Memories of the Phillips 'Speedtrack' by Malcolm Bell.

Reading the article in the last Edition of the T/Record re the superb restoration of a Phillips 'Speedtrack' by Ken Dare got me thinking. (I don't do it very often!).

In 1950-1951 I worked in a Cycle Shop in East Ham, East London. We were a Phillips Cycles Agent and the first one I can remember had a Red Frame with Yellow Banding halfway down the seat tube and Yellow on the headstock. Red and Yellow were the Birmingham Speedway colours. (The Phillips factory was situated in the Birmingham area). At a price of £10-17-6 it was way out my pocket! I was only earning 25/- to 30/- (£1.25 - £1.50) a week then!

The early ones had a 26 x 1 3/8 'Endrick' sports pattern front wheel fitted with the newly developed AVON 'SKID WAY SPECIAL' tyre. The back wheel was a 26 x 1 3/8 'Westwood Roadster' pattern fitted with the newly developed AVON 'SKIDWAY GRIPSTER' tyre. About a year later AVON changed the 'GRIPSTER' moulding and it became the AVON 'GRIPSTER' that we all know. Phillips then changed the back rim to an 'Endrick' pattern and a 'GRIPSTER' was fitted to both rims. AVON ceased producing the 'SKIDWAY SPECIAL' shortly afterwards.

I bought a 'SKID WAY SPECIAL' for the front wheel and it was useless! Most of the East London riders preferred the MICHELIN 'ENDURANCE' tyre that we had been using prior to the introduction of the 'GRIPSTER'.

I believe the 'cranked crossbar' on the 'Speedtrack' idea had been taken from the Phillips 'Junior Range' of cycles. Whereby a parent could buy a full-sized bike for their children and as the child grew up they only had to raise the seat pin and saddle, thus saving their money 'upgrading' the bike. Later, Phillips produced a 'Speedtrack de-luxe' which had a Silver Frame. I believe they also produced a Blue Frame model but I cannot be sure.

The early gearing was a 46 tooth chainwheel and a 22 tooth freewheel. The freewheel was made by Villiers or TDC (T,D.Cross). The chain was made by Reynolds.

Most of us East London riders used a 46x18, 44x18 or 44x20 combination of gearing. Some used a 44x22 (2 to 1) but not many. Phillips discontinued the 'bike-pump' brackets on safety reasons.

In 1951 'Snowy' Rogers, Chief Mechanic (?) at West Ham Speedway produced an all-chrome 'Snowy Rogers Special'. He brought his cycle over to my track situated in the grounds of the 'Black Lion' Pub at Plaistow, East London on 15 April 1951. I have a photo of me astride it.

With its twin fork tubes and rubber cushion just above the fork crown it made it difficult to hold on the bends. Also with the raised bottom-bracket and high headstock and handlebars it was uncomfortable to ride. He wanted £20 for it. I don't think he sold any! He never came back again.

About 1953 or thereabouts, Wally Green of West Ham Speedway produced the 'Wally Green Special', I don't know what the price was. When I was 'demobbed' from the Army in Feb 1954 I joined the 'Walthamstow Wolves', one of my team-mates, Roy Massey had one. I tried it but with its straight forks and more vertical head-stock it took some time getting used to. Readers will par-don me if some details are incorrect but it was a long time ago!

"Snowy Rogers Special"

Malcolm Belchambers (aka Malcolm Bell).

Bryan Geater 1938 - 2016

Bryan Geater sadly passed away on 4th January 2016 after a long and courageous battle with cancer.

Bryan was one of the early members of the Hungerford Panthers Cycle Speedway Club. He started riding in 1958 and rode in the Berkshire team and also took part as an individual rider in the British Individual Championship in 1959. He traveled to many different clubs to race, including the first ever meeting at Iford Lane, Bournemouth, on Saturday June 4th 1960. Where Bryan became the track winner and also the holder of the first track record of 51 seconds.

Bryan rode for the Panthers for many years, after retirement from cycle speedway, the Panthers once were without a number of key riders for a event against the local Hornets and so brought Bryan back out of retirement. Bryan soon showed he had lost none of his old skill bringing the Panthers to record their best win of the season.

Bryan remained an avid support of Cycle Speedway, going back to Bournemouth for the 50th Golden reunion event in 2010 to meet Jim Cooke as well as many other former riders.

Bryan (right) with Mike Pretty (Bournemouth)

Taken at the opening of the new Bournemouth Track in June 1960.

Hungerford won the main match 49-47.

The second half event was won by Bryan with Mike coming second.

Hellingly Supporters Trophy 1959.
L/R. Bryan Greater (3rd) Les Westwood (1st) & Mick Jeffery (2nd)

BERNARD GILL 1945 - 2016

Bernard rode for Thurrock from 1958 — 1973 and played a prominent part within both the team and the club. He was not the most successful of the Thurrock riders but was a real team player, always giving his best.

After cycle speedway he worked with Thurrock Sports Council ending up as the Chairman, which took him to membership of the Thurrock Town Twinning Group and a visit to Rhedt in Germany led to him taking his wife and young family to settle in Germany in 1978.

A brave move as he spoke no German and had neither a job or house there before he left England. In Germany he soon embraced the lifestyle gaining an excellent command of the language and becoming involved in the Carnivale.

His involvement in Carnivale saw him become the president of his local group.

In order to improve his employment choices he attended college full time for 2 years and got a diploma in business studies, all this using only his German language. He then became administrator for a large brewery.

During the 1980,s he organised two venues close to his home and Rod Witham took a party of riders from all areas of Great Britain to put on demonstrations of cycle speedway over a week-end.

Bernard lived his final years in a care home and even there he was busy organising things as the Chair of the residents association.

He was born in England, lived most of his life in Germany and his remains are planted in a forest in Holland. At his burial I expressed how brave he was to take on this German venture and how proud I was to think that my little brother had achieved much and left behind some great memories.

Bill Gill

Top Picture.
L/R. Alan Rayner, Mo Taylor (on bike)
& Bernard Gill

Bernard (left) & Bill Gill.

HALIFAX

There was some activity in Halifax after the war — Ovenden Aces were mentioned in one of the early editions of the original Cycle Speedway Gazette — but the main centre of activity was Bradford, where Odsal Speedway continued to operate after Halifax Speedway had folded following a brief stint of two years at The Shay Stadium in 1951/2. VCSRA member Tony Emmott would know more about the Bradford scene in the 50s and early 60s, but the picture changed quite dramatically when Middlesbrough Speedway team relocated to The Shay in 1965 and rode as the Halifax Dukes, sporting an elephant on their race jackets (the explanation given for this oddity relates to the Duke of Wellington's Regiment being closely associated with the town, and one of their badges displayed an Indian elephant).

The 1965 Cycle Speedway Annual (reporting on the events of the 1964 season) had listed five Bradford teams in its Club Directory, with Mike Cockroft as the Bradford League Secretary, whereas the 1966 edition included only one Bradford team but 21 clubs in Halifax, with Mike Cockroft as Secretary of the Halifax League. The lone Bradford club was Eric Verdeyen's Bierley Vikings, which hadn't featured in the previous year's listings, and Elmfield, Horton, Bowling, Bradford Moor and Lindale no longer appeared (although Lindale's Club Secretary had a Bradford address, it was in fact a Wakefield team).

The catalyst for this mushrooming of clubs in Halifax — apart from the revival of Speedway in the town — was the construction of a CS track by Speedway rider Vic Lonsdale, sparking the interest of local kids (as reported in July 1965 in Cycle Speedway Record). He seems to have taken his cue from the fearsomely-banked Speedway track round the Halifax Town football pitch, but also made his CS track short in length, which set the pattern for other circuits in the town. One extreme example was at West Vale, which was almost literally saucer-shaped, banked all round with a high lip around the outside. It had an earth surface, and when it rained the water ran down to the middle, so riding the inside line was like pedalling through treacle while an opponent rode all the way round the outer rim, like a Wall of Death racer.

The town did have some tracks of a more standard shape and size — Akroyd Park was the main venue for representative meetings, and the Horley Green track was selected as the venue for the 1967 England V Scotland International. Akroyd Park was the home of Woodside Diamonds, who benefited from the experience of Cam Ormondroyd's years in Bradford racing, as did Greetland Aces' enlisting of Mike Cockroft, who had already appeared in two World Finals. Other riders from Bradford bolstered a variety of Halifax clubs. (Akroyd Park provided a venue for the sport for twenty years, until Calderdale Council moved the club out while work was carried out in the park but then refused to allow them back afterwards, although the picture looked brighter when the same Council - perhaps by way of an apology - provided a track just outside the town limits for the Sowerby Bridge side, but the club folded after only a few years. Heckmondwike, who were furnished by Kirklees Council with a track in the town's Firth Park in 1985, are the only local club still in existence, racing in the Northern League). The Ivy House track, named for the pub beside which it was sited, was awarded the 1972 National Championship event. There are two conflicting explanations of the club's demise — one, that a new tenant/landlord of the pub was less keen on the sport than his predecessor, or that the local farmer would not allow continued access.

(Perhaps feeling that a move from Bradford to Halifax was not sufficiently exotic, Mike Cockroft - who spent a lot of his time pointing out that there was no 'c' in the middle of his surname — eventually emigrated to warmer climes. Bangkok and Pattaya, Thailand, sounded rather more exotic as addresses than Far Royd Farm, Halifax. Mike passed away some years ago).

Les Gustafson.

From TONY EMMOTT

My riding days in the Bradford area spanned about 10 years 1954 to 1964 so I have been looking through archives to try to piece together how cycle speedway developed after the post war years until the early 60's.

Trawling "the Bible" of Cycle Speedway "50 Years of Cycle Speedway" Bradford's is first mentioned in 1948 with news that Grange Leopards lost 52-30 away to the Harbour Road Cobras and Morley Carr Red Devils claimed a speed record for a 60 yard circuit (four laps by Malcolm Rider timed at 40.8 seconds). This track was also used in the late 1950's by the Odsal Pirates and in the early 1960's by my team Elmfieid Eagles. in May 2010 edition (vol. 14 issue 2)1 reported the demise of the Morley Carr track under the Ciba Chemical Works, New Works Road, Low Moor Bradford. Cycle Speedway in these days seemed to be centred around the speedway towns of Bradford (Odsal) and Halifax and "the Bible" records in 1950 that Cross Road Panthers of Sheer near Halifax had a portable starting gate. It was invented by Panthers Manager C Rourke and could be used anywhere and was erected in a few minutes. Odsal Speedway promoters Mr and Mrs Bruce Booth attended the opening of the Panthers' new track which had a loudspeaker system and safety fence.

I recall my older brother riding for a team (name unknown) in the early 1950's in Wyke Lane with a track at the back of the Co-op shop now part of housing development. Other teams in the area were Baliliff Bridge Dragons and Brighouse Lions. In 1951 the Bradford League champions were Grange Leopards. It may be interest in cycle speedway dropped as support for Odsal speedway declined until 1958 when Lupset Aces in Wakefield rode a number of challenge matches with teams from Lancashire and Cheshire. "The Bible" reports that in 1959 following a controversial decision by steward Nobby Collier, four members of the Openshaw club walked out of the North of England Trophy match so the Yorkshire team went on to win 46-49. Also in 1959 I attempted to resurrect cycle speedway in the Wyke area of Bradford and you reported fully on this some editions ago.

EVENING POST, WEDNESDAY, NOV. 2, 1949 | 9

LEAGUE FOR YORKS

Boys will run own clubs

THE newly-formed Halifax-Brighouse Cycle Speedway League is to organise competition between clubs which have made their own speedway tracks on waste ground during the summer.

Officers and committee have been elected and the league will be officially launched at a general meeting at the Friendly and Trades Club, Halifax, to-night.

Mr. Clifford Rourke, a member of the committee, told the Evening Post that he thought the cycle speedway had a bright future.

He said prominent people were giving it their support. The Mayors of Halifax and Brighouse were interested and Halifax Corporation Parks Committee were helping to find sites for new tracks.

The league, he though, might need financial support but the clubs would be self supporting. Boys, he said, would be encouraged to organise their own clubs and maintain discipline. There would be a control board to see that tracks and meetings were properly conducted.

Mr. H. Howley, Halifax, who is another enthusiast, predicts that it will not be long before the meetings are attracting crowds of 4,000 and 5,000 as they were in the London area last summer. He is hoping that a first-class track, worthy of county meetings and capable of accommodating 15,000 spectators, will be established in Halifax.

It is hoped to start next season with 12 tracks 60 to 85 yards long, with banked corners and standard starting gates.

Riders will wear crash helmets, leather-padded overalls, and will be insured against loss of earnings. Rules similar to those for motor-cycle speedway racing have been adopted.

THE ROCK & ROLL STAR WHO SKIDDED TO FAME.

BUY a lady's cycle frame, rusty with age; add two pedals, odd wheels and a chain. Total cost £4. Fit together in one afternoon, ignoring such luxuries as mudguards, lights or brakes.

What have you got? Obviously something quite unfit for the road; but for Cycle Speedway Racing, it's just the job!

Les Westwood built such a bike eight years ago at his home in Edmonton, North London. It was his first, and only, racing machine, and it has taken him from success to success. Last season, Les crowned his achievements by riding to victory in the first World Cycle Speedway Championships to be held in Britain.

Before rushing off to produce a similar machine in the hope of emulating Les, take note – **it's the rider that counts in this sport.**

Les Westwood's interest in Cycle Speedway started when he was still at school. At the age of twelve, he joined Edmonton Red Devils, later to become the Monarchs. For the first year he was just a reserve, but learning fast.

"In those days, it was a case of every man for himself," Les recalls. "Nowadays, a junior gets all the advice and opportunity he needs." He talks like an old-timer and, at the age of 25 in this 'teenage sport, that is just what he is.

Last season, the powerful Monarchs not only gained three placings in the individual World Championships, but won the British League, Gold Cup and London Charity Cup team events. Manager Vic Cowell, skipper Mick Jeffery and Les were the stars, backed by reliable second strings. But Les Westwood's world title win was the highlight. Against a strong international field, which included the German and Dutch aces, Les shot away to lead his first three races from start to finish. In his fourth heat, however, he could only finish third, meaning that he had to gain second place at least in his final heat. With the cheers of Edmonton Monarchs' supporters ringing in his ears, he rode the race of a lifetime to snatch that vital second place, and the magnificent trophy was his.

Talent takes you only some of the way in Cycle Speedway; it's practice that takes you the rest. Les and his team-mates practise from seven until dusk every Tuesday and Thursday evening, criticising each other's style, ironing out faults and developing new techniques. There's a League match on Sundays, and often Cup-ties or other fixtures on Saturdays and weekday evenings – which makes life pretty hectic for Les, who leads a 'double life'!

In his second role, the World Cycle Speedway Champion is 'Eddie Sheldon', popular vocalist of 'The Prowlers' rock 'n' roll group which has won acclaim in North London.

Backing his dynamic vocals are nephew Kenneth Milner on bass guitar, Terry Gibbs on rhythm guitar, Ray White on lead guitar and Bob Mundy on drums. "In the halls where we work, the dancers want the music to resound to every corner, and the beat must be steady and dominant," says 'Eddie'. "We give them just that, and they love it.

"Another thing is that we don't believe in pauses between numbers. The kids come to hear us, not to suffer long intervals; so, in a normal evening, the group gets through 35 to 40 numbers, and I do 25 vocals."

Whether he is being Eddie Sheldon or Les Westwood, this talented young man is a glutton for hard work – and that's his recipe for success.

Article from "The Eagle"

From Mike Pretty.

NORTH WEST MIDDLESEX INVITATION KNOCK OUT CUP FINAL.

17th OCTOBER 1957

WHIPPS CROSS COMETS 55 V HAREFIELD PIRATES 41

This final took place at Uxbridge, a track that not many Comet's riders liked due to its size. A big match in the Cycle Speedway Calendar, even bigger than the title.

Pete Leckie top scored for the Pirates with 11 points, well supported by Dave Stonex 9, Len Richards 7, with the other five Harefield riders scoring 14 points between them, it was not enough to win. In contrast, four of the Comets scored in all their races, namely Keith Taylor, Sid Kingsnorth, Sid Pipe and Eric Hemsley.

Both Racing and the scores were close, the Comets took the first race 5-1 only for Dave Stonex and Pete Leckie to record a 5-1 in the second and send a message of intent. Heat 3 saw the Comets go ahead by two points, with the next three heats shared, it looked nip & tuck, Only for the Derek Gray/ Eric Hemsley pairing to notch their second 5-1, then in the next race John Brown & Terry Howse did the same, bringing the score to 29-19 at half time. In the next heat, Dave Stonex & John King put in a good race to get a 4-2, then two heats with the scores shared. Derek Gray & Eric Hemsley then got a 5-1 to put the Comets 12 points ahead. With the Comets taking the next two heats 4-2 and 5-1. Terry Howse winning from Roger Seymour and Sid Kingsnorth winning, followed home by Keith Taylor gave the score of 54-36, with only the nominated to race, the Harefield top riders Pete Leckie and Dave Stonex won the nominated race from Eric Hemsley and Derek Gray.

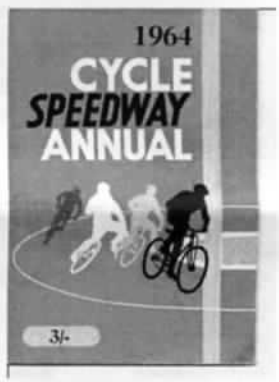
Individual scores:-
Whipps Cross Comets. .
D. Gray & E. Hemsley 9 (both 5 rides) K.Taylor 8, S.Pipe 6 (3 rides) T Howse 7, J. Brown 5, Terry Bunce 5 (3 rides) & S. Kingsnorth 5.

Harefield Pirates .
P. Leckie 11, Dave Stonex 9 (both 5 rides.), L. Richards 7,D Thompson 4, R, Seymoure 3, J. King 3, F. Tillyer & J. Barrett 2.

This programme left a few questions unanswered, with a good pre-printed programme why did the Comets swap their reserves? I believe it was so that Sid Pipe, John Brown's normal partner got one ridE together. I think Sid asked to ride at reserve, because of the big Uxbridge track. Terry Howse after the match questioned why Harefield paired their best two riders together, namely Pete Leckie and Dave Stonex. Would the team have done better had they split up and Dave been a heat leader.

ERIC HEMSLEY

PUBLICATIONS.



Cycle Speedway has always been well served by its publications. One of the earliest was the Cycle Speedway Gazette — but not the John Leith version - which started as a Junior page or two in the big- selling Speedway Gazette in the years after the war, before dedicated magazines such as Cycle Speedway Record, Amateur Cycle Speedway and Cycle Speedway Monthly were brought on to the market, as well as Graham Payne's Cycle Speedway Annual.

These were professionally-printed publications serving the growing numbers of the sport's participants, but as those numbers dwindled due to National Service and the loss of track sites, so did the coverage of the sport. (A few of these early magazines can be viewed from the British Library Archives). The gap was filled by John Leith, who first published the Cycle Speedway Gazette in 1951 and continued it until 1968, at which point the late Harold Smith was prevailed upon to start up another national magazine, in spite of the disappointment he suffered relating to the Cycle Speedway Annual (he had abandoned the 1967 edition due to broken promises about subscriptions to the 1966 issue). He titled it 'Spokesman' and continued its publication for five years until the illness which contributed to his untimely death.

Rod Witham picked up the baton from Harold a couple of years later, retaining the Spokesman name for a high-quality magazine, and it subsequently became a download from the Internet and then Spokesman- Online, a fully on-line website. When Rod shut this down, deciding that he wanted to spend more time with his fishing rods (no pun intended), '33-18' stepped in to fill the gap, so the sport has a history of long-serving editors of its publications — not least Bill Gadsby of this very magazine.

A comprehensive list of the sport's publications can be found in '50 Years of Cycle Speedway', rightly described by the late Dave Hunting as the sport's 'Bible'. One highly-professional format was VCSRA member Robin Martakies' 1965 version of the 'Cycle Speedway Record', which looked more like a national newspaper than a minority-sport magazine, but only lasted for a few issues. Robin revived it in printed form during the early 1980s.

L GUSTAFSON

VETS GRAND PRIX SERIES

April 23 saw the first Round of 2016, but with slightly more significance than usual for a season opener, as it (hopefully) marks the renaissance of the sport in The Potteries The paint had scarcely dried on the white line of the new Stoke track a couple of years or so back before the club went into hibernation (some dispute with the Northern or the Midland League about use of riders, if recollection serves), but efforts in the last season or so by well-known VCSRA members and local stalwarts have resulted in a revival and now registration with British Cycling.

Reckon this makes it 3-2 in favour of revivals (on the plus side, the Northumbria track , now in Cramlington rather than the old location of Newcastle, the resumption at Glasgow's Cathkin Park (venue for the second Eurovets event of 2016), and now Stoke, set against the dismantling of Sandwell and the demise of the ill-fated Filton circuit into a children's play area). Added to this, the return of Hellingly , whose proud boast is to be the oldest-established club still riding , to regular competitive racing in the South East League , let's hope their travels to London and East Anglia prove less onerous than for the fixtures they had when they raced in the South and South Wales League, and the adoption by Newport of their neighbouring Underwood club (ex-East Newport), and by Coventry of the Brandon/Bretford track - and now a brand-new track in Dunfermline, at the Queen Anne High School, bringing number of Scottish tracks up to three - a far cry from the old days, when there were at least three Divisions in Edinburgh alone, but progress nonetheless.

For the record, thanks to the comprehensive report by Terry Kirkup, the Stoke stats were: About 30 riders in total took part in the separate Over 40s and Over 50/60s categories, and the leaders in the heats of the former, were World Vets Champion Craig Marchant, Steve Harris, Martyn Hollebon and Mark Whithead, and that was the order in which they also finished in the Final. Helingley's Martyn Hollebon was joined in this category by the club's long-serving Eddie Ridley, while Brian Davidson from their 60s side raced with the elders. In that older 50/60 category it was Dave Frith who triumphed in the 5Os Final and Terry Kirkup headed the Over 60s. Glasgow had two participants (and one in the Over 40s), having travelled down early for their Northern League matches the following day at Stockport. Staying on the Tartan theme, Scotland's 1988 World Champion Ray Oliver qualified for the Over 50s Final .That made it one current and two former World Champions on parade.

There were a few regulars missing from the Second Round at Glasgow due to the travel distance, but that didn't deter Hellinglys trio of enthusiasts - Martyn Hollebon, Eddie Ridley and Brian Davidson from coming up from the South Coast for the event (and then heading straight back home again to race in the following day's South East League match against Heathersett - well Eddie and Martyn, anyway). On track, World Vets Champion Craig Marchant again dominated the Over 40s, with Norman Venson taking the Over 50s. A 'newcomer' to the Over 60s section was Northumbria's Norman Carson, Newcastle's fastest gater back in the 1960s, who still seems to know the quickest way to the first bend, even if maintaining the effort for four laps isn't as easy as it used to be. Joe McLaughlin took a nasty tumble in the Over 60s 'A' Final.

TYNESIDE TEST MATCH 1968

An example of Norman Carson's gating, Chopping across from gate 4 ahead of Les Gustafson, team mate Kenny Kerr & Mike Dobson

LES GUSTAFSON

EDITORS NOTES

Some of the articles submitted for this issue have brought back a few memories.

One publication that Les Gustafson (page 12) did not mention was "my" Cycle Speedway Star, I produced this in 1957 & 1958, it was supposed to be monthly, but in fact there were only eight issues each year. It was priced 6 old pence, and sold about 300 copies.

Among the regular contributors, there was Roger Seymour's Middlesex Review, Ron Bull reported on Essex, Chris Lymn on Leicestershire, Birmingham was covered by Clive Deacon,

J. Richardson wrote articles on the Southern Premier, Hants & Dorset were covered by Andy Bright,

Oxford by M. Hudson and Johnny Pinnock reported on the Nth London Independent league until Finchley Sabres folded and withdrew form the league.

Mention of the "Wally Green Special" in Malcolm Bell's article (page 5) reminded me of my cycling round to Wally's house one morning and talking him in to having an advert in the magazine, he took a half page in a couple of issues, I do not remember how much I charged, probably only a £1 or so.

When Pete Saunders held a Cycle Speedway Reunion at his place in Ampthill, I went through old copies of the "Star" and produced a "Reunion Special". I did think about reviving the magazine, but instead I contributed articles to the Track Record until taking over as editor.

An advert in the Speedway Gazette for an office boy sounded quite interesting, so I went for an interview and got the job. "Sport in Print" had offices in Fleet Street above the Liverpool Echo. I was in for a big disappointment, I had imagined that I would be working on a speedway magazine, maybe writing match reports, but it turned out to be an admin office and their main publications were "Dance and Dancers", "Opera" and "Ballet" . The editorial offices for the two speedway magazines Gazette and Echo were in another building.

Eric Linden, editor of Speedway Echo together with his assistant Eddie Rook did visit the office from time to time. When talking to Eddie, he mentioned that he had once ridden cycle speedway for a team in Acton (not the Acton Acorns) and that he still had his bike. I tried to persuade him to join the Kingsbury Lions, he was interested enough to come over one morning and have a few "match races" he would have been a quite useful rider, but he turned down my offer of a team place.

There were editorial offices on the top floor, for their two magazines Greyhound Leader and Greyhound Owner. Among those working up there, were, Harry Carpenter, who later found fame as a sports, mainly boxing commentator. Also Graham Payne, who produced the Amateur Cycle Speedway magazine. We often chatted about cycle speedway, his house in Lockett Road was only a ten minute cycle ride from my home, he invited me round a couple of times, to show me the workings of his magazine, then tried to pursued me (or least my father) to buy the magazine for £300! Graham admitted that he had no interest in cycle speedway, speedway or for that matter greyhounds, he wanted to be a football writer, whether or not he succeed I do not know.

There was one other publication, the "Holiday Camp Review". Various holiday camps held Dinner/Dance reunions during the winter. I used to attend these, together with John Alexander. John was the official photographer for Speedway Gazette, he would take photographs at these events, and I had a stand, selling the magazine. Travelling to these events was quite an experience, with me desperately clinging to back of his BSA Bantam as he roared round the streets of London. John was a real character I got on well with him and I did hope that once the speedway season started I might get to tag along with him to a few meetings. But it was not to be…..

"Sport in Print" thought that they saw a gap in the market, there was not a magazine for teenage boys. So it was decided to produce one, it really was not very good, and someone else had also seen the need and produced "The Eagle" this of course killed ours stone dead. Being a new magazine it was sold "sale or return", judging by the number returned, it did not look as if any had been sold. So that was the end of "Sport in Print"

I was already having doubts as to whether I wanted to spend the next 50 years travelling to London everyday and working in an office, so I signed up to an apprenticeship at the Local Austin/Rover Garage.

Bill Gadsby

Stratford Hammers from David Livings

Hi Bill

I found this badge of my dad's John Livings and thought it might be of interest, he rode for the Hammers in the late 50s but don't know to much about his days with the club, if any of your members have any stories about him it would be great if they could email me or drop me a line.

davelivingsO1@googlemail.com

23 Muir Place, Wickford, Essex SS12 9SD

Many thanks Dave

Picture left:-

Unnamed Hammers.

VCSRA M/ship Directory additions and amendments. June 2016.

New Member.

GRANT WARWICK.
41, Beridges Lane, Husbands Bosworth, Lutterworth, Leicestershire. LE17 6LE.

Tel. 01—858—880677. E-mail. gwar46@outlook.com

E-mail address.

BOB ANDREWS - bobandrews35@xtra.co.nz

PETER GRIMSTEAD - peterj.grimstead@gmail.com

GEORGE MILES — Correct landline code is 01-726

IAIN MORRISON — Add Tel No. 01-215-413366

PAUL TIMMS —Add Mob'! No. 0758-729-1150

ERNIE RANDLE — Add Tel No. 02-380-362299

Change of address:-

RON TARRANT:-

11479, Valley Ridge Drive N.W. Calgary Alberta, Canada.

There were a number of e-mail 'lower case' printing errors in the last Track Record 'Directory amendments'. Corrections listed below.

JAMES BOND –janet.jimbond@gmail.com

PETER CHIJBB –peterchub2@btinternet.com

PHILLIP HEMMING –d.hemming@virginmedia.com

STEPHEN HARVIE –stephenr.harvie@btinternet.com

KENNETH MILLS –ken.tordri@gmail.com

Malcolm Belchambers. Hon. M/ship Sec. VCSRA.

British Vets Team Championship

This year's competition was incorporated into the overall Team Championship event spread over the full three days of the Whit Bank Holiday week-end at Wolverhampton's East Park - not the ideal track for veteran legs, given its length, where the extra yards per lap must have made the sight of the chequered flag even more welcoming than usual.

The holders Leicester qualified for the Final and finished on top of the podium again - and with the same 52-point total as last year - ahead of Northumbria (who moved up one place from last time). Wednesfield joined them on the podium, just ahead of Kesgrave.

(Leicester's victory in the Vets matched that of their women's team on the previous day).

LES GUSTAFSON