

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

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Edited by Graham Fraser and Jim Henry
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We welcome articles on modern or post war venues and start this edition with an item about a hazy Midlands venue which flourished in the late 1940s and early 1950s.

THE TRACK AMONGST THE TREES

Part 1 : The First Two Seasons

Philip Pike has penned an article about the post war Midlands venue, Tamworth and in this edition we cover the first two seasons 1947 and 1948. The article will be completed in the next edition.

If you drive along the A5 through Fazeley towards Nuneaton, on the right hand side of the road you will see some houses set behind some trees. This is where the Tamworth speedway track was situated, close to Drayton Manor, which was at one time the home Sir Robert Peel who founded the police force.

Set amongst the trees the Deer Park Stadium exuded a friendly ambience that was, at the time, missing from those tracks located in an urban setting.

The track measured 352 yards and the team for the opening 1947 season were known as "The Hounds." The race jacket (which was the subject of much debate in *The Speedway Researcher*) had a red greyhound in full flight on top of blue and white halves.

The promoter was former rider Arthur "Westy" Westwood who appointed Australian Steve Langton as team captain. Langton had raced in Britain in the pre-war days turning out for Lea Bridge, Hackney Wick and Birmingham. Other experienced riders included Vic Pitcher, a former Hackney junior who had ridden in 1946 for Odsal, Bradford.

Charlie Oates had been a junior at Belle Vue pre-war and had turned out for Glasgow for a short spell in 1946. The team also gave a chance to three then unknown Australians, Bill Harris, Arthur Payne and Jack Ladd.

Promoter Arthur Westwood was a great showman, and, he used one of his favourite tricks on riders, especially when Cradley were visitors. He would stand near the starting gate and as the riders came to the tapes he would start pointing at a visiting rider's tyre. The rider would be distracted by Westwood's antics and the tapes would rise leaving the visiting man stranded at the tapes.

The 1947 season opened with back to back challenge matches against another new league venue, Wombwell, which had operated in the early pre-war days. The South Yorkshire Stadium was opened on 9th May by boxer Joe Baksi and the home team won 54 - 39. The return match was won 50 - 28 by Tamworth with the somewhat harum scarum Jack Ladd the Hounds top scorer, with eleven points.

Tamworth's Third Division League season commenced in earnest the following week when, at home to Plymouth, Vic Pitcher had the honour of recording the Hounds first maximum. On 28th May Steve Langton won the Tamworth round of the British Riders' Championship with a 15 point maximum. Cyril Page of Stoke (then Hanley) was second on 13 while Southampton's Peter Robinson and Eastbourne's Dennis Gray were joint third on 12 each.

After winning the return fixture with Plymouth 43 - 41 at Pennycross Stadium the Hounds suffered seven successive defeats including home and away fixtures with local rivals Cradley Heath. Everything was not all black as young Australian Arthur Payne began to run into form and raced unbeaten in the home matches against Stoke and Wombwell. Steve Langton also struck maximum form.

Team changes saw Vic Pitcher move on to Stoke in a swap deal for Cyril Page and new recruits, Jack Baxter and Fred Yates, joined the ranks.

Having lost their first two matches against Cradley Heath the Hounds caused surprise by winning at Dudley Wood (48 - 35) with Arthur Payne scoring a 12 point maximum and then losing at home (41 - 43) when visitors Jimmy Wright collected a full house.

Four out of the next five matches were won including a 49 - 35 win at Stoke before suffering defeat in the last two league matches at Eastbourne and Wombwell. In late August the club was shattered by the news that Jack Ladd, a steadily improving second string had been killed whilst riding at Alkmaar in Holland.

Whilst the 1947 Hounds had three strong heat leaders in Steve Langton (209 points), Bill Harris (198) and Arthur Payne (178), lack of support from the second strings and reserves prevented the side from finishing higher than fifth out of eight teams.

The season was not without its highlights. The Midlands v South Cup ended in the Tamworth trophy cabinet. After dropping only three points from six matches, on a bitterly cold November 5th evening, champions Eastbourne were beaten 55 - 41 in the final match of the season at Deer Park.

The scorers were: Bill Dalton 11, Bill Harris 11, Cyril Page 9, Steve Langton 8, Arthur Payne 5, Jack Baxter 5, Ron Roach 4, Ted Gibson 2 for Tamworth and Wally Green 12, Harry Saunders 8 Jock Grierson 6, Ron Clark 6, Basil Harris 6, Ken Tibury 2, Eric Dunn 1 and Jimmy Coy 0.

22 In 1948 the Third Division of the National League was increased to twelve teams with the addition of Coventry, Hull and Yarmouth, while Hastings replaced Eastbourne. From the last named team Tamworth signed both Basil Harris and Harry Saunders. Saunders did not stay long as he was quickly sent out on loan to the struggling Wombwell team.

Other new riders joining the Hounds were Australian Cecil Hookham, Peter Orpwood,

Lionel Watling and Tamworth born Howard Chipman.

After a series of challenge matches, April 7th found Exeter the visitors in the National Trophy competition. The home team won by 82 - 26 with Langton 17 and Basil Harris 13 the Hounds top men. With such a margin the second leg seemed a cert but at the County Ground but Tamworth went down 81 - 27 to scrape through to the next round.

Tamworth met Southampton in the next round and suffered a 42 - 62 home defeat and an away mauling 31 - 77 to exit the competition.

In the league steady progress was made with seven of the first eleven fixtures being won. Unfortunately in mid-May Arthur Payne, who by then had scored 50 points in seven matches, was transferred to Birmingham a move which weakened the Hounds.

In June, after a 48 - 36 home win over Hastings, only one point was salvaged from the next four fixtures. However this dry spell did come to an end when the team visited Wombwell and recorded the record Hounds' away victory by a 60 - 23 score. Cyril Page and Bill Dalton both scored maximums at the South Yorkshire Stadium. Page and Dalton repeated the maximum showing against Stoke at home and Langton joined them on the maximum mark. Plymouth were dispatched in the next match, a fixture which saw Basil Harris ride unbeaten.

The local matches against Cradley Heath were as usual close run affairs although it was the Cubs who had the better of things winning two and drawing the other two. The first meeting at Dudley Wood ended 48 - 36 in favour of Cradley and the second encounter was drawn 42 all. The third fixture was at Dudley Wood was drawn with the unusual score of 41.5 each.

The Hounds had made some changes to their line up for this fixture recalling Harry Saunders from Wombwell and giving them Jack Baxter and Charlie Oates in exchange. Harry scored 9 points which combined with steady scoring throughout.

In return at the Deer Park both Alan Hunt and Ken Sharples scored maximums as the Cradley men won 52 - 30.

Losing only two matches at home and winning four away, fourth position in the league could be considered a highly successful season that entailed 44 league fixtures. Top scorers for the Hounds that season were Cyril Page 293.5, Bill Dalton 274 and Basil Harris 261. Harry Saunders collected 182 from 24 matches. Seven riders between them collected 21 maximums.

To be continued.

TRACK RECORD UPDATE

After many editions we complete John Jarvis' excellent list of tracks. John's efforts are published in a joint venture with Robert Bamford and will provide a great deal more detail than we have carried.

TAMWORTH : The New Mile Oak Speedway Nr Tamworth. Track Length : 275 yards. 1st Meeting : Not Known. Year of Operation : 1934. (N.)

TAMWORTH : Deer Park, Drayton Manor, Fazeley, Tamworth. Track Length : 352 yards. 1st Meeting : 30th April 1947. Years of Operation : 1947 - 49 - National League Division Three; 1950 - National League Division Three and Training. Stadium site now Deer Park housing estate.

Site had been cricket ground. Used for stock cars in 1960. (U.)

WEST HAM : Custom House Stadium, Prince Regent Lane, London, E16. Track Length : 440 yards 1928 - 52, 415 yards 1953. 1st Meeting : 28th July 1928. Years of Operation : 1928 - Open; 1929 - 31 - Southern League; 1932 - 33 - National League; 1934 - National League Division One; 1935 - 37 - National League; 1938 - 39 - National League Division One; 1940 - 42 - Open; 1946 - National League; 1947 - 55 - National League Division One; 1964 - National League; 1965 - 67 - British League; 1968 - 71 - British League Division One; 1972 - British League Division Two - closed May. Stadium site redeveloped for housing. Street names recall stars and promoter. (U.)

WEST HAM : Training track in car park 1948 and training track in stadium grounds in 1954. (N.)

WEST WELLON : Nr Southampton. Track Length : 350 yards. Year of Operation : 1961 - Training (N.)

WEYMOUTH : Wessex Stadium, Radipole Lane, Weymouth. Track Length : 379 yards. 1st Meeting : 4th August 1954. Years of Operation : 1954 - Open; 1955 - National League Division Two - resigned May; 1962 - 63 - Open; 1964 - Metropolitan League; 1965 - Open; 1966 - 67 - Training; 1968 - British League Division Two; 1969 - 73 - Training; 1974 - British League Division Two; 1975 - 76 - New National League; 1977 - 84 - National League; 1985 - Open & Training. Now the site of a football stadium. (U.)

WHALLEY : Dean's Pleasure Ground, Whalley, Nr Preston, Lancashire. Track Length : 150 yards. 1st Meeting : Not Known. Years of Operation : 1929 - 30 - Amateur Open. Small circular track was only big enough for two riders at a time. An interesting photograph of this venue appeared in The Auto showing what looks like a helter-skelter next to the track. (N.)

WHITLEY BAY : Rockcliffe Park, Hillheads, Whitley Bay, Nr Newcastle. Track Length : 440 yards. 1st Meeting : 20th April 1929. Years of Operation : 1929 - Open. Staged about 12 meetings April to June 1929 (U.)

WIGAN : Poolstock Stadium, Wigan. Track Length : 321 yards 1947, 394 yards 1960.
1st Meeting : 4th April 1947. Years of Operation : 1947 - National League Division Two;
1960 - Open.

WIGAN : Woodhouse Lane Greyhound & Sports Stadium, Wigan. Track Length : 360
yards, 294 yards 1954. 1st Meeting : 2nd May 1952. Years of Operation : 1952 - 53 -
Open.

WIMBLEDON : Plough Lane Stadium, London SW17 0BL. Track length : 330 yards 9
ins 1928, 353 yards 343 yards 1939, 1957 - 67, 327 yards 1968. 1st Meeting : 28th May
1928. Years of Operation : 1928 - Open; 1929 - 31 - Southern League; 1932 - 33 -
National League; 1934 - National League Division One and Division Two; 1935 - 36 -
National League; 1937 - 39 - National League Division One; 1946 - National League;
1947 - 56 - National League Division One; 1957 - 64 - National League; 1965 - 67 -
British League; 1968 - 74 - British League Division One; 1975 - 84 - British League;
1985 - 90 - National League; 1991 - British League Division One - transferred to
Eastbourne in May. Base for Wembley 1948. Track tarmaced and used for stock cars.
CL in 2002!! (U.)

WISBECH : (Limes Speedway 1939). Track Length : 440 yards (approx.) 1st Meeting :
26th June 1938. Years of Operation : 1938 - 39 - Amateur Open; 1946 - 48 - Amateur
Open. Grass Speedway - probably dirt on bends.

WOMBWELL : Ings Road Stadium, New Scarbro, Low Valley, Wombwell. Track length
: Not Known. 1st Meeting : 14th April 1929. Year of Operation : 1929. (N.)

WOMBWELL : South Yorkshire Sports Stadium, Station Road, Wombwell. Track
Length : 424 yards 1930, 443 yards 1947, 452 yards 1948. 1st Meeting : 9th May 1928.
Years of Operation : 1928 - 29 - Open; 1930 - Northern League; 1931 - Open; 1946 -
Grass Track; 1947 - 48 - National League Division Three; 1964 - 65 - Open. Stadium site
now Industrial Estate. (U.)

WOLVERHAMPTON : Monmore Green Stadium, Sutherland Avenue, Monmore Green,
Wolverhampton. WV2 2JJ. Track Length : 329 yards. 1st Meeting : 30th May 1928.
Years of Operation : 1928 - 30 - Open; 1950 - Open; 1951 - National League Division
Three; 1952 - Southern League; 1953 - National League Division Two; 1954 - National
Speedway - Resigned end of May; 1961 - 64 - Provincial League; 1965 - 67 - British
League; 1968 - 74 - British League Division One; 1975 - 80 - British League; 1981 -
National League; 1984 - 90 - British League; 1991 - 94 - British League Division One;
1995 - 96 - Premier League; 1997 - 01 - Elite League. (U.)

WORKINGTON : Derwent Park Stadium, Workington. Track Length : 398 yards, 390
yards 1980. 1st Meeting : 3rd April 1970. Years of

5 Operation : 1970 - 74 - British League Division Two; 1975 - 76 - New National
League; 1977 - 81 - National League; 1985 - Open; 1987 - National League - base for
Glasgow - expelled September; 1994 - Demonstration event; Premier League 1999 -

2001. (U.)

WORKINGTON : Lonsdale Park, Workington. Track Length : 359 yards 7 ins. 1st Meeting : 15th August 1931. Years of Operation : 1929 - Grass Track; 1931 - 32 Open; 1937 - 38 - Open. (U.)

YORK : Burnholme Stadium, Heworth, York. Track Length : 442 yards. 1st Meeting : 3rd April 1931. (Demonstration : 25th October 1930). Years of Operation : 1930 - Demonstration; 1931 - Open. Stadium site now developed for housing. (N.)

YORK : York Stadium, Green Hammerton, Nr York. Track Length : 880 yards. 1st Meeting : 14th September 1980. Years of Operation : 1980 - 82 - Long Track. (N.)

YARMOUTH : Caister Road Stadium, Caister on Sea, Great Yarmouth, Norfolk, NR30 5TE. Track Length : 327 yards. 1st Meeting : 20th April 1948. Years of Operation : 1948 - 49 - National League Division Three; 1950 - 53 - National League Division Two; 1957 - 58 - Open; 1959 - Southern Area League; 1960 - Provincial League; 1961 - Eastern Area League - Open. Stadium still in use for greyhound and stock car racing.

ADDITIONS :

HOUGHTON LE SPRING : Racecourse Ground, Houghton Le Spring, Co. Durham.

Track Length : Not Known. 1st Meeting : Not Known; Years of Operation: Not Known

CARDIFF: Millennium Stadium, Cardiff Track Length: 1st Meeting: June 2001

Training tracks are under construction at Colchester and Workington plus the C L venue at Barford in the north of England.

Cigarette Cards

We have to thank David Hartley, 26 Haugh End Lane, Sowerby Bridge, West Yorkshire, HX6 3BJ for his efforts in pulling together this record of cigarette cards. We start with details of three sets and will complete the article in the next edition. Any thoughts on date of issue would be most welcome.

John Player & Sons Speedway Riders Set : 50 Colour

1 Joe Abbott Belle Vue; 2 Arthur Atkinson West Ham; 3 Phil Bishop West Ham; 4 Gordon Byers; 5 Dicky Case Hackney Wick; 6 Frank Charles Wembley; 7 Eric Chitty West Ham; 8 Bill Clibbett Hackney Wick; 9 Eric Collins Wimbledon; 10 Tommy Croombs West Ham; 11 Billy Dallison Southampton - Harringay; 12 Jack Dixon West Ham; 13 Stanley "Acorn" Dobson Belle Vue; 14 Frank Goulden Southampton; 15 Stan Greatrex New Cross; 16 George Greenwood Nottingham; 17 Max Grosskreutz; 18 Morian Hansen Hackney Wick; 19 Bob Harrison Belle Vue; 20 Vic Huxley; 21 Ron Johnson New Cross; 22 Wally "Nobby" Key New Cross; 23 Wally Kilmister Wembley; 24 Bill Kitchen Belle Vue; 25 Gus Khun Wimbledon; 26 Billy Lamont Nottingham; 27 Eric Langton Belle Vue; 28 Henry Riley "Ginger" Lees Wembley; 29 Wally Lloyd Wembley; 30 Cordy Milne Hackney Wick; 31 Jack Milne New Cross; 32 Mick Murphy New Cross; 33 George Newton New Cross; 34 Jack Ormston Harringay; 35 Jack Parker Harringay; 36 Cliff Parkinson Wembley; 37 Tommy Price* Liverpool; 38 Geoff Pymar Wimbledon; 39 Claude Rye Wimbledon; 40 Jack Sharp Wimbledon; 41 Harry Shepherd Bristol; 42 Dick Smythe Harringay; 43 Tiger Stevenson West Ham; 44 Fred Strecker

Nottingham; 45 Lionel Van Praag Wembley; 46 Frank Varey Belle Vue; 47 Colin Watson Wembley; 48 Bluey Wilkinson West Ham; 49 George Wilks Hackney Wick; 50 Dicky Wise Norwich.

*not the 1949 World Champion

Richards Collection Speedway Stars by Mickey Darling

Set : 105

Drawings

1 Ron Johnston Belle Vue; 2 Allan Kidd Poole; 3 Reg Reeves Yarmouth; 4 Peter Clark Rayleigh; 5 Brian Crutcher Wembley; 6 Maury Dunn Harringay; 7 Howdy Byford West Ham; 8 Eric Boothroyd Birmingham; 9 Eddie Rigg Odsal; 10 Ron Swaine Swindon; 11 Geoff Mardon Wimbledon; 12 Keith Gurtner Ashfield*; 13 Alan Smith Plymouth; 14 Freddy (should be Freddie) Williams Wembley; 15 Les Hewitt Coventry; 16 Billy Bales Norwich; 17 Gordon McGregor Motherwell; 18 Derek Braithwaite Wolverhampton; 19 Ken Sharples Belle Vue; 20 Ernie Rawlins Southampton; 21 Danny Malone Swindon; 22 Dick Campbell Edinburgh; 23 Bob Duckworth St Austell; 24 Bob Sharp Glasgow WC; 25 Derrick Tailby Coventry; 26 Tich Read Ipswich; 27 Ron How Harringay; 28 Fred Brand Yarmouth; 29 Jim Lightfoot Coventry; 30 Chris Boss Bristol; 31 Johnnie Chamberlain Yarmouth; 32 Norman Street St Austell; 33 Harry Bastable Wolverhampton; 34 Basil Harris Aldershot; 35 Syd Clark Ipswich; 36 Frank Boyle Oxford; 37 Bob Mark Edinburgh; 38 George Smith Belle Vue; 39 Dick Bradley Bristol; 40 Bill Codling Norwich; 41 Bert Croucher Southampton; 42 George Wilks Wembley; 43 Arthur Forrest Bradford; 44 Dan Forsberg Birmingham; 45 Dennis Parker Leicester; 46 Hugh Geddes Cardiff; 47 Peter Dykes Glasgow WC; 48 Pat Clark Oxford; 49 Brian Hitchcock; 50 Reg Duval Coventry; 51 Don Potter Stoke; 52 Fred Rogers Norwich; 53 Jack Unstead Rayleigh; 54 Bob Leverenz Norwich; 55 Arthur Wright Bradford; 56 Barry Briggs Wimbledon; 57 Ken McKinlay Glasgow WC; 58 Ken Middleditch Poole; 59 Split Waterman Harringay; 60 Derek Close Motherwell; 61 Jim Boyd Oxford; 62 Olle Nygren Harringay; 63 Merv Harding New Cross; 64 Ian Williams Swindon; 65 Jim Tolley Wolverhampton; 66 Ken Adams Stoke; 67 Graham Warren Birmingham; 68 Maurice McDermott Rayleigh; 69 Len Williams Leicester; 70 Malcolm 7 Craven West Ham; 71 Alan Hunt Birmingham; 72 Gerald Jackson Rayleigh; 73 Goog Hoskin Exeter; 74 Brian Shepherd Wolverhampton; 75 Bert Spencer Norwich; 76 Jack Parker Belle Vue; 77 Eric Williams Wembley; 78 Tommy Miller Glasgow WC; 79 Bluey Scott Motherwell; 80 Vic Duggan Harringay; 81 Terry Small Poole; 82 Bill Thatcher Plymouth; 83 Bill Osborne Oxford; 84 Jack Geran Exeter; 85 Joe Bowkis Harringay; 86 Ronnie Moore Wimbledon; 87 Peter Moore Wimbledon; 88 Ernie Brecknell Southampton; 89 Jack Gates St Austell; 90 Lionel Benson Leicester; 91 Phil Clarke Norwich; 92 Harold McNaughton Ipswich; 93 Bill Griffiths Liverpool; 94 Neil Street Exeter; 95 Tommy Price Wembley; 96 Dent Oliver Belle Vue; 97 Louis Lawson Belle Vue; 98 Bill Gilbert Wembley; 99 Ron Johnson New Cross; 100 Don Cuppleditch Edinburgh; 101 Jack Freeman Norwich; 102 Jack Biggs Bradford; 103 Johnny Myson Exeter; 104 Wilbur Lamo reaux Birmingham; 105 Ivan Kessell ??

*not Ashfield in 1953 Black and white line drawings but one set known to be coloured.

“Popular” Speedway Riders Issued by Kiddy’s Favourites Ltd., 128 Hope Street,
Glasgow Set : 52

1 Eddie Rigg Odsal; 2 Bill Mathews West Ham; 3 Frankie Lawrence New Cross; 4 Willie Gilbert Wembley; 5 Howdy Byford West Ham; 6 Johnny Arnfield Harringay; 7 Les (should be Louis) Lawson Belle Vue; 8 Cyril Brine Wimbledon; 9 Sam (should be???) “Split” Waterman Harringay; 10 Joe Bowkis Harringay; 11 Ray Moore New Cross; 12 Jackie Freeman Norwich; 13 Alex Gray Plymouth; Bill Baird Glasgow WC; 15 Peter Lansdale Plymouth; 16 Ken Le Breton Newcastle; 17 Dent Oliver Belle Vue; 18 Charlie May Bristol; 19 Johnnie Myson Exeter; 20 Eddie (should be Eric) French New Cross; 21 Charlie (Should be Cliff) Watson West Ham; 22 Richard Howard Hanley (Stoke); 23 Johnny (should be Jackie) Biggs Harringay; 24 Bill Wilson Middlesbrough; 25 Benny King West Ham; 26 Jeff Lloyd New Cross (shows Eric Chitty); 27 Eric Chitty West Ham (shows Jeff Lloyd); 28 Jack Parker Belle Vue; 29 Norman Parker Wimbledon; 30 Malcolm Craven West Ham; 31 Bill Kitchen Wembley; 32 Alex Statham Odsal; 33 Tommy Price Wembley; 34 George Wilks Wembley; 35 Ron Clarke Odsal; 36 Vic Duggan Harringay; 37 Aubrey Lawson West Ham; 38 Bill Rogers Belle Vue; 39 Bill Longley New Cross; 40 Ron Johnson New Cross; 41 Frank Dolan Harringay; 42 Ray Duggan Harringay; 43 Frank Hodgson Middlesbrough; 44 Lloyd Goffe Harringay; 45 Oliver Hart Odsal; 46 Mike Erskine Wimbledon; 47 Geoffrey Pymar New Cross; 48 Tommy Croombs West Ham; 49 Tommy Allott Sheffield; 50 Les Wotton Wimbledon; 51 Les Price (should this be Ernie ?) Odsal; 52 Joe Abbott Bradford. (Note: some rider names and team names misspelled on these cards) The cards are black and white drawings with pink faces on a green background.

To be continued.

CAN YOU HELP ?

Philip Pike, Arthur House, Tai Arthur, Penisarwaen, Caernarfon, Gwynedd, LL55 3PN is seeking heat details for the following Birmingham matches: 1946-6.6. at Sheffield; 11.7.1946 at Middlesbrough; 13.7. v Sheffield; 15.7 at Newcastle; 14.9. v Middlesbrough; 28.9. v Newcastle. 1953-20.6 at Belle Vue. 1956-30.4. at Poole; 14.5. at Wimbledon; 24.5 at Wembley; 6.8. at Wimbledon; 9.8. at Wembley. 1972-29.5. at Berwick; 1.7. at Long Eaton. 1978-30.5. v Exeter; 3.6. at Swindon. 1979-6.7. at Hackney. Philip is also seeking heat details for the following Tamworth matches: 1947-13.5. at Wombwell; 15.5. at Plymouth; 18.6. v Wombwell.

1948-22.4. at Plymouth; 1.6. at Yarmouth. Date unknown National Trophy at Southampton (score 77 - 31 for Saints.) 1950-28.6. at St. Austell; 21.7. at Leicester; date unknown for the following National League Division Three matches v Aldershot (45 - 38); at Aldershot (25 - 59); v Rayleigh (51 - 32); v Leicester (37 - 47).

Jim Henry (Joint Editor) is looking for 1951 Motherwell heat details . (4 = fourth place rider; SH = second half) 31/3 v Swedish Lions(4,SH); 6/4 v Fleetwood (4,SH); 20/4 v

Ashfield (SH); 27/4 v Newcastle (4,SH); 11/5 v Halifax (SH); 18/6 Best Pairs (SH); 25/5 v White City (SH); 8/6 v Walthamstow (SH); 15/6 v Ashfield (SH); 29/6 v Yarmouth (SH); 6/7 v Newcastle (SH); 27/7 v Coventry (SH); 27/8 v Leicester (SH); 31/8 v Fleetwood (4,SH); 7/9 v Oxford (SH); 12/10 v Glasgow Select (4,SH).

Andrew Weltch, 36 Thornbury Close, Rhiwbina, Cardiff, CF14 1TU,. Telephone / Fax 029 20 613614 Email: Weltch@cardiff.ac.uk is compiling a history of speedway in Wales for publication in 2002. He is seeking information, press cuttings, photocopies of programmes and , especially, photographs from Wales's two long track speedways at Prestatyn 1967 - 72 and Ammanaford (12.9.70). Andrew is seeking photographs from all Welsh tracks.

FIXTURE FORMAT

A few editions ago I (Jim Henry) floated an idea of covering meeting formats. Let me offer a sample of what I mean. The format for the 1946 ACU Cup competition was as follows: Ht1 3 4 v 1 3; Ht2 1 6 v 4 6; Ht3 3 5 v 1 5; Ht4 1 2 v 1 2; Ht5 3 6 v 3 4; Ht6 2 4 v 5 6; Ht7 1 5 v 1 3; Ht8 1 3 v 2 6; Ht9 2 6 v 3 4; Ht10 4 5 v 2 5; Ht11 2 3 v 1 4; Ht12 7 8 v 7 8; Ht13 5 6 v 2 5; Ht14 1 4 v 4 5; Ht15 2 5 v 3 6: Ht16 4 6 v 1 6.

Any other offers of formats gratefully accepted. The reason for this article as it may help fellow researchers work out team lineups and who should have appeared in any particular heat.

THE COLE SPEEDWAY ENGINE

Adrian Pavey tells us a bit about another engine which challenged the JAP and the JAWA.

Howard Cole (Senior) was the Midlands distributor for the JAP speedway and grass track engines and also operated a repair and tuning service. Through his wealth of experience he knew all the strengths and weaknesses of the engine. The speedway JAP was prone to oil leaks and dirt could easily find its way inside the the engine, often leading to major mechanical breakdown....so, Cole designed and built his own speedway engine which was based on the JAP unit.

Cole set himself a brief to make the engine more reliable than the JAP and to produce an engine that needed less servicing. The Cole engine featured fully enclosed valve gear, stronger castings, a redesigned cylinder barrel with liners for the piston and the push-rods, and fitted a steel con-rod. Con-rod failure had been a major problem for the JAP motor. Many of the parts for the new Cole engine were interchangeable with JAP parts.

The Cole engine had three different cam profiles available for his engine and there was the option to have a magneto or coil ignition. The coil equipped engine had a different timing case to house the points. There was scope to change the compression ratio to suit

conditions by using one of three compression plates between the barrel and the cylinder head.

The engine was readily available for the start of the 1972 season and cost £185 for the coil ignition version or £195 for the magneto version. The Cole engine found infamy in the following years with the revelation that some engines actually measured 600cc when the limit for domestic competition was 500cc (plus a margin for error.)

You Tells Us and We Tell Everybody

(What a pair of clypes!)

We look forward to your information in response to our questions.

Thanks to Vic Vanni, 26 Baker Street, Glasgow, John Short, 4 Glenview Road, Water Lane, Brislington, Bristol, and Alan Bates, (who despite Jim's efforts to translocate him to Felixstowe still resides in Folkestone), who have sent us information about "There is another Sun". Our trio recall it was B movie about a wall of death rider who wants to become a speedway rider. John tells us that the original title was used in 1951 but the film was re released in 1953 under the title "Wall of Death" and was shown on TV under that title a few years ago. (Was the author of the book "Wall of Death" which inspired the movie a fan of Dick Campbell?) We have a bit of a disagreement over the main players as one source states Lawrence Harvey played the goodie and Maxwell Reed (the wall of death rider) was the baddie while another says that Harvey Fowler played the wall of death rider. There was a speedway scene which was of Archie Windmill practising at Walthamstow. Alan tells us there was an item about the film in the Walthamstow programme of 25th September 1950. The programme advised that staff from a film company had been at the stadium to check it out in advance of filming there. The programmes from 1951 don't mention the film. Alan and John add the names of Susan Shaw, Hermoine Baddeley and Leslie Dwyer (the punch and Judy man in TV's Hi De Hi)to the cast.

Vic also tells of another film with a speedway angle called "The Monkey's Paw" in which the heroine's brother was trying to break into speedway. Seems the young novice was killed on the track and the film showed him enveloped in a ball of fire. (OK we all know from our school chemistry that methanol burns without a visible flame. Fires, thankfully, are not common but bikes do go on fire from time to time. The most spectacular fire in recent years was experienced at Armadale in 2000 when George Wells' bike caught fire. This fire was very visible as the methanol ignited George's bike cover and that blazed away merrily as George tore round the track lighting up the night sky until the flames were extinguished by the starting marshall Jim Syme.)

John mentions other movies such as "Britannia of Billingsgate" of 1933, a musical telling the story of a Cockney fishmonger's wife who became a film star which included Ron Johnson and Tom Frandon and "Broncho Bullfrog" of the late 1960s which included some background scenes taken at Hackney Speedway.

John goes on to mention that he thinks several short films featuring speedway have been produced and mentions one called "Flying Cinders" which he thinks was filmed at Hackney some time before the war.

Finally John mentions the children's TV drama series of a few years ago called "King Cinder" which was filmed at Rye House and featured Rockets riders. (Eastenders once featured speedway with Troy Pratt as Ricky.)

Charles McKay of Bradford has sent us an extract from a recent copy of the Collectors' Club Magazine which lists all the Fanzines from the Belle Vue Bulletin in 1929. (Was The Scottish Speedway News of 1928 dedicated to Marine Gardens the first speedway fanzine???) For copies of the SCM magazine which costs £2.00 contact Nick Barber, 31 Fairfield Avenue, Felixstowe, Suffolk IP11 9JQ Tel 01394 283266 or contact Nick Email n.barber@ntlworld.com .

Charles adds to the list in the Collectors' Mag The Last Lough - Berwick; Waspland Whisperings - Newport 1965 3 editions April, May, July; Exeter - Fanfare 1948; Falcon Fanfare 1982 -86; Plymouth - Devils Dispatch 11 every two weeks No 7 June 1948 - No13 13 Sept1948;

Cheetahs Chronicle; Wolverhampton - Wolfcry contact Mark Sawbridge, Flat 5, Malcolm Court, Lower Vauxhall, Wolverhampton, WV1 4SS. Email wolfcry@cablenet.co.uk Web www.wolfcry.co.uk (£1); The Voice of Speedway £4 published quarterly 20 Uplands Park Road, Rayleigh, Essex, SS6 8AJ Tel 01268 742295 Web www.friendsofspeedway.co.uk. Charles thinks there is a Poole fanzine called Pep but has no details.

Franco Oliani, yoghi59@hotmail.com tells us tht Ronder McKinlay in New Zealand advises that Ronnie Moore won his second championship using a Mattingly framed JAP. (The Mitchell mentioned in connection was indeed Aussie Clem Mitchell who built frames in Edinburgh.)

C.V. Chubb, of Plaistow tells us that there were proposals for a track at Bridgewater in the 1970s. He also adds that Ernie Rawlins was fatally injured in the final meeting at Southampton in 1957 and died on 18.9.1956 which was the day of the World Final. A two minute silence was held at Wembley for Rawlins.

On the topic of track fatalities can we conclude debate on Max Pearce as Norman Jacobs writes to confirm Keith Farman's age for Max of 27.

Belated thanks to Royston L. Blackstone, of 5 Springfield Road, Southwell, Notts for sending on information about cigarette cards. He suggests card 406 is Cyril Brine, and that 408 had two cards with that number showing Eddie Lack and Cyril Brine. Royston confirms that there were cards which were the same but had different numbers.

Books On Speedway

We continue with Graham Fraser's list of speedway books.

Title	Author	Year
Ipswich Speedway		
Supporters Club Handbook	Ed David Henshall (ISSC)	1953 Ivan Blacka
Story(Part One)	Mike Hunter	1979
Ivan Mauger 30 Year World Jubilee Series	Ivan Mauger (Ger)	1985
Ivan Mauger Speedway Book	Ivan Mauger	1972
Ivan Mauger Speedway Extravagnza	Ivan Mauger	1975
Ivan Mauger Speedway Extravaganza No2	Ivan Mauger	1976
Ivan Mauger Speedway Extravaganza No3	Ivan Mauger	1977
Ivan Mauger Speedway Spectacular	Ivan Mauger	1975 Ivan Mauger's
World Speedway Book	Ivan Mauger	1988
Jamie & Jeremy Luckhurst	Jimmy McIntyre	1988
JAP 500cc & 350cc		
Speedway and Grass Track Manual	JAPrestwich Ltd	c1950s
JAP The End of an Era	Jeff Clew	1988
John Hack Benefit & Dave Perks		
Testimonial Souvenir Brochure	?	
Juno Picture Book No 9		1948
Jus' Kidding	Bill Ritchie	1995
Katowice '86 The Story of		
a World Final	Ed: Richard Frost Speedway Star	1986

Keith Pritchard Testimonial Year 1988 Brochure		1988
Ken McKinlay 1949 - 1975	Maurice Jones	1976
Kid Malone - Ace of Speedway	Leslie Bell	1947
King's Lynn Speedway Official Handbook 1968	Martin Rogers	1968
Know Your Rider	A.S.Hart	1947
Lada International Speedway Book	Ed: Richard Bott	1982
Leicester Speedway 1949 - 1978	Mike Holt	1979
Lennon's Illustrated Speedway		
Annual 1946 - 47	Ed: Norman J Lennon (Aus)	1946
Lew Coffin Story	Cyril May	1966
Linlithgow Speedway -		
The Story So Far	Friends of Edinburgh Speedway	1996
Liverpool Speedway Official Year Book 1949		1949
Liverpool Handbook		1950
Liverpool Speedway Official Year Book 1951 - 1952		1952
Loaders International Speedway Annual	Tony Loader	1990
Loaders International Speedway Annual	Tony Loader	1991
Loaders International Speedway Annual	Tony Loader	1992
Long Eaton Brochure		1951 / 1952
Long Eaton Speedway - A History from 1950	Maurice Jones	1998
Main Dane	Hans Neilsen/Gareth Rogers	1994
Martin Piddock Book		
Canterbury Speedway	M Piddock & P Kemp	1970

Martin Speedway Machines (Price Booklet)	Victor Martin & Co	1939
Met Them With Us	Gar Harrow & Hal Seer	1939
Middlesbrough Speedway Team		1946
Mike Keen Benefit (Souvenir Programme)	Benefit Committee	1975
Mike Parker's Speedway Sketch	Mike Parker	1964
Mirror Speedway Annual 1968	Eric Linden	1986
Missing Speedway Ace	Leonard Gribble	?
Monarchchronicle Review of Year (1982)		1983
Monarchs' 21st Anniversary Handbook	Ed: Ian Hoskins	1969
Monarchs '85 (1985 Souvenir Brochure)	Mike Hunter	1985
Motorbike Racer (Bruce Abernethy)	Julia Wall (NZ)	1996
Motor Cycle News Yearbook		1976/1977
Motor Cycle News Yearbook		1977/1978
Motor Cycle News Yearbook		1978/1979
Motor Cycle News Yearbook		1980
My Story Eric Chitty	Eric Chitty/ Stenners No.2	1947
My Story Jack Parker	Jack Parker/Stenners No.3	1947
My Story Bill Kitchen	Bill Kitchen/Stenners No.5	1947
My Story Norman Parker	Norman Parker/Stenners No.4	1947
My Story Ron Johnson	Ron Johnson/Stenners No.1	1947
My Speedway Story	Will Lowther	c1949/1950
N.L. 90	John Callaghan	1992
Naked Speedway	D.Kinvig,R.Jarvie,I.McArthur	1992

Statistical Reviews Peter Jackson (Speedway Archives)

National League Div One 1946 - A Statistical Review	1999
National League Div One 1947 - A Statistical Review	1999
National League Div One 1948 - A Statistical Review	1999
National League Div One 1949 - A Statistical Review	1999
National League Div One 1950 - A Statistical Review	1999
National League Div One 1951 - A Statistical Review	1999
National League Div One 1952 - A Statistical Review	1999
National League Div One 1953 - A Statistical Review	2000
National League Div One 1954 - A Statistical Review	2000
National League Div One 1955 - A Statistical Review	2000
National League Div One 1956 - A Statistical Review	2000

To be continued.

Norman Jacobs' Rankings 1946 - 1966

Norman Jacobs, author "Speedway in East Anglia" and the forthcoming "Speedway in London" has turned his thoughts to rider rankings and has penned the following article.

This is not intended to be a serious piece of definitive research, but, using the rankings published by Stenner's Annual for the years 1946 - 1953 and the Speedway Star from 1956 - 1966, I thought it might be interesting to see who were the best, or most consistent riders during that 20 year post war period.

Because there is a gap of two years, 1954 and 1955, I decided to draw up my own rankings for those years based on league averages, Test Match averages, World Championship placings and other individual trophy placings etc. Of course I realise that not being there at the time makes a difference to how rankings might turn out, but I felt it would be unfair to riders like Ronnie Moore, Jack Young and Brian Crutcher in particular to miss out those years altogether. { I'd be happy to discuss my rankings with anyone who is interested. (Contact Norman at 101 Farmleigh Avenue, Clacton on Sea, Essex CO15 4UL Tel 01255 426118 or Email on normanjacobs@hotmail.com . }

Once I'd tabulated the rankings for each year I then gave 20 points for each first place, 19 for second and so on, down to one for 20th place. The overall result gives the following Top 20 for the years 1946 - 1966.

1. Ove Fundin; 2 Barry Briggs; 3 Ronnie Moore; 4 Peter Craven; 5 Aub Lawson; 6 Jack Young; 7 Olle Nygren; 8 Bjorn Knutsson; 9 Ken McKinlay; 10 Jack Parker; 11 Rune Sormander; 12 Brian Crutcher; 13 Gote Nordin; 14 Tommy Price; 15 Split Waterman; 16 Ron How; 17 Norman Parker; 18 Vic Duggan; 19 Fred Williams; 20 Igor Plechanov.

This chart is as much about quantity as quality. Fundin and Briggs, for example, not only top the charts, but they appeared in the charts for 13 out of the 21 years, the most of any riders. As well as being next in the points chart, Ronnie Moore was next in appearances, with 12 to his name.

If we look at averages (the number of points divided by the number of appearances in the charts) there are some dramatic changes to the Top 20 (minimum qualification 4 appearances):

1 Vic Duggan; 2 Jack Parker; 3 Ronnie Moore; 4 Ove Fundin; 5 Barry Briggs; 6 Peter Craven; 7 Bjorn Knutsson; 8 Brian Crutcher; 9 Gote Nordin; 10 Wilbur Lamoreaux; 11 Split Waterman; 12 Aub Lawson; 13 Rune Sormander; 14 Arthur Forrest; 15 Jack Young; 16 Igor Plechanov; 17 Norman Parker; 18 Olle Nygren; 19 Fred Williams; 20 Nigel Boocock.

Vic Duggan leaps from 18th place to 1st with four ranking years of 1,1,1 and 4; Jack Parker from 10th to second; Wilbur Lamoreaux from nowhere to 10th. On the other side of the coin we have Aub Lawson dropping from fifth to 12th; Jack Young from sixth to 15th and Ken McKinlay from ninth to outside the Top 20 at 23rd.

The drops are explained by the fact that, although riders like Lawson and Young had long spells in the rankings, a number of them, particularly towards the end of their careers were in the lower reaches. Young's last five appearances were at 15, 15, 9, 14 and 16. This following a succession of three first places and two seconds.

The record for the most appearances at number one in the charts belongs to Ove Fundin, who was number one on no less than seven occasions, as well as being runner-up twice. There is no one who appeared at number 20 once. The worst record is held jointly by Cyril Maidment and Andrzej Wyglenda, who both made the rankings on one occasion at 19.

Although Fundin and Briggs had the longest continuous run in the rankings, Olle Nygren holds the record for the number of years between first and last appearances as he first appeared in 1951 and his last appearance was in the last year of the rankings, 1966, but he didn't make it every year.

The Editors know that the topic of speedway greats is one that is endless, as it is difficult to compare riders from one era with riders from a different one. We are aware that this is likely to provoke some reactions but if you would like give your thoughts on how a rigorous system to compare riders 17 from different eras might be achieved we'll be happy to publish what we are sent.

Publications

Speedway in Scotland - Jim Henry and Ian Moultray (Tempus £14.99) As you would expect from two of the foremost Scottish Speedway historians this book is a treat for expert and novice alike. Scotland, whilst having obvious speedway links with other speedway nations, has a distinct shale history of its own. This excellent survey reveals the early Scottish roots of the sport and also highlights how the Central Belt around Edinburgh and Glasgow has dominated things since 1928. Supported by superb photos, Jim and Ian have achieved the impossible, a written history of Scottish Speedway in just over 200 pages. It's easy to see why Edinburgh, Glasgow, Ashfield and Motherwell team histories are currently being researched and I hope that the results of that research will be published in the near future. Yet another gem from Tempus and a must buy. Graham Fraser

(Can I, for the record, for those of you who have bought the book, advise that Glasgow did not close the 1951 season early. The last meeting was 17th October when Scott Hall won the Scottish Junior Riders' Championship after a run off with Niven McCreddie. - Jim Henry.)

Homes of British Speedway - John Jarvis and Robert Bamford (Tempus £17.99)

John and Robert are good friends of The Speedway Researcher and have both contributed to much of the current surge in speedway history publications. John's speedway records and photo files are legend and constitute the most comprehensive and up to date records available. Set out as an A - Z of speedway tracks it includes photographs of the tracks that litter speedway history which we have listed over a number of recent issues. We speedway historians are fortunate John has been able to visit and record stadiums and tracks that have now been redeveloped. Robert has worked on John's records reformatting them into a readable style that will form an essential reference. I hope it gets updated as new tracks come, and, sadly, existing tracks go. (Remember, if you unearth any venues not listed in the book, please pass them to John giving him as much supporting evidence you can. JH) Treat yourself to this book for Christmas. Graham Fraser.

1932 - A Tale of Two Cities - Part One

We are delighted to continue with Don Gray's history of speedway taking a look at the first part of Don's history of 1932.

Any mention of Speedway's 5th season in Britain and I am reminded of the opening line

of Charles Dickens' novel "A Tale of Two Cities." "It was the best of times, it was the worst of times."

For speedway fans in the two cities of London and Manchester it was the best of times. Elsewhere in the UK with two or three exceptions, the continued effects of poor management and the world wide economic depression had brought down the shutters at tracks in the industrial areas of the Midlands in and the North.

Crowd levels were down at most tracks, particularly so at West Ham in London's docklands but attendances generally improved later in the season. West Ham survived the slump mainly because the management had been taken over by Wembley.

Arthur Westwood, the pioneer rider, took over the management at Sheffield where the introduction of greyhound racing meant alterations to the speedway track. It operated initially without a safety fence, similar to the set up at the Buffalo Stadium in Paris and to that at Arena Essex half a century later.

Only nine established clubs applied to the National Speedway Association to continue league racing for the new season whilst others, such as High Beech and Preston, opted to hold sporadic meetings on an open licence. Most of the old Northern tracks were non-starters as also London's Lea Bridge who were refused a licence for allowing bookmakers and tote betting towards the end of the previous season.

Scotland had a flicker of activity at Glasgow Nelson and a track in Motherwell.

The previous open licence club at Plymouth formally applied to join the established nine tracks in the league and were accepted, albeit with a fairly weak team comprised largely of untried Australian riders and local west country hopefuls of whom Bill Clibbett was the most talented.

Many well known riders decided to give up the sport at this time, for example, Buster Frogley, Jim Kempster and Arthur Franklyn. Morian Hansen, the Dane, had signed for Southampton but was refused a work permit to ride in England and Ray Tauser, the American, was deported by the Home Office at the end of April after only a few meetings for Wimbledon. Joe Abbott, the Northern star, had been seriously ill during the winter break and was unable to resume riding until mid-season.

The speedway public did, however, look forward to improved entertainment as a direct result of the concentration of top class riding talent at the surviving tracks consequent upon the reduction of venues from the previous season. Each of the league teams entered the competition with a squad of up to a dozen riders from which to choose their numbers 1 to 7.

Due to the limited number of tracks the National Speedway Association decided that a single National League would operate in 1932, but, wary of the unsatisfactory outcome of the previous season's fixtures, the league would be run in two completely separate competitions, the first to finish in mid-July, and the whole thing to be repeated in the

second half of the season. This would allow clubs which might be in trouble by mid season to drop out and, conversely, to admit to the second competition any of the open licence tracks which had proved themselves sufficiently stable.

The large number of riders attached to each track, particularly those tracks in London, encouraged the N.S.A. to authorise a London Junior League for those men who could not consistently command a place in their club's first team. Because of the experience and calibre of the riders involved, the name of the League was subsequently amended to London Reserves League.

Many of the second and third rate riders supplemented their incomes by appearing at weekends on the unlicensed "flapper" tracks and grass speedways which sprang up particularly in East Anglia and the Home Counties. Some of the better known riders rode on these tracks using assumed names.

Stamford Bridge finished as champions of the first league competition which, however, was subsequently renamed "The National Speedway Association Trophy." It was the second league competition, in which Wembley finished as top dogs, that has gone down in the record books as the National League table for 1932.

The N.S.A. Trophy Competition

The public was interested to see how the riders from the defunct Northern tracks would perform in the South. "Ginger" Lees had signed up with Wembley and rapidly made his mark. Arthur Jarvis joined West Ham but spent the season as a second string. Most of the others who joined London teams spent the season limited to rides in the second half events at their tracks.

For the first few weeks of the season the strong Belle Vue team performed indifferently away from home, due mainly to lack of experience of the London tracks. It was only towards the end of the competition that they became a force to be reckoned with.

Sheffield had lost their captain "Dusty" Haigh to Belle Vue but had acquired a more than satisfactory substitute in "Squib" Burton. However, after just two meetings they had lost one of their heat leaders, Norman Hartley, with a career terminating injury. They were unfortunately plagued with injuries over the next three months and when Burton broke his leg in June the season at Sheffield came to a premature end due principally to their inability to field a competitive team.

Southampton, captained by Jack Parker, the British Individual Champion, felt reasonably confident having signed Phil Bishop and Morian Hansen. The former was quickly incapacitated with a long term injury and the latter, as previously stated, was not granted a work permit by the Government. In addition Jack Parker suffered an early injury and, until the latter half of the season was but a shadow of his former self. The whole team performed well below expectations and it was no surprise when the track closed down at the end of May. The management and most of the team relocated to the vacant Lea

Bridge stadium in London and rode initially under their old nickname of "The Saints", until they adopted the name Clapton.

Plymouth were expected to be the chopping blocks of the league. Indeed they did lose most of their matches but performed much better than anticipated and proved to be quite popular visitors under their captain Frank Pearce. Eric Collins and Bill Clibbett rose to prominence and the latter took over the team captaincy when Pearce broke his leg in July.

Crystal Palace were championship contenders for much of the time although Roger Frogley appeared only spasmodically. He appeared to be more interested in his flying club in Essex. George Newton, who was just emerging from the novice stage created a sensation when he broke the four lap record at West Ham on his first visit to the place. Wally Key started the season in brilliant form and was rewarded with a place in the England team. In subsequent season he was a good average second string performer in various teams but never quite reached the heights of 1932.

This competition was notable for the indifferent form of many of the established big names such as Colin Watson, Billy Lamont, Jack Parker and Frank Charles, the latter failing to be included in the Belle Vue team for much of the time.

The top ten riders at the conclusion of the competition were Dicky Case who scored 81.5% of the maximum possible points, Eric Langton 76.1%, Arthur Warwick 73.9%, Wally key 72.2%, 70.4%, "Ginger" Lees 70%, Wal Phillips 69.8%, "Bluey" Wilkinson 68.6%, Frank Arthur 67.7%, "Squib" Burton 64.8%. (See Vol2 No4 for results grid and league table.)

The National League

The National League competition got underway on Tuesday 12th July when West Ham, at home, lost to Crystal Palace by one point. Sheffield had dropped out and no new clubs had applied to join. Once again the front runners were Stamford Bridge, Wembley and Crystal Palace, but, this time, Belle Vue, strengthened by the return of Joe Abbott and the addition of "Broncho" Dixon from defunct Sheffield, were a force to be reckoned with.

Of the Sheffield riders who continued their careers, Eric Blain and Alec Peel found places at Crystal Palace while Roy Barrowclough, Cliff Watson, "Chun" Moore and Arthur Westwood joined Clapton.

Plymouth under their manager, ex-rider Freddy Hore, again finished at the bottom of the league notwithstanding having been strengthened by Frank Goulden from Clapton and Austin Humphries from Sheffield together with 21 three further Australians, Ray Taylor (Clapton), Clem Mitchell of the (Crystal Palace) and Jack Jackson (Wembley). Plymouth just failed to climb above Clapton on race points difference.

Wimbledon looked forward to improved results in the new league having been strengthened by the addition of Wally Hull from Belle Vue and the return of Ray Tauser

from the USA in July following his successful appeal against deportation.

In addition to the league racing the second half of the season embraced the National Trophy and London Cup competitions as well as the "Star Trophy." A one off meeting at Leicester in mid season for the Midland Championship promoted by Freddy Mockford of Crystal Palace, attracted a strong field and was won by Syd Jackson who still remembered the quickest way around his old track. It had been intended to continue with open meetings at three week intervals following this event and I can trace only one further meeting from the city which had once boasted two tracks and those patrons had had the choice of witnessing racing in both the Northern and Southern Leagues during the previous season.

The second event took place three weeks after the Midlands event and was an all star international contest featuring a team labelled "The Homelands" who scored 54 and a team called the "Colonies" who managed 42. Attendances at both meetings were poor and was probably the reason for the demise of the venture.

Towards the end of the season Speedway News listed the top ten riders in the National League Competition as follows :- Wal Phillips 86.6%, Syd Jackson 84.1%, Dicky Case 83.3%, Vic Huxley 82.2%, "Ginger" Lees 80.9%, Eric Langton 74.6%, Jack Parker 72.2%, Frank Arthur 70.8%, Tom Farndon 68.8%, and Eric Collins 66.6%.

In the realm of open licence tracks High Beech held a series of Saturday afternoon meetings at which many of their old favourites participated and included one or two challenge matches against their London neighbours. On August Bank Holiday Monday a new track opened at Rochester for a short season of racing for junior and novice riders, the most prominent of whom were Lou Berger, the Belgian and Jack Sharp, the Australian who, in later years, rose to prominence at Plymouth and Wimbledon.

Test Matches

A series of Test Matches between England and Australia was scheduled for Stamford Bridge, Wembley, Belle Vue, Crystal Palace and Southampton. The teams were to be eight-a-side with two reserves and the selectors were the National Speedway Association for England and Major General Sir Newton Moore, J.S. Hoskins, Norman Pritchard, Frank Arthur and Vic Huxley for Australia.

Although Southampton had closed in May it was still intended to hold the fifth and final Test at Banister Court in September.

After the fourth Test the situation was all square at two wins each. By this time improved crowd levels and media attention to the series warranted a much more centralised and prestigious venue and, with only three weeks to go, it was decided that the match be held at Wembley.

The second Test had been held at Wembley and the Australians had soundly beaten

England by 59 - 35 and was notable for the fact that Dick Case and Billy Lamont were unbeaten as a pair, a performance I do not think has ever been equalled in a Test Match.

A fifth Test turned out to be the biggest meeting since the inception of the sport. A near capacity crowd filled the stadium, the BBC broadcast a radio commentary and the Pathe film company was present to ensure that a permanent visual record of the event was produced.

The England team rose to the occasion and made sure of the "Ashes" by beating Australia in a close fought match by 51 - 42 although Vic Huxley rode unbeaten for the Aussies.

A match labelled England v The Rest was programmed for the final meeting at Plymouth in mid October. Both teams included the bulk of the official Test riders but The Rest comprised the Aussies bolstered by the inclusion of Wally Kilminster of New Zealand and Ray Tauser of the USA. I have been unable to ascertain the result.

To be continued.

Newspapers Information

At last we complete the coverage of the holdings of the British Library Newspaper Library at Colindale in London. This time we look at the Scottish Press coverage.

Armadale : Track : Lothian Arena

Newspaper : (609) West Lothian Courier 1997 - date. (Also Edinburgh and National Dailies)

Ayr : Track : Dam Park

Newspapers: (610) The Ayr Advertiser, or West Country and Galloway Gazette (1937); (611) The Ayrshire Post (1937).

Blantyre : Tracks : Blantyre Greyhound Stadium; Craighead Park

Newspaper : None for town area 1977 - 86. See National and Glasgow Newspapers.

Bothwell : Track : Bothwell Training Track

Newspaper : (612) The Bellshill Speaker 1949 - 1951. (Patchy)

Broxburn : Track : The Sports Park

Newspapers : (609) West Lothian Courier and Advertiser 1928 - 1929.

Calderbank : Track : Calderbank Also known as (Airdrie) Training Track

Newspaper : (613) The Airdrie and Coatbridge Advertiser 1951 - 1952.

Coatbridge : Track : Cliftonhill Stadium

Newspaper : (613) 1968 - 69 & 1973 - 1975.

Cowdenbeath : Track : Central Park

Newspaper : (614) Cowdenbeath and District Advertiser 1965 - 66; (615) The Times

1965 - 66

Edinburgh : Tracks : Marine Gardens; Stenhouse Stadium; Old Meadowbank; Powderhall; Gyle Training Track; Craigmillier Park Trotting Track.

Newspapers : (616) The Edinburgh Evening Dispatch 1928 - 1963; (617) Edinburgh Evening News 1928 - 1965; (618) Edinburgh Evening News and Dispatch 1965 - 1967; (619) Evening News 1967 - Date; (620) Midlothian Journal, Musselburgh and Portobello News 1928 - 1931; (621) The Scotsman 1928 - Date; (622) The Edinburgh Citizen and Portobello Advertiser 1938 - 1939. (Also some Glasgow Newspapers in pioneer days.)
Glasgow : Tracks : Glasgow Nelson; White City; Celtic Park; Carntyne; Govan Training Track; Ashfield; Hampden Park; Shawfield.

Newspapers : (623) Daily Record and Mail 1928 - March 1954; (624) Daily Record March 1954 - Date; (625) Noon Record 1928 1928 - Sept 1939 & Jan 1949 - Feb 1968; (626) Evening Citizen 1928 - 1970s; (627) The Evening Times 1928 - Date; (628) The Evening Times 1928 - Jan 1957; (629) Glasgow Herald (later The Herald) 1928 - Date; (630) The Bulletin and Scots Pictorial 1928 - July 1960; (631) The Govan press 1928 - Date; (632) Glasgow Eastern Standard 1928 - 1961; (633) Glasgow Star and Examiner 1928 Nov 1937; (634) The Motor World and Industrial Vehicle Review 1928 - 1930; (635) Sunday Mail 1928 - Date; (636) The Sunday Post 1928 - Date. (Also Edinburgh papers in pioneer days.)

Motherwell : Tracks : Airbles Road; The Stadium

Newspapers : (637) The Motherwell Times 1930 - Date; (638) The Wishaw Press 1930 - Date; (639) The Wishaw Herald 1930 - 1932; (640) The Hamilton Advertiser 1930 - Date (Patchy).

Paisley : Track : St Mirren Stadium

Newspapers : (641) Paisley and Renfrewshire Gazette 1975-76; (642) Paisley Daily Express 1975-76; (643) Paisley Pictorial 1975 - 76?

Double Programmes

It has emerged recently that there are two different programmes for the Scotland v England match staged at Coatbridge in 1968. The front cover design of one is slightly different from the other.

Remember the next issue is the survey edition when we ask you to fill in our

questionnaire on activities and requests for information. The last survey gave us a pile of good material so get your thinking caps on and be ready for the 2002 survey. Remember - If it isn't in - you haven't sent it!

Deadline for items for next edition is : 1st February 2002

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1933 National League

Away Team	Belle Vue	Clapton	Coventry	Crystal Palace	Nottingham	Plymouth	Sheffield	Wembley	West Ham	Wimbledon
Home Team										
Belle Vue	xxxxx	27 - 36	46 - 17	45 - 14	46 - 16	44 - 19	45 - 18	32 - 20	41 - 21	34 - 29
	xxxxx	33 - 30	50 - 13	33 - 30	49 - 19	52 - 11	45 - 17	32 - 31	37.5 - 24.5	43 - 20
Clapton	28 - 35	xxxxx	45 - 17	37 - 21	48 - 13	40 - 23	53 - 10	44 - 18	31 - 31	27 - 35
	35 - 27	xxxxx	39 - 24	33 - 30	31 - 32	45 - 18	41 - 22	34 - 28	22 - 41	32 - 30
Coventry	25 - 38	25 - 38	xxxxx	33 - 29	41 - 21	18 - 45	38 - 25	27 - 34	24 - 39	20 - 42
	28 - 35	31.5 - 31.5	xxxxx	26 - 34	45 - 17	51 - 12	43 - 18	42 - 21	34 - 28	26.5 - 36.5
Crystal Palace	37 - 36	40 - 20	44 - 18	xxxxx	41 - 22	45 - 17	49 - 11	39 - 23	41 - 22	42 - 21
	30 - 33	32 - 29	32 - 30	xxxxx	37 - 21	41 - 22	32 - 31	42 - 21	29 - 31	46 - 17
Nottingham	18 - 41	41 - 22	41 - 21	24 - 38	xxxxx	45 - 17	33 - 30	24 - 35	0 - 36*	22 - 41
	29 - 34	40 - 18	30 - 33	32 - 31	xxxxx	40 - 21	39 - 23	25 - 37	30 - 30	27 - 35
Plymouth	34 - 29	20 - 42	38 - 21	33 - 30	46 - 16	xxxxx	32 - 31	34 - 29	32 - 31	31 - 32
	21 - 42	24 - 38	18 - 45	30 - 32	36 - 23	xxxxx	31 - 30	35 - 27	21 - 42	30 - 33
Sheffield	25 - 38	18 - 45	44 - 18	23 - 40	35 - 23	32 - 31	xxxxx	25 - 38	36 - 26	32 - 29
	25 - 38	30 - 33	39 - 23	41 - 22	37 - 26	38 - 25	xxxxx	33 - 30	29 - 34	36 - 26
Wembley	38 - 23	49.5 - 13.5	37 - 21	34 - 29	45 - 16	46 - 17	37 - 26	xxxxx	38 - 24	25 - 37
	21 - 42	31 - 31	35 - 28	35 - 27	46 - 17	48 - 15	51 - 12	xxxxx	28 - 35	24 - 38
West Ham	23 - 39	34 - 39	44 - 15	36 - 24	44 - 18	40 - 22	46 - 16	46.5 - 16.5	xxxxx	36 - 23
	26 - 36	32 - 30	31 - 31	26 - 37	43 - 16	40 - 23	37 - 26	36 - 27	xxxxx	37 - 25
Wimbledon	28 - 35	36 - 27	43 - 19	33 - 29	38 - 24	38 - 23	46 - 14	25 - 38	46 - 16	xxxxx
	28 - 33	37 - 26	37 - 26	34 - 29	44 - 19	47 - 15	39 - 23	30 - 32	34.5 - 28.5	xxxxx

*awarded

1933 National League Table

Team	R	W	D	L	F	A	Pts	Preliminary Round							
Belle Vue	36	31	0	5	1358.5	888.5	62	Clapton	69	61	130	Nottingham	81	62	143
Wimbledon	36	23	0	13	1213	1027	46	Coventry	56	63	119	Plymouth	42	64	106
West Ham	36	21	3	12	1196.5	1008.5	45	First Round							
Crystal Palace	36	21	0	15	1225	1006	42	Belle Vue	74	60	134	Clapton	80	55	135
Clapton	36	19	3	14	1204	1036	41	Wimbledon	51	64	115	Sheffield	43	71	114
Wembley	36	19	1	16	1184	1057	39	Wembley	103	79	182	Crystal Palace	63	69	132
Coventry	36	10	2	24	999	1237	22	Nottingham	22	44	66	West Ham	63	55	118
Sheffield	36	11	0	25	961	1282	22	Semi Finals							
Plymouth	36	11	0	25	921	1323	22	Belle Vue	98	70	168	Wembley	77	63	140
Nottingham	36	9	1	26	898	1295	19	Clapton	26	54	82	Crystal Palace	48	62	110

Final

Belle Vue 92 Wembley 33 Wembley 54 Belle Vue 72

Belle Vue win 164 - 87 on aggregate