolves had led by at heat 14 but the Bloaters reeled them in. Top scorer was Jimmy Grant with 11 points as again seven of the team managed to take the chequered flag. Fred Brand scored an 18 point maximum for the Bloaters. On 11th June in the second leg Walthamstow were level on aggregate after heat four. Thereafter it was one way traffic as Yarmouth could only share five heats. Jim Boyd made 18 and Benny King gained a paid maximum as Wolves won 73 – 35 on the night and 124 – 92 over the two legs. Wolves now progressed to the Division Two semi final.

Now it was the Semi Final and their opponents were Halifax. At home in the first leg on 2nd July the Wolves were on top form with nine 5 – 1s and the only heat they lost was the nominated riders heat (heat 18). In Walthamstow's 74 – 34 victory Benny King top scored with 16 while best for the Dukes was Arthur Forrest with 11. What looked like a formality for the Wolves in the second leg turned out to be rather different as Vic Emms, Arthur Forrest and Al Allison won 12 heats between them, the first mentioned recording paid maximums. Wolves 40 point advantage had been reduced to 10 with three heats left to go. However the visitors managed to share heats 16 and 17 and, although Emms and Forrest won heat 18 by 5 to 1 to give Halifax a 71 – 37 win on the night, Walthamstow scraped home by 6 on aggregate. Pete Lansdale was top for the Wolves with 12, but it was reserve Sid Clark who really saved the day as he won two heats in scoring 8 points from his five rides.

The final was against Norwich and, having been thrashed 24 – 60 at the Firs four weeks before in a League encounter, Walthamstow's prospects for the first leg did not look too good. It certainly wasn't as the Stars ran riot with fourteen 5 – 1 wins and a 4 – 2 win. Benny King, the only Wolves rider to win a heat in the League match again managed their only win and his 7 points was Wolves' best in a 25 – 83 slaughter. Phil Clarke 17 and Bob Leverenz 16 were both paid for the lot. Walthamstow's only hope in the second leg was at least to register a win, However, they only led once, 19 – 17 after heat 6. Stars dominated the rest of the meeting and 5 – 1s in heats 15 and 16 put the Stars comfortably in front and they went on to win 58 – 50 to gain a massive aggregate success by 141 to 75. Bob Leverenz, the Aussie Star completed an unbeaten run in the final with an 18 points haul at Chingford Road. For Wolves Jim Boyd and Pete Lansdale both made 12 in what turned out to be Walthamstow's last foray into the National Trophy.

Over the 22 matches the Wolves had raced they won 11 and lost 11.
[It should be noted that the National Trophy was competed for by all the teams and started in the Third Division. The winning Third Division team contested the Second Division rounds and the winning team from the Second Division part of the tournament faced First Division opponents in what was the final part of the tournament. Eds.]

Roll of Honour

Graham Brodie posted this on the Yahoo website. Hugh Watkinson was a 25 year old novice from Ilford, Essex who died after an accident at Tiger Stevenson's training school at Perry Bar in November 1946. As far as I can trace, he had not ridden officially for Birmingham.

Nigel's Natters

Nigel Bird looks to the land of the pyramids for his item this time round.

Zamalek, Cairo, Egypt Extract from the Auto Motor Journal 1928.

I had an interesting chat last week with Mr Hewitt about the plans for the coming Egyptian campaign. About twenty riders have gone, including Ivor Creek, Billy Galloway, Les Blakebrough, Jack Adams, Les Barker, Ted Bradley, Colin Ford, Heather Hayes, Tommy Croombs, Alan Kilfoyle, Dud Froy, Clem Cort, Wink Rice, Bern Hieatt, Dell Forster and Taffy Williams. Ivor Creek and Billy Galloway, who arrived in Egypt on October 16th, are superintending the laying of the track, which is adjacent to the Heliopolis Racecourse at Cairo and will be laid inside the existing greyhound course. The size is on a par with Harringay and holds about the same number of people. Racing will be held on three evenings a week including Sunday. Mr Hewitt, who is in charge of the riders, is very enthusiastic about the whole venture and has promised the AUTO news items from time to time. What a sight to see a crowd of natives going mad at one of the meetings, yelling themselves hoarse with their "Yallah" "Imshee" and other words in the native tongue urging on the riders; and shall we hear of the tombs opening in the Valley of the Kings when the speed boys start doing the knots with open exhausts? Amidst the rain of paper streamers and the cheers of the multitude I saw the departure of the boys and there were friends, brothers, sisters, wives, uncles and aunts all present and correct wishing the travellers 'Bon Voyage' and good luck. They sailed on the 'California' and while you are reading these lines they will be **10** sunbathing in the land of the Pharaohs. Consternation was on Ron

Hewitt's face at the non-appearance of Colin Ford but I hear that he followed the day after. Heather Hayes was 'sweating on the top line' as his passport had not arrived. Teddy Bradley, a comparatively newcomer to speedway racing was there complete with CAP. Some cap! If it hasn't been thrown overboard before they leave the St. George's Channel, I'm a Dutchman!

From the Auto Motor Journal January 1929, By Les Blakebrough.

The lot of the pioneer in any sort of adventure is truly a hard one. In company with a band of 18 other dirt-track race riders, I have been lured to Egypt on an educational mission. That is to say, the primary object of our party's trip to the land of the Pharaohs is to initiate the natives in the art of skilful 'broad-siding' while going at full speed on a motor-cycle race track. Incidentally it answers the question "Where do dirt-track riders go in winter-time?" Dirt-tracking on the banks of mysterious Nile may sound somewhat alluring at this time of the year to fog and snow-bound people of England. But as far as we are concerned it presents considerable difficulties. In the first place, the site chosen for the first dirt-track ever to be laid in this country is hardly suitable for the purpose. It is situated in Zamalek, Cairo, hard by the swift-flowing waters of the Nile. The soil in these parts is largely made up of Nile silt. To surmount the initial difficulty, a foundation of white stone, eight inches in depth was laid. After three race meetings on the track, the surface was practically unrideable, owing to the foundations sinking in places. The powers that be then decided that another layer of stone was necessary, and after the entire top surface had been removed, another nine inches of stone was laid and rolled. Even the steam rollers which were employed in levelling the surface sank at times in places. In fact, one steam roller sank three times in one day and was only removed eventually with great difficulty. It would be interesting to know what English track builders would say if they were called on to re-lay a track completely within six weeks of starting a contract! The Zamalek track was begun on October 1st of last year (1928), and had to be re-laid by the beginning of November! Bumps and holes may provide added thrills for the secure spectators, but from our point of view, they are, to say the least, unpleasant. Then there is the problem of the most suitable time of day to hold the meetings. Egyptians at this period of the year are somewhat loath to stand out in the cold at night and the late diners would be unable to attend evening meetings. Therefore, only one evening meeting a week is held on Friday. Afternoon meetings are arranged for Saturday and Sunday. The Egyptians so far have been rather mystified by such 'stunts' as broad-siding and rolling starts, and have not yet learned fully to appreciate the sport as it is known in England. Crowds have been on the small side up to the present, but it is confidently expected that they will improve. Their greatest source of

amusement seems to be a crash or a fall. Perhaps the advent of a few native star riders will add to their natural excitability. At all events, we are endeavouring to arrange races solely for native riders. The Egyptian track stewards and starters have been quick to learn their business. At first they were decidedly timid of the racing machines but they are now quite accustomed to their duties and the language used on the track and in the paddocks by the riders. Unfortunately, betting has been introduced into the sport in Egypt. As is generally known, this aspect of dirt-track racing has always been forbidden in England. In this country, however, the Pari-Mutuel, installed in connection with greyhound racing, is also in operation for some of the dirt-track events. Complications in this connection having arisen over heats, it has been decided to hold nine or ten events in each programme in future without heats. The venture, apart from providing the riders with useful employment during their English 'close' season, has its amusing and instructive aspects, while it will be interesting to see to what extent their pioneer work will be successful. Gus Kuhn is also believed to have raced here. There were at least 10 meetings. A surviving programme gives meeting No. 10 on 27th December 1928. Further reading:- Ron Hoare's Book 'Speedway Panorama'. There was a strong British military and European presence in Egypt (Alexandria) at this time. English language Egyptian newspapers were available. They even reported on Scottish second division football matches; unfortunately speedway reports and articles are very scarce.

Meeting Formats

The web work has thrown up some oddball items but the 19 heat meetings between Birmingham and Bristol used at the start of the 1954 season are the oddest seen so far. The format ran Ht1 1,2 v 1,2; Ht2 2,4 v 2,4; Ht3 5,6 v 5,6; 7,8 v 7,8; Ht5 1,4 v 1,4; Ht6 5,7 v 5,7; Ht7 2,3 v 2,3; Ht8 6,8 v 6,8; Ht9 2,4 v 1,3; Ht10 5,6 v 2,4; Ht11 1,3 v 5,6; Ht12 5,6 v 1,3; Ht13 2,4 v 5,6; Ht14 1,3 v 2,4; Ht15 7,8 v 7,8; Ht16 1,4 v 2,4; Ht17 2,6 v 1,6; Ht18 3,5 v 3,5; Ht19 Nominated. The sides were 8 man teams with 7 & 8 the reserves.

John's Top Ten

John Hyam's top 10 has provoked a few responses. **Norman Jacob** said he was very interested in John's Top 10 riders from the period 1930-39. However, he found two very surprising omissions. The first, which will come as no surprise to anyone who knows me, is Tom Farndon. In my opinion, the **14** greatest rider of all time and my hero.

He was the only rider to hold the Star Riders' Championship, the British Match Race Title and the London Riders' Championship at the same time. He successfully defended the Match Race title more times than any other rider and when he was killed on the track, the Control Board ended the competition as a mark of respect to him.

As if all that wasn't enough, at one time, he also held the four lap rolling start track record at every National League track simultaneously. The other surprising omission is Vic Huxley. Surely the greatest of the pioneer Australians as his record shows. Star Riders' champion in 1930 and runner-up in 1929, 1931 and 1932. When the British Match Race Championship was started in 1931, he was nominated as the first champion because of his dominance at the time. Even as late as 1936 he was crowned London Riders' champion. To make way for them in the Top 10, I would leave out Vic Duggan – not yet at his best pre-War - and Jack Ormston. Good though Ormston was, I would suggest he was not quite up to the standard of the others.

League Championship Medal Winners

Mark Sawbridge our Wolverhampton expert has compiled this item on riders winning League Championship medals. Who has won the most league championship medals? That was a question I recently asked myself, and I can now produce the answer. Firstly, let me set the parameters for this piece of research. I have only concentrated on the top flight of speedway – that's Division One, British League, Elite League or whatever it's called at the time. I've started my research at 1932, as this was the point at which the Northern and Southern leagues merged to produce the National League. Also, I've only included riders who appeared at least six times for their clubs during the championship-winning season.

So with that out of the way, I can confirm that Bill Kitchen has an almost unassailable lead at the top of the title-winning table. Although I recognise Bill for his brilliance as a rider and captain, there is an element of luck about this. Until the advent of the British League in 1965 there was very little rider control, and clubs were allowed to accumulate as much rider resource as they wanted. This led to speedway being dominated by three teams from the period of 1932 until 1964.

Belle Vue were the first of the 'super teams'. In fact, their pre-war team was known as 'The Invincibles' and for good reason. The economic depression and the concentration of the sport's power in London meant that the Aces were, **15**

for some time, the only club outside of the capital. Promoter E O Spence, surely one of the sport's all-time great administrators, used this as an asset and not a weakness. Riders from the closed-down tracks in the north flocked to Hyde Road and Spence was able to cherry-pick his team. The Aces were so successful that they won the National League title four years running, from 1933 to 1936.

Bill Kitchen was an integral part of this side. Starting his career as an unknown in the early 1930s Kitchen was something of an overnight sensation, and was recognised as one of the sport's top riders within a short period of time.

Indeed, in his maiden season of 1932 he gained a 9.20 average.

After the end of the war, riding strengths were 'pooled' and allocated fairly across the tracks. Wembley seemed to get the best deal, and Kitchen was part of this. He joined the Lions side which took the National League title every year from 1946 to 1953 apart from 1948 – they had good reason to miss out that season as most of their home meetings were held at Wimbledon, due to the Olympic games being held at the Empire Stadium.

Kitchen won four titles with Belle Vue and seven with Wembley, giving him a grand total of eleven gold medals. That's a total which is highly unlikely to be beaten.

Wimbledon were the next of the 'super teams'. The Dons raised superstars from nothing and they won every title from 1954 until 1961, with the exception of Swindon's shock win in 1957. This means that some of their riders, such as Ronnie Moore, Barry Briggs, Cyril Brine and Ron How feature heavily in our list. One rider, Cyril Maidment, does better than them all, however. 'Maido', who was born a stone's throw from Plough Lane, also won a title with Belle Vue in 1963, giving him eight titles and second place in the overall list.

Amazingly there are only three riders who have ever won championship medals with three different clubs. Barry Briggs gained them for Wimbledon, Southampton and Swindon. Fellow-New Zealander Frank Shuter won them with Swindon, Poole and Exeter. And modern-day rider Joe Screen has achieved this with Belle Vue, Bradford and Eastbourne. Peter Ravn also deserves a special mention, as he won championship medals with two different clubs in his first two seasons in Britain – Belle Vue in 1982 and Cradley Heath in 1983.

There are some surprising absentees from the list. Ove Fundin spent most of his career at Norwich, who failed to win a senior league title. Nicki Pedersen hasn't won one either, and neither has Jack Parker.

Here is the leader board:

(16) 11 – Bill Kitchen
8 – Cyril Maidment

7 – Cyril Brine, Ron How, Ronnie Moore, Tommy Price

6 – Barry Briggs

5 – Bob Andrews, Jimmy Gooch, Bob Wells, George Wilks, Freddie Williams

4 – Joe Abbott, Bill Gilbert, Max Grosskreutz, Bob Harrison, Gerald Jackson, Eric Langton, Ivan Mauger, Peter Moore, Soren Sjosten, Frank Varey, Simon Wigg, Eric Williams

3 – Bruce Abernethy, Jan Andersson (Reading), Mick Bell, Alf Bottoms, Peter Collins, Marvyn Cox, Jeremy Doncaster, Martin Dugard, Ken Eyre, Gil Goldfinch, Andy Grahame, Tommy Knudsen, Bill Longley, Scott Nicholls, Hans Nielsen, Bob Oakley, Chris Pusey, Tony Rickardsson, Tommy Roper, Billy Sanders, Joe Screen, Frank Shuter, Ryan Sullivan.

Bonnie and Jack Waddell unsung Speedway Heroes

Tony Webb from Australia writes about two lesser known Aussies.

Bonnie and Jack were two riders who played a great part in the establishment of speedway in Queensland in the post war period. The early programs spelt the surname Wardell and later it was changed to Waddell. They both started riding in the 1946 season at the Exhibition ground under Frank Arthur.

Originally from Toowoomba ,a town that produced many great speedway riders, the brothers rode until the mid 1950s. Bonnie went to UK in 1947 where he raced for three seasons and Jack spent most of his racing days in Queensland and New Zealand where he was a member of an Australian test team who toured New Zealand in 1949 scoring 6 points in the three match series.

I have reviewed their careers separately as they followed different paths but both riders gave great entertainment whenever they took to the track. There are reports in on the internet that Bonnie and Jack rode for Long Eaton in 1949 but I have been unable to substantiate that.

Jack Waddell

Jack commenced riding in the 1946 season at Brisbane Exhibition Ground (Ekka). He was an all round sportsman playing rugby league for Toowoomba on Sundays after racing at the EKKA the night before. Jack also rode in TT events at Kingston, Strathpine and Bardon with Keith Cox and the Braund brothers.

In a tragic night at the Ekka on the first of May 1953 he received severe concussion when he was flung into the safety fence. Earlier in the evening Speedcar driver Curly Rylands of Maryborough lost his life when he was thrown from his car. Jack made a full recovery and achieved one of his **17**

career highlights the next season when he took out the 1954 Queensland Best pairs with Keith Cox.

Retirement came at the end of the 1958/9 season on May 23 to be exact Jack passed away in February 2003 aged 82

Bonnie Waddell

Bonnie's career followed a similar pattern to his brother Jack for the first season in 1946. Bonnie was also from Toowoomba, born in 1922, a motor mechanic by trade. During the early part of 1947 he rode in Sydney with Keith Cox but had limited success. He was spotted by pioneer Brisbane rider Charlie Spinks who was contracted to the English second division team Newcastle Diamonds. Charlie signed Bonnie up for the legendary promoter Johnnie S Hoskins who was the boss man at the Newcastle track. Late in the 1946 season Bonnie had been a Telegraph Blue, a prestigious award by the popular Brisbane newspaper for services to motorcycling. Not only was Bonnie a very good motorcyclist and mechanic, he was also very dedicated to personal fitness and was active in many sports.

Bonnie left Sydney in March 1947 aboard the Asturias, a former troop carrier, it was not first class travel, but in the company of Bat Byrnes, Ken le Breton, Buck Ryan, Junior Bainbridge, Arthur Payne, Bill Harris, Mal Hodgson, Jack Baxter and Reg Challenger a great time was had by all.

On arrival at Tilbury, Bonnie straightaway made the long journey up to the north east of England to join his team the Diamonds. Within 24 hours of arrival he was on the track for the match against Wigan Warriors, this was the 28th of April. In his first ride he finished last, then a third and finally an engine failure put paid to his debut. As he was on the track spare it was a creditable start. Mounted on his own machine he scored 4 at the tiny Bristol track the following week and then 2 at Birmingham the next evening.

He went on to ride 26 meetings for the Diamonds in that first season, racing on 8 different tracks the length and breadth of England. His final score was 65 points and 12 bonus points, which are paid when you follow your partner home in 2nd or 3rd position. The best meeting Bonnie had was a 7 paid 8 at home to Norwich stars who included fellow Queenslander Bert Spencer in their team

Bonnie's team mates for the season included the veteran Australian Doug McLachlan and the White Ghost Ken le Breton.

After the long voyage home Bonnie commenced the 1947/48 Brisbane season. He represented Queensland in the match against an overseas select on November 22 scoring 3 in a Queensland's lowly 13 against a rampant Overseas teams 33. He was called up for the Test against England at the Ekka **18** on December 6 scoring 3 points in the Australian 57-47 defeat of the Lions

Returning to England in April 1948 he was dismayed that his Newcastle promoter Johnny Hoskins had transferred him to Exeter in exchange for fellow Queenslander Keith Gurtner. Worse was to come as Exeter could not give him a team place. He was then loaned to West Country rivals the Plymouth Devils in the third division under Jimmy Baxter's helm. Jimmy was to feature later in the year. On his debut at Pennycross he scored a handy 4 paid 6.

Team mates in that 1948 side included Pete Lansdale, grass tracker Ivan Kessel and fellow Brisbane based rider and frame maker Dave Hynes.

A Speedway News report in May 1948 stated Bonnie had acquired one of the new Hynes speedway frames

In the next few months Bonnie rode at several tracks that were new to him, including Yarmouth, Wombwell, Hastings, Tamworth, Hull and Cradley Heath. In July injury hit Exeter recalled him to the County ground. After two meetings for the Falcons drama struck when he turned up at Jimmy Baxter's other track Southampton to ride for Exeter. A heated exchange took place between Bonnie and Jimmy with the result that Bonnie loaded his bike and left the stadium. Press reports of the day state that he was paid not to ride and the matter was reported to the speedway control board. A reconciliation must have taken place as two days later he was back at the Southampton track once again in the Plymouth team. Then he scored a valuable 4 points for the Devils.

Bonnie rode in all the Devil's fixtures up to the season's end on October 28. This was his best season with a total of 45 meetings.

Bonnie braved the British winter of 1948, working as a motor mechanic. He was prepared and ready for the tapes to go up on his third season in UK.

He was back in Plymouth for the meeting of April 1st against Exeter. The team included George Wall, Alan Smith and Pete Robinson. Niggling injuries were to play havoc with this last season in England and after 21 meetings he appeared no more in the Plymouth colours following the match at Tamworth on July 27. Prior to this he had only scored 1 point in his last 4 meetings.

There are reports that he won a grass track championship after he finished at Plymouth but I have found no official confirmation of that. There are also reports that he rode at Long Eaton but as the Archers only held un-official meetings, again no evidence.

Back home again, his motorcycle business in Ann Street, Fortitude Valley became his primary interest, but he still continued to ride at the Ekka until 1956/57 season

In 1949 both Bonnie and Jack were members of a Queensland team that travelled to New South Wales for a series of matches. On October 28 **19**

they met a Royale team losing 10-38, Bonnie scoring 4 Jack 3. The next meeting at Parramatta resulted in a draw. The final match back at the Royale on November 4 the Queenslanders met a NSW side losing 13-35. Bonnie scored 1 Jack 2.

Bonnie received a cap for the Australian team at the Ekka on February 2 1952 when he contributed 3 points in the Australian side's 66-41 victory over the Lions

In 1953 he was at the centre of a Speedway riders strike for better pay, in his role as secretary of the Speedway Riders Group. This disrupted the 1953/54 season in Brisbane.

Bonnie is considered by some Exhibition ground observers as a very shrewd rider who would play the handicappers at their own game. He was careful, when his handicap was reduced not to take too much advantage with improved performances straightaway which would see him moved back again. He had the system worked out so at the end of the season his total points score was up with the best with the minimum of risk.

Had he persevered in England he would possibly have emulated the careers of other great Queensland riders.

Bonnie is believed to have passed away in the mid 1980's

Acknowledgements to: Barry Lane Brisbane; Barry Forsyth Brisbane;

John William Warren Park QLD; Keith Cox Collection; Stenners; Speedway Researcher UK; Speedway Star and News.

MAX GROSSKREUTZ & NORWICH – 1938

Bryan Tungate, our Norwich historian has penned an article about the Aussie who played a major role in Speedway at The Firs before the war.

When I was young and not really interested in the facts surrounding Speedway I was always told that Norwich should have been League II Champions in 1938. The reason they did not win the League was that Max would often drop out during matches and allow the lesser lights to take his place, so the old-timers told me. Well this did happen on numerous occasions during the season, but not very often in League matches. On the majority of occasions those matches were in the National or the Provincial Trophy competitions. The real reason Norwich did not take the title was down to sheer bad luck more than anything else.

When Max was allowed by the Speedway Control Board to take out his riding licence again there were conditions they attached to that permission.

1 Max had to be properly transferred to Norwich and could only be
20 transferred back to the Aces.

2 Max could only ride in Official fixtures but must not ride any second-half races.

3 Max was not allowed to enter or ride in the World Championship meetings.

4 Max was not to ride on any First Division tracks, except Belle Vue.

5 All of these conditions were to be stated as part of the transfer agreement.

It did not state, as far as I can say, that Max must ride in the Test Matches for Australia v. England, his retirement was one of the contributing factors in the scrapping of the series after just one match in the previous 1937 season. He rode in all five Tests in 1938.

Max also agreed to race at Belle Vue on August Bank Holiday Monday. In May, when the agreement was made, Norwich had no fixture on that day so it seemed alright.

When the Second Division plans were formulated for a July start the date was kept free on the Stars fixture list. Unfortunately Lea Bridge, making up a team from Harringay assets in the main, became late entrants and they were to start on August Monday. The first team to visit the Bridge would be Norwich. On the 27 July the Stars visited the Southampton track but the fixture was washed out. The re-run date was set for August Monday, following the afternoon meeting at Lea Bridge. Suddenly there were two matches without Max on a day which had been kept free. Worse was to come when the young Alan Smith was injured on the 30 July and was also to miss these two meetings. Norwich pitched new young Aussie Syd Littlewood into the reserve spot but there was to be no fairytale outcome. Stars lost 50 – 30 at Lea and heavily 63 – 21 at Southampton. They only lost two other matches in the League that season. With Max they would have definitely got much closer in both these matches. The tie for top place was decided on race points “for” and Hackney Wick edged it having 758 compared to the Stars 749.

An interesting point was that Hackney wanted to stage a home and away match with Norwich to decide the title outcome but the S C B would have none of this. Hackney even wanted Norwich to “drop” Max from the team for this proposed match-up. They seemed to hate Max as, even when he broke the track record at Hackney, the Hackney big-wigs simply refused to recognise the time Max clocked. Anyhow any chances of them beating Norwich over two-legs were fairly low as Stars had won in a National Trophy fixture by 121 – 94 and repeated the medicine by 119 – 95 in a Provincial Trophy round. Max only took 2 rides in the Hackney leg of the National Trophy tie and was riding in a Test Match so missed the Norwich leg of the Provincial meeting. **21**

THE HARTS OF COPPULL TAG Allison 40 pages, many photos, soft cover £3.50 plus 50p P&P A Whiff of 'R' Promotions Ltd, 117 Church Lane, Chessington, Surrey, KT9 2DP Review by **John Hyam**.

In 1946, Wimbledon Speedway was mesmerised by the spectacle of legtrail rider Oliver Hart. The Lancastrian only stayed one season with the Dons, but when greybeards meet to discuss "who was the greatest thrillmaker the club has ever had?" most times the name of Oliver Hart surfaces.

Dennis Gray, a Dons team-mate, remembers: "When Oliver Hart was on the track the other riders would go the pits gate simply to watch him."

In his first home match for Wimbledon on April 22, with seven points from three rides in a National League match against Bradford, Hart was leading heat 11 when he crashed and broke his wrist. He made an exceptionally fast recovery and was back riding by May 6. At the end of the season, Hart was Wimbledon's second highest scorer, only the experienced England star Norman Parker finished ahead of him. Hart loved Wimbledon - and the Dons' fans loved him. But he had a problem getting to matches. Early on a Monday Hart, who lived in Coppull, Lancashire, would travel by train from Preston to London, stay overnight, then return home on Tuesday. It meant two days away from the haulage business he ran with his rider-brother Ron. There was a solution, with a triangular transfer at the start of 1947.

Bradford rider, Australian Bill Longley who lived in Lewisham, moved to New Cross. They let Les Wotton moved to Wimbledon while Hart replaced Longley.

Author **TAG Allison** first saw speedway at Newcastle in 1946 and it produced a lasting memory of the leg-trailing artistry of Oliver Hart. A highlight of 1948 for him was a holiday in London, which had five tracks, but Harringay was the one he chose to visit because Hart was riding.

The book deals with Hart's career from pre-war days in 1933 until his retirement in 1952. It also includes the career of his twin brother Ron, who rode at northern tracks in the late 1940s and early 1950s. And there is a poignant mention of a third speedway racing Hart - their brother Stan who died after crashing while riding for Belle Vue Merseysiders at Birmingham on August 25 1937.

The book also traces speedway history from the mid-1930s to the early 1950s. It is a must for all speedway libraries.

High Beech and Barnet 1937

Barry Stephenson from Workington way passes on an interesting item from a **22** 1937 High Beech programme.

One of the most interesting programmes in my collection is that from High Beech and dated 2 May 1937. The cover carries the legends 'Ninth Racing Season' and 'Eighty-Eighth Meeting'. This suggests that High Beech had been running nine years and were cumulatively numbering their programmes.

The editorial dissuades us of that theory. I retype the editorial as follows – *Many of you here today - staunch supporters of Barnet Speedway during the past eight seasons – will share the Club's regret that it was not possible to obtain a new lease of the ground adjacent to the Barnet By-Pass where no less than eighty seven successful meetings had been held. Efforts to secure suitable alternative ground in approximately the same locality were futile, and so we had to move – lock, stock and barrel – to High Beech, the birthplace of Speedway Racing in England.*

It is hoped you will enjoy the sport in the new surroundings, and it will continue to be the aim of the Club to present amateur speedway racing in the best possible manner.

The North London Motor Club which organisation will be presenting meetings at High Beech this season, was founded in 1920. The Club has been foremost in all the many phases of motor and motor cycling sport for many years, and it was responsible for the establishment of speedway racing in England – at Stamford Bridge – in 1928.

In the following year Stamford Bridge was handed over to a commercial concern, and the Club then laid out the first permanent Grass Track for amateur clubmen at Barnet. Gradually the grass circuit was transformed into a cinder track, and meetings at Barnet Speedway have been held at regular intervals since 1929.

Now the Club brings the sport to the borders of Essex and Herts, where it hopes to make many new friends, not only for itself, but for the wonderful sport of speedway racing in general.

A very informative editorial which provides an answer to several historical loose ends. Does anyone have a list of the eighty seven meetings held at Barnet?

I have only been able to acquire one Barnet programme dated 7 June 1936 being the Eighth Season and Seventy Sixth Meeting. The programme informs us that the track was two miles north of Mill Hill off the Barnet By-Pass. The track measured 440 yards and the four lap record was held by G O'Brien with a time of 91 seconds set on the 2 June 1935.

Remember – we want your items for The Speedway Researcher. You can do it and if you need a bit help – we'll help you. They say everyone has a novel in them – we only look for a speedway article. **Editors** **23**

Web Words

Ron McNeil continues to beaver away with the web keeping it up to date as he gets bits and pieces from all airts and parts. There is activity across the board as **Bob Ozanne** keeps the pressure on the pre-war stuff, I keep on with the material from 1945 aided by a whole host of sources and **Steve** and **Gary** take up the torch from 1960 onwards. There are hundreds of gaps to be filled so don't be shy and have a look to see what is needed. Every contributor is acknowledged on the site.

Barry Stephenson has chipped in a huge record of meetings he is aware of and we should have a massive data base of meetings staged in the UK from 1928 to 2007. Again there are a few gaps along the way which need filled. Volume 7 of The Speedway Researcher is now available on the web so we are not too far behind with that either.

Wot ? No 5 – 1s?

Most meetings feature a scatter of heat scores. However the meeting of Monday 30th June 1952 at Wimbledon Stadium, London, when Wimbledon Dons 43 beat Wembley Lions 41 in a challenge match, failed to produce a single 5 – 1. It was odd that the home team failed to register any bonus points while the Wembley lads collected seven. There were five heats won by the 4 – 2 margin while the remaining nine were drawn three all.

The Fletcher / Thatcher Mystery

Way back in 1949 when Southampton raced at Fleetwood Bill Rogers didn't ride but was he replaced by Bob Fletcher or Bill Thatcher? After some thought Vic Butcher and Jim Henry think it was Thatcher but sources, including marked programmes disagree. The joys of speedway history...

Deadline for items for next edition is 31st July 2008

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National League Division Two 1951

Results

Away Team Home Team	Ashfield	Coventry	Cradley	Edinburgh	Fleetwood	G'gowWC	Halifax	Leicester	Liverpool	Motherwell	Newcastle	Norwich	Oxford	Stoke	Wal'stow	Yarmouth
Ashfield	xxxxxx	64 - 20	57 - 27	40 - 44	54 - 30	55 - 29	52 - 32	51 - 33	40 - 44	45 - 38	55 - 29	41 - 43	44 - 40	56 - 28	47 - 37	56 - 28
Coventry	51 - 31	xxxxxx	57 - 27	51 - 32	60 - 23	42 - 42	52 - 32	43 - 41	44 - 40	59 - 25	57 - 27	45 - 39	43 - 41	36 - 48	44 - 40	63 - 21
Cradley Heath	41 - 43	48 - 35	xxxxxx	39 - 44	55 - 29	55 - 29	37 - 47	23 - 61	54 - 30	41 - 40	60 - 24	39 - 45	56 - 28	32 - 52	32 - 52	52 - 32
Edinburgh	46 - 38	38 - 45	61 - 23	xxxxxx	58 - 26	55 - 29	55 - 29	37 - 47	50 - 34	36 - 48	64 - 20	37 - 47	51 - 33	55 - 29	48 - 36	52 - 32
Fleetwood	41 - 42	44 - 40	46 - 36	36 - 48	xxxxxx	45 - 39	40 - 44	46 - 38	38 - 40	42 - 42	45 - 38	33 - 51	53 - 31	52 - 31	49 - 35	56 - 28
Glasgow WC	56 - 28	46 - 38	60 - 23	44 - 40	65 - 19	xxxxxx	52 - 32	53 - 31	54 - 30	40 - 44	51 - 33	53 - 30	57 - 27	60 - 24	49 - 35	57 - 27
Halifax	48 - 36	41 - 43	50 - 34	54 - 30	60 - 24	55 - 29	xxxxxx	39 - 45	47 - 37	60 - 24	56 - 28	51 - 33	48 - 36	58 - 26	43 - 41	57 - 27
Leicester	49 - 35	44 - 40	55 - 29	47 - 37	57 - 27	51 - 33	40 - 44	xxxxxx	58 - 26	52 - 32	60 - 24	48 - 36	50 - 34	47 - 37	48 - 36	55 - 29
Liverpool	47 - 37	42 - 42	34 - 50	41 - 43	51 - 32	47 - 37	39 - 45	54 - 30	xxxxxx	41 - 43	61 - 23	34 - 49	52 - 32	50 - 34	49 - 35	51 - 33
Motherwell	41 - 43	43 - 41	43 - 41	40 - 42	55 - 29	50 - 34	53 - 31	43 - 41	34 - 50	xxcxxxx	40 - 44	46 - 38	61 - 23	55 - 29	47 - 37	65 - 19
Newcastle	40 - 44	40 - 43	43 - 41	32 - 52	42 - 42	45 - 39	44 - 40	36 - 47	50 - 34	28 - 56	xxxxxx	36 - 48	37 - 46	30 - 54	50 - 34	57 - 27
Norwich	55 - 29	57 - 27	59 - 25	55 - 28	62 - 22	59 - 25	61 - 23	54 - 30	60 - 24	62 - 22	58 - 26	xxxxxx	67 - 17	64 - 20	60 - 24	63 - 21
Oxford	56 - 28	42 - 42	45 - 39	45 - 38	61 - 23	47 - 37	48 - 36	32 - 52	50 - 34	53 - 31	55 - 29	40 - 44	xxxxxx	49 - 35	33 - 47	50 - 34
Stoke	43 - 42	49 - 34	60 - 24	51 - 32	60 - 23	53 - 31	43 - 40	50 - 34	53 - 31	37 - 47	57 - 24	41 - 42	62 - 22	xxxxx	34 - 49	46 - 38
Walthamstow	52 - 31	48 - 36	63 - 21	51 - 33	67 - 16	49 - 35	57 - 27	59 - 25	54 - 29	50 - 34	54 - 29	39 - 45	58 - 25	61 - 23	xxxxxx	56 - 28
Yarmouth	60 - 24	44 - 38	48 - 35	37 - 47	63 - 18	48 - 35	53 - 31	50 - 34	49 - 35	49 - 35	52 - 31	44 - 40	42 - 42	51 - 33	46 - 38	xxxxxx

League Table

Team	Home					Away					Points		
	R	W	D	L	For	Against	R	W	D	L		For	Against
Norwich	15	15	0	0	896	363	15	9	0	6	630	627	48
Leicester	15	14	0	1	761	499	15	5	0	10	589	670	38
Edinburgh	15	11	0	4	743	516	15	7	0	8	590	663	36
Coventry	15	13	1	1	747	509	15	3	2	10	564	690	35
Walthamstow	15	14	0	1	818	437	15	3	0	12	576	679	34
Halifax	15	13	0	2	767	493	15	4	0	11	533	726	34
Motherwell	15	11	0	4	716	542	15	5	1	9	561	695	33
Ashfield	15	12	0	3	757	502	15	4	0	11	530	726	32
Stoke	15	12	0	3	739	512	15	3	0	12	503	756	30
Glasgow WC	15	14	0	1	797	461	15	0	1	14	506	754	29
Yarmouth	15	13	1	1	734	519	15	0	0	15	424	836	27
Oxford	15	11	1	3	706	549	15	1	1	13	477	781	26
Liverpool	15	9	1	5	693	565	15	3	0	12	518	735	25
Fleetwood	15	9	1	5	666	583	15	0	1	14	383	870	20
Cradley Heath	15	8	0	7	664	591	15	1	0	14	475	781	18
Newcastle	15	6	1	8	610	647	15	1	0	14	429	825	15