FEATURE on MICK CURREY

(WHIPPS CROSS COMETS)

In 1959 a youngster drifted from his Walthamstow home past the Whipps Cross Comets' track at Eton Manor. Like several novices who were about at the same time, he was given a few rides for the Comets' 'B' team. In the club's junior individual championship he finished third. Plenty of winter racing followed under the club's new floodlights. It was during this period that Mick came on by leaps and bounds. When the 1960 season came round, Mick proved his progress by winning the Essex Junior Championship.

1961 was his last year as a junior and he made the most of it. He whipped the cream of the local junior opposition at Hendon to win the Middlesex Junior Grand Prix. In September he achieved every junior rider's dream by winning the National Junior Finals at Hungerford.

During his army service Mick proved his liking for the Hungerford track and signed on for them. He was runner-up in the Cleverton Easter Trophy and later won the Berkshire County Championship. Mick later had a short spell in the British League with Tottenham Kangaroos before joining Whipps Cross once again.

His fine riding ability was given recognition in 1965 when Mick was selected for the South of England test team which raced against Scotland at Uxbridge. In August he was runner-up in the London Riders Championship at White City. Had he not lost a chain in his first race there is little doubt that he would have lifted the trophy. During the '66 season Mick represented East London in tests against Surrey. Probably his greatest asset is his fantastic accelleration. Currey at full speed is a sight worth seeing.

(Facts taken from the '5-1' Roll of Honours and the '5-1' Historical Club Directory. Photograph kindly supplied by Jeff Martin).

MISPRINT.

In the last edition it was stated that Barry Hall has been suspended. This should have read Barry Hill.

JUNIOR INCREASE

During the course of each season quite a number of new juniors are discovered. One or two new junior teams spring up, but most join existing clubs. During the 1966 season it was noticed that there were fewer juniors being found than usual. Some concern about this was expressed in various quarters. But suddenly, right at the tail end of the season, they arrived. Hendon have suddenly seen their junior strength increase sixfold. White City have found half a dozen newcomers. Acton seem to have an inexhaustable number. Stonebridge have new ones springing up all the time, although they could do with stronger management. There are always plenty at Bushey if someone would be willing to take them in hand. Tottenham have formed their Joeys and Thurrock have a bunch of fine youngsters. Add the new boys at Hoddesdon and you see that the influx has arrived. Only black note is at Raynes Park, where two months ago they were innundated with juniors, but seem to have lost them all again bar about three. Will these youngsters in this revival drift away over the winter or will they still be there at the start of the 1967 season? Time will tell.

A FEW DEGREES OVER

Tottenham are digging up their track in order to provide extra banking on the bends.

JUNIOR TRAINING

Although White City will take their winter break after December 11th, all activity will not cease. Several new juniors have been found and during the close-season these will be given tuition and training by the Racers' senior riders.

SHINING EXAMPLE

Whipps Cross Comets have their floodlights in operation again and are having challenge matches.

MANAGER SPLATTERED

Raynes Park Manager, Robin Huggins, is really getting to know his track. And the mud on it. He ought to, for he fell in the mud in each of his first three races at a recent match. Robin led in his last race, however, only for a visitor to dive between him and Dave Mercer. He then lost control and went off the track - but he didn't fall off!

SPEEDY.

Bushey rider, Pete Saunders, will be unlikely to race next season as he is to concentrate on speedway. He has been training at Rye House and Brafield. Team-mate, Len Waller, is likely to follow suit.

NEW JERSEYS.

White City have discarded their light blue polo neck jerseys and will appear in blue and white ones next season.

NEW SURFACE.

The Watford circuit has now been resurfaced with shale. This follows complaints by the Watford club to the Council about the loose surface which contributed to two riders having to visit hospital with injuries.

EX CYCLISTS.

Did you know that the following well known speedway riders once rode Cycle Speedway? Bob Andrews (Edmonton Saints), Mike Broadbanks (Hoddesdon Kangaroos), Ronnie Genz (Forest Gate Tigers), Eric Hockaday (Greenford Aces), Jim Heard (Stratford Hammers), Clive Hitch (Hoddesdon Kangaroos), Norman Hunter (Wembley All Stars), Pete Jarman (Beckenham Monarchs), Sandy McGillivray (Romford Gladiators), Ivan Mauger (South London Hunters), John Mills (South London Hunters), Geoff Penniket (Raynes Park Tigers), Tommy Sweetman (West End Wanderers), Stan Stevens (Longbridge Leopards), Jim Tebby (Haslemere Hurricanes), Vic White (Warwick Lions), Jim Yacoby (Belle Vue Cobras) and dozens more.

FIVE
-ONE

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NACSA TRAGEDY

Tragedy struck the National Amateur Cycle Speedway Association on the opening day of the Cycle and Motor Cycle Exhibition at Earls Court. For the first time, they had successfully negotiated for a site on the Avon stand which also features the British Cycle Speedway Federation each year. But on the opening day the NACSA stand stood empty. Somewhere along the line some instructions went astray with the result that nobody was there to man the stand. National Champion, Chris Gooch, was asked by the Association to make a personal appearance and he travelled down from his Ipswich home, as did Roger Ellis from Wolverhampton. Alas, their journeys were in vain. The Avon officials were livid to put it mildly. As this article is being prepared on the second day of the show it has not been possible to contact any NACSA officials to find out exactly where the arrangements went astray. This show could have been the biggest thing that the Association have done for a long time. What a pity that it has turned into a tragedy.

On the opening afternoon the Federation stand was surrounded by huge crowds. The display was based largely on a chrome bike (Ken Dare's?), continuous coloured slides being automatically displayed, and a selection of team breastplates. This proved very effective and there were plenty of questions being asked and many would-be riders.