

**The Speedway Researcher**  
**Promoting Research into the History of Speedway and Dirt Track Racing**  
**Volume No. 6. No. 2 September 2003**  
**Edited by Graham Fraser and Jim Henry**  
**Subscribers : 152**

**Feedback**

Alan Goodman, 32 Derwent Close, Brownsover, Rugby, CV21 1JX Tel: 01788 562132 was interested in the Fleetwood articles. He remembered a visit to Blackpool in 1952 and persuading his parents to take him to Highbury Avenue Sports Stadium in Fleetwood. Alan recalls the team being called the Knights with a race jacket with orange and white quarters with a knights head emblem which was not dissimilar to the design used by Bradford Barons. He also recalls the programme which had a cover similar to the Oxford programmes of the day but with the word Fleetwood replacing Oxford. Finally Alan mentions that he recalls the track had an ash surface and a corrugated iron fence. All useful snippets Alan.

**A National Database - A Few Thoughts on the Topic**

David Selby, 34 Paddock Drive, Chelmsford, Essex, CM1 6SS expresses the view that "Speedway research should have advanced by now to a stage where all post war heat details are available so the process of ironing out the anomalies could be undertaken."

Would that they were David. There are a number of researchers working on the task of compiling heat by heat records of various tracks in the post war era who still have large gaps in their records.

You need only look at the Can You Help section of this magazine to see that there are a lot of gaps to be filled and work has probably not started on a number of tracks. The idea of a national data base is OK in principle but conflicts will invariably arise between the wishes of researchers to share information with others and their desire to retain their information for a planned publication. Researching and compiling databases is a very time consuming exercise and a reluctance to hand over hard earned information is very understandable. Once information is in the public domain anyone could use it to produce publications without any reference to the original researcher. David goes on to point out he has problems gaining access to speedway magazines and would have to travel to other towns to gather information. Fair point David but you are fairly close to Colindale where you can consult most speedway magazines and most local newspapers from around the country. (We have serialised the data on the British Library newspaper and speedway periodical holdings in past editions - back numbers available from Graham.) Once you have exhausted these sources, fellow researchers, via The Speedway Researcher, would probably be able to help you along the way to fill in gaps where specific items are required. **Jim Henry**

**Can You Help?**

We continue with requests for help and hope they are fruitful. We do get a few very very general queries and whilst we don't want to turn anyone away, they are so general that the likelihood of a response is remote. We respectfully suggest the more specific your request is the better.

Roger Beaman, 47 Peel Way, Tividale Oldbury, West Midlands, B69 3JX. Tel: 0121 532 8614 is seeking second half details for the following Cradley Heath away meetings. 1950 at Plymouth 7.4; at Sheffield 10.8; at Coventry 26.8; at Fleetwood 8.9. 1951 at Stoke 7.4; at Sheffield 19.4; at Fleetwood 30.5; at Newcastle 29.6; at Stoke 18.8. 1952 at Coventry 19.4; at Leicester 29.5; at Stoke 12.7; at Liverpool 22.9. Roger is also looking for second half details of the following meetings staged at Cradley Heath. 1947. v Tamworth 28.6; v Stoke 12.7; v Tamworth 4.8; v Tamworth 15.8; v Southampton 6.9; v Plymouth 27.9.

1948 v Hastings 24.4; v Tamworth 30.4; v Hull 7.5; v Southampton 21.5; v Hull 11.6; v Stoke 25.6; v Southampton 2.7; v Plymouth 9.7; v Plymouth 23.7; v Poole 30.7; v Sheffield 2.8; v Tamworth 5.8; v Tamworth 13.8; v Poole 20.8; v Stoke 10.9; v Exeter 17.9; v Coventry 24.9; v Coventry 4.10; v Southampton 8.10; v Hastings 22.10.

Deborah Cherry, 33 Shuttleworth Road, Preston, Lancashire, PR1 6DB. Tel: 01772 881105 is looking for copies The Australian Speedway News for 16th and 23rd March 1929 (aka The Davies Park Speedway Programme (Davies Park was in Brisbane). Alternatively if you have an information on the activities of Fay Tylour at Davies Park in March 1929, Deborah would like to hear from you.

Deborah is also seeking copies of, or information on women speedway riders contained in another 1929 newspaper - Hoskins Weekly and The West Australian Broadcaster which probably contained information about action at Claremont Speedway in Perth. Fay raced at Claremont January - April 1929 and November 1929 - April 1930.

Nigel Nicklin, 73 Court Street, Kingswinford, West Midlands, DY6 9RN Tel: 01384 401499 is seeking full meeting details or second half details (heat details for match and second half (FM) second half only (SO)) for the 2 following Birmingham meetings in 1946: Home v Wembley 22.6. (SO); v Newcastle 29.6. (SO); v Sheffield 6.7. (SO); v Sheffield 13.7. (FM); Reserves v London Reserves 24.8. (SO); v Sheffield 7.9 (SO); v Middlesbrough 14.9. (SO); Midlands v The Rest 31.10. (FM). Always at Sheffield 2.5. (FM); at Glasgow 15.5. (FM); at Middlesbrough 16.5. (FM); at Newcastle 20.5. (FM); at Middlesbrough 30.5. (FM); at Sheffield 6.6. (FM); at Middlesbrough 11.7. (FM); at Newcastle 15.7. (FM); at Middlesbrough 18.7 (FM); at Bristol 2.8. (FM); at Sheffield 5.9 (FM); at Glasgow 11.9. (FM); at Newcastle 7.10. (FM).

M.W. Howes, 33 Falkland Close, Hellesden, Norwich, NR6 5QZ is seeking details of speedway origins in Argentina and any other obscure countries.

Frank Oliani, Via Giacomo Puccini 24, 45010 Villadose (Rovigo), Italy is seeking details of the British Individual Championship staged from 1940 to 1945. (Suggest a look at Trevor James and Barry Stevenson's book on Speedway in Manchester 1927 - 1945 as a starter.)

Hugh Vass, 111 Arthur View Crescent, Danderhall, Dalkeith, Midlothian, EH22 1QS is looking for full heat details including second halves for the following meetings: 1946 West Ham v Wembley 19.4; Bradford v Newcastle / Middlesbrough 4.5; British Riders Championship Qualifying Round 29.6; v Sheffield 20.7. Middlesbrough v Newcastle 25; v Norwich 2.5. Sheffield v Middlesbrough 26.9; and Individual Meetings raced on 18.4; 30.5; 18.7; 10.10. 1947 Bradford v Wimbledon 5.4; Bristol v Middlesbrough 2.5; Wigan v Bristol 3.5; Sheffield v Glasgow 29.5; v Wigan 10.7; v Newcastle 24.4; v Glasgow 9.10. Middlesbrough v Norwich 17.4; v Newcastle 24.4; v Wigan 1.5; v Sheffield 8.5; v Wigan 3.7; v Glasgow 10.7; v Norwich 17.7; v Birmingham 24.7; v Newcastle 16.10; v Wigan 23.10 and West Ham v Northern League raced at Cleveland Park on 5.6. Hugh tells us that he has had no responses to

his request for the meeting details we published in the last edition of The Researcher. He adds that he wishes to thank those folks who have helped him with his searches and, thanks to their generosity he has managed to collect the detailed heat results for the majority of meetings held on league tracks in 1946 and 1947. However, gaps do exist, as well as the inevitable discrepancies between different sources. Hugh would be glad to hear from any other new contacts who have a good general or specific track collections of 1946 and 1947 programmes that are “filled in” which may help with the information he is seeking.

In particular, Hugh would like to hear from anyone who could help provide heat by heat information for National League Division Three tracks of 1948 and Provincial League / Division Two tracks of 1936 to 1939.

Jeremy Jackson, 85 Park Way, Fairfield Park, St Austell, PL25 4HR Tel: 01726 66484 is seeking the whereabouts of former St Austell Gulls riders Norman Street, Ray Thackwell; Ray Ellis, John Yates, Cecil Macey, Graham “Bambi” Royal, Graham Williams, Johnny Oram. (Try Aussie 3 VSRA website). He is also looking for anecdotes, true stories of on and off track incidents relating to St Austell. Finally, Jeremy is seeking information about the race jacket used by St Austell Badgers - the team name used prior to the more familiar name - Gulls - was used.

George Forsyth, 71 Forthview Crescent, Currie, Midlothian, EH14 5GS Tel: 0131 538 1931 asks if anyone has information on the career of William “Papa” Forsyth (who, at the age of 49, was the oldest active known solo rider when he took up the sport in 1928) on tracks other than his home base of Marine Gardens, Edinburgh.

#### Grass Track Racing in Central Poole 1948

Pete Ross, Oakdale, Poole has sent in the following item. Many of the names mentioned in the article will be familiar to speedway historians who are acquainted with this era.

The Nuffield Trading Estate lies a mile and a half from the centre of Poole. Speedway fans making their way to Wimbourne Road to watch Poole Pirates from the north and west probably pass this busy trading estate not aware that in 1948 the area was known locally as Caves Farm which was located in Darby’s Lane. For five weeks in that year it was the hotbed of motorcycle grass track action.

The then newly formed Poole Motor Cycle Racing Club promoted its first meeting at Darby’s Lane circuit on Sunday 4 April. Despite heavy showers throughout the day, more than 5,000 people flocked to watch the spectacle of solo action. Among the 40 riders were Bert Croucher, Dink Philpotts, Bingley Cree, Charlie Hayden and Tony Lewis. All to be seen in later years on the speedway at Poole Stadium.

Although Bert Croucher clocked the fastest time of the day, Dink Philpotts riding a 350cc JAP won the open event. Johnny Bradford won the 500cc experts barred event. Bert Croucher gained his revenge over Dink Philpotts by winning the unlimited open final.

The large crowd went home happy after watching a thrilling afternoon’s racing. Most unlucky rider of the day was Tom Bryant. Tom, a local grass track star, broke his collar bone during the last race of the day. Little did the people of Poole realise that this was to be the start of a 50 year love affair with motor cycle racing, a love affair that is still going strong today.

If the first meeting was run in wet conditions then the second turned out to be the opposite. On Sunday 18th April a reported 6,000 spectators yell encouragement to 64 competitors including future Poole Pirates, Ken James, Frank Holcombe, Alan

Chambers, Frank Wheeler, Tony Lewis and Bingley Cree. Other speedway names on the programme were Dick Bradley and Roger Wise who would be better known as Bristol Bulldogs.

4 With the better track conditions, the track record was broken several times during the afternoon. Bob Foster winner of the 1947 TT who lived in the Poole area was present but did not ride as he did not have a machine available.

Roger Wise dominated the afternoon's programme with wins in the 350cc, 500cc and the unlimited event. The fastest rider's competition was Bert Croucher collect first prize ahead of Dick Bradley. Salisbury based rider Ray Scovell fell heavily in the 500cc open race but recovered to race later that day.

The third event at Caves Farm on 25th April, the day before Poole Speedway opened its doors, again saw dusty conditions. A smaller crowd, this time of 3,500, watched as high winds whipped up the dust making conditions difficult for the racers and caused a number of crashes. Tony Lewis riding a Sunbeam suffered concussion when he crashed in the unlimited event while Bert Croucher and Dink Philpotts had motor troubles. Bingley Cree on a 500cc JAP recorded the fastest time of the day.

Results of the day were winner of the novice trophy A.Pulman (350cc Velocette), 350cc event Bert Croucher (350cc JAP), 500cc event Bingley Cree (500cc JAP) and unlimited Bert Croucher.

At the fourth meeting on 4th May a gate of about 3,000 paid their 2 shillings (10p) admission and enjoyed another afternoon of fast grass track action. This meeting was dominated by Croucher and Philpotts. Unfortunately a smaller field of 31 competitors were in action but this did not affect the quality of the racing. H Stacey of Southampton broke the track record in the last race with a time of 87.0 seconds. One name of interest in the programme was Lew Coffin who went on to dominate the British grass track scene for many years. Lew rode in his share of speedway meetings too and was heavily involved at Weymouth in the early 1960s.

The large crowd was disappointed when it was announced that this meeting was to be the last at Caves Farm due to lease problems with the owners, The Canford Estate.

Two points of interest, the large crowds that turned up despite petrol rationing and the assortment of machinery ridden by the competitors. These include Ridges, Excelsiors, JAPs, Douglasses, Velocettes and Sunbeams. Keeping many of these machines going must have posed problems as spare parts were often in short supply. As mentioned above, the venue has been redeveloped but you can pass relatively close to the site. Maybe you might even catch a whiff of ghostly Castrol R.

## **Track Magazines**

Nigel Nicklin has asked if we could put together a list of club / track magazines and the years they operated. Nigel mentions the names Dope 5 and Honey and I can add The Monarchist which was published in the 1950s and again in the Powderhall era. Let us have any information you have on these publications i.e. names, years of publication, number of editions, indication of contents etc. and we'll pass it on.

## **A Letter From Sir Arthur**

Graeme Frost in Australia has sent us a very interesting letter. It was sent to competitors in the 1955 World Final staged at Wembley by Sir Arthur Elvin who was the stadium manager.

## Speedway Championship of The World

Thursday, September 15th 1955

I would draw to your attention the following instructions regarding the arrangements on the occasion of the World's Championship Final, to be held here on Thursday, the 15th September:-

Riders must be dressed for Racing in the specific colours provided, and ready in the Pits not later than 7.15 p.m. There will be considerable traffic congestion on this occasion, and Riders are strongly advised to time their arrival at the Stadium not later than 6.00 p.m. Tea will be provided in the Stadium Restaurant at 5.30 p.m. for those Riders wishing to take refreshments before the Meeting.

All Machines must be in their allocated positions on the Track near the Starting Line by 7.30 p.m., at which time Riders must be ready to leave the Pits to proceed to the Starting Line for the Introduction Ceremony, commencing with the presentation of each rider to the Chief Guest of the evening, Field Marshal The Rt. Hon. the Earl Alexander of Tunis.

Riders are requested to see that their Leathers and Boots are in a clean condition, and their Mechanics dressed in a White Boiler Suit for this important occasion.

Mechanics will be issued with Pit Passes in the Dressing Room on the night of the Meeting, each rider being allowed one mechanic only, and Officials on duty have been given strict instructions to refuse admission to anyone not in possession of a Pit Pass. Two trainers will be in attendance in the Pits to give assistance required by the Riders.

Two Complimentary tickets for specially reserved seats, and one ticket for the use of your Guest for Supper and Cabaret after the Meeting, are enclosed herewith. You will be issued with a further ticket for Supper and Cabaret during the Meeting.

The Championship Meeting is the "Show-piece" of Speedway Racing, and there will be many present who have not previously witnessed the Sport. In addition, the Meeting is being Televised from 9.15 to 10.0 p.m., and

6 Broadcast from 9.30 p.m. to 10.0 p.m., and will thus be seen and heard by millions of people. It is hoped, therefore, that all riders competing will carry out these instructions implicitly in order that the Meeting can be run off smoothly and efficiently. I am sure I shall have your fullest co-operation in this connection.

One of the conditions of Entry into the Championship is that all Machines used by the Riders occupying First, Second and Third places in the Final will be dismantled and measured by Officials of the Speedway Control Board immediately after the conclusion of the Meeting.

Yours sincerely,

A.J. Elvin

MANAGING DIRECTOR

### **The Lanarkshire Eagles**

The steel town of Motherwell, in what is often referred to as Scotland's black county, had a speedway pedigree that stretched back to the early 1930s but its main flowering took place between 1950 and 1954 when the Black County town played host to the Lanarkshire Eagles. It had a brief flirtation with the sport again in 1957 and 1958 and again, on the revamped location in the early 1970s.

The site in Milton Street had been a derelict colliery spoil heap (or bing in Scottish parlance) and it was transformed into a greyhound and speedway stadium in time for the opening meeting on 14th July 1950.

A scratch side of Tommy Bateman, Gordon McGregor, Don Lawson, Junior Bainbridge, Ernie Brecknell, Tommy Miller, Jim Blyth and Don Wilkinson raced and beat Newcastle Diamonds 48 - 36.

This heralded a half season of open meetings with the Lanarkshire Eagles racing a string of National League Division Two opponents including Cradley Heath Heathens, Sheffield Tars, Ashfield Giants, Glasgow Tigers, and Edinburgh Monarchs. They also raced sides called the North of England, The Rest and the Scottish Select. The fare included an individual trophy event won by Jack Young, The Gala Cup, and a Best Pairs event won by Noel Watson and Will Lowther.

Team building was high on the agenda and in the opening weeks they signed Noel Watson from Ashfield and Clive Gressor. Clive was seriously injured in his second meeting and never appeared again.

The ambitious Eagles management were set on a place in the National League alongside their Scottish rivals set out their stall by acquiring Ashfield Giant Keith Gurtner before he returned home to Australia. By the start of the 1951 season they had Noel Watson, Keith Gurtner, Danny Lee, Joe Crowther, Stan Bradbury, Gordon McGregor, Bluey Scott and Bill Baird. Bluey would become the darling of the Milton Street fans for his do or die efforts while Bill made history as the only man to race for all four 7 Scottish tracks.

The team opened 1951 with a win over visiting Swedish Lions and repeated the exercise a week later when they dispatched Fleetwood Flyers 46 - 38 in a Northern Shield fixture with Will Lowther and Bob Lindsay in the line up.. Their first away fixture took them to Newcastle where the Diamonds exposed their tail end weakness as Watson, Lowther and McGregor scored all but two of their 32 points and Lindsay, Baird and Scott all failed to score.

Eagles traded matches with Glasgow Tigers before Ashfield's Giants grounded the Eagles with a 45 - 39 win as the long tail was too much for the in form McGregor and Watson to carry. Giants thrashed Eagles at Saracen Park but a home win over Newcastle by the slenderest of margins steadied the ship as April was about to pass into May. Eagles visited the last of the Scottish rivals, Edinburgh but found the North Shield winners elect in no mood to give them any comfort.

Everyone expected Gordon McGregor to blossom but Noel Watson must have been the surprise packet as he grew into a heatleader almost overnight.

May started with their first away win which took place at Fleetwood. However, this win, which featured maximums from both McGregor and Joe Crowther, brought short-lived joy as Monarchs rattled up a 57 - 27 defeat at Milton Street.

Injury had enforced changes with Malcolm Riddell and Harry Andrews being given outings in a side that was still awaiting the return of Gurtner from his homeland.

Halifax put Eagles out of the National Trophy with emphatic wins at The Shay and in Scotland before the start of the National League events. Eagles, always looking to strengthen the team, had added Bill Dalton to their squad but despite a sound debut at home and a number of good shows, he was not the top ranker the promotion were looking for.

Eagles made their debut at the appropriately named Blackbird Road Stadium in Leicester on 14th May. Gurtner made his debut with a maximum but Eagles slumped to a 52 - 32 defeat. Away defeats at Halifax and Glasgow White City were to follow and Tigers completed the trio of defeats to take the Scottish Cup tie on aggregate.

June started with a home humping by Liverpool but home wins over Walthamstow and Ashfield steadied the ship before they slaughtered Yarmouth 65 - 19. On the road they picked up a point at Fleetwood in a match that was theirs for the taking.

A Newcastle team that had not been pulling up trees anywhere else sneaked a win at Milton Street with Derek Close in maximum form for the visitors. What was said in the dressing rooms after the match is open to speculation as Eagles went to Old Meadowbank - a place that had the invincible tag attached to it - and won 48 - 36. It was a team effort and Monarchs had an excuse that their tail end had three virtual novices in the shape of Johnny Oram, Jackie Campbell and Jimmy Cox who scored 1 point between them.

Friday 13th July was lucky for Gordon McGregor as he won the World Championship round ahead of Noel Watson while Joe Crowther tied with Don Cuppleditch on 11. The Jekyll and Hyde Eagles continued with a big win at Stoke, a narrow win over the Americans before defeat at home by a scratch side from the other three Scottish tracks.

So the season went on with home wins and defeats including a big win over Norwich and a defeat by Ashfield who seemed to relish the steel town strip.

The management were well aware of their side's shortcomings and at the end of August splashed out a load of cash to secure Newcastle's Derek Close. Derek made a dream start but fell in his last outing when on a maximum. The team's success on the road was not over as in early September they went to White City and took a narrow 44 - 40 win over the Tigers thanks to yet another solid team display with no individual star efforts. The away points bag was filled even fuller when they paid back Liverpool winning 43 - 41 at Stanley Stadium as Keith Gurtner rose to take the last heat win that gave them the match.

Tommy Miller picked up the big pot - The Skelly Trophy on 21st September with another immaculate maximum. McGregor, Close and Bob Mark tied for runner up spot.

The following Monday Eagles racked up their biggest away win as Derek Close returned to haunt his former club at Brough Park. The 56 - 28 score saw the match won by heat ten as Derek, Gordon McGregor, Joe Crowther and Keith Gurtner all carded double figure scores. Oddly the one time Brough Park specialist Will Lowther scored zero, a score he repeated in the Friday home defeat at the hands of Edinburgh a few days later.

The season ended with home league wins and defeats in the two experimental fixtures staged at Milton Street. The big idea for 1952 was six man sides and a nine heat format event saw a 40 - 13 win by Edinburgh Monarchs while a fifteen heat version featuring select sides branded Lanarkshire Eagles and Glasgow Select also produced a home defeat.

Eagles finished a creditable seventh in the National League Division Two as second best Scottish side behind Edinburgh who were third. Derek Close was top of the averages with Gordon McGregor and Keith Gurtner not far behind him. Noel Watson performed reasonably well in his debut season. Down the field were Joe Crowther, Bill Dalton, Will Lowther, Stan Bradbury and young Aussie Bluey Scott tried hard without a great deal of reward. New Scottish finds Bob Lindsay, Harry Andrews and Scott Hall had their moments. Veteran leg-trailer Danny Lee retired at the end of this injury ruined season. 9

The squad that had seen out 1951, Bill Dalton excepted, was the nucleus of the 1952 Lanarkshire Eagles. Bob Lindsay would move on after a few early to mid season outings and Joe Crowther would hang up his team leathers although he did try a few times to break back in to the sport in 1953. Towards the end of the season Keith Gurtner moved on to Edinburgh and in his place Johnny Green came from the Monarchs. The moves were two separate transfers, not a rider swap as might appear

on the face of it.

The 1952 season was nothing remarkable and like many sides they traded wins at home with defeats away.

In early May the Eagles won at Oxford then blew it against Glasgow Tigers at home the following Friday. As an act of revenge they went to Saracen Park and cut the Giants down to size with a massive 51 - 32 victory.

Coventry put Eagles out of the National Trophy and the pattern of home wins and away defeats re-established itself. This would last until the end of June when Norrie Isbister's Giants avenged the defeat in Glasgow with 61 - 46 Scottish Cup tie win at Milton Street.

Mid July saw Tigers and Giants take away the National League points in successive weeks then at the start of August Edinburgh took a draw. Another away win at Oxford compensated a little but the benefit was taken away by yet another Giants win in the steel town in mid September when Derek Close was away riding for England at Harringay.

In the run in to the end of the season a further League point was dropped as Coventry nicked a draw in the penultimate home fixture.

On the individual front Tommy Miller won the World Championship round with his usual maximum ahead of Dan Forsberg while Derek Close, Henry Long, Geoff Mardon and Ken Middleditch tied for third. Dick Campbell won the Scottish Riders Championship round from Don Cuppleditch and Bruce Semmens while Don Cuppleditch won the Skelly Trophy from Ken McKinlay and Derek Close after a run off between three riders who had all scored 14 points. Don had won heat twenty from potential winners Tommy Miller and McKinlay to force the run off.

Motherwell Speedway's other big night was the Scotland v England Test Match staged on 5th September when the home team won 56 - 52 from the Auld Enemy led by Welshman Freddie Williams.

The Novice Championship was won by Glasgow's Aussie Bob Sharp from Ashfield's John Paul and Tammy Woods from Bathgate.

Derek Close made it the third Scottish based Second Division man to make it to Wembley and the World Final following in the footsteps of Ken Le Breton and Jack Young.

The Eagles finished in eighth place as the poorest Scottish side of that season. Derek Close was top man followed by McGregor, Watson, Gurtner, Green, Lowther, Crowther, Bradbury, Scott, Hall and Lindsay in that order.

**10** In the next issue I'll look at 1953 and 1954.

Jim Henry

## **Publications**

Speedway in Leicester -The Pre - War Years

I will admit that I am always more than delighted to see another book on the history of speedway covering the early days of the sport. I can empathise with the author knowing that they have spent hours upon hours checking every possible nook and cranny to get all the facts they can when the horrible truth dawns - I'll never get all the information I want.

In this very well produced and illustrated book Alan Jones sets out as complete a history of this period for Leicester's speedways as you will ever manage to obtain. Alan provides, for example, an interesting insight into the reasons why the second venue ended up at Melton Road and was known as Leicester or Leicester's Super Speedway. The goings on with the cricket club and the wheeling and dealing are not

what you would normally expect to find in a book on speedway but it makes interesting reading nonetheless. (Can you imagine a speedway track running a fund raiser for a county cricket club now?)

It is not because Alan has given Graham and myself a very glowing tribute in the acknowledgements that I commend this book to you. It is a well researched history and you are commended to add this to your bookcase before all of the copies are snapped up.

Alan is finalising the remaining parts of the history of speedway in Leicester which will be published in a further two volumes. in 2004 and 2005 respectively.

Speedway in Leicester - The Pre-War Years is published by Alan Jones and is available priced £14.99 plus £1.50 post and packaging from Alan at 24 Purbeck Avenue, Shepshed, Loughborough, Leicestershire, LE12 9HD.

Phone: 01509 561521 or email on [speedwayinleicester@hotmail.com](mailto:speedwayinleicester@hotmail.com)

Reviewed by Jim Henry.

#### Wimbledon Speedway - Two Recent Publications

1. The complete History of Wimbledon Speedway by Ian Perkin - Speedway Promotions £12.00 + £2.50 P&P and 2. Wimbledon Dons Yearbook 2003 by Ian Perkin Price £7.99 + £1.50 P&P. Available from Dept B, The Speedway Office, Wimbledon Speedway, Plough Lane, London, SW17 0BL. Cheques payable to Ian Perkin.

The resurrection of Wimbledon Speedway was surely one of the most unexpected developments in the recent renaissance of the sport. Even more surprising was the move back into Conference League speedway at the well appointed stadium that was once graced by World Champions.

These two books penned by the current club chairman (and obvious Dons enthusiast), Ian Perkins, nicely compliment each other. The Complete 11 History is a potted history of the famous Dons from 1928 to the events of 2002. A 70 page book cannot hope to do justice to over 70 years of history but this will be a well thumbed reference book which will fill many blanks for the uninitiated and recall memories for those who have attended racing at Plough Lane. It is to be hoped that perhaps Ian Perkin or some other Dons historian will produce a book in the ongoing Tempus series of track histories that has already covered West Ham and Hackney. In the meanwhile, this is a well produced and illustrated book that fills a longstanding gap in the history of one of the big names in speedway.

In contrast, the Dons Yearbook is a 48 page booklet telling of the events of the now (in)famous 2002 season. Ian Perkin relates his own involvement in the rebirth of the Dons along with other players. It is also a meeting by meeting commentary of that first Conference League season. Many readers may feel that such recent publications do not have any place in a speedway history magazine but today's events are tomorrow's history and this will soon become as collectable as many of the handbooks of the forties and fifties that are so sought after by modern collectors.

If you had to choose one then go for the Complete History but both will give you a potted version of the story so far. Reviews by Graham Fraser

#### Speedway in the South West

Tony Lethbridge, aka Mr Exeter Speedway, has pulled together a history of tracks from Poole along the South Coast down to Land's End in a very readable book which has been published by Tempus Publishing Limited. Tony's love of Exeter cannot be hidden. It is clearly reflected in the cover photograph of Ivan Mauger in his days as a

Falcon and the green and white on the title page. However he also gives Plymouth, St Austell, Poole, Ringwood, and Weymouth a very fair crack of the whip so it is not overly Exeter orientated.

For the purists and book collectors the Exeter section is a distillation of Tony's excellent publications to date on that track and but the rest was new to me in such a comprehensive form.

The book has loads of photographs and programme covers including the unusual 1955 Weymouth programme with the "Scorcher" sliding the wrong way round. I admit to have been saddened to see so many riders featured who, through track tragedies, are no longer with us, but, on the positive side, it makes sure that we don't forget them. The Weymouth section is timely as a new track should be up and running by the time you read this. Welcome Back Weymouth.

As with all Tempus books it is a well produced publication and adds to coverage of UK by the series. The book is available from Tempus at The Mill, Brimscombe Port, Stroud, Gloucestershire priced £14.99 plus postage 14 and packing.

Reviewed by Jim Henry

### **Jack The Giant Killer**

In a recent edition I looked at the meteoric rise of Tommy Miller. In this edition, thanks to the help of Edinburgh guru Mike Hunter, I look at the first year exploits of Jack Young.

There is no doubt that Jack burst onto the British speedway scene in the most impressive way possible. The former market gardener from Adelaide arrived in Scotland in 1949 to ride for Edinburgh Monarchs on the recommendation of veteran Aussie Clem Mitchell.

Jack's first match was on Saturday 2nd April at Old Meadowbank in Edinburgh when Monarchs raced newcomers Glasgow Giants in a National League Division Two match. Jack won his opener in heat 3 from team mate Bill Baird, fellow Aussie new man Merv Harding and Rol Stobart in a time of 72.6 seconds. In his next, heat 6 he set a new track record of 68.0 seconds from Ken Le Breton, Baird while Maurice Stobart fell. Heat 9 was another Young victory. This time he beat Alec Grant, Baird and Norman Evans in an even faster time of 67.6 seconds. In his final and maximum clinching race he headed young Edinburgh rider Don Cuppleditch, Aussie Jack Martin and Peter Lloyd in a time of 70.6.

The second half saw Jack win heat one of the Scratch Race from Grant, Cuppleditch and Le Breton who is recorded as falling. this victory was taken in a time of 69.2. The new Aussie phenomenon took the Final from mentor Clem Mitchell, Harding and Edinburgh's Eddie Lack in 69.2.

The next part is legend - the new star was hospitalised because of appendicitis and he missed the rest of April.

Jack came back against Southampton at home on Saturday 7th May and proved his opening performance was no fluke as he scored another 12 point maximum. The performance was repeated against Newcastle on 14th May to make it 18 wins out of 18 starts.

The Edinburgh fans next saw Jack on Monday 23rd May when he only managed 4 paid 5 in his two completed rides against Norwich. Injury at Newcastle had ruled him out and he was probably still carrying that injury. He won his first then ran a third behind Syd Littlewood and Dennis Parker before pulling out of the meeting following

a retirement from heat 9.

Jack missed the next and returned on 4th June against Sheffield. This time he suffered an engine failure first time out, ran a couple of lasts then nabbed a second behind Bruce Semmens to score 2. In his first league away match at Coventry on 6th June he scored 6 and at Fleetwood on the Wednesday he only managed 4. Had the wheels come off the bogie?

The answer was an emphatic no! Jack came back to form to win the World Championship round at Old Meadowbank on 11th June with a 15 point maximum meeting winning performance.

Jack's next outing was at Glasgow Ashfield on 14th June when he scored [15 7 paid 8. This was followed by 10 at Cradley Heath three days later and 11 at home against Walthamstow on Saturday 18th June when Charlie May headed him in his opening ride. May repeated the dose in the second half final.

Sheffield on 18th June yielded 11 a score repeated two nights later at home against Ashfield when enigmatic Aussie Keith Gurtner was the only man to beat him. He beat Ken Le Breton 2 - 1 in the Scottish Match Race tie.

Walthamstow on 27th June saw Jack score 5, bike problems yet again holding him back. Fleetwood two nights later added 9 paid 10 to his tally and in the return National Trophy at home he posted a further 16 paid 17 as Norman Hargreaves thwarted the maximum with a last heat win.

In Jack's next home match against Sheffield he took 9 paid 10 giving second best to Tommy Allott and Len Williams and trips to Newcastle and Glasgow the following week added 5 and 4 respectively.

Newcastle caught Jack back at his best on 16th July as he scored another maximum. Dick Campbell, who also scored a maximum in the match beat Jack in the trophy final. Sheffield were next to see Jack's back wheel and fellow Tigers, Glasgow were given the same treatment a week later on 23rd July as he cleaned up the meeting. Only Ken Le Breton had the beating of Jack on 26th July as he posted a score of 11 and Jack Arnfield (twice) and Eric Williams were the only ones to beat him at Cradley Heath three nights later.

Jack closed July with 8 in the foursomes at Old Meadowbank when a fall in his opener and Gordon McGregor deprived him of points.

The Aussie started August with 8 paid 9 at Coventry on the 1st before he had a run of three maximums at home against Cradley (6th), away versus Glasgow Tigers in challenge at Ashfield (9th) and home versus Southampton (11th).

Walthamstow's Jim Boyd shoved Jack back to third as he dropped his only points to a Wolves rider on 20th August and Les Hewitt (Coventry) took the solitary point from Jack at home on 27th August. The away trips the following week saw Jack collect 10 at Walthamstow's Chingford Road track (29th) and 3 at Southampton (30th) when a second race fall took the wind out of his sails. Tricky Bristol (2nd September) was another low score as Jack could only manage 3 paid 4 in a Monarchs 24 - 60 drubbing by the rampant Bulldogs team who were thrashing all comers at the Knowle Stadium. Jack missed out on the return but came back on 10th September to record a maximum against Fleetwood.

The following week Jack won the first of his three Scottish Championships with a splendid 15 point maximum.

Next up were Norwich and on 19th September the new Scottish champion 16 scored 11 paid 12. Two days later Norman Hargreaves proved the master of Fleetwood as he beat Jack twice to leave him with 10 and a Sheffield the next evening Jack ran four straight seconds to take 8.

The big test of the season came on 24th September when First Division West Ham, a team Jack would join in 1952, came visiting. Only Fred "Kid" Curtis could beat Jack as he collected 11 in Monarchs 45.5 - 38.5 win over the side that contained other notables such as Aub Lawson, Malcolm Craven and Wally Green.

Jack's last appearance of the season for Monarchs was on Saturday 1st October in Monarchs win over a Glasgow and Sheffield Tigers Select. He finished his season as he had started, with a maximum in the match and a second half trophy victory.

There is no doubt that Jack burst on the British speedway scene like a rocket and ended the season as the brightest newcomer. He represented his native Australia in the high powered England - Australia tests and was Scottish Match Race Champion. He narrowly missed on progressing to Wembley in a tough qualifying process.

Jack would go on to even higher heights for Monarchs in 1950 and 1951 culminating with his World Championship win in 1951.

However he did have a few poor meetings which are not part of the legend. Still, the poor meetings were fewer than the good ones. **Jim Henry**

(Note: The Editors would be pleased to publish articles on the other star newcomers like Graham Warren if anyone feels included to pen them.

### **Aussie Web Sites**

Brian Darby in Australia has a prolific number of web sites which are all worth a look for the photographs alone.

[www.vintagespeedway.homestead.com](http://www.vintagespeedway.homestead.com) [www.justsolos.homestead.com](http://www.justsolos.homestead.com)

[www.vsra.homestead.com](http://www.vsra.homestead.com) (this one has a few links to rider sites including Buck Ryan and Gordon Gausco which have some cracking photographs)

[www.speedwayroyle.homestead.com](http://www.speedwayroyle.homestead.com) [www.speedwaypics.homestead.com](http://www.speedwaypics.homestead.com)

### **Pre-War Tamworth**

Roger Beaman, has sent in information about the pre-war Tamworth venue.

Roger has located the track as being east of the A4091 Fazley Road south of the entry to Crutchley Road and north of the roundabout access to Willowbank. The track was in a field next to a pond / pool and this caused the ground to be boggy and could explain why so many meetings were called off when the weather turned for the worst. The track was run by two brothers by the name of Butler who Roger 17 believes also rode for Birmingham and Liverpool / Belle Vue Merseysiders.

(Alan and Maurice ? had Belle Vue connections.)

Notes in the programme for the Boxing Day meeting at Birmingham in 1937 written by Arthur Westwood state that he had taken over rights to use the Mile Oak track just outside Tamworth and that he would use the track as a training track for Birmingham Juniors, starting in February 1938. Roger has yet to unearth any details of meetings staged following this take over.

Subsequent to penning this article Roger contacted Alan Butler who recalled how he and others built the Mile Oak track on scrub and woodland land belonging to his brother-in-law Jack Maulton. The exercise took many weeks and hundreds of tons of ashes from a relatively local stoneware pipe manufacturer.

The track was originally built for their own amusement but it attracted local enthusiasts and local inhabitants who wanted to see what was going on. This meant that they had to build a safety fence and with it came more formal action.

Alan went on to ride for Birmingham, Liverpool, Belle Vue, Stoke and Edinburgh

Marine Gardens. Alan suffered a wartime injury which severely damaged his leg and ruled out riding again after the war. He did toy with the idea of racing at the Tamworth track at Fazley but, after a brief trial, did not pursue the sport further. (I wrote to Alan Butler when I was compiling the History of Edinburgh Speedway Part 1 The Marine Gardens Years. Alan gave a number of insights into his time in Edinburgh including an amusing tale about him taking a stretcher ride to the pits, not because he was injured, but because he had torn the seat out of his riding trousers and did not want his embarrassment to show. Jim Henry)

### **Lea Bridge 1934**

Alan Bates from Folkestone has been researching this interesting London venue and sent in the following item.

During the 1933 season the name of the team that rode at Lea Bridge was called Clapton, but for the 1934 season the management transferred the whole set up over to Harringay. Freddie Mockford, the New Cross promoter took over the Lea Bridge track and ran a team under that name again. He signed up Dicky Case, Squib Burton, Dusty Haigh, Chun (not Chum) Moore, Jack Bibby, Eric Blain and Steve Langton. The first match took place on Wednesday 11th April. It was a challenge against a side named The Rest and was won by Lea Bridge by 28 - 25. Dicky Case 8 and Squib Burton 7 topped the home scorers while Vic Huxley 18 was the best for the opposition with 8.

The opening league match was on April 18th at home to Birmingham and Lea Bridge got off to a good start with a 31 - 12 victory. Case 8 and Burton 7 were again the pick of the home side.

The following week however it was a totally different story. Belle Vue came to Leyton and thrashed Lea Bridge by 32 to 18. Frank Varey and Max Grosskreutz both recorded maximums and Case was the only home rider to win a heat.

The first away match, on April 30th, resulted in a 23 - 31 defeat at Wimbledon. Oddly this match did not feature any 5 - 1s. Vic Huxley 9, Gus Khun 8 and Claude Rye 8 scored most of the Wimbledon total while Case and Haigh with 7 each kept the visitors in the picture for most of the match.

After these two setbacks Lea Bridge got back to winning ways at home to Plymouth on May 2nd with a 28 - 25 success. There was only one point in it prior to the last heat but Case took the all important win to secure the victory and complete the first maximum for the Bridge. Dusty Haigh scored 8 and was only beaten by Plymouth's Jack Sharp who himself scored 8.

On 9th May Lea Bridge were plagued with bad luck in the home local derby with West Ham. They trailed the Hammers by one point with two heats to go when both Chun Moore and Squib Burton both fell in heat 8. This presented the Hammers with a 5 - 0 and effectively gave them the match.

Tiger Stevenson 9 and Tommy Croombs 8 were the best for West ham and once again it was Dicky Case who was top for the home side with 8.

Another defeat was sustained at Belle Vue on May 12th by 21 - 33 although there was only 6 points in it with three heats to go. Case won two heats and Aces Bill Kitchen recorded a paid maximum.

At Birmingham on May 15th Lea Bridge, without Case, got off to a great start with a 5 - 1 win in the first heat. However two 5 - 1 wins in the next three heats gave the Brummies the lead they stretched to a 31 - 23 victory. Les Wotton notched a paid maximum for Birmingham.

A fourth successive defeat came at the hands of Wimbledon at home on 16th May by 23 - 31 when Burton topped the Lea Bridge scores with 8. There were plenty of falls and exclusions for Lea Bridge at home to New Cross on May 21st when the visitors gained a runaway win by 33 - 18. Clem Thomas had most of his teeth knocked out in a heat 2 fall and Squib Burton was unable to ride again after a crash in heat 6. Lea Bridge could only track one rider in the last heat. Case was again top scorer with 7 while Ron Johnson and Stan Greatrex gained paid maximums for New Cross. The following Wednesday in the return match, Lea Bridge received an even bigger thrashing in front of a large crowd at Old Kent Road by 16 - 38. They lost seven of the nine heats and suffered four engine failures and three falls during the evening. Dicky Case was the only visiting heat **19** winner as Tommy Farndon notched a maximum for New Cross and both Stan Greatrex and Joe Francis recorded paid maximums.

After six league defeats in a row there was at last a success in the away National Trophy 1st leg at Plymouth on Tuesday May 29th. In the early heats both sides had spells in front but, after Plymouth gained a 5 - 0 in heat 11 and a 5 - 1 in heat 12, they led by 38 - 32 with six heats to go. Amazingly Lea Bridge then put up a tremendous fight and gained three 5 - 1s and two 4 - 2s in the last six races to win by 57 - 49. Case won five of his six races to score 15 and received good support from Chun Moore with 12 and Squib Burton with 10. Phil Hart 14 and Jack Sharp 13 topped the Plymouth score chart.

The jubilant Lea Bridge team returned to Leyton the next day and defeated Birmingham 29 - 25 in a league encounter, but there was another poor crowd. Case notched his second maximum of the season. At Harringay on June 2nd there was a complete change of fortunes as Lea Bridge were thrashed 18 - 35. Four of their riders suffered falls in the match which saw Jack Parker score a maximum and Norman Evans score a paid 9 for the home side.

The return National Trophy match with Plymouth on 6th June did not take place as the visitors had temporarily closed down and Lea Bridge progressed to the next round. In place of the tie the promotion staged a challenge match between Essex and The Rest which resulted in a win for the "County" by 29 to 25. There were plenty of star riders in action with Vic Huxley scoring a maximum for The Rest while Case was top scorer for Essex with 8.

Top man Case was the only Lea Bridge rider to trouble West Ham at Custom House on 12th June when Hammers gained a comfortable win by 33 - 21. Dicky scored 8 as did home men Tiger Stevenson and Tommy Croombs.

It was decided that due to poor attendances the race night be changed to Fridays but the last of the Wednesday fixtures at the Bridge did attract a large crowd for the visit of neighbours, Harringay. The visitors won convincingly by 33 - 19 when all of their riders scored at least 5 points each. Once again it was Case who excelled with 8, losing only to Phil Bishop.

Plymouth reopened and celebrated with a win over Lea Bridge 29 - 22 on June 19th, this despite another maximum by Dicky Case. Both Wally Hull and Chun Moore were taken to hospital after a triple crash in heat 2. This left Lea Bridge with only one rider in heats 5 and 8. More bad luck dogged Lea Bridge two nights later at Wembley when engine failures and exclusions gave the Lions two 5 - 0 heat wins in a 35 - 17 victory. Despite his team mate's misfortunes, Case collected a maximum.

20 The second round of the National Trophy saw Lea Bridge drawn against Wimbledon and the first leg took place at Plough Lane on Monday 25th June. Lea Bridge did well in the early races with 5 - 1s in heat 4 and 5. They were only four

points behind after seven heats but then the Dons got into their stride with seven successive heat wins. The last two heats were won 5 - 1 by the Dons and they ran out winners by 67 - 38. Claude Rye scored 18 and Geoff Pymar added 14 to the home side's total. As usual it was Dicky Case who performed best for Lea Bridge with 13 points.

A better crowd turned out at Lea Bridge for the second leg on Friday 29th June and they saw their team win by 60 - 47. This was nowhere good enough and they lost on aggregate by 98 to 114. Dusty Haigh recorded an 18 point maximum and Dicky Case scored 16 paid 18. Wimbledon could only manage five heat winners.

At Hall Green, Birmingham, on 3rd July, Lea Bridge looked set for their first away league win of the season as a 5 - 1 in heat 6 and a 4 - 2 in heat 7 put them 23 - 19 up. However Birmingham snatched victory by 28 - 26 thanks to a 4 - 2 and a 5 - 1 in the last two heats. Case made it three league maximums in a row.

On Friday 6th July, Lea Bridge staged the Essex Open Championship with twelve Test Match riders on show. Once again there was a disappointing attendance and it was stated in the local press that the track looked doomed unless crowds improved. Ron Johnson won the Championship after a run off with Max Grosskreutz and Tiger Stevenson and in doing so set a new track record of 83.4 seconds.

It was back to league action on Saturday 7th July at Harringay when another heavy defeat was sustained by 20 - 34 despite Dusty Haigh with 8 and Dicky Case 6 each winning two races. Top scorer for the Harringay side was Norman Parker with 8.

Friday 13th July was a bad night for the Bridge as they unexpectedly lost at home to Plymouth in a league match by 22 - 31. Frank Pearce scored a maximum for the visitors and Lea Bridge only provided three heat winners. Negotiations about a move to Walthamstow were now taking place, but many locals were up in arms about the levels of noise.

The following Friday another home defeat was suffered, this time against Wembley by 23 - 31. Case 8 and Haigh 7 rode very well again but top man on the night was Ginger Lees who scored 9 for the Lions.

On Tuesday 24th July Lea Bridge gained revenge on Plymouth for the home defeat eleven days earlier by winning down at the Devon track by 28 - 25, thanks to a last heat 4 - 2 by Dusty Haigh and Steve Langton. Chun Moore was top scorer for the Londoners with 8 which was his only decent league score of the season. Plymouth's Jack Sharp notched a maximum.

Thursday 2nd August proved to be the last time that Lea Bridge rode under that name in 1934, for soon after losing the league match at Wembley by 21 - 32 the whole set up was transferred to Walthamstow. Ginger Lees 21 scored a maximum for the Lions in a match of many spills. Wembley were only one point in front after heat 5 but they then won all the other heats. The final league record was transferred to Walthamstow. It read Raced 22 Won 4 and Lost 18.

Dicky Case had an impressive record in the 21 league matches that he rode in. His 152 points worked out at an average of 7.24 per match. Of his 63 rides he won 39 and was second in 15 and only unplaced 4 times, two of which were falls. Dusty Haigh was next best with 123 points and he was the only ever present. Squib Burton was the real disappointment as he won only 6 league races from his total of 70 points in 18 matches.

## **Corrections**

The address for Bruce Harrison in Australia is Garvey Road. Sorry Bruce.

The edition number was wrong on the last one - again sorry for that.  
I've also to apologise for repeating cigarette card info. Jim Henry

## **Competition**

Fred Paul, from Cornwall was the lucky winner of the prize draw for the book 'Speedway in the South East'. Fred's entry was drawn from a field of 10 entries at Armadale Speedway on 18th July. Thanks to everyone who took part.

## **Newsplan**

A good few years ago the British Library set about building a database of newspaper holdings in libraries, with publishers and in private collections. The findings of the exercise have been partially published and they should help you locate copies of publications you wish to consult. In the following section we start serialisation of the information as published for speedway locations. We would, however, suggest that you check on the current day availability before embarking on any trips to consult items we list.

We start with an extract from one of the volumes "Report of the Newsplan Project in Yorkshire and Humberside March 1988 - June 1989". Author Norman Parkes.

Published by The British Library.

Barnsley Chronicle and South Yorkshire News 1928 onwards. [Barnsley Chronicle Office & Barnsley Library]; Bradford Observer 1928 onwards [Bradford and Argus Office 1945 - 1956 & Bradford Library 1928 - 1956]; Darlington and Stockton Times [Northallerton Library 1969 - June 1973. 1974 - 1979 & July 1986 onwards]; Doncaster Evening Post [Doncaster 22 Library 1969 - 1970 \* may have pre-war too]; Doncaster Free Press and Courier of Coming Events [Doncaster Library 1969 - 1970]; Eastern Morning News (Hull) [Hull Central Library 1928 - 1929]; Evening Courier (Halifax) [Halifax Central Library 1928 - 1966. 1967 onwards & Halifax Courier Office]; Evening Gazette (Middlesbrough) Northallerton Library 1970 onwards]; Evening News and Hull Daily Express [Hull Central Library 1928 onwards]; Evening Post (Leeds) [Leeds Central Library 1928 & Doncaster Public Library 1928 - 1962]; Football Courier (Halifax) [Halifax Central Library 1928 - 1939]; Halifax Courier [Halifax Central Library 1928 - 1967 & Halifax Courier Office 1928 - 1967]; Huddersfield and Holmfirth Examiner [Huddersfield Central Library 1928 - 1929]; Huddersfield Citizen [Huddersfield Polytechnic (may have new name now) 1928 - 1929]; Huddersfield Daily Examiner [Huddersfield Central Library 1928 - 1929]; Hull Daily Mail [Hull Central Library 1928 onwards]; Hull News [Hull Central Library 1928 - 1930]; Hull Sentinel [Hull Central Library 1928 - 1963]; Hull Star [Hull Central Library 1980 - onwards]; Leeds Guardian, Armley and Wartley News and Pudsey Advertiser [Leeds Central Library 1932 - 1958]; Morley Observer and News [Morley Library 1928 - 1984]; New Leeds News [Leeds Central Library 1928 - 1946]; Pudsey Times [Leeds Central Library 1928]; Rotherham and South Yorkshire Advertiser and District Gazette [Rotherham Library 1932 - 1940 & South Yorkshire Times Office 1928 - 1933. 1935 - 1940]; Scunthorpe Evening Telegraph [Scunthorpe Library 1970 onwards]; Scunthorpe Star [Scunthorpe Library 1970 onwards]; Scunthorpe Target [Scunthorpe Evening Telegraph Office 1983 onwards]; Sheffield Daily Telegraph [Sheffield Central Library 1928 - 1986]; Sheffield Free Press [Sheffield Central Library 1933 - 1934]; Sheffield Independent and Commercial Register [Sheffield Central Library 1928 - 1938]; Sheffield Journal [Sheffield Central

Library 1984 onwards]; Sheffield Journal [Sheffield Central Library 1928 - 1931]; Sheffield Weekly Gazette [Sheffield Central Library 1982 onwards]; Sports Telegraph (Scunthorpe) [Scunthorpe Library 1977 onwards & Scunthorpe Evening Telegraph Office 1971 onwards]; Star (Sheffield) [Sheffield Central Library 1928 onwards]; Star Green Un (Sheffield) [Sheffield Public Library 1928 - 1937, 1948 - 1977 & Sheffield Star Office 1928 onwards]; Telegraph and Argus (Bradford) Bradford Library 1928 onwards]; Yorkshire Evening News (Leeds) [Leeds Central Library 1928 - 1963]; Yorkshire Evening Press (York) [York Central Library 1928 - 1963]; Yorkshire Post (Leeds) [Leeds Central Library 1930 - 1949, Yorkshire Post Office 1928 onwards, Wakefield Library HQ 1928 onwards, Bradford Library 1928 onwards]; Yorkshire Sports (Bradford) [Bradford Central Library & Telegraph and Argus Office 1928 - 1979]; Yorkshire, Nottinghamshire and Lincolnshire Advertiser and Universal Advertiser [Doncaster Public Library 1928 - 1981]. To be continued

### **A Few More Publications**

50 Greats of Swindon Speedway - £12.99 Plus P&P from Tempus  
Robert Bamford and Glynn Shailes have penned yet another book on Swindon. Both authors have a history of support for the Robins and thanks to this title and several recent histories by them, Swindon must have one of the best documented histories in speedway.

This slim book, in what appears to be another strand in the Tempus speedway catalogue, covers 50 great Robins riders (watch out for other teams to receive the same treatment).

The format is as you might expect an A- Z of the 50 riders which itself throws up today's Oliver Allen next to 1970s mainstay Jan Andersson and has many riders included that were new to this reviewer - Ginger Nicholls, Dennis Newton, Mick Mitchell, Harry Hughes, to name but a few. Choosing 50 riders from a 50 odd year history must have thrown up some problems for the authors and whilst the legendary riders are obvious - like Bob Jones, Barry Briggs and Martin Ashby - are not omitted, the choice of others in a book such as this must come down to personal judgement. (Did Robert and Glynn miss out any you would have considered a great? - your views please.)

This is an obvious must for any Swindon fan but well worth a look for anyone with an interest in Blunsdon Speedway' great riders.

Review by Graham Fraser.

### **Get Your Pens Out**

Can we make a plea for items for inclusion in The Speedway Researcher? We do like to include items you submit to us for publication. Tell us about your favourite track, team, or rider. We have and will continue to cover a multitude of topics related to the sport.

We know from feedback that the track histories from the post war era are very popular reads and your work will be appreciated. Share your memories or research findings with us. If you have burning questions or are looking for information - we can help - or, if we can't we often know someone who can.

Editors

**Deadline for items for next edition is : 31st October 2003**

**The Speedway Researcher is edited and published by :**

**Graham Fraser**

**7 B Bruce Street,**

**Stirling, FK8 1PD**

**24 Tel : 01786 471992**

**Jim Henry**

**90 Greenend Gardens,**

**Edinburgh, EH17 7QH**

**Tel : 0131 664 7185**

1948 ANNIVERSARY CUP Division One

Away Team Home Team	Belle Vue	Bradford	Harringay	New Cross	Wembley	West Ham	Wimbledon
Belle Vue	xxxxxx	65 - 29	46.5 - 49.5	50 - 42	53 - 43	54 - 42	65 - 30
Bradford	53 - 43	xxxxxx	52 - 44	48 - 47	66 - 30	51 - 45	61 - 35
Harringay	52 - 43	59 - 37	xxxxxx 4	9 - 47	59 - 36	59 - 37	59 - 37
New Cross	57 - 39	51 - 44	49 - 47	xxxxxx	49 - 46	58 - 38	42 - 54
Wembley	45 - 51	61 - 35	47 - 49	49 - 47	xxxxxx	60 - 36	60 - 35
West Ham	58 - 38	48 - 47	50 - 45	62 - 34	49 - 47	xxxxxx	60 - 34
Wimbledon	47 - 48	46 - 49	46 - 50	42 - 53	40 - 56	53 - 42	xxxxxx

1948 ANNIVERSARY CUP Division Two

Away Team Home Team	Birmingham	Bristol	Fleetwood	Edinburgh	Glasgow	Middlesbrough	Newcastle	Norwich	Sheffield
Birmingham	xxxxxx	59 - 37	51 - 45	69 - 27	69 - 27	60 - 36	61 - 34	53 - 43	43 - 53
Bristol	58 - 37	xxxxxx	56 - 40	71 - 25	55 - 39	58 - 37	58 - 38	62 - 32	66 - 29
Fleetwood	47 - 49	51 - 45	xxxxxx	54 - 32	62 - 34	69 - 27	59 - 37	55 - 41	56 - 40
Edinburgh	39 - 57	64 - 32	58 - 38	xxxxxx	47 - 49	50 - 38	57 - 27	52 - 44	53 - 42
Glasgow	51 - 45	56 - 40	68 - 28	71 - 24	xxxxxx	40 - 55	54 - 42	63 - 32	51 - 45
Middlesbrough	40 - 55	66 - 30	51 - 45	59 - 37	54 - 32	xxxxxx	53 - 43	58 - 38	62 - 34
Newcastle	46 - 50	63 - 33	54 - 42	62 - 30	50 - 46	53 - 43	xxxxxx	45 - 47	58 - 36
Norwich	44 - 51	69 - 27	47 - 47	73 - 23	64 - 32	66 - 30	60 - 35	xxxxxx	56 - 40
Sheffield	54 - 42	56 - 40	55 - 41	69 - 27	69 - 27	70 - 26	55 - 41	60 - 36	xxxxxx

Division One Table

Team	R	W	D	L	PtsF	PtsA	PTS
Harringay	12	9	0	3	621.5	527.5	18
Belle Vue	12	7	0	5	595.5	567.5	14
Bradford (Odsal)	12	7	0	5	572	574	14
New Cross	12	6	0	6	576	568	12
West Ham	12	6	0	6	567	580	12
Wembley	12	5	0	7	579	569	10
Wimbledon	12	2	0	10	499	645	4

Division Two Table

Team	R	W	D	L	PtsF	PtsA	PTS
Birmingham	16	12	0	4	851	681	24
Sheffield	16	9	0	7	807	725	18
Bristol	16	8	0	8	768	761	16
Glasgow	16	8	0	8	740	781	16
Middlesbrough	16	8	0	8	735	780	16
Norwich	16	7	1	8	792	733	15
Fleetwood	16	7	1	8	779	745	15
Newcastle	16	6	0	10	728	784	12
Edinburgh	16	6	0	10	645	835	12