

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
Volume 21
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1950! Note the crowd. Taking the lead, Jack South sees off the challenge of Glen Dower (The White Ghost) Wantz Wallabies and Ted Jones Dagenham Aces

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Veteran Cycle Speedway Riders Association

Financial Summary for the period 1st April 2016 to 31st March 2017

INCOME

Membership fees *. 550.00.

Donations 54.00.

Bank Interest. .12.

Sale of Discs. 25.00

629.12.

EXPENDITURE

Stationery & computer

supplies. 147.77

Postage. 585.20

Web-Site registration. 172.65

Printing Directory. 300.00

Display stand. 40.00

Computer Software 179.31

Printing Track Record 800.00

Sec expenses. 27.40

2252.33

Bank Balance at 31st March 2016.....2378.83

Income..... 629.12

Return of Golf deposit 100.00

Transfer from deposit account 223.18

3331.13

Less Expenditure. 2252.33

Total funds at 31st.March 2017. £1078.80

*Membership fees for 2016/17 of £1,900 were received in the previous year.

Tom Kilbey. – Hon. Treasurer.

EDITORS NOTES

Having managed only 12 pages for the November 2016 issue, and having to use four pages of articles that I had written in the March issue, I now have a different problem, even with 20 pages it is a case of what to leave out! A very interesting article from the Sudbury and Shepperton Local History Society Magazine about The Sunbury Sabres Cycle Speedway team, sent in by Ken Dare, was originally included in this issue, but has now been held over for the next issue.

In addition to the very interesting article and pictures from Henk de Bruin, he also sent some articles from a cycle speedway booklet by Arthur Bird, which will fill a few pages in future issues.

In February, I received an email from Alex Michon, a Director of Transition Gallery. He had done some research and discovered that:- After WW2 the Regent Studios (where Transition Gallery is currently situated) was bombed out waste ground. Local youths saw an opportunity, made a track out of brick dust and started to hold cycle speedway meetings. In its heyday, the track attracted audience's of up to several hundred to see the local team the Warwick Lions compete in the East London Cycle Speedway League. From an article in the Track Record, they realised that John Goldsmith was one of the original "Lions" and asked if I could put them in contact with him as they would like to invite him to give a talk. Of course John accepted the invitation, and a transcript of this will be included in the November issue.



Eric Hemsley sent me copy of a Rayleigh newspaper, that had a two page article with pictures of giving details of a special exhibition remembering the legendary "Rayleigh Rockets" The event was being held to coincide with the first anniversary of the opening of the Rayleigh Museum. In addition Terry Stone was organising an exhibition of bikes at the Spread Eagle Pub, Rayleigh.

Eric attended the exhibition and will contribute an article and pictures for the next issue. This means I am in the unique position of having 5 or 6 pages for the next issue, this does not mean I do not need any more contributions, there is still another ten pages to fill!

I have fond memories of Rayleigh Speedway, my first visit was shortly after they opened, I managed to persuade team mate and school friend Pete Baker that it would be a good idea to cycle the fifty odd miles to see the speedway. We decided it was too far to cycle in one day, so after giving the teacher a note from our respective parents to give a (fictitious) reason why would not be able to attend school on Friday, we set out. On the way, near Romford, we spotted a cycle speedway track, and decided that would be a good place to stop for a rest. Instead when two lads with track bikes turned up (using their bikes) we had a series of match races! When we eventually arrived we set up our tent in a cornfield behind the stadium and went off to explore Southend.

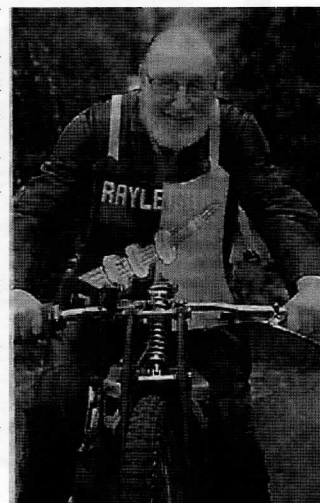
In the morning, before we started our journey home, I thought it would be a good idea to use the "facilities" of the stadium. We managed to find a place where we could climb up on to the roof of the grandstand, and drop down, when we came out of the gents, there were children playing on the centre green, the main gate was open, we could have just walked in!

Later, when I had finished my national Service and I had transport, I went as often as I could. I made a point of going when Swindon were the visiting team, to see former Wembley Panther's cycle speedway rider Buster Brown blast his way to double figures. I always thought Buster was unlucky not to make the Wembley team. I'm sure he would have done had Alex Jackson still been manager, but his successor Duncan King was not interested in producing his own riders, he preferred to sign established stars like Brian Crutcher & Bob Oakley. Maybe it was significant that Buster was loaned out first to Oxford and then Swindon, both Thursday night tracks, which meant he never got to ride at Wembley again, not even in the second half.

Then the visit of Southampton to see former Acton Acorn, Dud Smith do the same, but in his relaxed armchair style. Dud went to Southampton for a trial, and went on to become their captain and track record holder, a record I believe he still holds.

Another meeting that I remember had John Mills & Sandy McGillivray riding in one heat for Rayleigh, they were in front racing one another neck & neck, flat out, neither realising that the other was his team mate until eventually they crashed gifting their opponents a 5-1.

Incidentally it was on John Mills bike that I hit the Rye House safety fence full throttle, but that is another story.



■ Now - Terry is still happiest when on his beloved bike

Harry Gale



CYCLE speedway pioneer Harry James Gale, known as Jim, has died at the age of 86.

Born at Old Wareham Road, Poole, in 1930, Jim grew up and worked on his family farm, and attended Oakdale School, then Henry Harbin Secondary School.

"At the age of 16 he discovered his passion for cycle speedway. This hobby was started by Jim and his friends copying the newly formed Poole Speedway team but using pushbikes instead of motorbikes. The first track created was straight across the farm and wasn't your usual cycle speedway track as it was sloping and they rode around the track clockwise which is opposite to the standard speedway," said his son Gary Gale.

In 1948 they moved the track further down Old Wareham Road to a field owned by the mum of one of Jim's friends and they started to ride anti-clockwise.

They decided to call themselves the Gem Pirates and regularly rode in front of 3,000 people at home meetings and in the following year were unbeaten.

In 1950 they qualified for the first ever National Team Championships held in the Empress Hall in London.

Sponsored by the News Chronicle newspaper, the support match held in the evening of October 26 was an international race between England and Holland.

"Jim was asked to ride for England but was sadly denied this chance as it would mean an unfair advantage in the National

Final as he would have then known the track," said Gary.

Despite this, the Gem Pirates still won and Jim never did ride for England.

Two of Jim's sons, Adrian and Martin, followed in his footsteps and rode for Poole Comets Cycle Speedway in the 1980 and 90s and they also went on to win the British Championship of their generation, no less than nine times.

For many years Jim was also known for driving the tractor at Poole Speedway, grading the track between races.

Soon after his cycle speedway career, Jim took to grass track racing and was good enough to represent the Southern Centre in several team finals, always riding under the number 38.

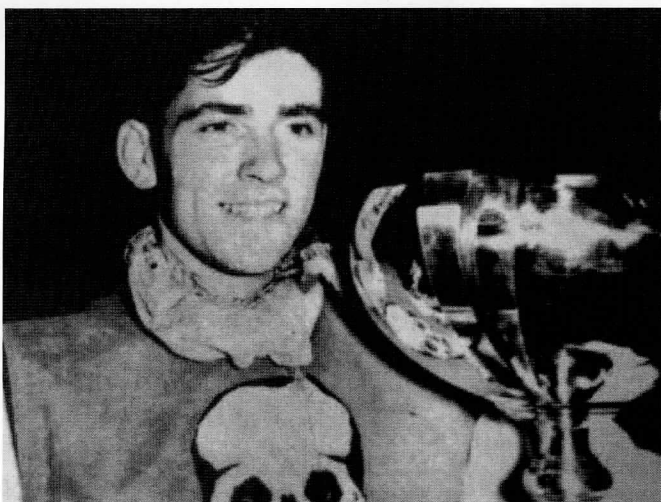
On his retirement from grass tracking he took a role on the committee of the Wimborne Motorcycle Club and was one of the instigators of the Wimborne Whoppa, the first big grass track meeting in the country, which started in 1969 and is still running today.

Jim also built grass track bikes for friends and cycle speedway bikes for Adrian and Martin.

"He always had a keen interest in cycle speedway, travelling with his family and Poole Comets around the country and straightened many cycle wheels that had come off during meetings", said Gary.

Jim died at Poole Hospital on February 13. His funeral was held at Poole Crematorium on March 6. He is survived by his wife Val, daughter Allison and sons Gary and Martin. Sadly his other son Ade passed away 12 years ago.

Obituary – Jim Gale



The cycle speedway, grass track and speedway families were saddened to hear of the sudden yet peaceful death of Harry James (Jim) Gale on 13 February 2017 aged 86. Jim was one of the post war skid kids.

He represented the Gem Pirates from Poole with pride and distinction and had the great honour of captaining his team to victory in the first ever National Team Championship in 1950. On their way to the final at Empress Hall in London the Pirates, in pristine white overalls, overcame amongst others the Drayton Vampires and the infamous Stratford Hammers before defeating Chorlton Aces 51 – 45 in the decider in front of a crowd of over 5,000. Jim, aged 19, contributed 12 points and accepted the magnificent News Chronicle trophy from TT ace Geoff Duke.

After cycle speedway he moved on to grass track and was a strong supporter of the ACU Southern Centre events. As with his pedal days Jim was a great competitor respected by his peers. He later swapped two wheels for four and became a familiar sight on Wednesday evenings at Poole Speedway Stadium aboard the track tractor manicuring the racing strip and earning many plaudits for the quality of the surface.

In retirement Jim continued to be a familiar face at the Poole cycle speedway track at Harbourside Park supporting the racing exploits of his sons Ade (now sadly deceased) and Martin who were both excellent racers in their own right – and never averse to mucking in Jim would often be seen effecting running repairs to bikes and equipment without hesitation.

We have lost a great man and we send our sincere condolences to wife Val, sons Gary and Martin, daughter Allison not forgetting other members of the close family including nine grandchildren.

ROB DYER

JOHN WELLS—31.07.37—08.05 17.



John leading his club manager, the late RON BULL at the GLADIATORS track 1960s!

Former Hawbush Hammers rider JOHN WELLS has passed away at the age of 79. John had not been in the best of health in recent years suffering from various heart problems.

Among many sports John took part in, cycle speedway played a very prominent part in his life. In more recent times, John and Partner Pam, spent many happy times together taking part in indoor bowls.

John's cycle speedway career started at the age of about eleven years, when he joined local side the ILFORD RANGERS at around 1948. Three years later, fast becoming a very good rider, he joined the TUDOR MONARCHS at Barkingside Ilford, where he stayed for some two years, before moving on to his first stint with HAWBUSH.

Now a well established heat leader, was persuaded by RON BULL to join his club at Romford, THE GLADIATORS, where John stayed until 1963. During this period, John completed his National Service with the R.A.F.

When the GLADIATORS folded in 1963, John re-joined HAWBUSH, where he finished his cycle speedway career. John was a heat leader in all the teams he rode for. A dedicated club man,

John sportingly put up a trophy in the early sixties— THE JOHN WELLS TROPHY (Which I still proudly have to this day.)

John will be sadly missed by all his family and friends, especially at our Xmas get together, which John and Pam attended for several years.

Thanks for the memories John

PETER CHUBB



It is sad to have to report the passing of Wally Dighton on June 8th, following a long illness.

Wally started riding in the early fifties for Cheam Cherokees, he transferred to Raynes Park Tigers in 1954, where his cycle speedway career took off. In 1959 he was part of the Raynes Park team that won the Southern Premier League, without losing a match.

In 1960, he captained Raynes Park in the National Team Championship Final at Hungerford, when they beat the Lindale Lions from Yorkshire 53-43.

On the same day, Wally was third behind teammate Dave Chivers and Birmingham Lion's Ewie Edwards in the National Individual Championship Final. He also qualified for the Final in 1961.

In 1963 Wally transferred to Beckenham Monarchs of the British League. He rode for Beckenham for three seasons before finishing his career with Tottenham Kangaroos. For Tottenham, he rode in the Gold Cup Final of 1966 against Leicester Monarchs at Southampton. Tottenham narrowly lost fifty-three and a half to fifty five and a half.

Wally represented England against both Scotland & Wales in 1956. He also rode for the Southern Premier League, the Middlesex League and the British League in Test Matches.

He won the Pride of the South at Bournemouth in 1962 and 1963. Another individual to go his way was the Brian Biggs Memorial Trophy at Morden Park in 1962.

Wally reached three British Riders Championship Finals, these were in 1963, 1964 and 1965. He toured Holland with both Beckenham and Tottenham, riding against Hilversum and Hollanse Welpen.

Wally was not only a very good individual rider, but also a brilliant team rider, who was always riding to help his partner.

He spent his National Service in the Royal Army Service Corps and attained the rank of Sergeant, no mean feat for a National Serviceman. He was also an army boxing champion.

Wally was a skilled bricklayer and whilst at Tottenham built their clubhouse.

He was a devoted family man having been married to Kathy since they were both teenagers. They had four children, three daughters and one son.

LEN KITCHING



Raynes Park Tigers National Team Championship winning team of 1960.

L/R. Back row Fred Bedford, Ted Cracknell, Johnny Braden (Manager) Derek Cattle & Pete Rides.
Front Row. Lenny Baker, Dave Chivers, Wally Dighton (on bike) & Pete Rides.

FRANK MUNGO MALES 1931 - 2017

Frank although not a member of the V C S R A a lot of our members would remember him from the Bushey days, Frank had been very instrumental in running the club from the late 40s until the late 60s.

Frank had been ill for a number of years and was in a care home.

Former riders who attended the funeral were Frank's brother Albert, Split Gillet, Pete Saunders & Mark Thatcher.

Pete Saunders.



BUSHEY/ BRICKET WOOD KANGAROOS 1965.

Back row L/R.

Peter Lipscomb, Dave Dunlop, Brian Gillett, Frank Males, Pete Saunders, Fred Bouttell & Bill Jeffkins.

Front row Martin Dunlop, Bill Gadsby (on bike) & John Gillett

CHANDLERS FORD STARS 2017 REUNION



Standing left to right: Pete Robinson, Andy Day, Rob Dyer, Mick Denham, Pat Cousins & Bob Rickman.

Seated left to right: John Heward, Tommy Webber, Dave Judd, Sid Dowdy & Colin Digweed.

The twelfth annual reunion took place on the 18th March at the home of John Heward in Chandlers Ford. Since reunions started in 2006, eight former team attendees have sadly passed away, however once again an enthusiastic gathering of not only Chandlers Ford Stars riders but also Pete Robinson a former Southampton Viking, Rob Dyer Bournemouth Viscount and former referee, plus Andy Day an ex Southampton Provincial league rider. Rob and Andy are very much involved with the Isle of Wight Warriors motorcycle speedway operation this year. Rob has taken over the Announcer, Media and PR position this season, whilst Andy is an integral part of the trackside team.

The reunion was yet another opportunity to peruse old photos, programmes, meeting reports, and copies of The Track Record. This led to plenty of animated talk reliving memories of both on and off track exploits? During the evening a nostalgic and enjoyable video was shown. It covered all the action from the 50 years celebration of cycle speedway meeting which took place at Southampton's Shirley Ponds track back in August 1996. Five ex riders attending this year's reunion.....Pete Robinson, Pat Cousins, Tommy Webber, Dave Judd and Sid Dowdy all took part in that event and although now almost 21 years since it took place, they didn't feel that much older! However they didn't exactly relish the thought of repeating their historic exploits now!!!

As usual John's wife Janet provided a tasty variety of refreshments which literally went down very well with those present.

The get together came to an end far too quickly and as everyone prepared to leave they wanted to know when next year's reunion would take place!!

John Heward

Introduction.

The following photographic portraits portray examples of the superb scale models produced by Mr Hendrik Johan de Bruin. Henk as he prefers to be called was born 1933 in Amsterdam in the Nederland's later moving with his parents and brother to Hilversum.

Henk started his working life as an apprentice coach builder/panel beater and up to the time of his call up for National Service in 1953; his place of work was with two of the largest local coachworks.

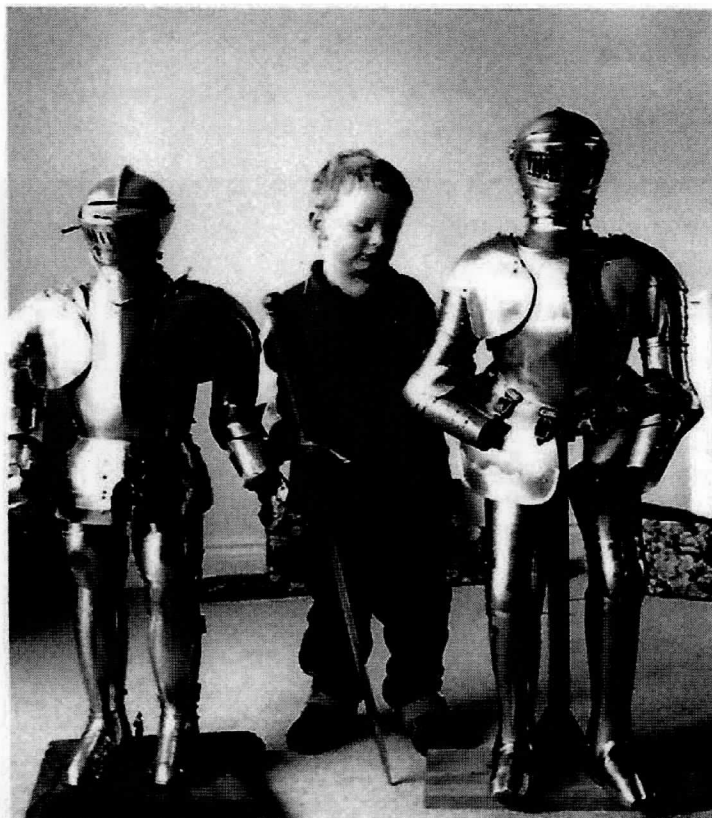
During his time in the services Henk would become familiar with armoured vehicles finishing his time as a competent instructor for the Dutch army.

Previous to his service career, an opportunity arose for an exchange visit to England. Henk at the time having established himself as a top star in the field of cycle speedway racing and it was during an exchange visit to Slough in Berkshire that he would meet his wife to be 'Rita' in 1950.

Henk and Rita were married in Hilversum in 1956, shortly after they would move to England where 'Henk' would resume with his panel beating skills, working for local coach building companies. In 1963 started his own business as a freelance panel beater and continued his trade over the wider area of Slough, Windsor, Maidenhead and Uxbridge until his retirement in 1998.

With retirement in 1998 and after working fifty one years, time was available to develop other interests and hobbies with competitive shooting and visiting old castles taking prominence. But it was shortly after retiring that an accident would result in Rita breaking a hip. During her convalescence Henk spent a lot of time in the house and the outside activities they both shared had to be put on hold.

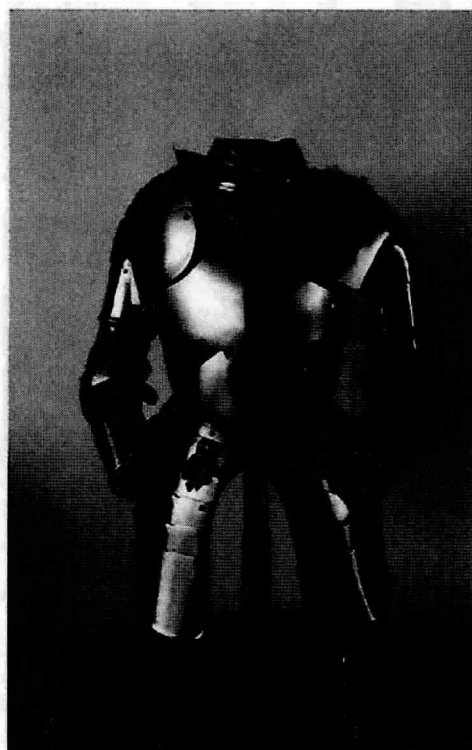
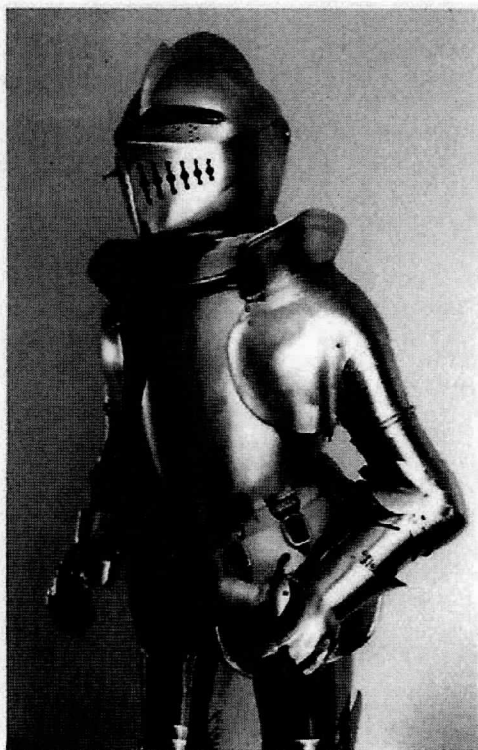
It was at this time that Henk tried his hand at producing scaled down suits of Armour. The idea coming from a number of books that had been collected over a period of time. It was from photographs of suits of armour that his designs took shape. It was over forty years ago that Henk's first attempt was put to the test of producing model armour when a small 40 cm high figure had been started but never finished. Strangely it still remains unfinished in the workshop. The second attempt would see a half size helmet. Rita at this stage would question, as to why this should not become at some stage a complete model.



Neighbour's Grandson aged around four years old provides an idea of the size of the model's

Plate 3

Full and Half Harnas



From Les Gustafson

It is always satisfying when an item elicits a response, favorable or not, and even better when there is a chain of comments, as there has been about the 'Look at Life' film and the British League v Manchester Tests of 1965 - Vinny Marsland's and Grant Warwick's memories of taking part, and Mick Jeffery's thoughts on the BCSF.

Page 15 (below) from the 1966 Cycle Speedway Annual list the scores and scorers from those two Tests, and show how busy Grant Warwick was that season, and pages 4 & 5 (opposite) of the same edition tell how close he came as a first-time entrant to winning the BCSF Individuals of the same year. A single point from his fourth ride would have put him in a run-off with the eventual winner Colin Wheeler.

It is interesting to remember that the sport was once run by two different bodies - NACSA and BCSF - before eventually, like the amalgamation in Speedway between the National and Provincial Leagues, the pedal variety also came together under one banner.

Continued on page 14

THE MANCHESTER "TEST TEAM" Lost their 15 year old unbeaten home record to the British League who won by 62-57 at Ashton

The British League quickly settled down on the tight Ashton track and after two drawn heats, Colin Wheeler and Len Adams snapped up a 5-1, then Roy Baker joined Bob Wyatt at the front for another 5-1 in heat 4.

Ken Adams beat Vic Hinchliffe's Ashton track record in heat 5, reducing it from 42.4 to 41.6 seconds.

Apart from Vic Hinchliffe and John Watling who scored two 5-1's and two 4-2's, the home pairings failed to impress. Even the Garnett/Hardy partnership could only manage one 4-2.

Manchester. V. Hinchliffe 15, D. Garnett 11, V. Marsland 10, J. Watling 8, T. Hardy 7, J. Watchman 3, K. Taylor 2, P. Rennie 1.

British League. K. Adams 12, G. Warwick 11, C. Wheeler 9, H. Glover 8, L. Adams 8, B. Wyatt 7, R. Chivers 4, R. Baker 3.

The British League's success at Ashton avenged a defeat at Beckenham earlier in the season when Manchester were the winners by 58 points to 50.

Scoreboard:

British League. J. Cobbin 10, R. Baker 9, W. Dighton 9, R. Chivers 8, D. Chivers 6, L. Adams 4, N. Goodrum 4, D. Butcher 0.

Manchester. V. Hinchliffe 13, V. Marsland 12, D. Garnett 12, T. Hardy 8, J. Watling 5, K. Lumb 3, P. Rennie 3, P. Bury 2.

SENIOR SERVICE TROPHY

COLIN WHEELER IS 1965 BRITISH CHAMPION

SOUTHAMPTON's Colin Wheeler climaxed his best-ever season in winning the Senior Service Trophy as 1965 British Riders Champion. The runner-up position was achieved by another talented first-time finalist in Grant Warwick, while the defending champion, Harry Glover, had to earn his third placing in a run-off which involved twelve laps.

Racing started at a searing pace and the crowd was shocked to see some of the sport's 'star' names struggling for points.

By heat 12, with 8 points from three rides, Grant Warwick's name was being whispered as the new champion. A win in heat 13 could clinch the title for him—but he failed to score!

Colin Wheeler with 6 points won heat 14 to edge in front, together with Ray Chivers.

Heat 17, the last of Warwick's outings, earned him three points, leaving Wheeler and Chivers to

At the final ALAN HARVEY

battle it out in heat 18; Wheeler out-gated Wilson Burns to scorch his way to the title.

With first and second places decided, the run-off was repeated fiercely, twice before Chivers was excluded after a fall. A very tired Glover clinched the third place over his team-mate, Burns.

PREVIOUS WINNERS

- 1958 M. Jeffery (Edmonton Monarchs)
- 1959 D. Chivers (Raynes Park Tigers)
- 1960 R. Baker (South London Rangers)
- 1961 R. Baker (South London Rangers)
- 1962 J. Cobbin (Tottenham Kangaroos)
- 1963 R. Chivers (South London Rangers)
- 1964 H. Glover (Leicester Monarchs)

Photograph on facing page:
British Riders Championship 1, 2, 3.
Left to right—Colin Wheeler, Grant Warwick, Harry Glover

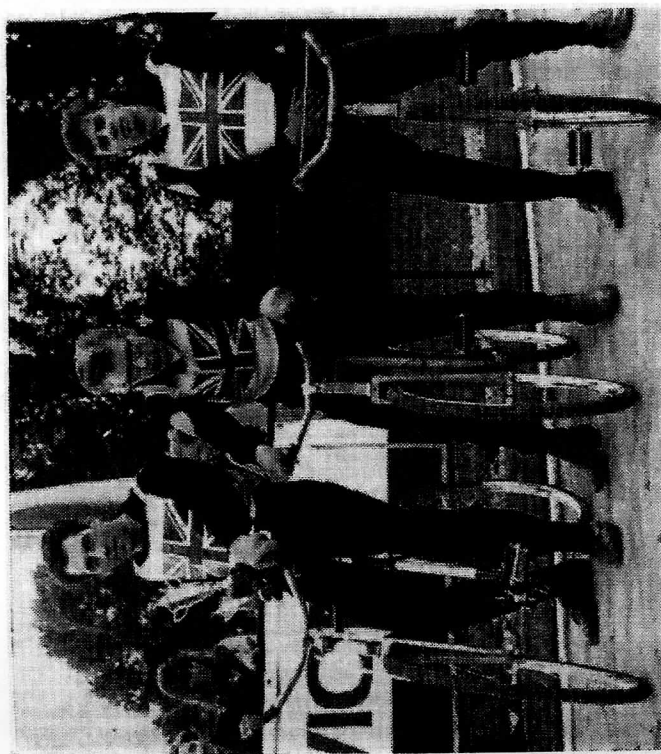
NEW FORMULA FOR B.R.C.

FOR a trial period of one season, the B.C.S.F. are experimenting with a slightly varied formula for the British Riders Championship.

All riders will compete in the same heats as in the standard formula but there are changes in grid positions, the main alteration being that riders who have two consecutive races have the inside grids in each of the two heats.

In the experimental formula, printed below, starting grid positions are indicated above the four columns: A-1, B-2, C-3, D-4.

Heat	A	B	C	D
1	1	2	3	4
2	5	7	6	8
3	10	12	9	11
4	13	14	15	16
5	13	1	5	9
6	14	10	2	6
7	11	15	7	3
8	16	8	4	12
9	16	6	11	1
10	12	5	2	15
11	9	3	8	14
12	7	4	10	13
13	7	14	1	12
14	8	11	13	2
15	3	16	5	10
16	15	4	6	9
17	15	10	8	1
18	2	9	16	7
19	6	13	12	3
20	4	11	14	5



HOW THEY SCORED, RACE-BY-RACE

COLIN WHEELER (Southampton) ...	2	2	2	3	0	3	12
Grant Warwick (Leicester)	3	2	3	3	1	3	11
Harry Glover (Leicester)	2	1	2	3	3	2	10
Wilson Burns (Leicester)	2	1	2	3	3	1	10
Ray Chivers (South London)	3	2	1	0	2	2	8
Dave Collins (Tottenham)	1	3	0	2	2	7	7
Dave Butcher (Southampton)	0	3	0	2	2	1	7
Len Adams (Tottenham)	1	2	3	0	1	7	7
Malcolm Reading (Tottenham)	0	3	2	2	0	1	6
Mike Parkins (Norwich)	1	3	0	1	1	3	6
Ray Foy (South London)	0	1	0	2	3	0	5
John Knock (Leicester)	0	1	0	N/S	3	0	5
Roy Baker (South London)	1	0	1	2	0	4	4
Wally Dighton (Beckenham)	3	0	1	1	0	0	4
John Cobbin (Tottenham)	D	1	1	1	0	3	2
Ivor Walsh (Kingstanding)	Res.	2					
Arthur Ellis (Broad Oak)							

N/S — Non-starter D — Disqualified

DON'T KNOCK THE BRITISH RIDERS FEDERATION.

The Federation was formed to give cycle speedway a more professional look. We had a strict behaviour and dress code and immaculate tracks to race on, especially Garratt Park (South London Rangers) and the remarkable dedicated George Hollebon and his immaculate track of the Hellingly Lions.

John Whitaker at Garratte Park, he alone commanded respect from all my team mates, who had the privilege to know him. The brilliant Vic Cowell, as a rider and administrator, to Brian Makepeace and the brilliant Nobby Dunn.

I managed to win a Southern Riders Championship and best individual trophy was at the "Champion of Champions" at Garrett Park in 1962. Many great riders took part and in my opinion, the greatest riders of my time were Derek Garnet, Vic Hinchcliffe, Ewie Edwards of Birmingham, Brian Moston, John Cobbin and of course my friend Ray Chivers and of course the greatest rider of them all, Dave Chivers. I never told him he was the very best of course, we grew up together in Raynes Park (South London) and knew each other when we were, I believe about ten years old and started our cycle speedway careers at Mersham Vikings and then to the great Raynes Park Tigers, with whom we won the National Team Trophy, with our great skipper Wally Dighton. Wally will always have my respect for his riding and management.

I could not attend John Bradens funeral, as I was crippled by a car accident (and still am)
Regards to Jill

TED CRACKNELL

Continued from page 12

Grant Warwick's recollection of Derek Bacon's motivational technique as team manager/selector was especially interesting. Mr. Bacon seems to have been a man of firm views and strong principles, resigning from his BCSF position in 1966 over the handling of a disciplinary matter involving Wally Dighton (according to "50 Years of Cycle Speedway").

The consequences of his departure were even greater, in the sense that it appears to have removed a major stumbling block towards unification of the sport's competing bodies.

Robin Martakies, John Leith (Editor of the 'CS Gazette') and Barry Shapley all held that view, with Barry commenting that 'Mr. Bacon was the BCSF. He would never have agreed to peace with NACSA at any price. I think now that merger is closer than ever'. The BCSF dissolved itself at the end of 1967, but the clubs elected to form the English League and to not proceed with merger discussions at that time. It was not until 1971 that serious negotiations were instigated and only in 1973 that the Cycle Speedway Council was formed to represent the whole of the sport's participants.

Mick Jeffery mentioned in a previous issue that the BCSF imposed certain requirements and standards on its membership, but they seem to have relaxed them in the case of Quarry Bank Diamonds of Netherton in the Black Country, when they allowed them to compete in the 1963 BCSF Gold Cup - perhaps they were trying to recruit new members outside their traditional southern heartland. Quarry Bank hosted Beckenham Monarchs in that year's competition - wonder if any VCSRA members rode in that match? According to the 'Black Country Bugle', Quarry Bank took part in the BCSF Gold Cup as well as in the NACSA events

L GUSTAFSON

JACK SOUTH, One of the original pioneers of our sport recently celebrated his 90th Birthday. A former Dagenham Individual Champion (1949) he rode with great success for both the Dagenham Diamonds and the Hawbush Hammers.

PETER CHUBB



Still going strong Jack South and wife Thelma at his recent 90th birthday.

Wanted - Donate or Loan

Cycle Speedway memorabilia, Pictures, C.S Magazines, Match Programmes, Press Cuttings, and Team Profiles from the 1st 20 years of our sport, 1946 to 1966

The VCSRA is endeavouring to create, on the internet a comprehensive virtual museum of Cycle Speedways early days.

The first stage is already online at www.cyclespeedwayvets.org.uk

In addition to an extensive picture gallery all the Track Records, 1996 to 2016 have been scanned and are on the site for everyone to read.

Four new sections, CS Magazines, Match Programmes, Press Cuttings and Team Profiles are planned and work on them has begun.

Any amount of items, large or small will be welcome and we will refund any postage.

Please contact Colin Booth, Tel. 01268 561248 if you think you can help.

For those of you who are concerned what will happen to the memorabilia you donate the association will be purchasing (second-hand) metal storage cabinets suitable for passing on to whoever they nominate should the occasion arise

I was surprised and saddened to read the report of the passing of Frank Finnigan in the March 2017 edition of The Track Record.

I would like to add to Mike Hack's report and comment briefly on Frank's early racing career.

I was privileged to ride with Frank for the Carrs Wood Hunters team in the Manchester Satellite League during the winter of 1963/64 and also in several fixtures for Carrs Wood in subsequent years. Largely due to Frank's forceful riding style we finished top of the southern section of the Satellite League. Frank was the top scorer across all the teams in this section with a race average of 2.58 (when 3 points were awarded for a win).

I am attaching a few of the match reports from the Lancashire and Cheshire Cycle Speedway Bulletin for the 1963/64 fixtures, which indicate that Frank was then an emerging prospect.

Frank was a great personality and thoroughly dedicated to the sport. It was obvious to us all at that time that Frank would be destined for success in his racing career.

When I had finally retired from riding in 1969, before a move to London, Frank very kindly took my now unwanted bike off my hands (for a small fee).

Prior to riding for Carrs Wood, Frank, several other enthusiasts and myself would practice on a disused cycle speedway track with a cinder surface located in Northern Moor, south west Manchester. We even at that time rode a few challenge matches against local teams. We were also regular supporters of Belle Vue Aces at Hyde Road and at some of the away fixtures.

I will always have good memories of Frank both as a friend and racing team mate.

David Pipes

CARRS WOOD SHOW SUPERIORITY AT BREDBURY.

A close match was decided in the nominated heat, when the score was 21-21, saw Carrs Wood score a 5-1 from Davies and Finnegan.

BURNAGE 22. R. Rose 6, R. Jackson 5, J. Gardner 5, R. Holliday 4, & K. Machen 2.

CARRS WOOD 26. A. Davies 12, F. Finnegan 11, D. Pipes 3, D. Dwyer 0, & P. Harris 0.

Carrs Wood proved a little more solid against Ashton and had won before the last race. Once again Davies & Finnegan topped the scores.

CARRS WOOD 26. a. Davies 9, F. Finnegan 9, D. Pipes 4, D. Dwyer 4 & I. O'Conner 1.

ASHTON 22. P. Gordon 7, G. Harrison 6, G. Smith 4, G. Young 3 & T. Collins 2.

Three evenly contested matches at Offerton between Offerton, King St. and Carrs Wood saw each team score a win. King St using Offerton as their home track for these matches had a good win against Offerton 27-20 after some close racing.

KING ST. 27. P. Smith 10, P. Williams 5, J. Travers 4, M. Kershaw 1, & M. Ryan 1.

OFFERTON 20. B. Card 7, I. Turner 6, A. Bowden 5, J. Travers 6, M. Ryan 3 & M. Kershaw 0.

KING ST. 21. P. Smith 10, P. Williams 5, J. Travers 4, M. Kershaw 1, & M. Ryan 1.

CARRS WOOD 27. A. Davies 11, F. Finnegan 7, D. Dwyer 5, I. O'Conner 2 & D. Pipes 2.

OFFERTON 26. b. Card 7, I. Turner 6, A. Duffy 5, A. Bowden 5, & S. Espley 4.

CARRS WOOD. 22 a. Davies 12, F. Finnegan 9, P. Harris 1, D. Pies 0 & d. Dwyer 0.

Carrs Wood were virtually a two man team, whilst Offerton were solid with everyone scoring well. For Carrs Wood A. Davis scored a faultless maximum, with Finnigan backing up well.

VCSRA Directory Amendments 11/6/2017.

Len Adams – Additional e-mail address - adams15@sky.com
 Barry Ashton – New landline No. 01 482 506450.
 Gene Bailey – New e-mail. gene.genebailey@gmail.com
 Dr. George Carswell – c/o/a – 41-24185 106B Avenue, Mapleridge, British Columbia, Canada, V8W 0C6.
 Same mobile No. and e-mail address.
 Tony Clarke – Add 'Oakdale' after 6, Daisy Close.
 Peter Courts – Add e-mail. petercourts@btinternet.com
 Chris Barltrop – New e-mail. barltropsbritain@gmail.com
 Christopher Cullem – Add e-mail. ccullem.12@btinternet.com Village should read 'Old Costessey'.
 Ken Dare – Amend e-mail to trudydare57@gmail.com
 Wally Dighton – DECEASED.
 Nobby Dunn – New e-mail nobbydewco@gmail.com
 Roy Fraser – e-mail address should be in lower case letters.
 Bill Gadsby – e-mail should read billgadsby@hotmail.com (front cover of T/Record is also incorrect).
 Peter Grimstead – Revised e-mail. peterjgrimstead@hotmail.com
 Leslie Gustafson – New e-mail lgustafson@btinternet.com
 George Hollebon – New e-mail neilholracing@gmail.com
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 Same address in Spain. Tel. No. in Spain is 0034 698411987.
 Colin Simmons – DELETE landline No.
 Robert Stanton – DELETE e-mail address.
 David Stearn – New e-mail davidhs1935@yahoo.co.uk
 John Strong – Amend landline No. 01 708 688652.
 Tom Sweetman – Amend e-mail t.sweetman@xtra.co.nz Tel No. 00649 416 3487
 Ron Tarrant – New address – 'The Lodge' 11479 Valley Ridge Drive NW Calgary, Alberta, Canada T3B 5V5
 Same Tel No. and e-mail address
 Harry Thompson – Village name is 'Great Yeldham'.
 Sid Umney – Revised e-mail sidney.umney607@ntlworld.com
 George Wakeman. c/o/a. 23, Gibson Court, Regarth Ave., Romford, Essex. RM1 1AJ. (same tel No.).
 John Wells – DECEASED. Pam Butler. (John Wells partner) – Now 'Hon' Member.
 Rod Witham – Landline No. is 01 508 493353
 John Unsworth – DECEASED. Ann Unsworth – Now 'Hon' Member.

Phillip Hemmings New address & email:-
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Norman Hunter – 0742 1831130

Terry Kirkup – 0753 8489714

Peter Lipscomb – 0744 8879833

Vincent Marsland – 0750 3895853

John Murphy – 0781 8606836

Alan Patterson – 0780 3111878

Phil Pilbrow – 0781 1798037

James Preddy – 0781 2103243

Ernie Randle – 0777 9237285

Pete Saunders – 0708 1459598

Andy Schofield - 0794 8539098

Colin Simmons – 0746 2232852

Paul Timms – 0758 7291150

George Miles – 0753 2043848

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

Hellingly Lions 70th Anniversary.

When Hellingly stage their round of the Eurovets on Saturday 30th September, we will also be celebrating our 70th Anniversary. We would be very pleased to see any ex-Lions riders and opponents from the past, indeed anyone who would like to come along and catch up on old times will be most welcome. The Eurovets meeting starts at 1-P.M., and the track is situated on the A22 at Lower Dicker Recreation Ground, half a mile north of the Boship roundabout.

Mike Corby

Autumn Golf Day Thursday 12th October 2017. South Essex Golf Centre, Herongate, Brentwood, Essex, CM13 3LW.

Meet for Bacon Rolls & Coffee 11.00am

First tee time is 12.04 for the Stapleford Competition.
This will be followed by a 2 course meal and coffee, then prizes.

The cost for the day including prizes is £37.00 per person coming for the day, those coming for the evening meal only is £18.00 per person.

Anyone coming for the evening meal only, is £18 per person. Anyone coming for the day, but not playing golf, then it is £5 for the Bacon Rolls & Coffee, plus the meal, so £23 per person.

The club has 10 buggies, they are £20 per round, so could you please let me know who wants one.

Please bring any friends that play, they are all welcome.

Could you please send all monies to me by 30th September 2017 latest please.

Cheques made payable to Len Adams. My Address is:-

The Rowans, 1, Colne Springs, Ridgewell, Halstead, Essex, CO9 4RX

Telephone-01440 785474.

Len Adams

World Speedway Riders' Association Dinner & Awards

**Saturday 11th November 2017 at the Leicester Marriot Hotel,
Grove Park, Smith Way, Enderby Leicester LE 19 1SW**

£42 per ticket

Accommodation available at the venue £74 single room, £84 for double room.

To book your tickets or for further information, please contact :-
Carly Taylor on 01992b470 490 ext.236 or email carly @pwpark.com

LAST-PAGE LAUGHS

—by **RITCHIE**



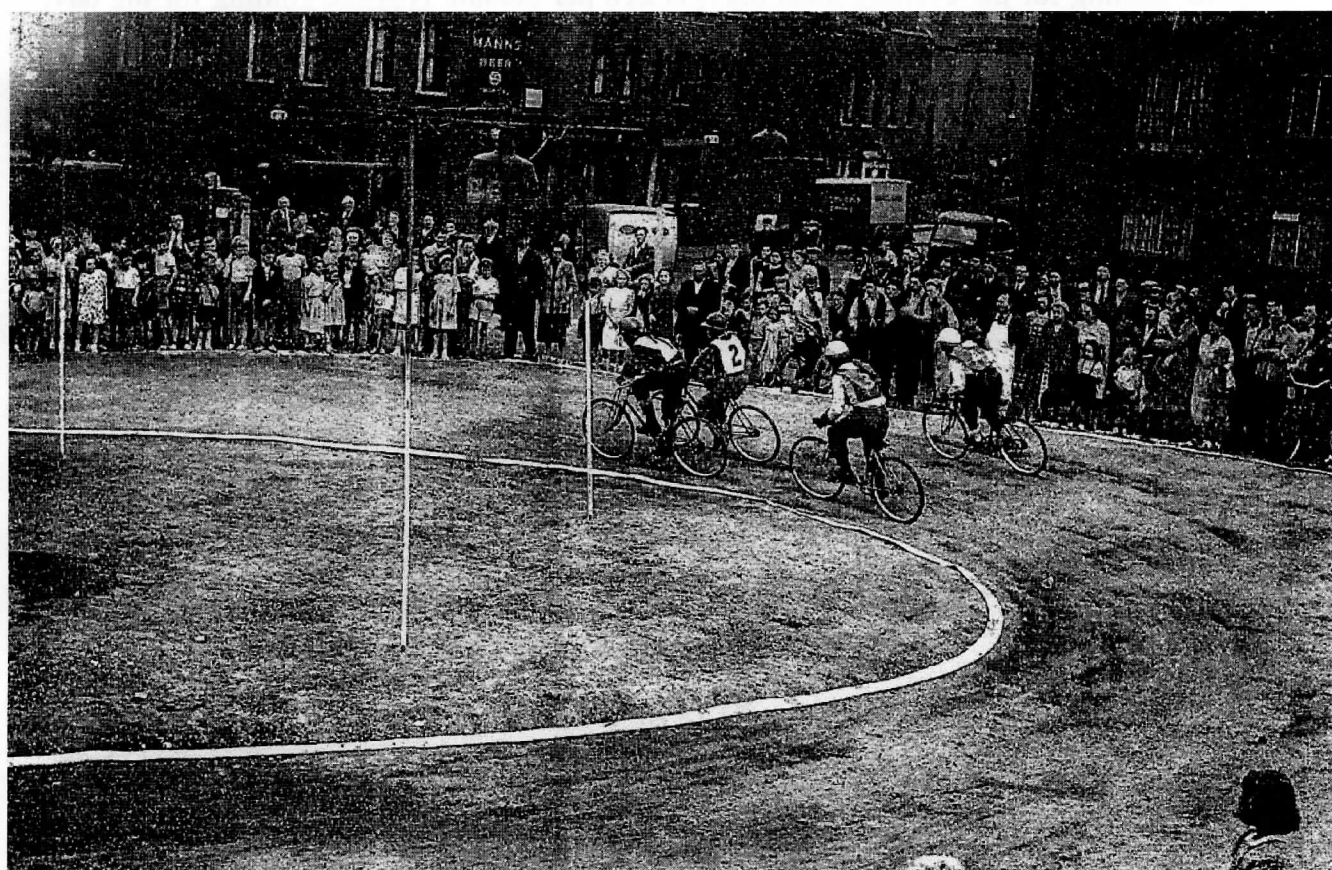
"Furthermore, the application of the foot to the front wheel and the phrase: 'Git the — out of it.' does not comply with the laws governing brakes and bells!"



"Never argue with the Steward, that's me!"



"Say when, Alf!"



Still from the film "Skid Kids"
Found by Les Gustafson at the Southwark Library History Archive.