

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
Volume 18
Issue 1
Jan 2014

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Cycle Speedway in East Hull (1970) Riders & teams not known.

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The World Speedway Riders Association will be presenting the following events for 2014.

HIGH BEECH ANNIVERSARY

When 10.30 am onwards Sunday February 16 2014.

Where:- Paradise Wildlife Park, White Stubbs Lane, Broxbourne, Herts EN10 7QA

What:- Celebration of first meeting in Britain. Stalls, Bikes, Ex Riders, etc

How Much:- £5.00. Donation to W S R A (on the gate)

Who to Contact:- Bert Harkins 01442 871040

ANNUAL DINNER DANCE

When:- Saturday March 1st 2014 -

Where:- Marriott Hotel Smith Way Grove Park Enderby Leicester LE1 9 1 SW

What:- Special Guest Speaker Peter Adams. Presentation of W S R A awards,

Inauguration of 2014 President Graham Miles

How Much £34.00. Hotel rooms £78 (double/twin) £68 (single)

Who to contact:- Vic White 90 Ruskin Avenue Long Eaton, Notts, NG1 0 3HX.

Tel 0115 973 6041 Email legend3333@btinternet.com

PARADISE PARK BUFFET LUNCH

When:- 1pm Saturday May 10th 2014

Where:- Paradise Wildlife Park

What:- Lunch & Bar Ex Riders

How much:- To be confirmed

Who to Contact:- Vic White Tel 0115 973 6041 Email legend333@btinternet.com

Bert Harkins will be in attendance at all the above functions and will be available to meet and greet his fans and to sign autographs

From PETE SAUNDERS

Bernie Cable

Bernie passed away at the end of September in Shepperton Australia.

Bernie rode for many clubs during his career, and a few of them are, Peckham Stars, Weston Stars, Beckenham Monarchs, and his last club being Tottenham Kangaroos.

Bernie then had a go at Grass Track racing on a Hagon 500cc JAP for a couple of years, and raced in the Kent, Essex and Midland Centres.

Glynis, Bernie and Ruth emigrated to Australia in 1973, and settled in Brisbane, where he also did a bit of dirt track racing, I understand some of the tracks were in the outback.

Glynis sadly died in the late eighties, who was Ken Archers sister. Following this loss he occupied his time running his own business as a Pest Control Contractor, and playing Tennis.

When Bernie became ill he moved to Shepperton in Victoria near his daughter Ruth. He spent a lot of time in hospital over the last 10 months suffering with heart problems and Parkinson's that he had for quite some time.

It was nice that he managed to make the trip to England in 2011 and caught up with many friends at the Roydon Lunch.

Should anyone wish to donate in memory of Bernie, then Ruth would like it to go to the Parkinson Association Australia:-

Parkinson's Australia PO Box 717 Mawson ACT 2607

Len Adams



Bernie at The Speedway Museum.

Les Gustafson

The recent history of new-build tracks hasn't been entirely happy — residents of Filton still take to the Internet to complain about the outlay of ratepayers' funds on an unused facility, and it was not so long after Stoke Council had completed construction of the new track in the city that the club, for whatever reason, suspended its activities - - but there is more reason for optimism about Northumbria's new circuit at Cramlington just outside Newcastle.

That's not just because riders and officials of each decade from the 60s through to the present day are involved in the new project - both on and off the track - but also because of the track's location in the Cramlington Learning Village, which combines the town's Senior school and its Sporting Club, a ready catchment area for new members.

It would be especially good if 80+ year-old Archie Cooper could be invited up to the track, as this would complete the full set of riders from every decade of the sport's history on Tyneside. Archie rode in the Newcastle v Edinburgh Test Matches in 1949 (a photograph of the Newcastle leg was shown on Page 4 of the 'Track Record' of May 2011, and other photographs of the event confirm how narrow the Fossway track was - when four riders lined up abreast at the tapes there was no daylight between them, and sharp elbows on the first bend must have been the order of the day). Archie rode in the three London matches Newcastle raced in Bermondsey and New Cross at Easter 1950, and he is also mentioned on Page 8 of the 'Track Record' of May 2012, in the article about Catterick Lions.

Another rider from that era — Jack Hiscock, who was also Team Manager of Newcastle Vikings in the 60s, is kept informed of progress but doesn't get out much these days, unfortunately.



Pictures of the new Northumbria Vikings Track. From www.newcastlecsc.org.uk/
This site is well worth a visit it has got over 40 pictures of the track being constructed from the very beginning to the end product above. It also gives full details of the clubs remarkable achievements in such a short time.

**DURHAM &
NORTHUMBERLAND**

Brough Park Eagles. Track: Off Fossaway, Byker, Newcastle-on-Tyne. A. Hiscock, 170 Grace Street, Byker, Newcastle-on-Tyne.

Newcastle Diamonds. Track: Jesmond Vale, Newcastle-on-Tyne. C. Close, 51 Croythorne Gardens, North Heaton, Newcastle-on-Tyne, 6.

Northside Flyers. Track: Woodside Avenue, Fossaway. J. W. Parker, 201 Grace Street, Byker, Newcastle-on-Tyne, 6.

South Shields. Track: River Drive, N. Carney, 57 Farnie Avenue, Horseley Hill, S. Shields, Durham.

Wallsend. Track: Holy Cross. J. I. Hall, 6 Merlin Crescent, Wallsend.

The attached page from the 1951-2 Cycle Speedway Annual (courtesy of Dave Hunting) lists five Tyneside teams.

The South Shields track was literally a bomb-site, being close to the River Tyne shipyards which had been a major target for German bombers. The closure of Newcastle Speedway before the 1952 season and the dreaded National Service call-ups contributed towards the sport's hibernation in the area for about thirteen years, until its 1965 revival.

(It should be mentioned that moves are afoot to bring the Stoke track back into regular use in 2014. Let's hope they are successful)

Letter to the Editor

My brother, Roy Gosling, now in Torport, Cornwall, has sent me the October 2013 issue of the Track Record". I found this very interesting, with the articles on Southampton and Chandlers Ford.

Roy and I both started cycle speedway in late 1949 and with several other schoolboys raised a team, which competed from 1950 onwards in the local Southampton scheme. We called ourselves the "VULTURES" with yellow background and blue "V"

We were very lucky in that we had a volunteer manager called "ORF" who used to prepare comic illustrations for the local "ECHO" Newspaper. We had no transport and he arranged for a van or lorry to take us to far-flung places such as Chandlers Ford. Our home fixtures were on a track site on Millbrook Shore. My 1950 diary shows fixtures against the following teams:- Bombers, Oakley Eagles, Netly Abbots, Vikings Turfs, Chandlers Ford Stars, Testwood Tigers, Racers, Monarchs, Holbury Hawks, Langley Lions, Portswood Hawks & Carlton Flyers.

I was lucky enough to reach the individual riders final at Chandlers Ford, which was won by Alby Golden, Later to star for Southampton Saints Speedway team and later Newport. I managed second place.

On Tuesdays we went to the Stadium to watch the Saints a journey within walking distance. The Saints colours were blue and red, but later changed to red and white to match the Southampton football teams colours.

All this activity ceased abruptly in 1951, when both Roy and I had to register for National Service on which we both served two years abroad.

In recent years, there have been at least two occasions when there have been speedway reunion meetings in Southampton, which I have managed to attend.

ALAN GOSLING

Surrey Ramble Wednesday September 11th.

The weather was just right for walking, not too hot, not too cold and the forecast rain did not materialize. The walk left Wimbledon Common and went down into woods, passing Queensmere with its swans and coots. I put my hand up for taking the wrong path, but we did reach the Pub, where we met up with Ron Johnson for a pleasant meal and a pint. The following did the walk:-

Len Adams, Jackie Adams, Dennis Daniel, Doll Daniel, Ann Johnson, Len Kitchen, Martin Willgrass and Eve Willgrass. Ken Archer turned up late, made his own way to the Pub, but failed to find us, probably because we had been allotted one large table at the back of the bar.

LEN KITCHEN

2013 VCSRA Autumn Golf Day

Thursday October 3rd at South Essex Golf Course, Herongate, Brentwood Essex.

Five members, Danny Daniels, Pat Carey, Colin Booth, Len Adams & Vic Haines together with seven guests. Unfortunately Roy Garnham, Harry & Ann Thompson & Ron Holvey were unable to take part in this event due to illness, but we hope they will be all be back next year.

We all met for Bacon Rolls & Coffee at 11.00am, and the first tee time was midday. The weather was very kind to us for the complete round .

Following the golf we sat down to a two course meal . In addition to the 12 golfers, we were joined Peter & Mary Chubb, George Wakeman, Tony Marsh, Jackie Adams, Sheila Whittle, also Malcolm & Doll Belchambers. Congratulations to Malcolm & Doll who were celebrating their Wedding Anniversary .

Following the meal there was the presentation to the winners, and raffle.

Winner with 38 points was Rob Whittle (Guest)

Second with 37 points was Danny Daniels (Member)

Third with 30 points was Vic Haines (Member)

The longest drive on the 10th hole was Pat Carey.

There was a nearest the pin hole on the 8th, but nobody landed on the Green, so it was put in the raffle.

The raffle was well supported, and there were eight prize winners.

Len Adams



1st. Rob Whittle

2nd. Danny Daniels

3rd Vic Haines

VCSRA SPRING GOLF DAY 29th MAY 2014

It is intended to hold the Spring Golf Day on Thursday 29th May 2014 at Darenth Valley Golf Course, Station Rd, Shoreham, Sevenoaks, Kent, TN14 7SA.

The format will be meet at 11.00am for Bacon Rolls & Coffee. The first tee time will be 12.05pm. Following this there will be a two course meal and coffee.

The Club has four Buggies, please let me know who would want one, the cost if I remember correctly is £25.00.

It would be nice if we could get a good number of Players, so if you have any friends that play, then please ask them if they would like to come, I am sure they will enjoy the day.

If there are any members that don't play golf, but would like to come for the meal, which is normally about 5.30pm that would be really nice, you can also chat with old friends over the meal and drink.

The cost for the day is £37.50 which is the same as the last two years.
The cost of the evening meal is £18.00.

If there is anyone who would like to come for the day, have the Bacon Roll & Coffee, then walk round with the players, are more than welcome, just add £5.00 to the evening meal price.

Hopefully the President will be able to come to present the prizes.

Should you require further details, then ring Len Adams on 01440 785474,
or email lenatadams@hotmail.com.

Please send your cheques made payable to VCSRA, to Len Adams, The Rowans, 1 Colne Springs, Ridgewell, Halstead, Essex, CO9 4RX.

Look forward to seeing everyone on the day.

Len Adams

Hi Bill,

I was looking at Pete's Track Record and was pleased to see that you are going to give it another year. Its just like reading the Cycle Speedway Star and nobody else is capable of achieving this.

I was interested to read that Pete Courts had visited you with the Times photograph. We had no idea that a Times photographer was there. It was quite a busy day and there were a good few people there so we probably did not take much notice. However, he must have got hold of a programme to know what the event was.

When, on the Monday, somebody spotted the photo in the paper, the news spread very quickly. I contacted the Times to ask whether I could purchase a copy of the photo and whether the photographer had taken any others. Imagine my surprise when the post arrived and there was a strip of developed film containing 23 photos each measuring about 36mm x 24mm. Buying photos from newspapers was expensive in those days (almost exactly 50 years ago) but I did manage to scrape up the money to buy, what appeared to be from the strips, the most interesting 8.

Hope you are keeping well,

Bob



It was good to hear from Bob Saunders, Bob was a stalwart of cycle speedway for many years, riding for and managing various teams, he instigated the Middlesex Independent league and produced the 5-1 magazine and other publications.

At one of the Wembley Lions home fixtures, Bob came and asked me if I could use another rider. I think Bob was very underrated as a rider, he was known for being a good solid steady rider, but he was also capable of turning in a stunning match winning performance. So I had no hesitation in including him in the team. I soon found that not only had I signed an excellent rider, but that Bob was very good at organising everything, when I turned up for a match Bob had already done everything! So I suggested to Bob, that as he was already organising everything, would he like to take over as manager. Bob agreed, so later, when pressure of work forced me to give up riding, I could walk away, knowing that the team was in very capable hands.

Very often it is difficult to put dates to ones memories. Looking through some magazines, I came across this result:-

Tolworth Tudors 62.

G.Brimson 13, A. Whatley 12, K. White 9, R. Kirk 8, T. Whinham 8, M. Little 6, P. Murden 5 & R. Wallis 1.

Wembley Lions 33.

B.Saunders 8, B.Gadsby 7, R.Mallett 6, C. Hunt 5, B. Edwards 3, K.Clarke 3 & P. Courts 1.

Unfortunately, this does not help, as although it gives the date as Sept, it does not give the year!

I think it must have been about 1961 or 62, as if my memory is correct, this must have been one of my last matches.

I then forgot about cycle speedway for a couple of years, until in 1964 when going down to Bournemouth to visit my (now) wife Therese, we went with some friends and their young children to watch a Cycle Speedway match. It was Bournemouth Viscounts v Hellingly Lions, after the match I had the urge to have a ride, so I asked Mike Green (Hellingly) if I could borrow his bike to have a spin. The result was that I signed for the Viscounts! I had a few matches in their 2nd (combination) team, but my comeback came to an abrupt end when Therese's work finished three weeks early, and it was not worth driving all the way to Bournemouth to ride in a combination match.

So that should have been that, but I got a phone call to say that Pete Saunders & Frank Males were reforming Bushey and would I like to ride for them. As Bushey had always been one of my favourite tracks, I readily agreed. But looking back, I wonder if I would have done so if those few matches in Bournemouth had not given me the taste for riding again.

Again dates? The Watford & West Herts Post, gave Bushey a full page article in December 1964, in which they report on the Bushey revival, and that we had applied to join the second division of Home Counties league. It also gave a report and pictures of a match that we staged especially for them. This came about because a reporter and photographer turned up at the track saying that as there was no football, due to all the pitches being flooded, they would report on our match instead. We had had no intention of riding as the track was also under water, but could not pass up the chance of newspaper coverage, so we picked two teams and put on a match of sorts.

We did enter the second division in 1965, again I found a match report for that year, this was a challenge against the Wembley Lions. (who were in the first Division.)

Wembley Lions 46. R. Tuthill 11, K. Harris 10, C. Hunt 9, R. Watters 7, R. Brooks 7, G. Farr 2, B. Shaw 0 & D. Baker 0.

Bushey Kangaroos 50. B.Gillett 13, P. Saunders 8, D. Dunlop 8, B. Gadsby 7, J. Gillett 5, M. Dunlop 3 & two guests, A. Harman & T. Redman, who also scored three points each.

This magazine was dated October 1965. Did I ride in 1966? I have no idea, but probably not, as I have no magazines for that year.

Tottenham Kangaroos Dinner Dance

On Saturday the 23rd November 2013, Tottenham Kangaroos held a Dinner Dance at Hunters Meet in Hatfield Heath Herts. This is an ideal venue, as they have this every Saturday and it holds about 100 to 120. We had a table of 14. It is the second year we have now done this. We are hoping to do it again next year, with increased numbers.

The entertainment was a Band, followed by a Comedian, which was really good, then the Band until midnight. Everyone enjoyed the evening, and want to do it again next year at the place.

Those attending were Nobby Dunn, Derek Wills, John Cobbin, Pete Hooper, Vic Haines, Vic White, Len Adams and there partners. A vote of thanks from all to Nobby, for organising, which could not be easy, especially when he lives in Northern Ireland.

Len Adams



Terry Greenaway

Albion Romans 1948, Stratford Hammers 1949 - 1954, Walthamstow Wolves 1955 - 1958

Terry sadly passed away on the morning of the 22nd of December. Terry had been suffering with Alzheimers and had been resident in a care home on the Isle of Wight for some months.

An iconic figure from the early days of East London cycle speedway Terry started his career as a 'Skid Kid' on Wanstead Flats with the Lakehouse Lions before moving on to join the Albion Romans in 1948. A year later he joined the legendary Stratford Hammers riding in their 'B' team and returning after his two years national service he discovered the team was folding-up. The Stratford Hammers ceased racing in 1954. In August of 1954 Terry was selected for the East London test team and rode against Suffolk at Ipswich. By the end of '54 Terry had moved on to the Walthamstow Wolves where he was to have his greatest success as a rider and play a major roll as manager and captain until they ceased racing as a Walthamstow team in 1958.

In 1955 Terry won the Hertfordshire Individual championship from Vic Cowell Edmonton Saints 2nd, and Alan Hitch Hoddesdon Kangaroos 3rd. He went on to finish joint 3rd with Derek Garnett of Offerton in the National Final at Fleet Hampshire. The trophy was won by Ron Bagley, Ipswich with Brian Moston, Carrs Wood runner-up. In 1958 Terry lead the Wolves as Essex Champions in the National Final at Hungerford against the Tolworth Tudors of Surrey. The Wolves won 53 - 43, Terry top scoring with 14 points.

Throughout his racing days Terry never turned out not wearing his 'trade mark' brown leather DR boots complete with a steel toecap, the toecap he is reported as saying was given to him by Malcolm Craven's brother. (West Ham motor speedway star). He is even remembered as wearing them when visiting the cinema in the Leytonstone High Road with the Stratford lads after racing on a Sunday evening.

The Association has been asked by the members of the Hammers and Wolves to pass on their condolences together with those of all our membership to the friends and family who may read the 'Track Record'.



Terry, on the far left, complete with DR boots together with the 1954 East London test team, Lt to Rt, George Stephens, Eric Branch (Manager), Ernie Lamacq (Capt), Sony Cattano, Malcolm Bell, Ted Jones, Ted Walker and Jimmy Morris.



Akeley Acorns.

Akeley Acorns were started by Ken Staley in about 1950 or 51 and were mostly aged from about fourteen. I was sixteen because I can remember riding round the grass track on my motor bike. The bikes were collected around the village; some were pulled out of hedges or had been hung up in barns etc. We used my grandfathers (John R. Tibbetts) old carpenters shop as a base for fettling the bikes which were stripped of brakes, mudguards and chain guards. The handlebars were removed and one end plugged and then filled with sand and one bend at a time was heated up with a paraffin blow lamp. A length of pipe was slipped over the end of the handlebar and then the radius of the curve was altered so that the bars were upswept. The frames were then painted two tone cream and green, probably by my father Walter G. Tibbetts who was a painter. The bikes were then reassembled, at this stage the wheels still had their ancient road tyres fitted and were used like this for some time.

At some stage it was thought crash hats would be a good idea so we bought ex-government surplus paratroopers helmets. The original bibs were made by local girls out of Hessian sacking which my father painted and then painted the acorn on. Later when we were more prosperous we bought proper bibs. I don't remember how we raised money for the team. At first we had a grass track; the corners were marked out by about one and a half inch hosepipe held down with custom made metal hooks. The field was owned by Mr. Glendenning whose son rode for the team. Later we had a track on council land that was later built on. This track we dug out and as Stowe School were having their tennis courts re-shaled we begged the old shale and Fred Staley borrowed a lorry and with the help of all of the riders we carted the shale to Akeley and laid it over our track. We had the best track in the area.

I can't ever remember us being in a league. We raced mainly against local villages, Wicken, Deanshanger, Launton, Preston Bisset and the town of Wolverton. We had a fair amount of success and eventually we bought new wheels with proper speedway tyres. It was very satisfying to beat teams with posh new speedway bikes. One bike that Reg Ridgway and Dick Staley shared was an old sit up and beg ladies bike. Over the years the frame gradually twisted so that on corners the front wheel would be laid over but the back wheel would be near upright proving very advantageous. Unfortunately one evening while someone was practising on it broke in two.

The bikes were transported to meetings by a local lad who was starting in business as a haulage contractor who used a converted ex-World War Two jeep that had a van body built on the back. In later years he would run large cattle trucks.

The photo (in the last issue) was taken after a race meeting against Launton used as an additional attraction at Chackmore Flower Show. Akeley won and were presented with a small cup. I don't know where the 1957 came from as the speedway had finished some time before. I went to do my National Service in 1954 and it had finished by then and Dick Staley said he recollects that he rode when he was on leave from the RAF in 1952 or 1953. Although I did ride on a few occasions, I, John W. Tibbetts acted as mechanic at race meetings. We had quite a following at home matches as most of the village seemed to turn out, although in those days there was no TV so it provided some entertainment.

Your letter was passed to me by Dick Staley who had received it from the Parish Clerk.

JOHN WILLIAM TIBBETTS

Editors Note.

For the last issue, Pete Saunders sent an article about the Akeley Acorns, as I had never heard of them, I "Googled" Akeley and it came up with an email address for the Parish Council. So I asked if they had any information about the team. As a result, I received the above article, with it were some photos, but unfortunately the quality was not good enough to use.

Report on the Annual Dinner & Dance & Golf Day.

Cycle Speedway in the U.S.A. by David Cooke.

Pictures from Brownies Extravaganza, celebrating 30 years of Cycle Speedway.

Tribute to Tommy Spaulding by Danny Daniel, together with the photo below.



BECKENHAM MONARCHS (Late 1950s)

L to R. Dickie Hudders, Tommy Spaulding, Richard Baker, Pete Jarman,
Danny Daniel, Chris Adams, Pat Carey & Laurence Spaulding.



Photos of Garrat Park, taken by Alan Paterson in August 2003.

Les Gustafson

As outlined in one of the articles in "50 Years of Cycle Speedway", Glasgow was one of the earliest centres of the sport, so it is encouraging to see that the efforts of Chic Mackie and his band of helpers to revive racing at the Cathkin Park track, next to the old Third Lanark stadium, have been rewarded by a place in the Northern League Division Two for the 2014 season (quite where Chic found the time is another question, as he could usually be found driving the length and breadth of the country to participate in Eurovets events, not to mention the World Best Pairs in Australia!).

The sport was probably at its peak in Scotland during the 60s — three league divisions in Edinburgh, international matches against England and the staging of a World Individual Final. Sighthill Hammers dominated the local scene for most of the decade, and travelled all the way down to Southampton in 1966 to deprive Offerton Devils of a hat-trick of National Team titles.

Later in the decade Bridgend Bats and Ecurie Alba (the latter formed out of the Granton Griffins club) also made their impact on the national scene — Bridgend's Stuart Potter was National Junior Champion in 1969 and took the Senior title one year later in Glasgow, ahead of Jackie Pinkerton and Derek Garnett, and Ecurie Alba were National Team Champions in 1968.

(Glasgow's Shields Racers won the same title in 1971, their victory very much assisted by their signing of the two Stuarts — Potter and Baxter — from Bridgend, but that was the high-water mark for Scottish participation in National finals, and the names of Scottish teams and individuals do not feature in the winning stats of later years. Pete Young was Senior Individual Champion in 1997, but long after he had left his native Scotland for the South Coast of England).

Glasgow have already raced competitively in 2013, participating in the Three Rivers Series with Edinburgh and the resurgent Northumbria club.



Sighthill Hammers Track. Sighthill v Leicester Monarchs. (see opposite page)

By accident, I came across a website, www.edinphoto.org.uk. Which includes images and photos of various districts of Edinburgh. It is a kind of Forum, where people can comment, or ask question about any of the pictures.

It has several of Cycle Speedway, including the one opposite, that Les Gustafson sent in.

The photo was originally described as "Wester Hailes Cycle Track", but several people wrote in including Don Moir who wrote:-

I can definitely say that this photo is of the track that was the home of Sighthill Hammers Cycle Speedway Club until 1967. The two Sighthill riders are Tam Daly in the lead and John Tait on the outside looking for a way past. Tam Daly now lives in New Zealand. John Tait went on to race in Glasgow, for Shields Racers after Sighthill folded in 1970 and became the only Scottish Rider to win the National Championship twice with two separate clubs. Shields won in 1971 in Uxbridge, beating Wednesfield.

Sighthill won the Edinburgh League every year from 1963 to 1969 inclusive, except 1968. In 1966 they won the National Championship in Southampton, beating Offerton from Manchester by 50 points to 46, after losing in 1965 by the same score when the final was held in Manchester.

I know all this because I was team captain.

We had a reunion in 2006 to mark the 40th anniversary of winning the championship and almost everybody was there, including Tam Daly. None of us had changed a bit!

Cycle Speedway is still going in Edinburgh, but on a vastly reduced scale. In the 1960s there were 3 divisions and dozens of tracks. Now there is just one at Redbraes Park.

Don Moir, Moffat, Dumfries Scotland

There are many more photos, including the two of Davidson's Mains Cycle Track 1967, that Les Gustafson sent for the June 2013 Track Record.



Redbraes Park Cycle Track.

Edinburgh Monarchs V Hull.

April 6th 2008

Some disagreement about this picture, but it is probably Harrison Park in The 1960s





The Hitchin Aces riding against the Ruskin Flyers at the Bury Mead track around 1950.

Hitchin once boasted its own cycle speedway, started in 1948 by several cycle-mad young lads, including George Prowse, Sid Springett, and Ginner Williams. They removed the brakes and mudguards from their cycles and competed against each other in the King George V. playing field. However, they very soon progressed to a track of their own on Bury Mead, which Sam Masters helped them build. It was as good a track as any in the county, and large crowds would gather to watch the races. At first the boys used any old bikes, but as the team grew and competition became stronger, they saved hard, and each member purchased a new machine from Muntz at a cost of about £27, which was of course quite a lot of money at that time. They raced against other local teams, among them the Paynes Park Panthers and the Walsworth Boomerangs. Teams from further a field, such as the Bermondsey Bashers and the Ruskin Flyers also took up the challenge, each race being of four laps. The Hitchin Aces, as they called themselves, joined the Hertfordshire League and went from strength to strength as they raced against all the county teams; indeed, two of the boys, Sid Springett and Ginner Williams were selected to ride for England against Sweden. It was a great pity that the Hitchin Aces club should only have lasted for five years, for many young lads today would enjoy the challenge of cycle speedway.

This picture and article is from one of series of books "An aspect of Hitchin Transport"
This one is from one called "The Bicycle" which more or less covers the history of the bicycle, with pictures of early models including the "Penny Farthing" up to the present day.
The back cover shows the captain of Hitchin Aces receiving a trophy, but does not name the rider, or say what the trophy was!