

meetings. I then questioned the Association's decision to zone riders in the National Individual Quarter Finals and also its choice of tracks for the preliminary rounds.

ers received was one from Bob Saunders. Says Bob that your leader was not in good taste. Upon was tempted to reply point for point but after a st the temptation and keep to my policy of while others engage themselves in slating, stirring however think that you have been influenced by well sources".

thing I said I meant. It all came off my own bat to keep an open mind. The things I mentioned did ing away from that. As for the article not being have a right to present the facts to the people ad this magazine.

nt that none of the people who wrote in to answer any of the points I raised. Even my offer of space in which to answer some of the article. He said nothing useful could be achieved that I have been asked not to quote from his that he did say that my points would be answered CSA A.G.M.

I know that you mean well but I'm afraid that I chester on the day in question, I was working. But e up my offer, at any time, please do write to te to you. I stand to be corrected but until I am itorial was correct.

for this month. Another Cycle Speedway season has icularly a good one for the sports officials but n some fine racing.

the sport remains to be seen but I have a feeling oving behind the scenes before very long. Rest rn Post will keep you up to date with the news d watch for an announcement concerning our 1965

E..... BE SEEING YOU.

Printed & Published by
CYCLE SPEEDWAY PUBLICATIONS
64 Tonbridge Road, Dover

Typical of the letter
"Unfortunately I think
reading your article I
time I managed to resist
watching and thinking what
and sourgraping. I do hope
meaning, if misinformed

Sorry Bob but every
and I really have tried
happen. There is no getting
in good taste, surely I
who pay good money to read

I think it significant
criticise me did in fact
Mr. Mansbridge declined
questions raised in the
by doing so. I am afraid
letter but I must reveal
if I could attend the NA

Dear Mr. Mansbridge,
could not dash up to Man
if you would like to take
me. As I said when I wrote
I must insist that my editor

But enough of that
come to an end. Not part
one in which we have seen

What 1965 holds for
that things will start moving
assured that South Western
throughout the winter and
summer plans.

HAPPY NEW YEAR EVERYONE

ERIC ABBOTT BEGINS HIS SERIES OF FEATURES ON THE HISTORY OF CYCLE SPEEDWAY RACING IN PLYMOUTH

In 1947 Motor Cycle Speedway returned to Plymouth and with it came a new sport, Cycle Speedway.

Youngsters, trying to imitate their big brothers, formed several teams around the Plymouth district mainly on bomb sites. There were troubles though. One minute you had a bomb site track, then along came the workmen and no track remained. Elsewhere in Plymouth tracks were attracting Council attention and finally they granted these skid-kids permission to use waste ground where they could form a proper team and track and settle down without fear of being kicked off every five minutes.

As far as I know the following teams operated in 1947/8: Hartly Hammers, Pennycross Pirates, Laira Wasps, Crompton Diamonds, Laira Lions, Houndcombe Hawks, Pennycombquick Pirates, Manadan Lightenings, Green Aces (Ford), Dockland Aces and Flying Devils.

There was no league, the teams were very inconsistent and friendlies were ridden in a half hearted manner. There was no stewards to control the matches or controlling body to organise things and teams very often failed to turn up. Punch ups were frequent and dirty riding or boring on the track was the order of the day for some teams.

Obviously, sooner or later a league had to come and during the close season of 1948, all the riders interested and quite a few interested adults got together at a meeting held at St. Budeux and the Plymouth Cycle Speedway league was born. A control Board was formed by the adults and each team had a representative at each meeting which was held once a month.

During the 1947/8 seasons, three teams were very prominent. They were the Flying Devils, Laira Wasps and Manadan Lightenings and matches between these teams attracted anything up to 800 people.

For the lightenings a young man called Alan Dabinette burned a trail of glory for himself and his team wherever they went in Plymouth. He could ride four laps flat out on any track without putting his foot down - on the outside of the track at that. He reigned supreme until 1952 when he switched to motor speedway but I'm afraid that he found it much tougher than Cycle Speedway. He finally quit the Speedway scene for good in 1954.

The Wasps were a powerful team with no actual stars but in the league later to come they certainly proved they were a team to be feared. The most popular team then was the Flying Devils. Led by Ray Hood (Capt) and Bob Lawrence, Bob and Johnnie Kelloway, they showed Cycle Speedway at its best wherever they rode.

Some of the tracks in these days were anything but tracks. My first team the Pennycross Pirates rode in a wood with a tree marking the first bend. If you rode the white line, bang went your foot. Laira Wasps, for a long time, had a big crater in the centre and if a rider was oushed into the centre you can imagine the result. The centre was at last filled in, in 1949, after the loss of many riders.

The Pennycopiequick Pirates only lasted six months in 1948. They rode around a ruined house and you can imagine what happened when the riders disappeared from sight on the first square.

Hartley had a very rough track on a slope and if you went wide on the bottom bend you ended up in a gorse bush and hospital.

By the early part of 1949 most of the rougher tracks had disappeared the Control Board saw to that. Everyone got ready for what promised to be the best season for Cycle Speedway in Plymouth. Business men took a great interest and put up a league trophy, a best pairs cup and a Plymouth Individual Cup. Each track who entered the league received 5,000 programme blanks from one sales merchant. A massive Battle of Britain Trophy was put up by the traders to be run off as a K.O. Cup Championship.

The organisation was terrific, Plymouth being the most far flung post of Cycle Speedway, yet it was said that in the coming 1949 season, they were far ahead of bigger cities in England including London. Everything was ready, the press gave the sport terrific publicity and kept it up all through 1949. Every rider had a licence book issued to them and had to produce it at a match to prove he was a registered rider. The public interest had been roused and both riders and public alike were looking forward to 1st April 1949 when the first league match would be run.

FLYING DEVILS WIN FIRST LEAGUE MATCH

850 people turned up on April 1st to watch the Flying Devils at their State track riding the Laira Wasps in the first league encounter. After a terrific match, full of spills and arguments about rules and close racing the Devils won 47-36. A new team called the Fulston Eagles made their entry into the league with a 57-27 win over Dockland Aces. The Eagles nearly won the league but the Wasps made a storming finish by pipping the Eagles in their very last match which the Wasps won 42-41.

Top boys that year were definitely the Wasps and the Eagles with the Devils close behind and whenever they clashed the matches were first class and drew big crowds. Dabinette was rarely beaten and people came to the Eagles track and away tracks to see who could defeat him. Not many did. He held every track record in the league at the end of the season, won the Plymouth Individual Championship with a faultless maximum watched by 5,000 people. Dabinette's team, the Manadon Lightenings couldn't give him the support and ended up half way in the league. In front of 5,000 at the Devils track, Dabinette and Archie Green, Lightenings, won the best pairs tournament with R. Hood and Bob Lawrence, Devils, second and Larry and Dave Tucker, Eagles, third.

Another large crowd watched the final of the Battle of Britain Trophy between the Eagles and the Devils.

Eagles:- Frank Osbourne, Dave Osbourne, Dave Tucker, Larry Taylor (cpt), Rob Kiler, Pete Colman, Alan Pritchett, Alan Royal.

Devils:- Ray Hood (cpt), Bob Lawrence, Eric Abbott, Pete Mitchell, John Kelloway, Bob Kelloway, John Horsham, John Brickell.

At the Devils track the Eagles drew 42-42 and the return leg at the Eagles, well, after a terrific scrape with the lead changing and chopping the match was level by the thirteenth heat. In the final, heat fourteen, Mitchell and Brickell lined up against Osbourne and Tucker (D). Mitchell led from the gate and the two Eagles chased after him. On the last bend of the last lap, Dave Tucker caught Mitchell and won the heat. Brickell and Osbourne collided and failed to finish and Mitchell came second but the Eagles won on aggregate 84-83.

It was a fabulous season with crowds averaging 1,250 per track. The Press helped tremendously, printing weekly results and advertising the coming events. The business men put up all the trophies and Cups and track conditions improved tremendously. Organisation was the best you could wish for.

The first Plymouth v Exeter Test matches were stated but when Exeter visited Plymouth for their match at Plymouth, they were outclassed on the huge Laira track.

To wind up the season a big dance was held and prizes were presented. It was definitely the most successful season for the sport in Plymouth and Devon, never to be repeated. Now everyone was looking forward to a good 1950 season. News of new teams forming came to light, the Manadon Lightenings, Pennycross Pirates, Flying Diamonds and Dockland Aces all packed in - Dabinette went to the Eagles and new teams entered the league for 1950. They were Stoke Dragons, Weston Millers, Barton Falcons, C.H. Mercuries and the Laira Bees.

BRISTOL TEAM LOSE TO EAGLES

The 1950 season came after a winter in which everyone was raring to go. Five new teams had entered the league during the winter months but when the season started two more teams hurriedly joined. These were the Plymstock Lions and the Woodland Wyverns (now the Honicknowle Hornets).

A lot of new faces appeared on the scene, more attractive teams keeping the interest in Cycle Speedway in Plymouth going great guns. As for myself, I signed for the powerful Fulston team who, as I said before, secured Plymouth Champ Alan Dabinette for the side. As the league got under way, it was obvious that the Eagles were going to win the championship. The Flying Devils, Wasps and the new team, Lions, put up terrific opposition but the Eagles shrugged them all off to finally win the league. All the teams joined NACSA on entering the league and the Eagles forced their way to the final of the Devon area in the 1950 team championship competition. They rode off with the Plymstock Lions to win on aggregate. They were drawn at home next, against the Clutton Pirates (Bristol) who they beat 48-46..

Eagles:- Alan Dabinette, Keith Williams, Ray Hood, Bill Horsham, Colin Davis, Herby Hallett, Dave Blackmore, Ginger Mitchell (Tucker and Osbourne were injured).

Pirates:- M. Sage, J. Sage, Ettle, Flowers, Branch, Kerby, M. Blackmore, Bennett.

This was a great match but I must say Clutton were unfortunate to lose. Mechanical trouble hampered them throughout the match. Again, Dabinette was unbeaten but the Eagles had plenty of weal spots especially the reserves.

Again, for the next round, the Eagles were drawn in Devon, against the Gem Pirates of Poole who went on to win the NACSA Championship that year. It was a controversial match. Prior to their visit (130 miles) to Plymouth, the Pirates received a number of anonymous letters stating that the Steward and track were not neutral. Well aware that the Eagles had used their own track in the match before, the Pirates agreed to come to ride. What a team. They rode the Eagles track as though it were their own and won an easy match 52-44. The Eagles were never in it, even the great Dabinette was off form and the Eagles rode as if they were not interested in winning (guilty conscience perhaps?)

Eagles: Osbpurne 6, Tucker 7, Horsham 8, Abbott 6, Williams, Hood 5, Davis 3, Dabinette 4.

Pirates: J.Gale 14, Bunter 12, Bennett 12, Parkin 4, J.Dunford 3, Davies 1, Stanley 1.

If the Eagles had used their reserves more, perhaps the score might have been closer. Dabinette won the Plymouth Individual title again but the opposition was tougher with Rex Grayling second and Marshall (Lions) third.

R.Hood and Williams won the best pairs trophy from A.Soper and Chapman (Wasps) and Eddy and Nicholls (Lions). The Wasps won the John Wheel Cup but the Eagles took the other trophies put up for competition.

Dabinette went to London'd Empress Hall to represent Devon in an England selectors match but was not very successful. A new series of test matches were started between Plymouth and Southampton, home and away in order to get some recognition. They lost at Southampton but won in Plymouth. Cycle Speedway was at its peak in Plymouth and matches were ridden every night except Sundays asvthere are rules stating that the Council will allow no racing on Sundays officially.

At the end of the season, a massive ball was held in Exmouth Hall and with a record attendance, all prizes and Cups were presented.

PLYMOUTH LEAGUE 1949

	P	W	D	L	Pts
Laira	14	12	1	1	25
Fulston	14	12	0	2	24
Flying D	14	11	1	2	23
Manadon	14	5	2	7	12
Pennycross	14	4	1	9	9
Hartley	14	4	0	10	8
Green A	14	3	0	11	6
Dockland	14	2	1	11	5

PLYMOUTH LEAGUE 1950

	P	W	D	L	Pts
Fulston E	20	16	1	3	33
Flying D	20	15	2	3	32
Laira W	20	15	1	4	31
Plymstock L	20	13	4	3	30
Weston M	20	12	2	6	26
Woodland W	20	6	3	11	15
Stoke D	20	6	1	13	13
Laira B	20	5	1	14	11
Ford P	20	4	1	15	9
Camels Head M	20	3	0	17	6
Barne Barton F	20	1	0	19	2

B.C.S.F. A.G.M.

The Bristol representatives at the 1964 British Cycle Speedway Federation A.G.M. were shown great hospitality by everyone present. Dave Massey, Mike Dyer and Bob Martin made the trip and fixtures have already been arranged with Bournemouth and Hellingly, the two British League clubs who met the Lions this season.

B.C.S.F. Chairman, Mr. Derek Bacon, had a word with the Bristol contingent and so did British League Secretary, Mr. Richardson, who watched Bristols home match with Hellingly in October. Fixtures Secretary, Neil Tullberg, hopes to arrange matches with most of the other British League clubs before long.

STEVE FRAZER

1964 SOUTH WESTERN POST INDIVIDUAL AWARDS (SOUTHERN RIDERS)

RIDER OF THE YEAR: Dave Butcher (Southampton Saints).

Top of the British League averages, Dave has made a wonderful start to his British League career with Southampton. 240 points from 20 matches puts him a clear 40 points ahead of his nearest rival, Ray Chivers of South London.

Colin Wheeler threatened to nose his way into this award but I still think that Mr. Butcher has earned the prize. Without his all round leadership Southampton would have been hard pressed to win the eight league matches they finally did.

MANAGER OF THE YEAR: Ted Mills (Southampton Vikings).

Whatever the claims of the other Southern managers, the Manager of the year award must fall in the lap of Vikings Ted Mills..Who else has done so much for his team in the last year. Tough as nails, yes, but someone more loyal to his club would be hard to find.

Ted eats, drinks and sleeps Cycle Speedway racing and the Vikings just wouldn't be the same without him. Its Ted, too, who encourages so much of that junior talent in Southampton.

MR. PERSONALITY BOY: Mike Curtis (Bristol).

Whenever Mr.Curtis is about, things tend to go off the rails. Fair haired Mike is the personality plus boy of the Southern League and I am sure that you will agree that he's a "right plumb character" through and through. You can't help but like him either, even if he does rebel against convention and do the strangest of things both on and off the track.

MR. NICE GUY: Ray Morse (Swindon).

Step up and take a bow Mr. Morse. A greater gentleman on the track is impossible to find. We need more riders of your character and enthusiasm if cycle speedway is ever to become a top amateur sport. Ray is always on hand to encourage and advise his team-mates and he never has a bad word for any of his rivals.

MR. VETERAN: Ken Worlock (Bournemouth).

Almost twenty years in the saddle and ken is still going strong as one of Bournemouth's top men. Started the season with Littlemore but chanced his luck in the British League in mid-term. Ken isn't the most popular of riders at all tracks but you can't help admiring his loyalty to the sport. Good luck to you pal!

MR. NEWCOMER: Dave Roman (Bristol)

Unheard of in senior circles until this season, Dave battled his way through the National Individual Junior rounds and actually took second place in the semi-final at Carrs Wood. Third in the Bristol averages and only a decimal point from the top, 1964 was his first season of senior racing.

Dave tried his hand in the Bristol League for a couple of seasons but until this year he has never been able to give the amount of time to the sport that he would have liked to. Bristol expect big things from Dave in the future.

Read 'THE BRISTOL EVENING POST' and 'GREEN 'UN' for best speedway and Cycle Speedway news, views and pictures

SOUTHERN LEAGUE REVIEW

by Ross Martakies.....

The Southern League got off to a good start with nine teams battling for points, but somewhere along the line something, somehow, went wrong. Trouble in the air at Bucklebury, lack of points at Minster Lovell and uncertainty about Littlemore spolt the season. Bucklebury began the year with a new Council track and a burning ambition to hand over the leagues wooden spoon to some other combine, but they ran into trouble fast. Swindon refused to finish a match because of the "farcical state of the track" and by the end of the season a coupæ of other teams had walked off.

Poole did finish their match at Bucklebury but only because two of the Tigers completed the last four heats on borrowed bikes after the rest of the team had packed up in disgust over the stewarding. Stewarding or not, no team should walk off in the middle of a match. They can ride under protest yes, but walking off proves nothing.

What went on at Littlemore hasn't been given a lot of publicity and quite rightly so too. But the fact remains that Littlemore riders didn't turn up for Southern League Individual events and they weren't too keen on what was happening in the league either. The air has been cleared at Littlemore by their statement that they have finished with the Southern League and that they hope to join B.C.S.F. next year. At least they did fulfill their programme which is more than near neighbours, Minster Lovell, could manage. The latter club withdrew from the league late in the season and caused fixture chaos galore at the same time.

Talking of fixtures, quite a number of matches were outstanding when the season finished. A closer watch on postponed matches should be kept in future.

For the rest of the league things went on in much the same old way. Whether the Southern League will be run in 1965 remains to be seen. Swindon state that they have finished, Vikings would like to join the Home Counties League, the fate of Great Milton hangs in the balance, Poole have finished and Bristol and Littlemore have gone B.C.S.F. That leaves poor old Bucklebury. Still, perhaps things will sort themselves out in time for next year. The final league table will be carried in the next issue, if an official one is available.

BRISTOLS CLOSE SEASON PLANS

by Dave Robinson....

At a meeting at the Hengrove Community Centre during the last week in October, Councillor Seith promised to back Bristols application for a £150 Council grant in order to erect a six foot fence around the clubs property. The club is prepared to meet a quarter of the cost of the fencing.

Bristol hope to apply for a £800 grant so that a pavilion with changing room accomodation can be built. Plans also include provision for showers, flush sanitation and a club room. Approval of this scheme will be left until the protective fence has been completed.

Treasurer, Dave Massey, is confident that the club can raise the necessary £250 needed to finance Bristols share of the £1100 project.

DEVON REVIEW

by RON VAULTER....

The 1964 Devon County League has come to an end, after a very fine season. Cycle speedway was shown on West ward T.V. in July and consisted of a film of a Kestrels v Whipton match. League winners again proved to be Whipton Aces A and runners up were Shaldon Kestrels. Next season Dawlish Demons are bringing a team into the league and this should prove a strong line-up bringing the total of clubs to seven. The winner of the 1964 Individual League Championship was Allan Northway of the Kestrels.

The Shaldon Junior team has impressed me so much that most of them will be riding in the main team next year. At Dawlish too, many juniors are making the grade. I understand that interest is growing steadily in Plymouth with the help of Eric Abbott and Pete Neale.

The A.G.M. was held at Exeter on Sunday October 11th. Officers elected for 1965 were President Pete Lansdale; Vice President - Dave Stevens; Chairman - Ron Vaulter; Secretary - A. Trump; Treasurer - C. Collett. Two representatives from each club will help to form the committee. Mr. Trumps address is 30 Walpole Close, Exeter.

CLEVERTON EXPELLED FROM B.C.S.F.

Cleverton's membership of the B.C.S.F. has been "terminated". A statement to this effect was made by the Federations Executive Committee recently.

NATIONAL FINALS RESULTS

SENIOR TEAM CHAMPIONSHIP

OFFERTON 52: Hinchliffe 15, Garnett 13, Hardy 7, Lawton 5, Hatton 4, McKenzie, Seppman 3, Ross 2.

UXBRIDGE 44: Dean 10, Punter 9, King 8, Fletcher 6, Jones 5, Norris 2, Unsworth 2, Pearce 2.

JUNIOR TEAM CHAMPIONSHIP

HIGH BANK 40: Shaw 11, Kay 9, Roote, Rutter 7, Newton 4, Wheatley 2.

BELLE VUE 38: Hatton 13, Taylor 11, Meredith 6, Corlett 4, Massey, Emery 2.

SENIOR INDIVIDUAL

Vic Hinchliffe (Offerton) 14, Derek Garnett (Off.) 11, Pete Bury (Gorton) 11, Will Truslove (Keresley) 10, Graham Swan (Swindon) 10, Vinnie Marsland (Gorton) 10, Johnny Watling (Gorton) 9, Colin Wheeler (Vikings) 8, Paul Rennie (Gorton) 8, Barry Shapley (Earlsdon) 6, Dixie Dean (Uxbridge) 5, Tony Hardy (Offerton) 5, John Mills (Vikings) 4, John Brooks (Estuary) 3, Sid Russell (Wembley) 3, Glyn Brimson (Tolworth) 1, B. Munns (Keresley) 2.

JUNIOR INDIVIDUAL

Joe Hatton (Belle Vue) 13, Chris Hunt (Wembley) 12, Paul Rennie (Gorton) 12, Keith Jago (East Ham) 11, Dave McCue (Stoke) 10, Vic Hockley (Estuary) 9, John Watchman (Openshaw) 8, Dave Roman (Bristol) 7, Rod Mills (Vikings) 6, Dick Worthington (Raynes Park) 6, R. Carter (Brandon) 6, R. Ross (Offerton) 6, R. Hardie (Earlsdon) 5, Sid Bates (Blackley) 4, Dave Higginson (Adswold) 3, B. Card (Offerton) 2.

LITTLEMORE TO GO B.C.S.F.

Oxford's Littlemore Falcons are the latest NACSA team to apply for BCSF membership. Chairman, Mr. G. R. Miles, has announced the clubs intention in a letter to Cycle Speedway Gazette and he points out that, like Bristol, his team hopes to enter the British League in 1965.

THE JOHNNIE WRIGHT STORY

PART THREE

The 1960 season was well under way when I happened, quite by chance, to spot an article in the Bristol Evening Post stating that Cycle Speedway racing had returned to Bristol. The reader was informed that eight teams were in operation and that plans for a Bristol league had been drawn up. A local Control Board was also to be formed.

Although I was still under contract to Hungerford, I immediately got in touch with Mr. Salter, the Manager of Airport Lions (now the Bristol C.S.C.). Following a long chat about cycle speedway in general, Mr. Salter suggested that I contact Ken Worlock - which I did - at that time Ken had retired from the sport for about two years, after a long and distinguished career as a rider and manager. In spite of this big Bristol revival, it was not really thought that he would return as a rider, although it was hoped he would become team manager of the old Bristol Eagles if a full team could be raised.

On meeting the old Bristol Champion, he told me that with three former Eagles and myself in the team, it would be possible to re-open the Arnos Castle track. So, after a final trip to Hungerford I signed for the Bristol club. Within a month the local league programme had begun. As it happened, Ken did decide to ride again. As captain he led the newly formed Castle team to victory in every league and challenge match that season. Although in all fairness I must add that our overall strength and experience weighed heavily against the opposition. From the very first match I personally seemed to take on a new lease of life. As I said earlier I believe my experience of having ridden with top class riders at Hungerford - although never a star there myself - stood me well for the new Bristol league. The Eagles track re-opened with an individual meeting - the Arnos Castle Trophy. Ken won the pot while newcomer, Terry Denham of the Hengrove Pirates secured second place. In my opinion Terry was an overnight star and one of the best riders Bristol ever produced. Third place went to yours truly who managed to collect eleven points and a silver medal awarded by Mr Salter the newly elected Control Board Chairman. I was quite proud of this achievement especially as the field included such seasoned riders as Johnny Paisey, Dave Lewis and Kip Jones.

Although the Eagles never lost a match during their initial season I always admired the determination shown by our losing opponents, especially the Knowle (Junior) Bulldogs who, despite such a young and inexperienced team, never gave up trying. One team that did make us sweat though were the Stapleton Tigers, On one away visit the result depended on the last heat and only some fine riding by Ken and Johnny Paisey saved us from defeat on that occasion.

At that time some of the biggest crowds to be seen at a cycle speedway meeting were at the Stapleton track (Begbrook Park, Frenchey). It was not unusual to see two or three Bristol Rovers players amongst the several hundred spectators, especially Eastville Stalwart, Doug Hillard, who no doubt came to watch younger brother John, who was a favourite with the local supporters. The personality of this South Gloucester team was, without doubt, Morley Mordeci, dressed in red and mounted on a similarly coloured Phillips Speed track machine, Morley was more often than not among the double figures. Not only was he a good rider though, his other claim to fame was as a Gloucestershire table tennis County player. In fact, at that time he was Southern England junior champion.

1960 was my best season in the sport. Apart from third place in the Arno's Castle Trophy, which I have already mentioned, I felt honoured to have been selected to captain the Somerset team against Gloucester. As far as the Bristol riders Championship was concerned, I was lucky to qualify but on the big day I managed to muster thirteen points which gave me third place.

So much for 1960 - 1961 was a season of mixed fate and fortune, not always good fortune wither, as I will explain next month.

BRISTOL GO B.C.S.F. by Ross Martakies....

Bristol severed its connections with NACSA and the Southern League after the last match of the season at Swindon on November 1st. The club will race in the BCSF during 1965 and will apply for British League membership the following year.

Club captain, Bob Martin, tells me that the team has been very happy in NACSA "We have had our ups and downs but in general we can't complain" he said. The decision to go BCSF was reached at the clubs AGM. At the same meeting it was agreed to change the name of the club to the Bristol Cycle Speedway Club - omitting the former Lions title. A new club dress of white sweaters, with race jackets depicting the Bristol coat of arms in blue and red (permission to do this has been obtained) was also announced. Black shoes, black jeans, white socks and white gloves will be compulsory in all matches and bikes will be painted dark red and white.

A new committee was elected and consists of the following members. Manager/Treasurer - Dave Massey; Captain - Bob Martin; Supporters Club Rep. - Dave Robinson; Track Manager - Phil Sposito; Secretary - Neil Tullberg; Neils address is 38 Ridgeway Lane, Whitchurch, Bristol.

RIDER OF THE YEAR - GARNETT AND HINCHLIFFE TIE

The awards for the Rider of the year competition were officially announced recently. These are based on the results of the British and National Championships and Open events which are held throughout the country.

1. Derek Garnett and Vic Hinchliffe - 17 points awarded.
3. Mike Parkins 14, 4. Clive Hurrell 10, 5. Harry Glover 9, 6. Ray Chivers 8.

The competition is sponsored by the Cycle Speedway Annual.

* * * * *

Something which surprises me in view of the number of Open meetings now being organised is that none is held in the South West. Perhaps someone would like to explain this.

* * * * *

An item of news to interest Bristol readers is that Derek Mills, who formerly rode for South Gloucester Cheetahs is now living in Birmingham and has joined me at Kingstanding where he will assist with stewarding and may also ride occasionally for the Monarchs.

HAROLD SMITH

SOUTHAMPTON HIGHJINKS with Barrie Palmer

The go ahead Southampton Saints staged a Barry Briggs Trophy at the Shirley circuit after their British League encounter with Thurrock. The winner was Mick Vernam and his prize, handed over by the World Champion himself, was the New Zealand race jacket worn in the World Championship Final at Gothenburg.

Watch out for Keith Burton, the young Vikings rider. He looks all set for big things in the future and next season could be his first year at the top.

The Provincials Tour of Manchester met with plenty of success match wise. Highlight of the tour was Mick Lyon winning the Autumn Trophy at Offerton with thirteen points.

Thirteen was also the number of points Mick needed to win the Provincial Riders Championships at the Sports Centre after a run off with Pete Hobbs. Third was Gray. Leale who defeated Barrie Palmer in yet another run-off. Result:- M.Lyon 13, P.Hobbs 13, G.Leale 12, B.Palmer 12, R.Dix 10, M.Amos 10.

Four of those top six riders were Dices riders and it is therefore not surprising that they won both the Provincial League and the Southampton League although the latter was a very close affair with the Dices, Vikings B and Tornadees all in with a chance right up until the end.

SOUTHAMPTON LEAGUE

	P	W	D	L	F	A	Pt
Dices	6	5	0	1	352	186	10
Vikings B	6	5	0	1	343	195	10
Tornadoes	6	4	0	2	335	203	8
Dragons	6	3	0	3	316	220	6
Lions	6	3	0	3	277	263	6
Lightenings	6	1	0	5	172	366	2
Falcons	6	0	6	0	90	450	0

BRISTOL RIDERS AVERAGES

	Pts	Mtch.	Ave.
D.Massey	167	24	6.9
N.Tullberg	166	24	6.9
D.Roman	122	18	6.9
T.Goverd	142	21	6.7
B.Martin	155 $\frac{1}{2}$	23	6.7
M.Curtis	132	22	6.0
R.Withers	92	17	5.2
M.Dyer	48	9	5.3
P.Sposito	88	18	4.9
T.Buckingham	29	6	4.9
R.Hellin	16	5	3.2
R.Davey	4	2	2.0

BRISTOL RESULTS 1964

Bristol Championship - M.Curtis 13, D.Roman 13, B.Martin 12.

TEAM MATCHES

- April 5th North Brist. 41 South Brist. 30; Bristol 51 Poole 45.
- May 17th Bristol 43 Poole 52 (S.L.); Bristol 44 Uxbridge 52 (St.John Cup)
 18th Leicester 44 Bristol 28
 23rd Bristol 45 Bucklebury 51 (S.L.)
 24th Poole 53 Bristol 43 (S.L.)
- June 7th Bristol 45 Offerton 50 (NTC)
 21st Bristol 62 Min. Lovell 32 (S.L.): Bristol 62 Gt.Milton 33 (S.L.)
- July 11th Bristol 61 Cleverton 33
 12th Provincials 62 $\frac{1}{2}$ Bristol 32 $\frac{1}{2}$ (S.L.)
 26th Bristol 45 Vikings 51 (S.L.)
- Aug. 2nd Raynes Park 29 Bristol 67
 8th Bristol 45 Bournemouth 51
 15th Hellingly 51 Bristol 45
 16th Bristol 50 Littlemore 46 (S.L.): Bristol 58 Provincials 38 (S.L.)
 23rd Great Milton 40 Bristol 56 (S.L.)
- Sept. 5th Bournemouth 58 Bristol 28
 6th Bristol 57 Raynes Park 37
 13th Bucklebury 53 Bristol 42 (S.L.)
 20th Littlemore 51 Bristol 45 (S.L.)

October 4th Bristol 51 Hellingly 45
 11th Bristol 51 Swindon 45 (S.L.)
 18th Vikings 66 Bristol 30 (S.L.)
 November 1st Swindon 61 Bristol 34 (S.L.).

ERIC ABBOTT'S COLUMN

Bournemouth came to Plymouth on September 26th and the score, Plymouth 48 Bournemouth 47. What an occasion. Ken Worlock's car broke down on the way to Plymouth and he walked eight miles, before Mike Pretty (who, by the way was late, thank goodness), picked him up. Bournemouth had five riders at the beginning of the match so we lent them three. Ken Worlock was hounded by the Devon boys to tell of his experiences etc and his bike - copper plated!

The match started in a very friendly atmosphere and this continued throughout. Best heats when Pete Neale and Ken Worlock met. Pete beat Ken in the first meeting but in the second, heat sixteen, Ken led Pete for three laps until Pete took Ken only to come off and the Viscounts sportingly allowed a rerun, with all riders. Another burn up resulted but Ken won from an exhausted Neale. This was Cycle Speedway at its best.
 PLYMOUTH 48: V. Foster 13, P. Neale 11, Livermoor 7, Moulder 6, Harper 3, Bowden 2, Pettit 1.

BOURNEMOUTH 47: Worlock 12, J. Moulder (Plymouth) 10, Pretty 10, Barnes 7, Rose 5, Daniels (Plymouth) 3, Elcock 0. Garrett (Plymouth) 0.

In the evening Shaldon beat Bournemouth 52-44 and proved that they are the best team in Devon.

SHALDON 52: C. Farrell 11, Neale (Plymouth) 9, Leaman, Northway 7, M. Farrell 5, R. Farrell 5, Carthew 5.

BOURNEMOUTH 44: Worlock 13, Barnes 9, Pretty 7, Elcock 7, Rose 6, Newton (Shaldon) 2, J. Moulder (Plymouth) 0, Towell 0.

October 4th Bournemouth 52 Devon 44; Viscounts B 44 Devon B 52
 Southampton 66 Devon 30.

October 10th. Southampton came to Plymouth amid hail and rainstorms and after four to five bags of sawdust had been strewn around the track the return leg of the home and away match got under way.

The Saints had the edge on this match but it was fast and furious, despite the weather with the Hornets fighting all the way. Southampton were only two points ahead by heat ten but a 5-1 in the next heat more or less gave them the match. Up until the nominated Plymouth could still draw but Neale was excluded for breaking the tapes and Lyons retired whilst leading Vernam and Wyatt, hence a 5-0 to the Saints and the match. Thanks Mr. Makepeace for a good afternoons sport.

PLYMOUTH 43: Neale 10, Lyons 9, Bowden 6, Livermoor 5, Tout 4, Foster 3, Harper 3, Moulder 3.

SOUTHAMPTON 52: Wyatt 12, Vernam 11, Dunford 6, Butcher 11, Yates 7, Durnam 2.

The Saints then travelled to Shaldon for their second match but due to a misunderstanding on the part of Mr. C. Farrell and G. Long, no-one was at the track for the match. Shaldon are going the right way to deter teams coming to Devon and I wouldn't blame Mr. Makepeace if he didn't come back to Devon again.

SOUTH WESTERN POST RESULTS SECTION

... Edited by Steve Frazer.

- Sept. 5th BOURNEMOUTH 58: Ken Worlock 13, Mike Pretty 12.
BRISTOL 28: Bob Martin 9, Dave Massey 6, Dave Roman 5.
- Sept. 6th BRISTOL 57: T. Goverd 11, D. Roman 8, P. Sposito 8.
RAYNES PARK 37: Martin 6, Johnson 6.
- Sept. 12th AUTUMN GRAND PRIX (At Drayton St. Leonard) V. Hinchliffe 14,
D. Garnett, P. Allen 12, P. Bury, J. Watling, V. Marsland 11,
R. Lewis, B. Shapley 7, B. Martin, B. Thompson, M. Lyon 6, J. Clark 4,
M. Curtis, G. Leale 4, D. Massey 3, L. Fruin 1.
- Sept. 13th BUCKLEBURY 53: M. Watts 12, T. Clark 11, R. Sellwood 8, B. Hurst 7,
R. Nailor 6, C. Wootton 4, P. Braybrook 3, Cox 2.
BRISTOL 42: N. Tullberg 8, T. Buckingham, T. Goverd, D. Massey 6,
D. Roman, B. Martin 5, M. Curtis 4, R. Davey 2.
BUCKLEBURY 55: Hurst 9, Sellwood 9.
POOLE 40: Lilley 15.
- Sept. 20th LITTLEMORE 51: A. Miles 10, G. Byles 8, M. Finlay, C. White, Lewis,
Crooks 7, Godfrey 5, Smith 0.
BRISTOL 45: D. Roman 11, N. Tullberg 7, D. Massey 6, B. Martin 6,
T. Goverd 5, T. Buckingham 4, M. Curtis, R. Withers 3.
- Oct. 4th BRISTOL 51: M. Curtis 10, D. Roman 7, T. Buckingham 6, B. Martin 6,
T. Goverd 6, D. Massey 6, P. Sposito 5, R. Withers 5.
HELLINGLY 45: J. Myles 13, R. Smith, T. Killick 10, G. Hollebon 8,
M. Martin 3, M. Cree 1, D. Lancaster, L. Jolly 0.
- Oct 11th BRISTOL 51: M. Curtis 9, R. Withers, N. Tullberg 7, T. Buckingham 6,
B. Martin 6, D. Massey 6, D. Roman 5, T. Goverd 5.
SWINDON 45: M. Richards 12, G. Swan 12, B. Merrett 8, K. Johnson 6,
R. Morse 4, C. Fenwick 2, N. Glover 1, G. Heath 0.
BRISTOL RIDERS CHAMPIONSHIP: M. Curtis, D. Roman 13, B. Martin 12.
- Oct. 18th VIKINGS 66: C. Wheeler 15, E. Randle 14, R. Mills 11, J. Jennings 7
K. Burton 7, D. Dennis 6, J. Mills 5, D. Hughes 1.
BRISTOL 30: D. Massey 7, D. Roman 5, N. Tullberg 5, B. Martin 4,
M. Curtis 4, P. Sposito 2, R. Davey 2, T. Buckingham 1.
- Oct. 18th VIKINGS 66: C. Wheeler 15, R. Mills 13.
SWINDON 30: M. Richards 9, K. Johnson 6, G. Swan 6.
- Nov. 1st SWINDON 61: M. Richards 12, K. Johnson 12, C. Fenwick 8, G. Heath 7,
G. Swan 7, B. Merrett 7, R. Morse, J. Morse 3.
BRISTOL 34: M. Curtis 10, D. Massey 7, T. Buckingham 5, N. Tullberg 5,
D. Roman 4, M. Dyer, B. Martin, P. Sposito 1.
- Oct. 25th SOUTHERN LEAGUE RIDERS FINAL: C. Wheeler 15, J. Mills, R. Mills,
G. Swann, M. Richards, B. Merrett 10, D. Tarr 9, D. Dennis, D. Light 6,
D. Lilley 5, B. Hurst 4, P. Sposito 3, B. Martin, R. Sellwood 2.
Non scoring riders: E. Randle 11, K. Burton 6.

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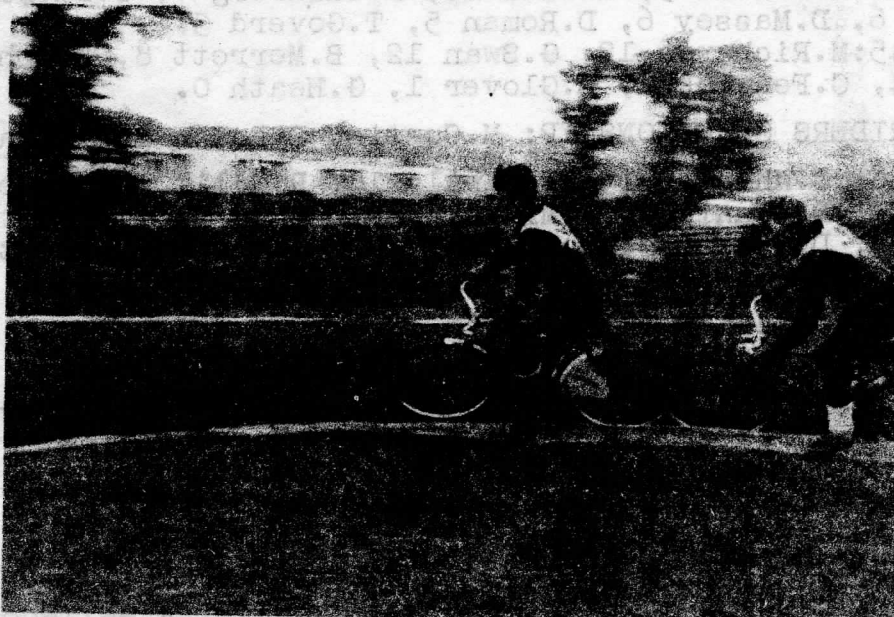
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Sept. 5th BOURNEMOUTH 58: Ken Worlock 15, Mike Pretty 12.
BRISTOL 58: Bob Martin 9, Dave Massey 6, Dave Roman 5.
Sept. 6th BRISTOL 57: T. Goverd 11, D. Roman 8, P. Spostie 8.
RAYNES PARK 57: Martin 5, Johnson 6.



Johnnie Brown receives the Bristol Sportsman's award from Bob Martakies.



Bob Davis leads Rog Davey at Bristol