

The Speedway Researcher

Promoting Research into the History of Speedway and Dirt Track Racing

Volume 9 No.1 June 2006

Edition No.33

Welcome to Volume 9

Welcome to Volume 9, edition number 33 if you like. Thanks to all of you who have re-subscribed and are helping us keep afloat. **If Graham has sent you this as a gentle reminder – hint hint - as they they used to say on Monty Python.** A fair number of the renewals forms were blank on the back page but if you don't fancy filling it, fair enough, we assume you are happy. Thanks to those of you who did fill them in – many were supportive but we are not only looking for praise, the left ear burning helps us to keep sharp to concerns and alive to ideas.

We generally cover every response in this the first new edition but this time we'll stagger some into the next edition. For those of you who sent items during the currency of the last edition, and, have not seen it in print – please be assured we have it and will use it.

Volume **Graham** and **Jim**.

Percy Day / Phil Day

Mike Craven from Mickle Trafford near Chester is working on a book on Fleetwood and has written to advise that Percy Day was an Australian who rode for Fleetwood in 1949. Percy scored 21 points from reserve berth in fourteen League meetings. He arrived in the UK with Frank Malouf and both men stayed over in the winter of 1949 / 50 getting jobs at a local garage, Percy didn't progress and didn't ride again until 1952 when Fleetwood Knights held open licence meetings. During the period 1949 – 1952 Percy became an expert engine tuner and was invaluable to many members of the Flyers team, Phil Day was either transferred or loaned from Yarmouth in 1951. He rode in just one league match that year and failed to score.

Can You Help?

Philip Dalling, 84 Lustrells Road, Saltdean, Brighton, East Sussex, BN2 8FL,
Tel:01273 304874 Email: dalling.phillip@hotmail.co.uk is seeking team

photographs of the Long Eaton sides for 1951, 1951, 1963, 1964, 1965 to complete his book on Nottingham 1928 – 1938 and Long Eaton 1929 – 1967.

Jerry Haines secondline@ameritech.net is seeking details of a rider named Tiny Haines or Tiny Lansdale who he thinks rode at Crystal Palace in the pioneer days at the London circuit.

Brian Collins is seeking information about Whitney in Oxfordshire. Brian writes: A May 1929 edition of *Motor Cycling* contained a brief mention of a track at Witney, Oxfordshire. It said that there had been no announcement of racing at Witney that year, but that two meetings had been held in 1928, and that the site was a disused aerodrome. Research in the *Witney Gazette* revealed that the second of those two 1928 meetings had been held on 13 Oct, but the report referred to the venue as the "Concrete Speedway". That, and the fact that it was at an aerodrome, plus its' omission from previous speedway literature, makes me doubt that this was speedway as we know it. The only riders I recognise in the results are Nick Carter, referred to as "the well known rider of the Matchless firm" (presumably the same rider who was a regular at Bristol and the South Wales tracks ?), and F (Fred?) Wilkinson. No reference is made in the report to the track surface. I have failed to find any further reference to this track in either the *Witney Gazette* or the *Oxford Chronicle*. (Brian, have you looked at MotorCycle? A contemporary of MotorCycling. Also worth cross referring to the club events section as sometimes there are calls for entries a few weeks before the event. JH)

Speedway Flyers

Trevor Davies, 21 Gatton Way, Huddlecote, Gloucester, GL3 3DG. Tel : 01452 619793. Email warzonespeedway@tiscali.co.uk has been seeking out the speedway fliers, those riders who were in the Royal Air Force. He sends in the following: Working as a civilian in the RAF Personnel Training Command I am used to experiencing the "can do" culture of the Royal Air Force. Part of the training regime is to engender teamwork, accepting a challenge and overcoming sometime difficult odds. Sport is used as a key to encourage the right ethos, with Wednesday afternoons still designated as sports time on many stations.

The RAF has a proud tradition of sporting achievement with rugby, soccer, Skiing and motor sports, just some of the sports regularly occupying blue suits. I had just completed my 1947 collection of Speedway News magazine when I came across a match report describing an ex-RAF speedway team's win over West Ham at Custom House by 43 – 40 (on the website). The RAF team consisted of Lionel Van Praag, Geoff Pymar, Jeff Lloyd, Dick Geary,

Paddy Mills, Lloyd Goffe, Frank Lawrence and Aussie (Ivor) Powell. Twelve months later at Rayleigh the RAF suffered at the hands of the Rockets who won by 44 – 29 in a challenge match as part of the Battle of Britain celebrations. Some debatable “RAF” men rode with only Pete Lansdale and Roy Uden having definitely served with the “brylcreem boys”. However, now my interest was aroused.

I approached the RAF Sports Board with these cuttings and so started my 12 month search to find just how many speedway riders had served in the Royal Air Force, and to fill the historical gap in the RAF records, began.

Some 80 British, Australians, Canadian and Polish ground crew and pilots with speedway links have been found, some combining National Service with their riding careers whilst some early pioneers were members of the Royal Flying Corps which pre-dates the RAF by 6 years having been formed in 1912.

The research has been compiled into a book “Speedway Flyers” A tribute to Air Force speedway riders 1927 – 66. As a taster some of the speedway flyers featured:

“Jim” Kempster – (full name Ernest Arthur David) Wimbledon, Clapton and Wembley. After being the first England captain against Australia in 1930, Jim went on to join Air Transport Auxiliary in WW2 and was sadly killed in June 1945 when he flew into communications cables in Germany. And

Len Silver – Ipswich, Exeter, Hackney. Len is probably best known today for his promoting record and team managing the Great Britain team to World Cup victory at Wembley in 1973. Len, however, after riding cycle speedway for Stratford Hammers, did his two years National Service as a despatch rider in the RAF. Along with a flyer colleague he built a practice track at Deversoir (Egypt) and rode War Department bikes before returning to the UK for trials at Rye House and West Ham.

This is but a taster of the book, which covers such notables as Stan Greatrex, Bruce Semmens, George Pepper and more, and provides pen pictures of riders illustrated by Wright Wood’s photographs thanks to Ian (John) Somerville who now owns Wright’s collection. The photographs show riders promoters and fans who served in the RAF. In addition a “down memory lane” chapter traces the surprising links between the history of flying and speedway racing [Daft fact from JH Louis Bleriot was supposed to visit Edinburgh in about 1912 and fly his plane from the site of the yet to be built Marine Gardens Speedway track to Fife. However, for what ever reason, Louis never turned up.]

To commemorate all the featured RAF personnel the book will become an official document for RAF purposes, and is to be formally presented to the

Keeper of the Records at RAF Hendon in a ceremony on 20 April 2006 where surviving “Speedway Fliers “ will also be presented with copies of the book. A limited number of this 95 page A4 digitally printed and bound book are to be made available to the general public. All proceeds after costs will be shared between two charities RAFA (Royal Air Force Association) and the Speedway Riders Benevolent Fund.

Orders to Training Group Defence Agency, Room 85, Building 248, RAF Insworth, Gloucester, GL3 1EZ. Cheques for £11.50 should be made payable to Trevor Davies. Please allow 21 days for delivery.

Trevor is considering a similar tribute to army personnel and would welcome any help with information about war time racing in Lybia, Italy, Egypt, Germany and Austria (and anywhere else not mentioned.) Contact Trevor at the address above. (Hopefully once the army is covered Trevor will complete the trio with a look at Navy racers. Eds.)

Henry’s Cut and Run

What should have been a simple cut and paste up became a “C...-up” which meant that a small bit of text went missing from the top of page 15 of Vol8 no.4. (which is named after a hill or hills in Cumbria (there is Greater and Little C...up) not far from Workington by the way.) I managed to omit details of the web magazine. For those with the www it is The Very Best of Speedway Plus (now up to edition 3 – and is a free download from www.speedwayplus.co.uk

Jim Henry

Foreign Riders in the Pre-War Era

Don Gray from Waterbeach in Cambridgeshire has compiled an interesting item about the riders from abroad who came to race in Britain in the pre-war era.

In the pre-war era a colourful selection of foreign riders graced our tracks from the very outset of the sport in Britain. Some made just a fleeting visit but others remained for longer periods and proved to be valuable members of various league teams.

The first influx of Antiponean riders was quickly supplemented with a sprinkling of American and European riders anxious to cash in on the lucrative appearance monies which promoters were prepared to offer. The modern era has seen a large increase in foreign riders but a quick check revealed that a surprising number of overseas lads had shifted a lot of cinders in the first decade of the sport. Without including these lads from the British

Commonwealth countries such as Australia, New Zealand, Canada and South Africa (another article), the following may be of interest to fellow researchers. In 1928 the great American showman Sprouts Elder and his compatriots, Cecil Brown and Art Pechar quickly settled in followed, in the late season, Frenchman, Yves De Lathe, Camille Tanton and Charles Bellisant together with the German Max Wunder.

In 1929 Ray Tauser of the USA was recruited by the emerging Wembley management but he went on to spend four successful seasons with Wimbledon. It was reported that three further Yanks, Red Much, Dabs Boston and Chick Remington appeared at the big Audenshaw track near Manchester but they do not appear to have ridden at any other conventional speedway stadium.

Lou Berger, a Belgian was at London White City whilst the aforementioned French riders De Lathe and Meynier were freelance.

Walther Ryle and Nils Sorrenson of Denmark appeared at Belle Vue and were accompanied by the Norwegian Paul Sande. Rudolph Rumstach of Austria made one or two visits to Bristol.

In 1930 the Germans, Arnold Stolting and Fritz Niemek, made a brief appearance at High Beech in the early part of the season but their compatriot Gustav "Bill" Kellner stayed longer, riding at Barrow and later at Preston.

A quintet of Spaniards, Angel Arche, Francisco Cobe, Ameliano Sanz, Poto Segundo and Guillermon Garcia, together with Argentinian, Juan Pagano who freelanced for a couple of weeks or so.

This was the year that the Great Dane – Morian Hansen – was first introduced to the British speedway fans at Belle Vue. Three other Danes, the aforementioned Ryle and Sorrensen, together with Kai Anderson appeared at Crystal Palace and some Northern tracks including Belle Vue and the Scottish cinders.

In 1931 Morian Hansen had a short mid-season stint in the West Ham team and a Frenchman, Andre Burgois, had one or two freelance outings.

In June a German team arrived for a quick tour and featured Alfred Rumrich, Herbert Drews, Gerhardt Aherns, Hans Muller and Max Wunder.

A team of Spaniards, Arche, Segundo, with Jose Marin, and Poto Primero came over in September to brighten up the second halves at Wembley and West Ham.

In 1932 there seemed to be a dearth of foreigners apart from Ray Tauser and Lew Burger, although Bellisant did appear in a meeting at Wembley.

In 1933 Morian Hansen was back full time with West Ham and he captained a Danish touring side with Karl Hanse, Einer Kinudsen, Heldge Jensen and Ryle. Plymouth gave bookings to Leo Killmeyer of Austria and Sebastian Roth of Germany.

An American “Spike” Rhinado, later better known for midget car racing, tried his hand at speedway tracks racing on Sunday afternoon tracks in East Anglia while it is reported that Wembley had given trials to an Abyssinian, Mohamed Tella.

A year later apart from a one off appearance by Le Fleur of France at Wimbledon and another visit to Plymouth by Leo Killmeyer of Austria, foreign faces were not to be seen. The same situation applied in 1935 except that Morian Hansen arrived back in mid season to strengthen the team at Hackney Wick.

1936 was the year that the sport began to resurrect itself from the doldrums into which it had lapsed and this new impetus was helped greatly by the advent of the Milne Brothers, Jack and Cordy together with an American touring team headed by Putt Mossman who was supported by Sam Arena, Byrd McKinney, Bo Lisman, Mauel Trujillo, Ray Grant and Pete Coleman.

Also, following the death of Herbert “Dusty” Haigh, Hackney Wick signed Baltzar Hansen, a vastly under rated Danish rider who quickly mastered the British tracks and became a heat leader alongside his compatriot Morian. It was a matter of great regret that we did not see him again after the end of that season.

In 1937 Morian Hansen, the Milnes and Wilbur Lamoreaux were firmly settled into the UK scene and Wimbledon recruited two further Americans in McKinney and Minard (Miny) Waln. These two together with the Milnes and Lamoreaux formed part of a USA touring team which included Trujillo, Coleman, Mossman, Earl Farrand and Eldon Campbell.

Wimbledon signed Rumrich but he, together with Waln, failed to pull up any trees and were a disappointment. This of course was the year that the Milnes and Lammy filled the first three places in the World Championship final at Wembley.

In 1938 Lamoreaux again signed for the Dons who brought over from the States Benny Kaufman who was a first class replacement for McKinney and Waln. Hackney Wick elected to drop down to the Provincial League and their place in the First Division was taken by Bristol. Cordy Milne and Morian Hansen moved on to the West Country boys.

In 1939 Bristol could not stand the heady atmosphere of the top flight and were replaced by Southampton who quickly snapped up Cordy Milne and Benny Kaufman while Morian Hansen moved to Wembley. Jack Milne and Wilbur Lamoreaux remained at New Cross and Wimbledon respectively.

Don concludes by saying there may be one or two he has missed but apologises for the effect of the passage of time on his memory. (Don’t worry Don it is known a senior moment and eh.....happens to us...all. EDS.)

Tredegar 1929 Update

Brian Collins has come up with a bit more about this pioneer Welsh venue. Back in Researcher Vol.2 No.4 (6 years ago!) there was an good article on Tredegar by Paul Jeffries in which he was missing the results for the 30 August, 1929 meeting. I now have *The Auto* report of that meeting. A 4-heat team match between Monmouthshire (Ronnie "Whirlwind" Baker, Ivor Hill, Nick Carter, Nobby Key) and Bristol (Bill Clibbett, [Jack or Jim?] Douglas, Ted Bravery, Stan Gill) finished as a draw, 14-14, the heat winners being Baker, Carter, Bravery, and Clibbett. Baker beat Carter 2 races to 1 in a match race, and also took the Scratch event (the "Ferry Hereford and Tredegar Trophy") from George Gregor and Bravery. Gregor took the handicap from Baker and Clibbett. W J Horne (Cardiff) won the Novice race.

Welcome Back the Bears

It is too long since speedway lived in Cleveland, or, the Middlesbrough area if you like. However on Thursday 13th April 2006 the new Redcar Bears took to the track against the winners on the night, Sheffield Tigers, and if they can maintain the opening night crowd levels, well, they are on to a winner. The unusual track with its slightly banked bends one and two and fairly steeply banked bends three and four will generate some interesting speedway once it settles and the somewhat spartan spectator facilities will improve. However, here is an interesting one for the programme collectors. A whiz of an idea saw the new Promotion give away a Bears biro with each programme. Since it was the Redcar Bears elderly ancestors (Middlesbrough Bears) which sparked off our web site, we can but give the youngsters the thumbs up sign. PS the new Redcar Bear has teeth unlike some of its elderly relatives and the toothless Tigers from Glasgow. Gumsy Bears and Tigers may give a nasty suck. **JH**

And a Big Welcome for the Plymouth Devils

At long last the speedway sport returned to Devon with a new track opening with a visit from the American Dream team. The home side posted a win and drew in an encouraging good crowd. The 2004 project behind him, Mike Bowden must be congratulated in the swiftness of moving from concept, to permission, then, thankfully, to reality. The Devils will compete in the Conference League and we wish them well. Maybe somebody can gives us track details to add to the track database we continue to update. **JH**

Arthur “Tiny” Tims

Prompted by an enquiry from a website contact **Colin Parker** has kindly put together an item about a pre-war hazy hero, who, despite his nickname, stood over six feet tall.

Arthur was a very competent dirt track rider for Brandon Speedway in the 1930s. He never became an international class rider but he was was an excellent middle order team man, and was one of Coventry’s most consistent performers during the 1930 season.

Arthur made his debut for Brandon in an Inter-City Contest against the Manchester White City side on 5 September 1929, most probably because of the unavailability of Tom Farndon, Lew Lancaster and Wilmot Evans. He gained a very creditable second and two third places as a weakened Coventry lost the challenge match 28 – 35.

Tiny Tims rode for Coventry in each of the following seasons until he transferred to Clapton in September 1933. There were several rider exchanges between Coventry and Clapton at around this time. At the start of the 1931 season Arthur and four of his Coventry team mates transferred to the Leicester Stadium club, after Brandon’s descent into debt and receivership at the end of 1930. He rode for Leicester in the Brandon re-opening challenge match on Easter Monday and continued with the Stadium tram until they withdrew from the League at the end of May. Coventry took over the Leicester fixtures, including the single League match point gained from their eight completed meetings! Tiny and John Deeley moved back “home” to Brandon, along with Les Patrick.

He appeared for the Hall Green, Birmingham side in 1934, but I have no knowledge of his whereabouts after this time.

A local newspaper report of 8 January 1931 describes the first of a series of five unofficial test matches between England and South Africa on the Wanderer’s dirt track, Johannesburg. England reserve Tims scored one point from one ride. I cannot confirm a suggestion that he won a world championship meeting in South Africa but such unofficial meetings may well have been staged. (Our enquirer suggested that Arthur had won a world championship.)

Tims team mates on 5th September 1929 were Fred and Al Wilkinson, John Deeley, George Allbrook, Bill Stanley and a young Norman Parker. White City were represented by Arthur Jervis, A Cresty (Arthur Gresty (JH)), S.L. Robinson, Smiler (Les) Wotton, J Owen and Dallison (Billy?). Twelve thousand spectators saw not only the team match but also saw Jervis lower

Jack Parker's track record to 73.8 secs. Arthur Jervis was, of course, a Coventry man, and much admired by the Coventry crowds. Times were fast at this meeting but racing is reported as not being of the highest order "due to the hard condition of the track" – what we nowadays refer to as slick! Jack Parker, recently injured, was a spectator. The start of the meeting had to be delayed by half an hour as the lorry transporting the White City machines had lost it was travelling to Coventry.

The following Monday saw Brandon Speedway stage an unofficial test match between England and Australia. 25,000 people paid to get into the meeting and at least 1,000 managed not to pay! Spectators "were packed in like sardines" reported the Midland Daily Telegraph. The format for the match was a series of sixteen match races which the England team won 9.5 – 6.5. One race resulted in a dead heat. England were represented by Arthur Jervis, Syd Jackson, Wilmot Evans and a fit again Jack Parker. Australia by Frank Arthur, Max Grosskreutz, Col Stewart and the "Cyclone" Billy Lamont. So tightly packed was the crowd that it was impossible for the programme seller to sell their souvenir programmes and "to move at all was an acrobatic feat."

Anyone got a programme from this meeting?!!

Do you have any biographies of riders from the pioneer days you could share with us? Editors

Early Indoor Meetings on a Stage

We must thank **Colin Parker** for this interesting extract from The Midland Daily Telegraph of 20 September 1934. Headlined "Speedway "Stars" on the stage." Sub headed Stan Greatrex to Give a Demonstration" and next headline "Specially Constructed Minature Wooden Stage" the article states: During the coming winter the idea of speedway racing on the theatre stage is to be further demonstrated by Mr Fred Mockford, manager of the New Cross Speedway, London, who has previously experimented with this novel entertainment. Stan Greatrex, the former Coventry rider, who joined the New Cross team at the beginning of the 1934 season, it is reported, is to be one of the four speedway "aces" who will give a turn on a specially constructed minature wooden track which, although providing plenty of thrills, will involve little risk of accident, as it will be impossible for the machines to leave the track.

Greatrex is finishing the present season on top form and is now said to be the most improved London rider of the year. Tom Farndon, another ex-Coventry rider, who is the present British open speedway champion, was a pioneer in this latest development of speedway riding on the stage.

Speedway and the Wall of Death

Nigel Bird raises an interesting speedway link. The stunt motorcycling show “The Wall Of Death” arrived on these shores circa 1929-30 probably from USA. A few speedway riders it seems were attracted to this form of entertainment and performed on the wall, although most did not actually own their own show. Most of these riders toured not only England but Europe; often as part of a fair. Here are some I have found.

Clem Beckett (northern tracks) and Skid Skinner (Leicester)

Cyclone Billy Bellhouse (Sheffield), troupe known as the Wizards on the Wall
Goldy (Godwin) Restall (New Cross 1938-9) Canadian Goldy actually came to England in 1930 (aged 20) to perform on the wall of Death. He also toured Europe. His was the case of a W.O.D. rider taking up speedway.

Rudi Knight, although not a Speedway rider was Gus Kuhn’s mechanic at Wimbledon (1934) That same year Rudi toured Denmark with a W.O.D. show. Who did he bump into whilst touring? none other than Dane Morian Hansen (Hackney, Bristol etc) who not only performed but owned his own W.O.D. show.

Ronnie Moore. Ronnie performed on his fathers W.O.D. show whilst still a school boy. Any one add to this list?

(Maybe we could extend this to include the Globe of Death which featured one time Edinburgh favourite Dick Campbell and short term Edinburgh Monarch, Geordie Paul McHale, tried on Noel Edmunds’ House Party without a great deal of success. **JH**) (If you want to see Wall of Death it is a regular show at the Annual BMF Rally at Peterborough in May.)

Race Jackets

We know that there is a fair bit of interest in team race jackets or bibs as some folk call them. Both **Eric Watson** and **Nigel Bird** are very interested in this and if you come across references to their use in the pioneer days, please get in contact with them.

Colin Parker has sent in a few pages from The Auto and this item from a page of the issue dated 16 May 1929 caught the eye.

Cannot something better be done regarding the riders’ colours in the League matches? Under the present arrangements it is perfectly bewildering to try and see who’s who. The best idea was that tried out at the meeting between Hall Green, Birmingham and Wimbledon, when the riders donned distinctive pull-overs, but I understand the League management will not allow this and insists on each pair of riders wearing their club colours, leaving their identity to be

known by the helmet cover. It is very confusing gazing at jersey colours in one heat and then at helmet colours in the next. The numbers are useless except at Stamford Bridge, where they wear an aluminium painted pull-over with large black figures painted on it, but not in league matches. Lets have uniformity.

Victor Grayson

Every so often we receive an and we thank **Geoffrey Kerr-Morgan** for an unusual item and I am sure the name Victor Grayson means nothing to most of you – and me (Some of you may compare his name to that of Alice in the somewhat crude hit record of a few years ago by Chubby Brown.). A extract of the book entitled “The Search for Victor Grayson” has speedway connections. From a quick blast on the web it turns out Victor Grayson was an MP before World War One who was becoming a prominent politician within the emerging Labour Party. He went to New Zealand and joined the NZ Army and returned to fight in Europe. He fought alongside Reg Ranby who subsequently became a speedway rider and was with Wembley in 1930. After the war Grayson disappeared without trace and what happened to him became a mystery. The aforementioned book includes a reference to Reg Ranby, who was one of the riders who went to Spain in 1930, meeting a man who he was convinced was Grayson, probably one of the last sightings of him. The book suggests Reg Ranby won the World Championship in Spain in 1930 on the strength of his claiming to have won a meeting there. The speedway interest is that there must be hundreds of World Champions before Lionel Van Pragg if these claims are considered valid. **Jim Henry**

The Brooklands Collection

Ian Paterson, who has the most amazing collection of speedway bikes and other items of interest too, (and dare I say it?), which will amaze, speedway fans has written to advise that he is now prepared to accept organised visits from groups of 20 minimum. Ian has about 90 bikes on show including many very rare examples, including those built especially for West Ham just after the war by HRD, and a host of earlier rarities too many to mention. The bikes have all been restored to showroom condition. He also has many other items from so many facets of speedway it is not possible to mention everything. Contact Ian on 01578 722439 to obtain details. Ian’s collection is well worth a visit. The museum is located just south of Edinburgh and could be combined with a visit to the Scottish tracks and Berwick.

Ian, who encourages us to keep the good work, is a bit of a poet. Spurred on by Mose (and if you don't know Mose (aka Iain Hutchison fae Penicuik – well, you have two legs or a donkey with four) **Ian** penned this for us. It is a tribute to The Men in Black – those men who show you the bikes of yesteryear in action.

The Men In Black

Preface –

I'm writing to the men in Black
To ask, whenever they look back
And if their thoughts concur with mine
“Did we race at a better time?”

We spent our pennies on our bike,
And ‘bodged’ and welded and suchlike
NOW they must ride on a brand new rocket
(when the sponsors dig deep in his pocket!)

Our car and trailer (or a rack)
We prayed would get us there and back
NOW when from track to track they roam.
They need a bloody Motorhome!

In days gone by a ‘Pudding Basin’
And ladies scarf to wrap your face in.
NOW helmets huge, with graphics fine
Won't spoil their hair, (but wreck their spine)

With D.R. Boots from the Army Store,
And gas shield goggles that we wore.
NOW hair streaked blond and studs in place
‘Barbed Wire Tattos. They’re set to race!

We raced in sturday horsehide leather
(It held the ‘manly parts’ together!)
NOW Kevlar cald, festooned with stickers,
Do half these ‘pretty boys’ wear knickers?

Addendum –

We rode our bloody bollocks off, when a point was just a pound,
But now its fifty quid or more, this figure does astound!
If we could have our time again, to choose what we could ride,
Would we be like the young guys now? (I'll let you all decide!)

Hope you find this amusing and that we can encourage **Ian** to pen some more words as he his insight into the sport is amazingly expressed in verse.

The Web is Coming on Nicely

Whilst we realise that not everyone has access to the web, it gives the opportunity to share large amounts of information in an easily accessible form. Before we go on we would like to assure all our readers that we will not switch to a totally web based magazine, the web is for sharing meeting details which could never be fully converted into paper in the magazine.

The www.speedwayresearcher.org.uk site under our fit again webmaster **Ron McNeil** is growing steadily and is being recognised as boon by many users world wide. We would like some ideas on how to fully fund this site if you have any suggestions we'd be happy to hear from you.

Eric Watson contributes heavily with his super site buttons and the drawings of a star man from each track featured and we thank Eric for this contribution which makes the site very distinctive.

Let us confirm that we will not switch to the web and will retain the printed magazine with the web site providing the location for very detailed information, so long as we have enough subscribers to stay afloat.

Complete track records for Yarmouth and Leicester have now been donated by **Keith Farman** and **Alan Jones** respectively. This, together with **Roger Hulbert's** Hull records plus the the immediate post war records 1946 and 1947 from **Hugh Vass** provides a solid base to work away at.

WE do need your help to fill information gaps and the files are being reformatted to provide a needs section at the end of each year file for each track. Every little helps and you can send information to Jim at jamesjhenry@yahoo.co.uk . (Articles in Word files can be accepted at this address too.)

The pre-war work continues apace with **Bob Ozanne**, **Allen Trump** and **Peter Jackson** all pitching in. **Bob** is particularly keen for collectors with programmes from the northern tracks from the pioneer days to contact him with meeting details to cover the meetings which did not feature league matches. Contact Bob on robertjozanne@hotmail.com

Everyone who helps will be acknowledged in the Contributors section. Those who supply blocks of information for a particular year or years will be acknowledged in the typed up File.

Last, but by no means least we thank **Colin Pike** who, despite not enjoying the best of health, beavers away compiling the updates to the cumulative index as each new edition is published and is working, pain permitting, on reformatting the year by year files into a smarter format. **Colin's** efforts are more than appreciated, and in his circumstances, even more so. The Cumulative index can be downloaded from the web site together with Volumes 1,2, and 3 of the

magazine.

For some unusual items have a look at www.sandspeedwales.co.uk/4631.html for items re Speedway in Singapore and for bike buffs you might be interested in <http://speedwaybikes.fortunecity.net/workshop.htm> **Jim & Graham**

Charlie Barrett

Adrian Pavey (43 Norbeck Park, Cleator Moor, Cumbria CA25 5RL Tel: 0773 068 4564) has written seeking information about Charlie Barrett.

Adrian's request is in the form of an article which lets us all know the information he holds and it is a very useful way of setting out needs. The Editors would be happy to carry requests in this form as it is more informative than just asking for everything about a particular subject (OK -- sermon over JH.)

Adrian knows that Charlie was from the Middlesbrough area and definitely rode at Cleveland Park in 1929. In fact he was the very first Captain of the Middlesbrough English Dirt Track League team that faced Salford 9run by the same promotion) in 1929. Adrian also knows that Charlie appeared very briefly for Preston during the same season, before moving south to join Wembley along with other North Eastern riders such as Jack Ormston and Norman Evans (both former Middlesbrough riders.) Then there is a big gap until World War II. Charlie became a fighter pilot, flying and delivering planes from RAF Millom and RAF Walney Island, both on the southern tip of the Lake District Peninsula.

From then on, he continued his interest in motorsport, riding scrambles and kart racing and Adrian believes that he had an interest in the opening of the Kart racing circuit at Rowrah (between Whitehaven and Workington). Charlie was also well known as the landlord of the King William pub, known affectionately as the "King Billy" in Kirkstanten, near Millom.

Adrian has received some items from **Colin Greenwell** from Middlesbrough and has discovered some artefacts belonging to Charlie at the RAF Millom museum at Haverigg, Cumbria.

Adrian would like to find out: 1. Does anyone have any information on his races and any notable victories in the North East during 1928/1929? 2. Was he signed by Preston in 1929 (alongside Norman Evans.) 3. If any readers have access to results / magazines / programmes, would it be possible to get an overview of his time at Wembley 1929 /1930? 4. Did he "retire" at the end of 1930 or is anyone aware of him riding anywhere else after this time. (Adrian knows he was a regular spectator at Lonsdale Park (Workington) in the 1930s but he is not known to have ridden there. 5. Also, Adrian would appreciate any

information about his motorcycling and karting career.

PS Adrian is working on a new volume of his Speedway in the North West covering a number of “new” tracks including Liverpool, Seaforth, Bolton, Warrington, Wigan, Coppul, Rochdale with maybe some others plus a re-look at Blackpool. All very welcome Adrian so as my Aberdonian pal would say - Dad on Adrian!

Feedback

We include the slips to get feedback and with the plaudits (at which point both Graham and Jim bow and graciously accept the adulation) and the brick bats (helmets on lads). While it is great to get the subscription renewals a blank comments is a wee bit disappointing as they often provide a catalyst for new works. **Fred Paul**, again asks us not to do book reviews. However Fred we feel that a few slip the net in the other mags and we like to be as thorough as we can be. Fred suggests we could provide information on non-league and open events and the point is taken – maybe there is scope for centre page coverage once we’ve completed the league information.

The possibility of a Speedway Statistics Society / Association is raised in a couple of responses. We have tried to generate interest by placing a section the web to help facilitate contact between interested parties. The web is fast becoming a source of readily available data and we hope it is the boost that gets this body up and running.

Nigel Bird and a couple of others commented the print quality of some of the recent mags have not been good. Point noted and will look to quality. The white paper covers don’t help however we have sourced coloured A4 90gsm paper in what might best be described as garish colours. We are to run a test at our copiers and if it is OK, we’ll recommend sun glasses before reading the next issue.

Pete Ross from Poole who is researching speedway and grass in Poole pre 1960 suggests we should provide information on tracks only used for training or practice meetings. Homes of British Speedway which embodies **John Jarvis’** large track data base, written with **Robert Bamford** (due to be updated and re-issued) is good starting point for information. Can anyone put a bit flesh on the bones of the excellent source book.

Mark Howes from Hellesdon, Norwich suggests we have a look back at a given year with scores league tables and rider averages. Good idea but one for our stats people to pull together and publish. To be fair to do a season justice you would end up with a yearbook like the one reviewed. Maybe this suggests there is a demand for Tempus to backtrack from their 2004 edition as well as

producing one for the season just past.

Mark is critical of the print quality – can't argue with that – and poor proof reading – again no argument as this is my real blindspot (JH). Mark also thinks there is too much trivia – fair comment but we do like a mixed bag of items and as we always ask for articles, we are not inclined to bin them without an airing. (Hopefully a new printer cartridge will solve quality problem.)

Keith Brooker from Maidenhead is critical of the same items re spelling and grammar errors and as I (JH) said above – no arguments. However, in defence, whilst we do try to edit some of the articles, some are reproduced as written and not everyone can wax eloquent in the best Queen's English (spoken in Nairn (Scottish Highlands) by the way) and I (JH) admit that I am not the most expert wordsmith. We do ask for contributions and take them warts and all as we know the writer has put a lot of time and effort into producing them and we (the Editors) are appreciative of that.

Keith suggests we compile a list of all former riders in alphabetic order with biographical information and updated every three years. Again, a good idea and there are researchers out there working on this. From personal experience (JH) of compiling simple A – Z's for a couple of tracks, this is a massive task and would fill the magazine many times over. We would like to think this will develop on the web site from the meeting details we are providing and if you fancy working on an A – Z for each season – please feel free to do so.

Don Gray from Waterbeach asks if we could provide information about the Veteran Speedway Riders' Association. Don, the secretary is the very approachable Vic White, 90 Ruskin Avenue, Long Eaton, Nottingham, NG10 3HX Tel: 0115 973 6041 Email vwhite@legend3333.worldonline.co.uk. The Association has members, ordinary members and associate members and is managed by a UK committee. The President is elected annually and Jack Geran holds the chain of office which he will pass on to Ivan Mauger at Coventry at the Annual Dinner Dance in March 2007. The Association has a number of local groups organising reunions and dinner dances. The Association publication – Opposite Lock give news of Association happenings and news of members. A newly formatted web site is emerging and this can be located by typing VSRA into the Yahoo search engine. The Association produces a membership list every couple of years. Anyone interested should contact Vic to see if they meet the criteria for membership. Annual fees £10.00 rising to £15.00 in 2007. The major project the VSRA is involved in at present is the new Speedway Museum which seems to be moving towards a successful conclusion. As an aside it looks as though the Museum will be setting a permanent link to our web site as a source of information open to visitors seeking information on speedway over the years.

David Hartley suggests we provide coverage of the Provincial League. As one who watched it (JH) it was an interesting time and is well chronicled in the contemporary speedway press. However, if anyone can pull together an item or two then we could be pleased to publish them.

Colin Parker from Coventry suggests we publish some articles about speedway in Australia and New Zealand prior to 1930. We would love to Colin and look to our colleagues in the Antpodes for help on this one.

Colin Pike from Surbiton suggests we should update and re-issue a who is doing what similar to that of a many moons ago. We have been promising to do this for ages and will get around to it but not this edition. Colin suggests we should do it in booklet form and that is a good idea. Maybe one to take further in next year's subscription form. Colin also suggests we consider a rolling programme of get togethers moving round the country. OK – as Editors we need to give this serious thought and get something done. (A germ of an idea is growing here –JH.)

Alan Bates, asks if we could provide help with details of who holds a complete record or records for some seasons for tracks. The web is building on this and the records are growing. However, we are trying to avoid treading on the toes of anyone who hopes to use their material in a forthcoming publication. [Hands up – I can help with White City Glasgow 1945 – 1954 & 1956 plus Motherwell 1950 – 1954, 1958 & 1972. **JH** but I still harbour hopes of a publication on both. However, I have always sought to help anyone working on another track.]

Eric Watson, has a lovely dig suggesting he would like a response to his last suggestions before submitting any more. Sorry Eric – a genuine oversight but I suspect the forms are buried too deep in the records. If you are still are concerned, get back to us and we will respond. There are no “difficult” response forms behind the radiators here. (A long story there.)

Andy Marlow from Leicester suggests we do rider profiles and we dare say we could lift them from many of the excellent Who's Who type books but that would repeat published material and would be against copyright.

There a fair few more comments which will be covered in the next edition.

Can You Help?

Philip Dalling, 84 Lustrells Road, Saltdean, Brighton, East Sussex, BN2 8FL, Tel:01273 304874 Email: dalling.phillip@hotmail.co.uk is seeking team photographs of the Long Eaton sides for 1951, 1951, 1963, 1964, 1965 to complete his book on Nottingham 1928 – 1938 and Long Eaton 1929 – 1967.

Jerry Haines secondline@ameritech.net is seeking details of a rider named

Tiny Haines or Tiny Lansdale who he thinks rode at Crystal Palace in the pioneer days at the London circuit.

Brian Collins is seeking information about Whitney in Oxfordshire. Brian writes: A May 1929 edition of *Motor Cycling* contained a brief mention of a track at Witney, Oxfordshire. It said that there had been no announcement of racing at Witney that year, but that two meetings had been held in 1928, and that the site was a disused aerodrome. Research in the *Witney Gazette* revealed that the second of those two 1928 meetings had been held on 13 Oct, but the report referred to the venue as the "Concrete Speedway". That, and the fact that it was at an aerodrome, plus its' omission from previous speedway literature, makes me doubt that this was speedway as we know it. The only riders I recognise in the results are Nick Carter, referred to as "the well known rider of the Matchless firm" (presumably the same rider who was a regular at Bristol and the South Wales tracks ?), and F (Fred?) Wilkinson. No reference is made in the report to the track surface. I have failed to find any further reference to this track in either the *Witney Gazette* or the *Oxford Chronicle*. (Brian, have you looked at MotorCycle? A contemporary of MotorCycling. Also worth cross referring to the club events section as sometimes there are calls for entries a few weeks before the event. JH)

Charles McKay, 6 Haslemere Close, Bradford, BD4 9EB Tel: 01274 684331 Email: charlesmckay@dla-architecture.co.uk is seeking details of the 1988 Australian U21 championship.

Nigel Bird, 38 Blakemore Drive, Sutton Coldfield, West Midlands B75 7RN Tel 0121 329 3942 Email Nbird123@aol.com is looking for photos of **Pre-War** Midland riders/teams /stadiums. etc Hall Green, Perry Barr, Perry Barr Sunbac, Coventry, Wolverhampton ,Greet, Stoke etc, also Tamworth & Mile Oak 1932-34. (Nigel will pay expenses of reproduction if necessary.)

Pete Ross, 75 Hennings Park Road, Oakdale, Poole, BH15 3QX Tel: 01202 241086 is seeking details of pre-war grass tracks in Poole and Dorset born riders who rode for Poole 1948 – 1960.

Mark Howes, 33 Falkland Close, Hellesdon, Norwich, Norfolk, NR6 5QZ Tel: 01603 484032 Email MHowes2s-norfolk.gov.uk (does- mean @?) asks if there is currently any speedway in Bulgaria. Over to you international experts for a reply.

Roger Beaman, 47 Peel Way, Tividale, Oldbury, West Midlands, B69 3JX Tel 0121 532 8614 Email roger.beaman@blueyonder.co.uk is seeking details of Trackstar Anglian League matches involving CradleyHeath away from home for seasons 1978, 1979 and 1980.

Tony Lethbridge, 6 Lower Kings Avenue, Exeter, Devon, EX4 6JT Tel 01392 272471 Email : tony.lethbridge@btinternet.com is seeking information

about any meetings staged at Newton Abbott Recreation Ground and some confirmation of speedway in Tiverton pre-war. [As an aside Tony is working on a book on Colin Hill and sequels to his Exeter History books. Jim H has fond memories of Colin who was always a pleasure to meet on his visits to Scotland with his beloved Falcons and looks forward to seeing a tribute to Colin in print.]

Alan Bates, Flat G, 14 Radnor Park Avenue, Folkestone, Kent, CT19 5HN
Tel: 01303 253924 is seeking details of the fourth placed men in the Belle Vue v Clapton National Trophy match 2.9.1933.

Vic Butcher, 7 Derwent Close, Tangmere, Chichester, PO20 2FQ Tel: 01243 532819 Email butchervic@hotmail.com is looking for heat details for meetings involving Southampton including 30.10.30 at Wembley; 18.4.31 at West Ham; 25.4.48 at Wombwell; 7.8.48 at Poole; 23.4.48 at Tamworth and 24.9.48 at Wombwell. He is also seeking details of a practice meeting staged at Southampton 15.3.49 plus the Saints tour to Italy in September 1949.

Graeme Frost, 8 Strathbogie Avenue, Findon, South Australia is seeking information on the date and location of death of one time Australian Test team manager A.E.Simcock.

Debunking the Myths The Starting Gate

Nigel Bird advises you all to “Remember you read it here first!” (who should be aware that **John Jarvis** really enjoys his snippets of information) .

It seems it has been a long held belief that Harry Shepherd & Fred Mockford invented the starting gate. Personally I have always doubted this story, why? Well in the first place two people do not invent something; one person comes up with an idea. To the best of my knowledge they never patented the idea and made themselves some money, something you would have thought they'd have done if it had been their invention. I am also aware of horse racing's use of the starting gate before speedway arrived in this country. I have always felt that the starting gate, just like helmet covers, was borrowed from horse racing and not the other way round.

Before starting stalls were introduced, horse racing used the 'starting gate' and still does occasionally for jump racing. So in an effort to get to the bottom of the story I wrote to Ms. Hillary Bracegirdle (I kid you not) at the National Horse Racing Museum at Newmarket, giving her a full description of the device without using the words “starting gate” She replied saying the "Starting Gate" was first used at Newmarket races in 1897 but had already been used some years earlier in the Colonies. The gate was manually operated which led many jockeys to anticipate the actions of the starter (sound familiar to all us

fans from a past speedway era when anti-ciapiating the start was all part of the game). The museum does not know who or when the device was invented. Shepherd & Mockford I think adapted and modified it to suit speedway. I do not believe they invented it. So with the evidence I have at the moment I believe this myth debunked. The speedway press I've no doubt will continue to peddle the myth as it gives them something to write about!
The question remains as to who electrified the starting gate?
Ms Bracegirdle has now left the museum, Graham Snelling being the new curator.

The Mystery of the Motodrome..... 2 Tracks?

Since **Nigel Bird's** article in the last issue of The Speedway Researcher things have moved on a bit and now **Nigel** advises that it now seems we have 2 tracks at the rear of the BSA factory in Birmingham. The waters have been muddied a little by past writers who have confused the details of both tracks as one. (including myself NB) It is in the BSA records that in June 1928 the board approved the sum of £1000 or thereabouts to build a track on land off Golden Hillock Road. The final cost of the track being £1800. The purpose of this track was to test and develop BSA speedway bikes, also to provide practice facilities for purchasers of BSA speedway bikes. BSA employee Pat Biddle learnt to ride here not Greet, in 1930.

The Birmingham Motordrome (Greet) was situated at the bottom of Colebrook Road on land believed leased? from the Serk Radiator Company; during 1929 Serk cancelled the lease (or the Land was sold to them?) and extended their factory over the site, ending the short life of the Motordrome. The land was not owned by the Birmingham Motor Cycle Club.

What's in a name?

Nigel Bird tells us that Del Forster's (Harringay etc) Christian name was Delamark and that Cecil De La Porte's (South Africa) full name was Cecil Darcy De La Porte.

Try these publishers?

Nigel Bird suggests if you're looking for a publisher you could try these:-
www.replaypublishing.co.uk (Any other suggestions welcome. Eds.)

Reviews

Tempus Speedway Yearbook 2006 Edited by **Robert Bamford**. Published

by Tempus Publishing Ltd, The Mill, Brimscombe Port, Stroud, Glosctershire, GL5 2QC @ £17.99 + P&P. **Review Graham Fraser**

The third edition of the Tempus Speedway Yearbook is now available and is welcome continuation of a speedway review of the season (2005) that has until recent times been an ever present on the speedway publishing scene. This publication's claim to fame is that it is as complete a statistical record of results, riders, and teams as any speedway fan or historian could wish for. For the obvious reason it concentrates on the British, Grand Prix and International Speedway season but there will no doubt be continental publications (and the Speedway Star) for the completists that seek every speedway result/rider from the world of speedway.

The format was established in the second, 2005 Edition, so little needs said to repeat the detailed nature of this publication. As before the 2004 and 2005 editions it replaces in many ways are available from Tempus at the knock down price of £5.99 + P&P and they are a bargain at that.

Ove Fundin: Speedway Superstar by **John Chaplin** Tempus £16.99 + P&P.

The long awaited biography of multi-world champion Ove Fundin, has been long expected and the latest in a line of publications by former Vintage Speedway Magazine Editor and now ex-pat in Spain, John Chaplin.

What strikes you straight away about this biography is that it is very much a history of an era and of a multi world champion whose career at the top spanned three decades – the 50s, 60s, and 70s. The book draws upon the recollections of Fundin himself (but only after prompting) and as such is an important record for speedway historians.

As with previous Tempus speedway biographies it is liberally sprinkled with photographs of Fundin the man growing up and through a glittering speedway career. It also is a history of the sport in the post war years quoting riders and speedway officials and journalists whose names litter the speedway literature of the era. (A rarity the photo of Ove blasting round a running track in his home town.)

A welcome addition to the speedway library, and a must for those with long speedway memories, this is another major contribution to the history of our sport. We await similar histories of the other stars of this era. **Graham Fraser**

Wiggy:Simon Wigg In His Own Words by **Gareth Rogers**. Published by Retro Speedway, 103 Douglas Road, Hornchurch, Essex RM11 1AW @ £15.99. Review by **Graham Fraser**

The death of Simon Wigg after a brave battle against illness came as a shock

to many speedway fans that had grown up with this larger than life character who brought his own brand of entertainment as well as skill to our sport. The book on Wiggy is part autobiography and part tribute from a number of riders and those closest to him in speedway. It catalogues the career of the man from his early days in the grasstrack sector, his move into speedway at Weymouth and his activities sporting, social and family until his enforced A warts and all account of Wiggy's life and career from those who rode with him, his colleagues, friends and family. The book is a fitting tribute to a very well liked and admired speedway man.

Speedway Statistics Club

Thanks to **Andy Marlow** for raising this again. Those of you with access to the web will see we have added a section to allow what might be known in the legal profession as notices of interest. Andy rightly points out there are several sites which carry heat details which is the raw material for a Society to work on. Whilst we will do everything we can to facilitate a statistical society or club, we cannot afford the time to organise and run it. Graham and I took a bold step in launching this wee magazine, so can we have someone who will take the equally bold step and launch the Speedway Statistics Club please. We can afford to web space to get you started and the invitation is there to contact **Ron McNeil** to see how he can help. **Editors**

PS. We should say that the details on the web irrespective of the year include bonus points even although they were not introduced until 1951. The information on the bonus is designed to allow the calculation of Calculated Match Averages and allow comparison of riders over the years.

Deadline for items for next edition is : 31st July 2006

Web Master Ron McNeil

Contact at info@speedwayresearcher.org.uk

The Speedway Researcher is edited and published by :

**Graham Fraser
7b Bruce Street,
Stirling, FK8 1PD
Tel : 01786 471992**

**Jim Henry
90 Greenend Gardens,
Edinburgh, EH17 7QH
Tel : 0131 664 7185 24**

1952 National League Division One

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

National League Division One 1952

Team	Home							Away							PTS
	R	W	D	L	F	A	R	W	D	L	F	A			
Wembley	18	17	0	1	972	536	18	11	1	6	779	724	57		
Birmingham	18	17	0	1	931	570	18	6	0	12	698	808	46		
Harringay	18	14	2	2	875	634	18	7	1	10	743	765	45		
West Ham	18	14	1	3	835	670	18	4	1	13	647	862	38		
Wimbledon	18	14	1	3	866	639	18	3	1	14	667	841	36		
Belle Vue	18	15	0	3	847	663	18	3	0	15	640	866	36		
New Cross	18	11	0	7	800	705	18	4	1	13	680	828	31		
Bristol	18	12	0	6	789	718	18	1	0	17	591	918	26		
Bradford	18	11	0	7	790	718	18	0	1	17	593	915	23		
Norwich	18	9	2	7	791	715	18	1	0	17	539	969	22		

National League Division Two 1952

Team	Home							Away							PTS
	R	W	D	L	F	A	R	W	D	L	F	A			
Poole	22	21	1	0	1289	559	22	10	0	12	928	918	63		
Coventry	22	18	2	2	1075	771	22	7	3	12	863	985	55		
Leicester	22	17	0	5	1035	811	22	8	2	12	847	997	52		
Cradley Heath	22	19	0	3	1084	764	22	5	0	17	786	1057	48		
White City	22	18	1	3	1085	760	22	5	0	17	752	1093	47		
Edinburgh	22	18	2	2	1084	762	22	3	2	17	842	1001	46		
Ashfield	22	16	1	5	1004	841	22	3	2	17	748	1099	41		
Motherwell	22	16	2	4	1041	802	22	3	0	19	784	1059	40		
Yarmouth	22	20	0	2	1168	680	22	0	0	22	644	1203	40		
Stoke	22	18	0	4	1092	680	22	0	1	21	682	1165	37		
Liverpool	22	14	2	6	1032	814	22	2	1	19	694	1153	35		
Oxford	22	11	1	10	927	915	22	0	1	21	660	1188	24		