

# 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

Subscribers :

## Speedway Badges

**Robin Playstead**, 23 Eastfield, West Hill, Ottery St Mary, Devon, EX11 1XN Tel: 01404 815956 has responded to our request for an article on badges. Robin runs a club for badge collectors.

No one is absolutely sure when speedway lapel badges were first made, but it was definitely very soon after the introduction of the sport into Great Britain in 1928. There is a badge for the first ever meeting on 19th February 1928 which shows on it 'Kings Oak Europe's Pioneer Speedway' but again, when it was done, and, by whom, is a mystery.

During the 1928 to 1939 period many tracks started up, and many of them produced badges, some in very small numbers, and some - like Belle Vue and Wembley - in large numbers because of the enormous attendances they drew in. The Wembley badges are amongst the most easy to obtain at reasonable prices, but the "red ace" Belle Vue ones are much more difficult to find and attract a premium price.

There is no definitive list of speedway badges but I and other collectors have tried to work together to keep each other aware of what is available. However, it is not unusual for previously unknown pre war specimens to turn up.

Modern badges are usually sold at tracks. They are commonly made in both gilt and chrome. However, some tracks produce anything up to eight variations per year. In the prewar years it was sometimes possible to buy gilt badges dipped in chrome for an extra charge of the order of 6d (2.5 pence).

Some tracks produced his and her varieties. The ladies badge had a pin fitting while the gents badge had a button hole fitting so it could be inserted into the lapel of a jacket.

Modern badges are not done for tracks alone. There are badges dedicated to riders and some to specific events such as the World Finals and the Grand Prix.

Badges from short lived tracks are often very rare. For example the badge for York Speedway which flourished briefly in 1931 (trial event in late 1930) but even more rare are badges issued to riders. Some tracks like Marine Gardens, Edinburgh produced badges for officials and these are also extremely rare. Modern badge runs are normally of the order of 200 - 300 and even at this scale, often don't sell out.

(Robin has badges produced in support of the Lawrence Hare Support Fund. Contact Robin for details.)

## Can You Help?

**Alan Bates**, Flat G, 14 Radnor Park Avenue, Folkestone, CT19 5HN is looking for full heat details for the following Lea Bridge meetings in 1934 to complete details of the team line ups to determine who were the non-scoring riders. Alan is seeking details of the meetings home 13.7. v Plymouth; 25.5. and away at New Cross; 3.7 at Birmingham; 7.7 at Harringay; 2.8 at Wembley.

**Andy Marlow**, 15 Thatcher Close, Beaumont Leys, Leicester, LE4 0WE Tel: 0116 235333 is looking for scorers and heat details of the World Qualifying Rounds held at Augesberg (Germany) on the following dates: 17.5.1953; 23.5.1954; 13.6.1955; 26.5.1957; 18.5.1958. at Ostjek (Yugoslavia) on 1.5.1955. at an unknown venue on 1.5.1956; at Oslo (Norway) on 24.5.1957; at Vienna (Austria) on 18.5.1958; at Oberhausen (Germany) on 1.6.1958 and Kranj (Yugoslavia) on 31.5.1959.

**David Hallam**, 54 Lightwoods Hill, Smethwick, West Midlands, B67 5EB Tel: 0121 429 4207 is seeking information of about "Daredevil" Clem Beckett, the speedway riding

blacksmith, who was killed in Spain during the Spanish Civil War. (I recall Norrie Isbister talking about Clem. Norrie suggested Clem was not a combatant but played a role as a stretcher bearer and was killed by some wounded man he had tried to help. Norrie also told me that Clem was the only man he had deliberately knocked off in his racing career. The deed was done at Newcastle Gosforth after Beckett had incurred Norrie's ire by running close to him and repeatedly nudging his trailing leg in an earlier race. Jim Henry)

**Rodney Silk**, 20 Home Meadows, Billericay, Essex, CM12 9HQ Tel 01277 654244 is seeking details of the career of Eric Collins from 1935 to 1939 when he rode with Bristol and then Wimbledon. He is also looking for photographs of this rider.

**Pete Ross**, 75 Hennings Park Road, Oakdale, Poole BH15 3QX Tel: 1202 241086 is looking for early news items about Poole Speedway and photographs from this era circa 1948 onwards. He is also looking for details of grass track racing in the Poole area pre 1950.

**Bruce Harrison**, Lot 21 Garvey Road, Dardanup, Western Australia, 6236 Tel 08 97280156 is interested in researching rider profiles, including date of birth, where born, etc. (Maybe some of you personal information researchers could contact Bruce.) Bruce is seeking details of the bikes used by riders when they won world championships - (Refer to The Speedway Researcher article by Franko Oliani) and details of riders over 40 years of age who are or were still riding at that age (Refer to previous issues of The Speedway Researcher.)

**Nigel Nicklin**, 73 Court Crescent, Kingswinford, West Midlands, DY6 9RN Tel 01384 401499 is seeking second half details of meetings involving Cradley Heath as follows: 1947 8.5 at Stoke; 20.6 at Wombwell; 25.6 at Tamworth; 12.7 at Cradley; 24.7 at Stoke; 4.8 at Tamworth; 4.8 at Cradley; 22.8 at Wombwell; 28.8 at Stoke; 6.9 at Cradley; 13.9 at Eastbourne; 18.9 at Stoke. 1948 3.4 at Hull; 9.4 at Wombwell; 1.5 at Hull; 12.5 at Hastings; 21.5 at Southampton; 11.6 at Cradley; 12.6 at Coventry; 9.7 at Cradley; 15.7 at Stoke; 13.8 at Cradley; 20.8 at Cradley.

Nigel is also seeking information on meetings in Sweden and South Africa featuring Alan Hunt.

**Jim Henry** (Joint Editor) is looking for heat details for the following meetings: 1945: 15.8. Glasgow v London; 29.8. Glasgow v Newcastle. 1946: 24.7. Glasgow v Sheffield. 1947 9.4 Glasgow v Oliver Hart's Select; 30.4. Glasgow v Wigan; Glasgow at Sheffield 29.5; at Middlesbrough 10.7. He also is looking for details of the scores race by race for (1946) Joe Crowther at Odsal 22.06; Sheffield 10.10; Gruff Garland at Odsal 22.06; Maurice Stobbart at Sheffield 10.10. (1947) Scores for Junior Bainbridge at Wigan 24.5 and 18.9; Bat Byrnes at Wigan 18.9; Gruff Garland at Norwich 24.5; Norman Lindsay at Wigan 26.7 and 2518.9; Will Lowther at Middlesbrough 5.6; at Norwich 24.5.

## Cigarette Cards

**David Hartley's** list of cigarette cards continues as follows:

World Champions of the Speedway Track

Set of 16 cards

P & A World Champions Series 1

Full Colour Drawings

No.1 1936 Lionel Van Praag of Australia and Wembley; No.2 1937 Jack Milne of America and New Cross; No.3 1938 Bluey Wilkinson of Australia and West Ham; No.4 1949 Tommy Price of England and Wembley; No.5 1950 Fred Williams of Wales and Wembley; No.6 1951 Jack Young of Australia and Edinburgh; No.7 1952 Jack Young of Australia and West Ham; No.8 1953 Fred Williams of Wales and Wembley; No. 9 1954 Ronnie Moore of New Zealand and Wimbledon; No.10 1955 Peter Craven of England and Belle Vue; No.11 1956 Ove Fundin of Sweden, Norwich and Filbyterna; No.12 1957 Briggs of New Zealand and Wimbledon; No. 13 1958 Barry Briggs of New Zealand and Wimbledon; No.14 1959 Ronnie Moore of New Zealand and Wimbledon; No.15 1960 Ove Fundin of Sweden and Norwich; No.16 Ove Fundin of Sweden and Norwich. Back of cards carry information about the date, the venue, the fastest time of the night

3 and information about the second and third placed riders.

Legends of Speedway Set of 25 cards Black and White Photographs

No.1 Lionel Van Praag - Wembley; No.2 Bill Kitchen - Wembley; No.3 Bluey Wilkinson - West Ham; No.4 Eric Chitty - West Ham; No.5 Alec Statham - No body colour; No.6 Vic Duggan - Harringay; No. 7 Tommy Price - Wembley; No.8 Ron Johnson - No body colour; No.9 Norman Parker - No body colour; No.10 Jack Parker - Belle Vue; No.11 - Aub Lawson - West Ham; No.12 Jack Biggs - Poole; No.13 Graham Warren - Birmingham; No. 14 Fred Williams - Wembley; No.15 Split Waterman - (Harringay) No body colour; No.16 Jack Young - No body colour; No.17 Olle Nygren - Norwich; No.18 Ronnie Moore - Wimbledon; No.19 Ove Fundin - Norwich; No.20 Peter Craven - Belle Vue; No.21 Barry Briggs - No body colour; No.22 Brian Crutcher - No body colour; No.23 Bjorn Knutsson - No body colour; No.24 Nigel Boocock - Coventry; No.25 Ivan Mauger - New Zealand. Nothing is printed on the back of these cards.

Sporting Events and Stars A series of 96 cards 1935

Issued with Senior Service 10 for 6d. (old pence 2.5p) Junior Member 20 for one shilling and four pence (7p) Illingworth's No.10 25 for 1 shilling.

No.15 1935 Belle Vue team photograph showing Bill Kitchen, Max Grosskreutz, Eric Langton, Eric Blain, Bob Harrison, Joe Abbott, Tommy Allott. Write up on back.

No.16 England Test Team at Belle Vue 6.7.1935. Line Up: Alec Jackson (Team Manager), Jack Parker (Harringay), Tommy Croombs (West Ham), Eric Langton (Captain - Belle Vue), Tom Farndon (New Cross), Joe Abbott (Belle Vue), Bill Kitchen (Belle Vue), Reserves Tiger Stevenson (west Ham) and Bob Harrison (Belle Vue).

No.17 Australian Test Team at Belle Vue 6.7.1935. Line Up Dicky Case (Hackney Wick), Mick Murphy (Reserve Hackney Wick), Jack Sharpe (Wimbledon), Max Grosskreutz (Belle Vue), Vic Huxley (Captain - Wimbledon), Lionel Van Praag (Wembley), Bluey Wilkinson (West Ham) and Ron Johnson (New Cross).

Photocards Issued by Ardath Tobacco Co. Ltd. (Manufacturers of State Express and Ardath cigarettes.)

No. 154 England Speedway Team 1936. Team Line Up: George Newton (New Cross), Bill Kitchen Belle Vue), Jack Parker (Harringay), Eric Langton (captain - Belle Vue), Joe Abbott (Belle Vue), Ginger Lees (reserve - Wembley), Frank Charles (Wembley), Gus Khun (reserve - Wimbledon)

No. 155 Australian Speedway Team. Team Line Up: Bluey Wilkinson (West Ham), Ron Johnson (New Cross), Lionel Van Praag (Wembley), Vic Huxley (captain - Wimbledon), Dicky Case (Hackney Wick), Max Grosskreutz (Belle Vue). Excellent photographs taken at Wembley 28.5.1936 - Full write up on back of cards.

Photocards - A Continuous Series of Topical Interest Issued by Ardath Tobacco Co. Ltd. Packed with Kings The Larger Cigarettes (10 for 6d.) a Photograph of Lionel Van Praag on his bike with Wembley bike pusher or starting gate attendant - write up on back.

British Sporting Personalities A series of 48 cards Issued by W.D. & H.O. Wills Imperial Tobacco Company Embassy Cigarettes.

No. 44 Frank Charles (Portrait) - Write Up on back.

Thrills of the Dirt Track A Series of 16 cards Given out with Champion 13.4.1929.

No.4 On the home bend - picture shows Vic Huxley (Australia) write up on back gives an explanation of speedway riding (dirt track racing).

Motorbikes No information

No.123 Engines revving and waiting for the starting gate at a speedway international. No 132 Gary Guglielmi and Kevin Hawkins demonstrate broad sliding.

Speed A Pepys' Game A card game (3 or 6 Speedway)

Card has a picture of Tommy Price in Wembley colours.

To be continued.

## Anti-clockwise Speedway II

**Andrew Welch**, of Cardiff suggests that the reason could well be due to the fact that circuit racing started in the United States where cars have the steering wheel on the left hand side

and if you travel anti clockwise the driver is closest to the inside line. The bikes possibly adopted the same convention used by cars to avoid any conflict.  
(Out of general interest Andrew tells us that in Britain where cars have the left hand drive steering wheel saloon cars race in a clockwise direction.)

### **Anti-clockwise Speedway III**

**Fred Paul**, from far flung Cornwall, has had another think about the topic and is not so convinced that the movies did not influence speedway. Fred suggests that the movies came before speedway and we can't disagree with that.

On a more serious note Fred suggests that the reason for anti-clockwise speedway could be down to the standard layout adopted by many British built bikes of the pioneer era. Fred suggests that most bikes had their exhaust pipes on the right hand side and to lay a bike over on the exhaust would be dangerous. Any pioneer era bike fans out there who could support Fred's suggestion?

We know the favoured mount, the Douglas, had its exhausts on the left hand side but the pipes were up a bit and that some men used bikes with stub pipes.

### **Fay Tylour : Queen of Speedway**

The following article is presented by **Reg Fearman** and was first published in **Opposite Lock** which is the magazine of the **Veteran Speedway Riders' Association**. The extracts from Fay Tylour's manuscripts of her unpublished autobiography are reproduced with kind permission of the owners of Fay Tylour's personal papers. The Editors would like to thank Reg and the owners of the manuscript for allowing us to reproduce this very interesting article.

The achievements of Fay Tylour in the world of dirt track racing have been well documented over the years. What is not generally known is her family history and aspects of her life pertaining to her other activities and personal involvements.

Fay Tylour was born Francis Helen Tylour in Southern Ireland in 1908 into a family whose members followed a variety of professions. Her father, Herbert Fetherstonhaugh Tylour, came from the long-settled Irish families of Wolseley and Fetherstonhaugh and was an Officer in the British forces in Southern Ireland who made his home in England when Southern Ireland gained its Independence. Her mother, Helen Webb, was born in Dresden during her parents vacation. Her grandmother was cousin to Lord Wolseley, Commander-in-Chief British Forces and a favourite of Queen Victoria. Her maternal grandfather was Surgeon General Randolph Webb, RAMC, who had seen much service in the Crimean War. His daughter, Helen, Fay's mother, had been the belle of many Castle Balls when he was transferred to Dublin. Fay's other grandfather was a Headford, that Irish Marquis family name being Tylour. Fay's uncle, the late George Webb, was a professor and Fellow of Trinity College Dublin.

When Fay finished college in Dublin in the mid 1920's, she moved to her parent's home at Burghfield Bridge Lodge, Burghfield, near Reading. It was whilst living here that she met Frank, a garage owner who used to ride his motorcycle with Fay riding pillion. She very soon bought her own motorcycle in Reading and so the seeds of her racing career were sown. "It was Lionel Wills (of the W.D. & H.O. Wills family) a young ex-Cambridge student on a trip to Australia in 1927 who urged the Australian promoters to bring dirt track racing to England. He was in (Lewis's) the shop where I went to buy my helmet and leathers. He drove me and my bike in the family's old open Rolls Royce to Crystal Palace for practice. Lionel also raced and drove me to many tracks all over England."

After women were banned from the speedways, Fay turned her hand to car racing and competed in the Monte Carlo Rally, at Brooklands near Weybridge in a 105 Talbot owned by Fox & Nicholls, lapping the track at 108 mph. She won the Leinster Trophy in Dublin in an Adler. She drove at the International Hill Climb Contest at Shelsey Walsh in 1934, driving a

factory-supplied super-charged 6 cylinder MG Magnette which she shared with George Eyston and Italy's ace driver, Count Lurani. She carried off first place at her first attempt. Later at Brooklands, Fay smashed the record held by Sir Malcolm Campbell and ace driver, Raymond Mays. She also competed with great distinction in midget car racing on the speedways in England (Walthamstow 1952), Australia, New Zealand, USA, South Africa and in Sweden.

"As a child I'd been taken to Holloway Gaol to visit a suffragette aunt. Now the chance to see it properly from the inside came my way. If I didn't pay a £1 fine for speeding, I'd spend a week in prison and off I went to Holloway, unannounced, having told one friend. But it leaked somehow and the Daily Express, to get a better story, sent a man to pay the fine and take me out. I refused to go out with a man unknown saying it could be White Slave traffic. The man left with his receipt for the £1 but without me. I am suddenly called to the Governor's Office and turned out abruptly on Home Office orders. It is a breach of Habeas Corpus for me to be there with the fine paid but years later Habeas Corpus won't work when I want it to." (This was June 1935.)

Fay was often asked why she remained unmarried and her response was... "I never found a man as difficult as a racing car." Another response ... "I never managed to stay loving one person for long enough. The plain answer I suppose is that the right man didn't cross my path because maybe I was on the wrong track or rolling too fast or maybe the men I didn't marry were the right men and I didn't know it." She did, however, find herself pregnant in the late 1930's and in her words... "Back in London, a medical student confirms I am pregnant. I know of one gynaecologist and tell him of my predicament. Hush, he warns, such an operation as I suggest is illegal in England. Nevertheless, it is arranged and I find myself in a private nursing home in Bayswater under a strange name."

On the way back to England in 1939 from South Africa where Fay had been racing in the South African Grand Prix, she changed ships in Cape Town taking a German ship which disembarked her at Hamburg, not stopping at Southampton. She visited her mother's birthplace, Dresden, and then went to the Nuremburg Ring motor races. "Previous trips to Germany and deep friendship with a young German Baron have made me love the country but war is now only a week away and I hurry back to England. Letters to my father and aunts, decry the war, are opened by the Police who visit me. I tell them my views and they ask if I am a member of British Union, Oswald Mosley's movement. I know nothing of it but go to their offices where I see my views in their Paper and join. Later, I am walking through Hyde Park and am arrested by two policemen who came up behind me. Two tatty communists had pulled my small British Union

brooch from my raincoat and had signalled the police who took me to the Park Station and gabbled a charge that was false:- struggling with a man in Hyde Park, causing a breach of the peace (sic) and public speaking." Two days later the case was heard in Court. The magistrate said she was entitled to wear any badge she wished. The case was dismissed.

At the beginning of the War, many people were interned for its duration as they were considered a security risk. Among these were members of the British Union of Fascists. It was reported that Lady Dianna Mosley was the principal channel of communications between Mosley and Hitler.

"On May 22nd 1940 an amendment was made to the British Defence Regulations by which British citizens could be rounded up and held indefinitely in prison without trial or conviction. This amendment was called 18-B. Overnight and during the following weeks, hundreds of women of British nationality were flung into Holloway Prison without warning where no preparations regarding treatment or accommodation had been made to receive them. I was one of them. Four days later, (after the above Court case) I am rounded up, the police breaking down my door in a hurry. The charge sheet had "public speaking" on it as charged in the Park Station. Also, that I was pro-German and a member of British Union. I found myself in a dark, drab disused wing of the Gaol - F Wing." "Lady Diana Mosley was with us and she certainly set an example. I would say she was the model prisoner and managed to remain looking like a model, maybe because she was so natural and did not use make-up any way. I went to a dinner party in her cell, the dinner made from cabbage from the prison garden. It

would take a very clever cook to do what she did with that cabbage. Later, when her husband, Sir Oswald, joined her in Holloway in an extension building, I smuggled across some pastry that I'd made from my two pots of prison grease (margarine). Mosley's endorsement of my cooking had curious repercussions later. She (Lady Mosley) was, by the way, flung into prison while she was nursing a new-born baby and the baby left behind. Then, without drawing milk from her, they set her at once to clean lavatories."

"Sir Oswald Mosley, the founder and leader of British Union was without warning arrested with his staff immediately following the creation of Amendment 18-B."

"Our cases which might have been better termed views were heard by secret tribunals which were presided over by three specially appointed KC's. (King's Counsel) whose duty it was to advise the Home Secretary of release or further detention although the Home Secretary reserved the right not to act upon such advice. My case took place underground because the Blitz was in progress. The charge sheet carried by the MI5 men who arrested me and which was signed by Sir John Anderson, then Home Secretary, charged me with being a member of British Union and also of being pro-German and thirdly of being a public speaker. The latter was untrue. I was

questioned about my views which were known to the KC's through letters I'd written to my father and an aunt. Possibly I received such attention because I had been in Germany for the Nuremberg Ring motor races just before war broke out and a little while later I had a casual visit from two plain clothes policemen who told me the man living opposite my flat had reported that I said German was a beautiful country and that I told him that Poland and Czechoslovakia hadn't existed before World War 1 but had been built up after that War to hem Germany in and I didn't believe in declaring war on Germany to save the Polish Corridor. I had also said that the Germans didn't want war with England, which apparently annoyed the Cockney Londoner. The KC's now read extracts from my private letters taken out of the post. Did I love Germany, they asked. I replied that Germany was my favourite foreign country just as France had been my mother's. Did I love Hitler, they asked, but I was too amazed and amused to form a suitable answer for these legal brains. What would I do if a German parachutist landed at my feet? And I replied that I'd run if he chased me and run for help if he was wounded. It was reported, they continued, that I'd praised the Nazi Labour Camp System at a public luncheon. It was a private lunch party I told them and I was describing the camps to a guest next to me who thought they were a chain gang affair instead of a means by which every young man gave six months at his convenience to the farmers to help production, Sir Neville Henderson praised them when he was Ambassador in Berlin, I added, saying that it was an innovation England must copy but who, I asked, bothered to report that but the reporters or accusers names were shielded and were not permitted representation by lawyers at these Committee Hearings. Before my Hearing, it was made clear to me that changing my views might gain release, "retraction" was the term. But if simple, straight-forward answers tightened the noose around one's neck, the reverse would have choked me."

"I was in Holloway Gaol from 1st June 1940 till the autumn of 1942 then further detained in the Women's Internment Camp in Port Erin, Isle of Man for another year. Many "18-B's" had been transferred in batches to this aliens camp since 1940. My transfer followed a second hearing before an Advisory Committee surprisingly granted after a letter that might seem frivolous (having no change of views to report, I did not expect it to be granted.) I'd addressed the letter to the Home Secretary who was now Herbert Morrison, a conscientious objector in the first World War.

Copy of Letter

*No.4634 E2/15 Miss Fay Tylour*

*H.M. Prison Holloway, London. N7*

*5th Feb. 1942*

*Dear Sir,*

*I am a bit bored at the above address and would appreciate another hearing before your Committee. I was last "heard" on August 28th 1940 before Mr. Morrison came into power; and you, I understand were away on leave at the time.*

*Yours truly  
Fay Taylour*

*The Chairman  
Home Office Advisory Committee,  
6 Burlington Gardens, WI”*

After her release from the Isle of Man in the autumn of 1943, Fay was, initially, barred from returning to Dublin as she was considered a security risk but was eventually permitted to do so.

She went to the US in 1949 to race motor cars and to sell sports cars for a Hollywood dealer. She sold to film stars including Clark Gable and had them all strolling into the showroom - Gary Cooper, Elizabeth Taylor, Tony Martin, Henry Fonda.. “Even Universal International arranged to make a film about my racing, with Rosalind Russell acting Fay Taylour. I was to do the racing but at the very last moment it was called off.” When in New York, Fay beat the panel on What’s My Line!

Fay retired from competitive racing in 1956 and took various jobs before returning to England in 1970. These included caretaking, gardening, dog minding, baby sitting, cattery attendant at a Veterinary Hospital and House Director at the College Hall of Endicott College, Massachusetts from 1964 to 1969.

Fay Taylour died 2nd August 1983. She was in hospital for a year after suffering a severe stroke and was dependent for all her needs on the hospital staff. The last few years of her life were spent living in a cottage at Winterbourne Tomson, near Blandford Dorset. Her Will stated that her body should be left for medical science and the remainder cremated.

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### **Meeting Formats**

The 1947 season featured a competition called the British Speedway Cup. The match format for the 16 heat matches were as follows:

Ht1 1 2 v 12; Ht2 3 4 v 3 4; Ht3 5 6 v 5 6; Ht4 1 7 v 4 7; Ht5 3 4 v 1 2; Ht6 5 6 v 3 4; Ht7 1 2 v 5 6; Ht8 3 8 v 3 8; Ht9 5 6 v 1 2; Ht10 1 2 v 3 4; Ht11 3 4 v 5 6; Ht12 5 8 v 1 7; Ht13 4 7 v 5 8; Ht14 2 6 v 2 6; Ht15 7 8 v 7 8; Ht16 Nominated riders. In essence this was the same as the National League Division Two match format but gave an additional ride to the reserve pair who were 7 and 8 and allowed the team managers to use who ever they wanted in the last race.

### **Educated Debate**

We love to hear your thoughts on topics and get feedback from topics we’ve raised. **Alex Broadhurst**, 58 Leonard Road, Chingford, London E4 8NE offers these interesting thoughts on wartime speedway.

In the article on White City 1940 Jim Henry suggested there wasn’t more speedway during war because of the Government’s concern’s over potential civilian casualties from bombing. I disagree. I feel it was the unsurmountable problem of putting on meetings which prevented other stadiums doing what Belle Vue did week in week out. Promoters being away on war duty, petrol rationing and the financial risk being the major obstacles.

The threat of air raids and the blackouts did cause severe disruption to entertainment at the start of the war but as things settled down a sort of normality returned. The ban on crowds was lifted, Belle Vue were given permission to reopen on 15th September 1939 and ran two more 1939 meetings on 23rd and 30th September. At that time no one was admitted to the gardens without a gas mask.

As for petrol, the southern riders, and their bikes travelled to Manchester by train. Jack and Norman Parker, Alec Statham and Bill Pitcher, from the Midlands were able to use their own transport. Others used their petrol ration to get there. Many bikes were kept at the workshops.

There was a basic list of riders who could be generally called upon each week. Other rode when they were not on duty.

Angry letters from non fans, one to the local (Manchester) Daily Dispatch, questioning the use of petrol in the racing bikes were received. Hence the notice on the cover of the programming advising that no petrol was used in the meetings.

Track maintenance was a problem as Belle Vue could not spend as much time as they would have liked in grading and preparing the track prior to meetings and they couldn't use oil to mix into the cinders as they had done prewar.

Alex goes on to quote a Belle Vue programme:

“ Well, here's another wonder of Spring that Hitler can't stop. **The Speedway.**

We make no apologies for restating that speedway as this critical juncture of the nation's affairs. Britain has been asked by the Government to carry on in the normal way as much as possible. And that's what we are doing. For all work and no play makes Jack a very dull boy and not a very efficient one, either. Of course, there are difficulties to face, on both sides of the fence. We must expect them. For you, travelling is the most serious. Shortage of petrol will keep away thousands of the old Belle Vue supporters. It can't be helped. Shortage of opportunity will keep some of our old riders from riding. They all want to be back with us. But if they have a job which prevents them coming, well, again it can't be helped. On the management side, there will be no question of expense or inconvenience standing in the way. All of us are doing our damndest.”

**Paul Jeffries**, 54 Heol Erwin, Cardiff, CF14 6QR expresses the view that speedway statistics are of tremendous interest, and, in his opinion, of historical importance. He is very supportive of Speedway Statistics Society for like-minded people. Any more interested parties out there? The Speedway Researcher is prepared to help bringing interested parties together - so let us know and we can circulate names of interested parties.

**Nigel Nicklin** (address above) has advised us that he doesn't like articles which give brief sketchy information. Fair comment Nigel but we do try to cover a lot of subjects and are often in the hands of our contributors. However, if anyone feels a particular item is a bit sketchy we'd be happy to go back to the originator and seek more specific details if the author has them. The alternative is to give the originator a ring or a drop them a line and see what more they could provide. Sometimes we print sketchy items in the hope that we will stimulate someone into giving it more time and effort to track down the facts.

**Mark Sawbridge**, Flat 5 Malcolm Court, Lower Vauxhall, Wolverhampton, WV1 4SS Tel: 01902 713950 passes on some details of foreign books (the titles of which are real tongue twisters) as follows:

Znakomtes Speedway (Understanding Speedway)	N.A. Ermolenko USSR	1984
Za Starovoi Chertoi	Sergei Tarabanko USSR	1984
Speedway Mata Encyclopedia	Henryk Grzonka Poland	1996
Speedway - Individual Championship of Poland	Henryk Grzonka Poland	1998
Vom Dirt-Track zum Speedway	H. Baumann / East Germany H.J.Gurth / W. Petrss	1990?
Fran Gullstol till Rullstoll	Per Jonsson Sweden	1999
Rune Sormander-Smalands Speedwaykung	Kenneth Johansson Sweden	1999
Rod, Bla, Vit, Gul -	Gunnar Hagberg Sweden	1998
50 ar med svensk speedway	Magnus Hojer Jan Radegard	
Vagen Till VM	Martin Stromberg Sweden	1980
Die Gipfelsturmer des Bergings	Horst Baumannn / Germany Willi Peterss	1998
Manner konnt ihr linksrum tanzen	Horst Baumann / Germany Willi Petress	1994
50 Years of Motor Club Lonigo	Unknown Italy	1997

(Now if some were to be published on 1st April I'd think Mark was at it.)



Mark also says we all know that Crayford beat Workington 65 - 12 in 1980, that Exeter beat Arena Essex 75 - 15 in 2000 and in 1949 Bristol beat Glasgow White City (plus a couple of full houses in the Northern League of 1930), the whitewashes have all been in the second division. - OR HAVE THEY? Mark has spotted a top flight whitewash going back to 1931 when Crystal Palace beat Belle Vue 45 - 9 and asks if he is the first to notice this?

**David Hallam**, (address as per before) suggests that we should consider placing a copy of **The Speedway Researcher** in the British Library as it is a copyright library. Fair comment David but our magazine is lodged with The National Library of Scotland which is one of the six copyright libraries in the UK. David also points out all programmes should be sent to the British Library as printed material and that if they are not supplied automatically they have the right in law to claim a copy. There are further five libraries that have the right in law to claim a copy of any item published in Britain within one year of publication.

**John Warner**, 187 Crofton Road, Orpington, Kent, BR6 8JB Tel: 01698 857783 and **Charles McKay**, 6 Haslemere Close, Bradford, BD4 9EB have, yet again, come up with some interesting items to add to our store of knowledge of cigarette cards.

Celebrities of Sport - published in 1939 also has No.22 Malcolm Craven.

A Series of 100 Interesting Personalities Issued in 1935 also has:

No.19 Eric Langton, No.20 Frank Arthur, No.21 Vic Huxley, No.22 Tom Farndon, No.23 Tiger Stevenson, No.24 Frank Varey, No.25 Bill Kitchen, No.26 Ginger Lees, No.27 Dicky Smythe, No.28 Dicky Case, No.29 Jack Ormston, No.30 Wal Phillips, No.31 Jack Parker, No.32 Colin Watson, No.33 Syd Jackson, No.34 Nobby Key, No.35 Gordon Byers, No.36 George Greenwood, No.38 Wally Kilmister.

Famous Dirt Track Riders Issued in 1929 Set of 25 cards.

Set also has: No.1 Frank Arthur, No.2 Jack Bishop, No.3. Cecil Brown, No.4 Hilary Buchanan, No.5 Clem Cort, No.6 Tom Croombs, No.9 Roger Frogley, No.10 Buzz Hibberd, No.11 Vic Huxley, No.12 Noel Johnson, No.13 Jim Kempster, No.14 Gus Khun, No.15 Billy Lamont, No.16 Alf Medcalf, No.17 Frank C. Pearce, No.18 Art Pechar, No.19 Reg Pointer, No. 20 Mart Sieffert, No.21 Dicky Smythe, No.22 Eric Spencer, No.23 Charlie Spinks, No.24 Ben Unwin, No.25 Colin Watson.

Sporting Personalities Issued in 1936 also has No.38 Dicky Case.

Champions of 1936 was also issued by Hignet Brothers & Co.

1930 Speedway Stars were issued by D.C.Thomson. Twelve were issued with each of the comics known as "The Rover", "Adventure" and "The Wizard." The sets were as follows:  
The Rover : No.1 Sprouts Elder, No.2 Billy Lamont, No.3 Wally Lloyd, No.5 Jack Chapman, No.5 "Broadside" Burton, No.6 Jimmy Hayes, No.7 Jack Ormston, No.8 Clem Beckett, No.9 Jack Barnett, No.10 Nobby Key, No.11 Harry Whitfield, No.12 Gus Khun. Adventure: No.1 Vic Huxley, No.2 Arthur Franklyn, No.3 Drew McQueen, No.4 Eric Langton, No.5 A.W. Jervis, No.6 Ivor Creek, No.7 William J. Dallison, No.8 Ron Johnson, No.9 Johnny Broughton, No.10 Buster Frogley, No.11 Sid Jackson, No.12 Tommy Price (Not Wembley rider.). The Wizard: No.1 Roger Frogley, No.2 Frank Arthur, No.3 Frank Varey, No.4 Jack Parker, No.5 Frank Charles, No.6 Jim Kempster, No.7 Billy Galloway, No.8 George Milton, No.9 Broncho Dixon, No.10 Max Grosskreutz, No.11 Harry Taft, No.12 Oliver Langton.

**John Warner** (address above) also tells us about an American version of Thrilling the Million which was published by Floyd Clymer in Los Angeles in 1947 The book went under the title Speedway Motorcycle Racing or Thrilling the Million. It states that it is a complete history of the early days of night speedway (sometimes called "Short track") racing in England and Australia. John tells us that the high quality soft back book uses all the original text plus a three page supplement written by Tom Stenner in 1944. It has the original 17 photographs plus 40 more including 22 portrait and action shots taken in the USA.

**Bryan C. Tungate**, 66 Cuckoofield Lane, Mulbarton, NR14 8AZ, Norfolk

Tel: 01508 578460 tells of record by Sandy Powell on the Broadcast Label which is entitled Sandy the Dirt Track Rider (Broadside Dick.) It was manufactured by Vocalian Gramophone Co.Ltd. It was part of a series done by Sandy on various vocations and each side of the record is Sandy telling a humorous tale about Dirt Track Racing.

Bryan has also acquired a copy of the Old Comrades March which was the Norwich March-Out tune at the Firs Stadium.

Bryan tells of a cartoon strip in the Daily Mirror entitled The Flutters. The strip was about Arthur Flutter and his sidekick Bert Cert who dabbled in horse race betting. In one series Bert took up speedway racing. (There have been a few topical items similar to this. The Daily Record in 1930 had a week when Bimbo took up Dirt Track Racing and the strip featured Billy Galloway and Norrie Isbister. Another was featured in the (I think) the Scottish Daily Mail in the 1950s. Jim Henry.)

Finally Bryan suggests that the 1947 British Speedway Cup result shown as Wimbledon 54 Wembley 42 should be a win for Wembley 54 - 42.

## **Publications**

### **Heathens Cradley Heath Speedway 1947 - 1976**

The Dudley Wood Stadium is now, sadly, just a memory, but Peter Foster's from the heart history of the Cubs, the Heathens and Cradley United will give you an insight into the club over the above mentioned timescale. It is not a clinical history but one in which you can empathise with Peter as he tells of the highs and, the (more frequent) lows he had to endure as he followed his team over the seasons. Each chapter sets out what happened as the season unfolded with details of rider comings and goings and match results. The book brought back memories because, as a lad myself in the 1960s', I well remember looking at the team lists before the seasons started and thinking, "what a team Cradley have this year" --- then it all went pear shaped on the track.

I like the team lists with riders averages - it is a good idea. I also think the book has a good number of photographs and programme covers to illustrate the text

I have only a couple minor gripes. Firstly there is no coverage of the open licence season of 1959 as these obscure years are of interest to the historian in me, even if the Heathens did not race as a team. Secondly, if I'd not been around at the time, I would be lost as to how to pronounce the name of Aussie Joe Weichlbauer which, correct me if I'm wrong Peter, was Wicobar.

Setting the minor, nay trifling, gripes aside I can honestly say that this book is a very good read and one I can heartily commend for your book collection.

The book is published by Tempus Publishing Limited, The Mill, Brimscombe Port, Stroud, GL5 2QG and costs £14.99 plus P & P.

### **The Moran Brothers**

The Speedway Researcher does not often cover recent speedway history. By its nature, much of modern speedway (post 1960) has been covered by a plethora of books and magazines, so it is good to have the opportunity for us to comment on a new book that covers the lives of two speedway stars whose careers spanned three decades up to the 1990s.

Kelly and Shawn Moran were a phenomenon and Brian Burford's new book although a long time coming, for reasons he explains in his introduction, is a biography of two American riders who led the way for many transatlantic riders who arrived to our shore from the 1980s. The book catalogues the beginnings of their speedway love affair, their move to Britain and travels around this country, and the people they encountered on the way. It is Burford's view of their careers with comments throughout from the brothers and the riders who knew them. It is in effect an authorised 'speedway biography' and also a journey through British speedway from the late 1970s to the mid 1990s.

The book is liberally scattered with photographs of the brothers with an emphasis on the key moments of their speedway careers. questioned In the time-honoured 'where are they now' tradition, if you want to know what the brothers are up to now you'll find out in the book's short Epilogue. A good read for those wanting to reminisce or for newcomers to the sport wanting to discover what the Moran Brothers phenomenon was all about. **Graham Fraser**

The Moran Brothers by Brian Burford published by Tempus priced £14.99. Postage and packaging extra.

### **Hammerin' Round Speedway in the East End**

This is, as the title suggests, a story about the West Ham Speedway which had its home in the Customs House Stadium. The team were known as the Hammers and operated, with gaps, from 1929 to 1972. Like so many other venues the stadium fell victim to redevelopment but at least the street names located where the track was are dedicated to the men who played their part in making the Hammers popular.

The book is well illustrated, is very readable and provides details some biographic details of the men who carried the Hammers name into speedway history. It also goes beyond the boundary of West Ham to tell some contemporary tales about the visitors who raced there such as Barry Briggs and Ronnie Moore rather than just casually cataloguing them as men who were admired opponents of the Hammers.

The book contains a few gems of information (like Buzz Hibberd coming to Britain as a mechanic and turning rider here) and is on balance an interesting read. It does, however, contain the odd error which has upset dedicated historians - for example West Ham's Tommy Price who won the World Championship was not born in Lancashire - the other Tommy Price, who is associated mainly with Liverpool, was the Lancastrian.

Written by **Brian Belton**, the book is published Tempus Publishing Limited and costs £12.99. Postage and packaging extra. **Jim Henry**

### **Speedway Racing For Me**

In 1932 John S. Hoskins put pen to paper and wrote the lyrics for this ditty which was set to music by Violet Duval and copyrighted by John Spark. We'll let you decide if it is hit material or has William "Topaz" McGonigal of Dundee just lost out on his long held position in the rankings of wordsmiths and poets? Female lines normal text. Male lines in italics.

Verse 1

She never had a real fright, until one Speedway night  
When down at the race-track she cried -----  
There's been a big spill, and I got such a thrill,  
I can't watch those gallant lads ride.

Verse 2

*For money won at racing is trifling now I find  
It's love of the game my dear girl----*  
*My flag I unfurl to the roar and the whirl,  
To risk and the danger I'm blind*

Chorus

Take care. Take care. Oh rider do.  
Take care my brave one.  
*I can't take care on the Speedway my dear.  
But race because its fun----*  
*I drive right through a big cinder cloud.  
And fight my fights with glee--*  
*I shout out loud with all the crowd*  
**SPEEDWAY RACING FOR ME.**

### **A B C of Publications**

At last we conclude the list of publications drawn up by **Graham Fraser**. It is likely to be added to by way of our book reviews.

Triple Crown Plus	Ivan Mauger	1971
Vic Duggan Souvenir		1948

Vintage Speedway & Grasstrack Racing	Dave Stallworthy	1987
Vintage Speedway & Grasstrack Racing No.2	Dave Stallworthy	1988
Vintage Speedway & Grasstrack Racing No.3	Dave Stallworthy	1989
Walthamstow Speedway Handbook		1949
We Do Have Fun	Johnnie Hoskins	1938
Websters Speedway Mirror 1971	Paul Parish	1971
Websters Speedway Mirror 1972	Paul Parish	1972
Websters Speedway Mirror 1973	Paul Parish	1973
Websters Speedway Mirror 1974	Paul Parish	1974
Wembley 1923 - 1973	Pubs Kelly & Kelly	1973
Wembley Presents 22 Years of Sport	Tom Morgan	1945
Wembley Presents 25 Years of Sport	Tom Morgan	1948
Wembley Speedway 1939	Alec Jackson	1939
Wembley Speedway Booklet		1938
Wembley Speedway Souvenir 1929 (Fold out Card)		1929
Wembley: Sports Centre of the Empire	H C Hastings	1955
West Ham Speedway Special (Track Magazine)		13.8.1946
Who's Who of Speedway 1949 (&1950)	Tom Morgan	1949
Who's Who of World Speedway	Peter Oakes & Ivan Mauger	1976
Wizards On Wheels (Novel)	Stanton Hope	1933
Wizards On Wheels		1950s ?
World Championship Series Souvenir Programme WCSS		1977
World Championship Story 1929 - 1961 Ed:Ernest Hancock		1962
World of Speedway	Mike Patrick	1985
World Speedway Championship Final	Maurice Jones	1979
Wroughton Speedway Booklet		1938
Year of the Tiger - John Louis Souvenir Brochure	Mike Horne	1979
Ziebart (Edinburgh) Monarchs Handbook		1998
Edinburgh Monarchs Fighting Fund		1999
The End.		

### War Cries

The song sheet mentioned earlier had an interesting back page. It carried some war cries. You know the 2-4-6-8 or 1-2-3-4 chants and covered Wembley, Wimbledon, West Ham, Crystal Palace and Stamford Bridge.

A couple are worth passing on as they are a wee bit different. The Wembley one goes:

Set'em alight, the red and white,

Set'em alight,Set'em alight,

Set'em alight, the red and white,

W-E-M-B-L-E-Y

Wembley

However, the West Ham one is even better:

Speed, speed, speed-hammers speed

Speed to the top of the league

Speed, speed, speed-hammers speed

Don't let the other side lead

All around the track, you can see red and blue

Showing the other side what to do

Cinders fly high as the riders flash by

H-A-M-M-E-R-S

Hammers.

(As a total aside I always remember a wee lad going up to Ian Hoskins and telling him he had a new war cry for Edinburgh Monarchs. "Go on" says Ian and handed the lad the microphone.

Off he started:

One - Two - Three and a quarter

Who do we intend to slaughter  
M-O-N- ..... realisation set in that it wasn't a good idea after all.  
The crowd fell about laughing.)  
Any more original war cries out there?

**Jim Henry**

### **Wartime Speedway Action**

**Barry Stephenson**, (Workington) sent us a list of wartime meetings some time ago. The records show only three meetings in 1939 after the outbreak of war and they were 23.9 and 30.9 at Belle Vue and 8.10 at Oxford. In 1940 Barry's records show Belle Vue staged 29 meetings, Crystal Palace staged 1, Glasgow White City staged 6, Harringay staged 1, Oxford staged 5, Rye House staged 10. Southampton staged 2 and West Ham staged 4. In 1941 the records show Belle Vue on 29 meetings with Harringay, Oxford and possibly West Ham, one each and Rye House staging 15. Belle Vue staged 27 in 1942 with Harringay, Oxford and West Ham possibles and Rye House one certainty and maybe four more. In 1943 and 1944 it seems Belle Vue was the lone beacon with 24 and 26 meetings respectively. Belle Vue reopened in 1945 and was going along with Newcastle when Adolf Hitler got the bad news. They were joined by Bradford's Odsal venue which opened on 20th June, Exeter Alphington, Glasgow White City, Holbeach Bell End, Middlesbrough, New Cross and possibly Norwich and Rye House.

An item in a Belle Vue programme of the wartime years recording the passing of Marine Gardens manager Jimmy Fraser suggested that Edinburgh Marine Gardens staged some wartime speedway. This has yet to be investigated to a conclusion.

**Jim Henry**

### **Programme Oddities**

The Glasgow promotion recently produced a single programme for two meetings staged on consecutive days. So if you are looking for Glasgow v Workington KO Cup or Glasgow v Swindon Premier League, you are looking for the same programme. Even more unusual was the programme produced for the two Lawrence Hare benefits at Exeter (rained off) and Ipswich which was used at both tracks with a different insert for each meeting.

The Belle Vue programme for 22nd July 1967 has an insert which carries an appreciation of the late Ken Sharples who had been killed in a road accident just as the programme was going to press. The meeting was the Northern Riders Championship Round Volume 40 No.15. For the absolute purists the Carmarthen v Wolverhampton programme for Sunday 28th July 2002 had a small insert advising of a change of race night.

### **Watch The Birdie**

We all know that golfers have their Eagle, Albatross and Birdie but did you know that speedway used to have Vultures?

In the good old days a promoter was often faced with a call off before at match and was faced with selecting a rider to fill a space in the team, usually at reserve. The choice was sometimes made on the basis of a race between the contenders and this was known as the Vultures Race. This may explain why you have an extra contest marked in the programme when there was no apparent reason for it.

### **Track Information**

**John Jarvis** of Bristol, our track information expert, passes on news that there were two Santry venues in Eire. The 1950s venue was Santry Stadium and the track known as John F Kennedy Stadium, thought to be one and the same place they were not in fact the same venues. The latter was known as previously known as Morton Stadium.

## On The Web

**Roger Hulbert**, the Hull historian, has written to advise that all his Hull statistics will be placed on a Website via the offices of Adam Jennison who is webmaster for the Hull website and the All4Back site.

Roger advises that all the heat details for Hull will also be placed on the website during the winter.

Roger asks our views on the setting up of a website to carry details of all meetings staged. The Editors initial reaction is that this is massive task and would require a huge input from many, many sources. We therefore set this proposal for our readers to debate and will publish comments in the next edition.

From my point of view I'd like to suggest that maybe Roger and Adam would like to consider making a start by posting all the heat details that have been published in the speedway press over the years then the gaps in the information base could be identified. This would allow us to pull together and an exercise to fill the gaps could get underway. **Jim Henry**

## Fred Rogers

In a recent edition we made the offer to publish rider biographies. **Bryan C. Tungate** has taken us at our word and sent in this item on the late Fred Rogers who was best known as a Norwich Star.

Fred's first contact with speedway was during the Second World war when his Dad looked after the machinery of Paddy Mills and some other riders who were away serving with the armed forces. Following demob Paddy Mills was sent to Norwich for the resumption of league speedway in 1946.

A young Fred had rides at Bradford, Glasgow and Sheffield during 1947 as he started out in his chosen occupation. This led to the offer of a team place at Newcastle for the start of the 1948 season. Fred was a fringe member of the Diamonds team for the early part of the season. Later in the year he accepted an offer from Paddy Mills to have a trial at Norwich. On 3rd July Fred won his two races at the Firs Stadium and in a subsequent visit he got a win and a second place.

This was enough for Norwich boss Dick Wise to wrangle a move to the Norwich club from Newcastle.

He did not don the Stars' race jacket right away. He was loaned out to near neighbours the Yarmouth Bloaters for a month to let him show what he could do there. His displays continued to impress and Fred returned to the Stars on 13th August to take a reserve spot for them at Bristol. Fred scored two points on the tough Knowle circuit and he retained his reserve spot for the remainder of the season.

The season 1948 tally was 18 for Newcastle, 29 for Yarmouth and 57 for Norwich.

Riding under the watchful eye of Paddy Mills in 1949, Fred had a good year for the Stars. With a month of the season to go he had scored 197 points. However, his season came to an abrupt halt at Glasgow when he crashed and broke his jaw.

1950 was a consolidating year for Fred as he rode in every match to gather a total of 154 points. Stars won the Second Division championship, narrowly defeating the challenge from the Glasgow Tigers.

Stars expected a move to the top flight but this did not come about and they raced 1951 as members of the Second Division. They retained the Division crown and Fred upped his contribution to 203 points as he raced in every match.

Fred was a member of the Stars side that won the Divisional section of the National Trophy and went on to eliminate First Division Bristol before bowing out to Harringay.

Stars' efforts did not go unrewarded and they were promoted to the ranks of the First Division for the 1952 season.

Unfortunately Norwich's first season in the top flight was something of a major disaster.

Early season injuries to 1951 Stars heatleader Phil Clarke and Paddy Mills and the non arrival

from Australia of another 1951 top Norwich rider Bob Leverenz and fellow Aussie Alec Hunter meant that Fred and the remaining riders were really up against it. London promoters were particularly scathing in the press about the weak nature of the newcomers team. However, Fred held his own in this top division and collected 183 points supporting main men Billy Bales and Bill Gilbert. It is no great surprise that Stars were left to languish at the foot of the 1952 First Division.

In 1953 Stars recruited Aussie Aub Lawson who had been a star man West Ham and he was the only Star to outshine Fred that season. In the Coronation Cup Fred appeared in every match and was the team's top scorer. Never an individualist Fred did not reach a World Final but he received a well earned honour when selected for an England side that faced Australia. 1954 would be Fred Rogers' last season in the green and yellow of Norwich Stars. He scored 144 League points and was third in the average list behind Cyril Roger and Aub Lawson. Fred's returns might have been higher had he not suffered a shoulder injury at Wimbledon which ruled him out for a month.

Fred decided to give the 1955 season a miss and to concentrate on the family business back home in Sheffield. However, shortly after the start of the season, Belle Vue came knocking on the door and persuaded Fred to give it another go. Without the travel commitments he had faced as a Norwich rider Fred decided he could race for the Aces. The two promotions came up with a swap deal and Harry Edwards moved to Norwich.

The Aces side managed second place in the League and Fred chipped in 81 points for the Manchester side.

Fred did ride again at Norwich. He and the Aces were the visitors on 25th June when a certain Swede known as Ove Fundin made his debut for Stars.

Fred rode one more season and packed it in at the end of 1956. His tally for 1956 was 53 points.

The sport was still in Fred's blood. He watched action at his local track in Sheffield and even made a one event comeback to take part in the first of Barry Briggs' Golden Great events. Fred was also honoured by the Veteran Speedway Riders' Association with the Presidency. Fred took this honour very seriously attending functions all over the country.

Fred takes his place in the Norwich top ten both in terms of points scored and matches ridden. He is fondly remembered by Brian Tungate as a popular Star and a true sportsman in every sense of the word.

Fred's League Racing Record.

**Bradford** and Glasgow 1947 2; Newcastle, Yarmouth, Norwich 1948 104;

Norwich 1949 197; Norwich 1950 154; Norwich 1951 203; **Norwich 1952 183; Norwich 1953 95; Norwich 1954 144; Belle Vue 1954 81; Belle Vue 1956 53.** Total 1216

**Bold Text = National League First Division.**

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**National League Division One 1949**

Away Team	Belle Vue	Birmingham	Bradford	Harringay	New Cross	West Ham	Wembley	Wimbledon
Home Team								
Belle Vue	xxxxxx	49 - 35	27 - 57	47 - 37	58 - 23	41 - 43	45 - 39	47 - 37
xxxxxx	55 - 29	55 - 28	54 - 30	45 - 39	59 - 25	52 - 32	48 - 35	
xxxxxx	53 - 31	34 - 50	59 - 25	43 - 40	55 - 29	59 - 25	61 - 23	
Birmingham	41 - 43	xxxxxx	48 - 36	36 - 47	46 - 38	62 - 22	54.5 - 29.5	46 - 35
39 - 45	xxxxxx	37 - 46	39 - 45	50 - 34	53 - 21	34 - 49	49 - 35	
38 - 46	xxxxxx	48 - 36	48 - 36	49 - 35	34 - 50	50 - 34	54.5 - 29.5	
Bradford (Odsal)	49 - 35	42 - 42	xxxxxx	47 - 37	50 - 34	55 - 29	51 - 32	55 - 29
48 - 36	60 - 24	xxxxxx	57 - 27	42 - 41	51 - 33	34 - 50	58 - 25	
34 - 50	50 - 33	xxxxxx	57 - 26	54 - 30	65 - 19	50 - 33	49 - 35	
Harringay	47 - 37	59 - 25	48 - 36	xxxxxx	35 - 48	43 - 41	31 - 53	46 - 38
34 - 50	46 - 38	42 - 41	xxxxxx	52 - 31	47 - 37	37 - 47	42 - 41	
52 - 32	50 - 34	51 - 33	xxxxxx	34 - 49	45 - 39	30 - 53	53 - 31	
New Cross	46 - 38	56 - 28	48 - 34	63 - 20	xxxxxx	44 - 39	40 - 44	44 - 40
51 - 33	52 - 32	64 - 20	43 - 40	xxxxxx	54 - 29	48 - 36	42 - 41	
46 - 38	50 - 34	57 - 27	51 - 33	xxxxxx	55 - 29	38 - 46	45 - 38	
West Ham	50 - 34	51 - 33	50 - 33	47 - 37	48 - 36	xxxxxx	44 - 40	54 - 30
45 - 39	43 - 41	52 - 32	50 - 34	39 - 45	xxxxxx	39 - 45	44 - 40	
46 - 38	36 - 48	58 - 26	50 - 33	54 - 30	xxxxxx	47 - 37	60 - 24	
Wembley	47 - 37	62 - 22	54 - 30	40 - 44	53 - 31	58 - 26	xxxxxx	49 - 35
48 - 36	49 - 35	45 - 39	65 - 19	53 - 31	48 - 36	xxxxxx	58 - 26	
45 - 39	41 - 43	43 - 41	54 - 30	52 - 32	47 - 36	xxxxxx	47 - 37	
Wimbledon	44 - 40	52 - 32	31 - 53	46 - 37	34 - 47	46 - 38	42 - 42	xxxxxx
55 - 29	41 - 43	50 - 33	50 - 34	34 - 50	38 - 46	39 - 45	xxxxxx	
35 - 49	51 - 33	42 - 40	58 - 26	48 - 36	39 - 45	40 - 44	xxxxxx	

**National League Division One 1949**

Team	R	W	D	L	F	A	R	W	D	L	F	A	Pts
Wembley	21	18	0	3	1047	716	21	10	1	10	855.5	904.4	57
Belle Vue	21	18	0	3	1046	712	21	6	0	15	824	940	48
New Cross	21	19	0	2	1037	719	21	5	0	16	780	973	48
West Ham	21	18	0	3	1007	755	21	5	0	16	733	1028	46
Bradford	21	18	1	2	1058	700	21	4	0	17	771	984	45
Harringay	21	15	0	6	924	834	21	3	0	18	697	1061	36
Birmingham	21	13	0	8	956	802	21	3	1	17	715	1048	33
Wimbledon	21	11	1	9	915	842	21	0	0	21	704.5	1051.5	23