

eedway in the U.K.
018 at Paradise Wildlife Park.

16

90th Anniversary of Sp
Sunday 18th February 2

Autumn Golf Day

The annual Autumn Golf Day was held on Thursday the 12th October at the South Essex Golf Centre Brentwood.

15 Members and Guests played Golf, and were joined by Tony Marsh and Colin Booth for the evening meal. The numbers were down a bit, due to injuries to Roy Garnham, also holidays.

The weather was very kind to us which was very mild and no rain. The group met at 11.00am for Bacon Rolls & Coffee, the first tee off was 12.00 midday.

Following the Golf, everyone sat down for a two course meal and coffee, which I am sure everyone enjoyed, there was also raffle.

The winners of the day were as follows:-

Chris Briggs 35 points, playing off a handicap of 13. Chris received a Tee Shirt and a Sleeve of Balls, also holds the trophy for a year.

Ladies winner was Ann Thompson with 21 points who received a Glove.

Joint second was Peter Mitchel and Frank Little, who received Socks and Balls.

Nearest the Pin was won by Lawrence Lord who received a Glove.

Lawrence also won the Longest Drive and won another Glove.

There were 10 Raffle prizes, which made the odds of winning very good.

Thankyou to everyone who attended and hope they all enjoyed it.

The next meeting will be at Darenth Valley, which is Shoreham Kent on a Thursday in May 2018, so please try to keep them clear until I get the actual date sorted.

Please remember you can all bring your Friends.

Len Adams

From: Len Silver

Many thanks for the November issue of the Track Record.

The stuff by John Goldsmit about the Warwick Lions brought back many happy memories of the very first Cycle Speedway League that was formed in East London in 1946 and to which the Warwick Lions joined in, I think, the following year. The pictures of Warwick v. Our team, the Stratford Hammers and a wonderful and typical action shot including the tough Kenny Randall of the Becton Aces were both wonderful reminders.

The main organiser of the Lions was Vic White who went on to become a professional Speedway rider and subsequently a promoter and manager at Long Eaton. He has been a life-long friend and associate. It was very fitting that he received a "Lifelong Achievement Award" from the World Speedway Riders' Association, an organisation which he nurtured for many years.

Quite a lot of the Cycle Speedway riders from East London went on to become the motorcycle versions of their youthful days, I think the most consistently successful being the great Ronnie "Tiger" Genz. He had been virtually unbeatable on Cycle Speedway and it was no surprise that he achieved such a distinguished Speedway career with New Cross and Oxford. I am delighted that the sport we started on the bomb sites of East London still continues to give so much pleasure to the young of all ages still today.....long may it continue....

Len Silver, Kent Speedway.

From: Bert Harkins

Celebration of Speedway. Sunday 18th February 2018.

Hello, Bill, Bert Harkins here.

I hope you will be coming along to the Celebration of Speedway, it should be a good day, weather permitting.

Just to let you know that I have finished writing my autobiography and it will be launched (or it may escape) at the Celebration on the 18th. There is a chapter about my early days in Cycle Speedway and travelling down with Johnnie Speirs from Glasgow to London for the C.S. World Final at Garret Park.....400 miles and we didn't get a ride! I hope it will interest Cycle Speedway folks and it will be on sale on the WSRA stand in the marquee and later on Amazon. End of plug!

Kind Regards Bert Harkins.

St Mary Cray (Tigers) Orpington, Kent. Dutch Tour.

From the onset of the sport 'Cray Tigers' would rocket to fame; mainly because of their innovative ideas conceived from motor cycle speedway. With a track that had everything, crowd barriers, electronic starting gate, cinder surface and floodlighting and with an estimated regular crowd attendance of three thousand. It was little wonder they came to the attention of several 'National Newspaper's', one such newspaper featuring the club in a full page article.

With a respectable run of success's the club hit on the idea of taking on their Dutch counterparts who at this time were making themselves known through their erstwhile leader Hartog de Ronde. The chairman of Cray Tigers, who owned a coach company was well equipped to arrange such a tour. So that on April 7th 1950 the Kent team embarked at Harwich. On what would be the first of many visit's from English teams.

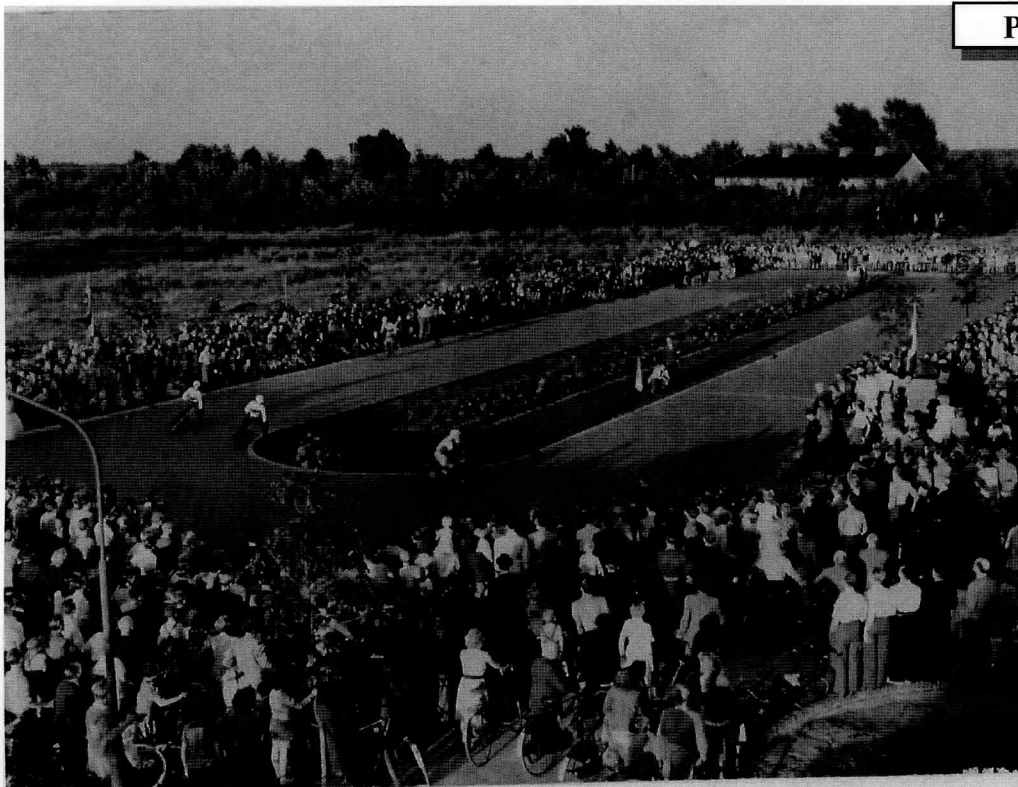
On the trip over the team riders would meet up with the famous dance band leader 'Victor Sylvester', so that several of the team were more than eager to obtain his autograph. The team landed at the 'Hook of Holland' the next morning and where soon off on the train to Amsterdam. A quick change and then arriving at Hilversum. There Mr. Hartog de Ronde was waiting on the platform with the Dutch team (Hollandse Welpen), who took the visitor's machines to the track. Not before taking a good look at the technology on the English track bikes. Off to 'Laren' which would turn out to be the club's base for the next eight days.

After a short stay which included lunch they then returned to Hilversum for a first glimpse of the Dutch track. Set out with white concrete edging, a grass centre adorned with flower beds plus a perfect red shale surface with a safety fence surrounding the track. The match was started at 2pm and the Dutch team were to offer little resistance to the more experienced 'Tigers'; other than two of the Dutch riders Henk de Bruin and Walter Dorland. The Tigers went on to win this encounter by 41-31. After the match the teams were introduced to the Minister of Sports and Physical Culture. The following day they met Feynoord Tigers in Rotterdam and once again won this second match 56-28. Strangely enough the 'Tigers' were perfectly at home on the Dutch suicide bends and long straits, despite the fact that the majority of tracks in the U.K. had the customary shorter straits and wide bends, but then 'Cray Tigers' were no ordinary team!

The following day April 10th the Tigers raced against the Yellow Stars' and although the match was raced in torrential rain, over 500 turned up to watch. The 'tigers' once again showing their superiority by winning with a score of 41-25. The next day the venue Voorburg with a seventy mile journey ahead. On this occasion the racing against West End, Holland's leading team. This is indeed was a fine track with floodlights and on this occasion a crowd of 1,500 in attendance. The 'Tigers' were informed that the West End team had never lost a match in three years, but on this occasion the 'Tigers' lowered West Ends colours with a score of 50-46.

The 12th April was a race free day and a trip was arranged to visit the War graves Cemetery at Arnhem. On the 13th they toured the local 'Broadcasting House' and afterwards raced against Hilversum, this time winning with a score of 50-32. On the 14th the 'Tigers' met a representative Dutch team at the Hague, but before the start of this race meeting, a further tour to the vast tulip fields took place en route. A crowd of 1500 had turned up to watch and again it was a win for the 'Tigers', with a score of 51-30, the team receiving a gold medal from the Newspaper Hague Courant.

The final match before bidding farewell - was with the host team Hollandse Welpen. The 'Tigers' on this occasion were to field their second team, this time winning with a much closer score. The 'Tigers' during their stay; had lowered no less than two long standing track records and a farther note of interest,.. was that the result of all the matches had been the subject of a broadcast after the 'News'.



Racing in Holland 1957 Photo from John Brown.

Dutch Party: visit to the U.K.

For Holland, The visit from Cray Tigers proved to be the turning point for cycle speedway. Although the ten matches had resulted in a total run of wins for the Tigers, the Dutch teams had profited from having first hand experience of seeing one of the foremost teams from the U.K.

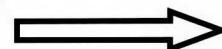
As Hartog de Ronde was to put it, "The riding, organisation, dress, machines and style of an English team certainly surprised us. We in Holland have now seen what cycle speedway really is."

"The Cray Tigers have given us a lesson a big lesson". He went on to say. "Mr. Slater is a first class manager and an all round sportsman, with this kind of leader, cycle speedway will go place's. His colleague, Mr. Forrester is a first class leader. He is the intellectual winner of the races Joe Abbott is a spectacular rider and a fair one, Jim Henderson is from the top shelf as are all the others"

This tour prompted Hartog de Ronde to visit England in order to further familiarise himself with cycle speedway. Included in the party would be his wife and also three times Dutch champion Henk de Bruin. So it was that in the Whitsun of 1950 that the crossing was made. In addition Henk's machine had been carefully packaged and then stowed on the ferry.

On landing and in a high state of expectancy, the party continued their journey and once settled Henk was invited to test his skill as a rider at the Woolwich Arsenal R.O.F. Vampires track.

The meeting that afternoon was the "Kent Individual Championship" and sixteen riders from Kent's teams were competing for the golden helmet and an Individual trophy.



"Henk", had been invited to ride in order to give him experience on an English track and was loudly applauded on his approach up to the tapes in his first race. When the race started Henk was so fast that he left the other riders at the gate and was in and out of the first bend before you could say "Dutch cheese" going into a smooth broadside half way down the straight that took him completely round the next bend. His machine, specially cut down with only a platform of sponge for a saddle, he would straighten the bike at a touch and went on to win his first race beaming all the way back to the pits. "Henk" repeated this performance in the following two races, but slipped his pedal and finished joint second in the next race. It was at this stage that 'Henk' continued the commentary on this event

"In the final race on taking the first bend another rider cut in on me ramming his foot through my front wheel, fortunately I was still able to continue finishing in third place". At this point I found to my dismay and astonishment that I had been disqualified. The officials on being asked the reason for the disqualification replied that I was guilty of dangerous riding. An official on my behalf asked the question. "How could this decision stand when the other rider put his foot through the Dutch lads wheel", this prompted an about turn from the official by saying. "Henk de Bruin touched the tapes at the start", the further question was then put. ""Why had it taken until the end of the race to decide this" as touching the tape meant an immediate disqualification the rider taking no further part in the race?

The championship was won by Jim Henderson of Cray Tigers (previous holder). G Stark of Welling Wings second with Henk de Bruin third half a point behind the second place rider. Mr Forrester from Cray Tigers having noted Henk's disappointment put a comforting arm around his shoulders and said with a wry smile: "Henk you didn't really think you were going to walk off with the Kent County 'Individual' championship did you especially being a guest rider". Nevertheless in recognition of his riding 'Henk' received a trophy to take back to Holland.

Impressed with 'Henks' riding. Hartog was invited to bring over a Dutch team with a view to race a 'Test: match against a British team in the Autumn- and then to stay over in Slough to meet one or two teams in the area.

The arrangements for lodging and expenses would be met through the Bucks & Berks cycle speedway organisation.

These two articles are first of several contributed by Henk de Bruin.

The picture on the opposite of Hilversum, Holland 1957 is from Mick Jeffery.

Mick Jeffery (Edmonton) leading from Kees Koudits (Holland) & Bob Isaacs (Edmonton) Fourth rider (Holland) not known.



EDITORS NOTES.

As contributions seem to have dried up again, when searching the "web" for something to fill a couple of pages, I came across "JOHN MURPHY CYCLE SPEEDWAY RACING".

There was enough on his site to fill the whole magazine. Reading about some of his exploits, I am surprised that he has never had an article in the "Track Record", especially as he is a VCSRA member. I have included a few items from the website (Pages 10-12), but it is well worthwhile to pay the site a visit.

I was interested to read about the 1962 Cycle Speedway World final that was held at Harrison Park Edinburgh, I went there with Dixie Dean, to share the driving with him (he did let me have a few laps on his bike in return).

BILL GADSBY

AMENDMENTS.

New Hon. Member:-

JUNE WATLING. 4, Barnfield Crescent, Sale, Cheshire M33 6NL Tel 0161 969 2002
email john.watling@ntworld.com

ELSIE RYLES

c/o/a Flat 9 Colonel Stevens Court Granville Rd Eastbourne E. Sussex BN20 7HD

JOHN GOLDSMITH New email address johnwilliam3535@icloud.com

LES GUSTAFSON amend email to lgustafson @btinternet.com

MEMBERS ARE REMINDED

2018 Membership renewal of £10 is due on 1st April 2018.

Malcolm Belchamber Hon. Membership Secretary VCSRA

From: L GUSTAFSON

END-OF-SEASON PLAY-OFF

The idea of a run-off between the winners of the Four Regional Leagues is not new - it was discussed some years ago on Rod's 'Spokesman' site - but the inaugural staging in September 2017 added an extra incentive to the clubs who finished the season on top of the Midlands/North & Scotland/South & South-East/South-West & Wales, respectively.

A fine, sunny afternoon, a well-prepared Coventry track, and a crowd large enough to leave only a few spaces around the fence, saw Ipswich, Newport, Astley & Tyldesley and Wednesfield line up on the centre green (when looking at the Ipswich riders you could be forgiven for asking "where's their Senior Team?", as most of them were giving away to their opponents several inches in height and several kgs in weight - Astley's Emily Burgess, the sole female participant, certainly was - but Ipswich are never backward in putting themselves about when the tapes go up, and in Leon Mower they had the joint-top individual scorer (he and Wednesfield's Chris Jewkes each scored 15 points from their four rides. Charlie Rumbold was close to joining them until he took a face full of shale in his last ride when trying to execute a trademark inside pass

Seven of Wednesfield's eight riders posted double-figure scores, which gave them the consistency to score 48 points in the first sixteen heats and 49 points after the interval. Ipswich had been lagging behind Newport for second place, and even wins in Heats 30,31 & 32 couldn't quite draw them level with the Welsh side at the end. Astley managed a couple of heat wins, but it was not their day to challenge for the title.

Four teams of eight riders (some using nine), A and B teams, 32 heats with a rider from each team in every heat, perhaps a degree in maths would have been useful for working out the Progressive Totals - but a definite success of a day, smoothly organised by the Coventry Club.

Wednesfield 97 (Jewkes 15)

Newport 87 (Mould, Carmichael 14)

Ipswich 81 (Mower 15)

Astley & Tyldesley 52 (Pollitt 11)



Looking at the tribute for Terry Kirkup's own '50 Years of Cycle Speedway' in the last issue reminded me of his photo on page 11 of the October 2015 issue, which was almost certainly of his first official outing, against visitors from Halifax. It was very much a father-and-son occasion, as the spectator second from left (wearing the rather snug 'Stars' bib) is Terry's dad Ernie, the-then track curator at Brough Park, who was having a rare outing on pedals. The young lad in the white top (over Terry's right shoulder) is Bruce Hiscock, whose dad - Fifties racer Jack - who was Newcastle Team Manager on the day.

(Don't tell anyone, but Terry's dad scored more points than him that day)

World Vets Individuals 2017 (Adelaide)

There were familiar faces from the previous staging (at Leicester in 2015) - with the notable exception of runner-up Gavin Parr, who didn't make the trip (and Dave Hemsley, who was present but unable to ride due to injury - a long way to go to be just a spectator).

The three riders who stood on the podium after 20 heats had been there before -

The champion on 19 points, Norman Venson, was a previous winner, the runner-up Brad Hoppo repeated his placing from 2011 (in the USA staging), and joining them was defending champion Craig Marchant, after a run-off for third place with Mark Winwood. Bob Prince shed his referee's jersey to take part in the sixteen-rider field.

It was a family one-two in the Open Final, when Australia's Joel Chadwick took the title with 17 points after a three-man run-off with defending Champion Bart Grabowski and Joel's brother Cody. It looked that Bart would split the brothers on the podium until a last -bend pass by Cody saw him through into second place. Chris Timms' runner-up spot in 2015 is the nearest a GB rider has come to taking the title since Dave Hemsley's third win back in 2003, and Australia have shared the titles with Poland since then. You have to give credit to the Aussies - just one current centre of the sport (Adelaide), three clubs (Findon, Salisbury & Lefevre plus the outpost at Murray Bridge), and they've taken three of the last seven Senior Individual titles, as well as running GB close in the Test Series here in 2015.



John Murphy Cycle Speedway Racing

"My Baby"

Come Next May, Redbraes Cycle Speedway Track In Edinburgh Will Celebrate 40yrs As A Track. By Edinburgh's Standard This Is Unique As Normally When Our Local Council Get Wind Of The Fact That It Is Not Being Used, Then They Will Instantly Find Another Use For It. Although I Say It Myself I Did An Excellent Job On My Own To Make Sure That This Never Happened, And When The Next Generation Of Riders Came Along In 1996 It Took The Pressure Off Me.

Can't Imagine How Many Thousands Of Laps That I Have Completed On That Circuit, And Hope For Many More. Sad Nowadays That So Many Riders Come And Go, But Living In Scotland Does Mean A Lot Of Travelling For Them When They Could Probably Play Five A Side Football Just Down The Road At A Fraction Of Their Cycle Speedway Cost. Then You Have The Riders Whose Circumstances Have Changed And Now Have Partners, Mortgage's, Children, And Work To Consider, I Know All This Cause I Have Been There Myself. Oh!! And Don't Get Injured Especially If You Are Self Employed Like I Was. Nightmare!!!!

Anyway Happy Birthday To My "Wee Track" And I Will Remember To Bring the cake.



Redbraes Cycle Speedway Track Edinburgh v Hull April 2008

John Murphy Cycle Speedway Racing

Edinburgh Cycle Speedway Hosts World Final.

Edinburgh was privileged to host the 1962 World Championship Final. In hindsight as we had only started back racing in 1960 I don't think we were quite ready to hold such a prestigious event, having said that we put on a good show, a glorious sunny Saturday afternoon, with a huge partisan crowd roaring us on, and Scottish Television filming the event. The track itself in Harrison Park was a bit rough and ready as it had only been opened the year before and like all tracks in Edinburgh back then we were just so grateful to have something to race on. The idea was that Glasgow and Edinburgh would have their number 1 riders in the final, in Edinburgh we held an individual to determine who would qualify and on the day I was successful. As it turned out on World Final day we had about four absentee riders, so we drafted in our own Scottish riders to fill the blank spaces, we were all so much looking forward to seeing the two riders from Holland but sadly they could not be with us on the day. I had travelled down to Uxbridge in London to watch the English qualifiers for the World Final and I could see from that meeting we had a job on our hands, they were all of a very high standard indeed. Mike Parkins from Norwich went on to win the title that day with Derek Garnett 2nd and Brian Moston 3rd both Manchester riders. The top Scot was Bert Harkins and as the scoring was 3 2 1 In those days I ended up with 7pts. What I did learn from that Final was that cow horn handlebars were now a thing of the past, or as they say these days had the wrong set up on. We all went to the motorcycle speedway at night at Old Meadowbank in Edinburgh where we saw Mike Parkins being presented with his trophy. All in all it was a learning curve for all us youngsters I myself was only 18yrs old back then and we all benefited greatly from the experience.



Other placings: (From Fifty Years of Cycle Speedway)

Mike Cockroft (England) 11; Dixie Dean (England) 10; Vic Hinchliffe (England) 10;
 Bert Harkins (Scotland) 9; John Murphy (Scotland) 7; Roger Kirk (England) 6;
 Ray Lewis (England) 6; John Spiers (Scotland) 5; Glynn Brimson (England) 5;
 Norrie Allen (Scotland) 4; Tam Daly (Scotland) 4; Clive Hurrell (England) 2.



British Veterans Championship in Norwich, 1987

In 1987 the first ever official British veterans championship for Cycle Speedway was held in Norwich. I liked the idea so decided to enter, hired a car and on my own travelled the round trip of 800 miles in the one day and thoroughly enjoyed myself. The meeting had ex world champion Mike Parkins from Norwich and a couple of British champions as well as many other very good riders in the match.

I was excited to be alongside these "legends" on the track, and surprised myself by going out and scoring a 20 pt maximum and become British champion or so I thought. Turns out it was age related event, therefore the winner became my old mate Derek Garnett who was awarded bonus points as he was a bit older than me, about four years I think. They scrapped that system for all the vets matches after that and next year in London I was again on the podium but this time in 3rd place. Had they kept that scoring system going I would have become a multi champion on bonus points alone, as I carried on in that category for almost the next 20yrs.

It will make a good quiz question "Who was the only British Cycle Speedway rider to score a 20pt. maximum in a national final yet finished second" I have the photo of the first three with trophies.



The World's Oldest Cycle Speedway Rider

It's true Charles "Chic" Mackie will be 80 years old this summer 2018. What a servant he has been to Cycle Speedway, hope there is a special meeting for him and I For one will be first on the track for him. Chic has seen so many changes in the sport that he has served over so many decades some good others not so good, But where would we be without him.

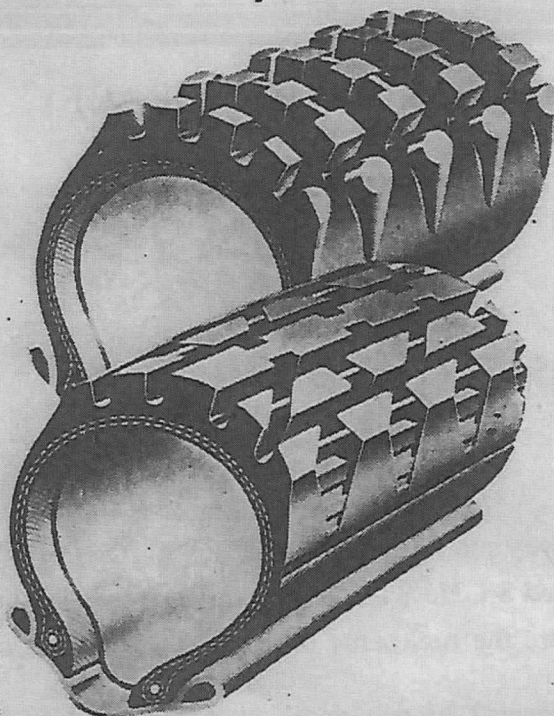
Not been blessed with the best of health the last few years, yet still turns out at almost all the Eurovets meetings and when you live in Glasgow that means a lot of miles to cover. The truth is our sport will never see a "Chic Mackie" ever again, a definite one off is Charles. Hoping to post a photo of the two of us together this year, if we make it will mean that we are 155yrs old as I will be 75yrs old later this year!!! Does that make me the 2nd oldest? hope not.

These "Avon" Tyres are a great help

IT is always pleasant to be able to report on developments in our game and there can now be few riders who do not know that special cycles have now been mated with special cycle speedway tyres.

Of course ordinary tyres can be used — are used — must be used by some of us who cannot afford new ones just yet! But it is good to know that the AVON Company have produced their Skidway Special and Skidway Gripster tyres solely and specifically for the game. The Avon Company of course have had long years of experience in making Motor Cycle Tyres for Speedway, Scrambles, Trials and Road Racing — ask Geoff. Duke and the Norton boys!

Although you might think that a front tyre needs nothing special in the way of design it does in fact call for some considerable thought and care in testing. The reason is that although rolling resistance must be kept right down, maximum grip must be available for the bends. The manner in which the problem was solved is illustrated (see lower tyre in picture). Notice that basically the tread is comprised of low resistance riding ribs but interrupted and notched for grip when leaning over.



The rear tyre (see top illustrated tyre in picture), of course, is the most important. Watch those riders — push, tug, tear, stamp—out of the saddle and slide! That rear tyre certainly has to take it and this illustration of the Skidway Gripster shows how. Based on the motorcycle 'Gripster' the rugged square centre blocks and round outer studs are placed to get a high grip and a flashing start together with complete control in the bends.

I have heard that some riders are fitting the Gripster on the front as well, but I think that they should be very sure of their physical strength to be able to sacrifice good rolling for a little better grip.

Anyway these two AVONS are certainly good — as the Whipps Cross Comets agreed after they had won all five matches of their Irish tour, riding on Skidways.

Article and advert from selection of copies of Cycle Speedway Monthly from MALCOLM BELCHAMBERS.

Cycle Speedway's leading tyre
USED BY MORE RIDERS THAN ANY OTHER MAKE

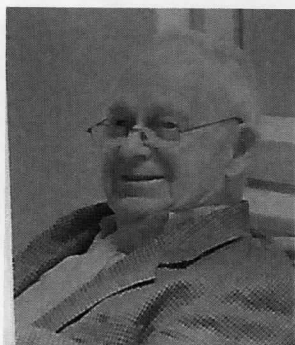
THE
AVON
SKIDWAY GRIPSTER
REAR TYRE

The Gripster is a specially designed rear tyre with a rugged, high-grip tread which gives a flashing start from the gate and complete control with yards of advantage in the bends.
See your regular dealer today

AVON RUBBER CO. LTD.
Melksham, Wilts.

26 x 1 1/2
Price
15/6

GORDON DAVIS (HORACE)



Sadly Gordon passed away suddenly but peacefully at Southampton General Hospital on 3rd December 2017 aged 86. He will be remembered by many as Horace, although it's a mystery how or where the nickname originated, even Gordon and his family didn't seem to know why!

He was a very keen supporter of the Southampton Saints motor cycle speedway team and as a result like many others in the 1940s and 1950s decided to have a go at cycle speedway. In 1952 he joined the Southampton Vikings team .

Unfortunately for all his effort he failed to obtain a regular place in the team and became interested in cycle speedway refereeing instead. His one claim to racing fame occurred when he got a rare chance to ride in a Southampton League Cup final between the Vikings and Bassett Racers. He scored 2 points and the Vikings went on to win the trophy.... by 2 points.

Gordon retired from racing in 1954 and started travelling around the Southampton and Hampshire cycle speedway leagues as a full time referee. He was a well known and respected figure dressed in his white lab coat out on the centre green. He quickly gained a reputation of being firm but fair and never showed favour to any of the teams under his jurisdiction on the day. This attitude also resulted in him being called up to referee a number of high profile National Individual Cycle Speedway meetings over the years that he remained involved in the sport. One of his longterm hobbies was ballroom dancing which he only gave up after a serious fall affected his mobility around 10 years ago. He once turned up at a cycle speedway presentation in the mid 1950s clutching his black patent leather dancing shoes. But as that was the Rock-Roll era, no one recalls if he put them on?

For the past 11 years or so Gordon attended most of Chandlers Ford cycle speedway team's annual reunions and always brought along interesting items of speedway memorabilia. He was a great character and will be sadly missed by all those who knew him.

JOHN HEWARD

SID DOWDY



It is with deep regret that I am writing of Sid's passing on 4th December 2017 aged 81.

He was always such a full of life and likeable character. You always knew when he was in a room as his infectious laugh could invariably be overheard. Another keen Southampton Saints fan he took up cycle speedway in the late 1948/49 and along with a group of other local lads and he became involved in racing on tracks that they built in the Fair Oak area of Hampshire. On the first two tracks used by the Fair Oak team they only rode friendly meetings against teams in the Southampton area. In 1951 having built yet another track the Fair Oak Rockets team entered the Southampton cycle speedway league. However before the 1952 season started they were thrown off the site and Sid joined up with Bassett Racers one of the top teams in the Southampton League. He also raced at few other local tracks including Chandlers Ford Stars before being called up for his National Service duty during 1956/57. In 1958 he returned to cycle speedway action with the Chandlers Ford team where he continued to achieve good scores and was a very good, reliable team man.

In 1996 he rode in the 50 Years of Cycle Speedway celebration meeting at the Shirley Ponds Track in Southampton and in 1998 also raced in a Southampton Speedway Saints reunion meeting along with ex speedway riders as well as ex cycle speedway competitors. In fact Sid's interest continued in both sports and he was often to be seen at various get-togethers of speedway folk around the country. He was quite well known to a number of ex motorcycle speedway riders. Sid was one of the Chandlers Stars riders not to have missed any of the club's annual reunions since they started in 2006. The above photo was taken at last years event.

Rest in peace Sid we are going to miss you. JOHN HEWARD

CELEBRATING THE 90TH ANNIVERSARY OF SPEEDWAY IN THE UK

at Paradise Wildlife Park - Home of the National Speedway Museum

SUNDAY 18TH FEBRUARY 2018

11am - 4pm



Includes entry to Paradise Wildlife Park

Marquee • BBQ • Licensed Bar • Music • National Speedway Museum

Hear the bikes roar from the pits • Meet your president of the WSRA



If you would like to book a stall, please contact Carly on
01992 470490 EXT:236 • carly@pwpark.com

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

*price is per person and includes 10% donation to the WSRA Charity