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SPEEDWAY RIDERS
ASSOCIATION
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The track at Windmill Road was short lived as we really had not got permission to use the site. No home matches could be held at the track. We then disbanded Lincoln Lions but a group of us joined up with the "Beverley Bees". The Beverley Road track was larger and had more space around it. The Bees were managed by Tom Allen, his brother Frank, and friends assisted. We joined with the Bees existing riders Reg and Harold Swabey, Freddie Allen, Mick McArthey, Geoff Ayres Derrick Bush, and Tony Bullit. Ex Lions who joined were Ron Pollitt, Billy Darbin, Billy Connor, and myself.

I suppose we tried to mimic our motor-cycle speedway heroes the Wimbledon Dons, Norman Parker, Barry Briggs, Ken Le'Breton (the White Ghost) to name but a few. We would go by coach from Beverley Road every Monday evening to watch these speedway heroes at the Plough Lane track. As the popularity of the sport grew governing bodies took over to organise area leagues in different counties. We were in the Thames Valley League. With the advent of the league, rules and regulations were written.

Bikes were modified to suit rider's needs, frames were cut down to lower the saddle height, rear wheel sprockets were changed to large ones to lower the gear ratio; this gave the advantage of a quick getaway at the starting gate. Cow Horn handlebars were made from gas piping to replace the standard bars; these gave better control round the bends, but the bars could not exceed a standard width, (one of the rules), no projections such as brake handles were allowed. Some riders put aluminum discs in their wheels to protect the spokes from competitor's pedals. One cycle company did produce a purpose designed bike for cycle speedway, also a tyre for rough ground. Probably these were the forerunners of today's mountain bikes.

The clothing came under scrutiny as well. Crash helmets had to be worn, these were motorcycle types, usually made out of compressed cork in those days, roll-neck jerseys, long sleeve shirts and knee length boots or shoes with American army type gaiters protected riders.

Tracks were of dirt (compacted earth). inner and outer perimeters were delineated with kerb type stones painted white. Starting gates with four tapes and a bungee type mechanism with a rope and two metal pins. The starter would stand behind the the gate; he would pull the rope to release the pins and the tapes would go upwards and the riders would start off. If there was a false start or a pile up at the first bend a red flag would signal a restart. A yellow flag would indicate the third lap and a black and white chequered flag signaled the finish. Some teams had better tracks with fenced areas for supporters and also fences round the pit area for riders and bikes where riders could effect repairs and change wheels etc. Some had public address systems to announce races and winners.

With the league system there were home and away fixtures, visiting teams and their bikes arriving on lorries or vans. If we were riding against a neighboring team we cycled on our track bikes. As well as the league competition there were Individual Championships, and Best Pairs. Also there were friendly matches against other Counties and appearances at fetes and carnivals, these were raced on grass.

The sport seems to have prospered for quite a number of years but with national service still in operation many riders were conscripted into the forces (like myself in 1952). I don't know if that was the main reason but the sport seemed to wane after that.

Some of the teams in the local area were:-

Beverley Bees	Yiewsly Racers	Sunbury Sabres	Simpson Pirates
Hanworth	Halliford Hornets	Molesey Meteors	Hounslow
Walton Swans			

Thanks to KEN DARE for this article , from the Sunbury and Shepperton Local History Society's magazine.

It did include two pictures, a team photo and an action shot, but when scanned into the computer, the quality was not good enough to print them with the article.

I am e-mailing you from Melbourne, Australia after arriving (purely by chance) on a pdf posted by VCSRA which featured an interesting article by Brian Makepeace regarding the 50th anniversary of Southampton Cycle Speedway Club.

I was a rider in the 1950's & 60's for Midanbury Lions in the Provincial League, before joining Southampton CSC under the managership of Brian.

I competed for a few years and was Colin Wheeler's racing partner in League and Cup competitions, including representing England in the annual "friendly" between Scotland and England on the last weekend of the Edinburgh Festival in August.

My career was cut short (by my own hand) , as a university education beckoned and subsequently emigration to Australia, but in occasional quiet moments I often have fond memories of the very enjoyable trips around the country and the fellowship of such racing stalwarts as Colin, Bob Wyatt, Mick Vernon and Dave Butcher.

I would be most grateful if you could pass on to Brian Makepeace & or Colin Wheeler, my e-mail address as it would be wonderful to re-connect with them again. I have a few good quality photographs from that era and I would be happy to scan them and e- mail them to you as JPEG's if you would be interested.

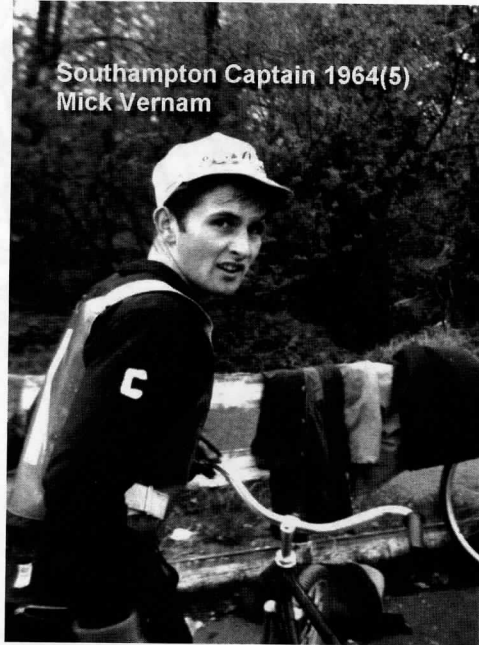


Provincial League 1961 Midanbury Lions Home Track. Mid-week "after school" racing.

PETER HOBBS.

Email. hobbs.pandd@bigpond.com

In Melbourne we are at the end of winter, and despite European views to the contrary, it's darned cold here. Wind blowing a gale and, for us, the temperature down below 10C (and that's cold) So rather than potter in my vegetable patch I've taken the opportunity to scan all of the photos I have and annotate them the best that I can. Once I got them all together I realized that some of these dates may be a little 'out of shape', but I guess they're all within a year or two. So, when you're looking backwards from 50 or so years, what difference does a couple of years make?



Southampton Captain 1964(5)
Mick Vernam



Peter Hobbs
BCSF Promo 1964 (?)
National Riders Championship
Sponsored by Senior Service !!!
When cigarette companies called the shots



Southampton 1967
Back Row (L - R) Kelvin ?; Ernie ?; Peter Hobbs; Bob Wyatt; Colin Wheeler
Front Row (L - R): Clive McCormick; Dave Butcher; ?

Thanks to Dave Butcher for naming the complete line up. And also the riders on the front cover.
Southampton Saints 1964.
Back L/R. Kevin Holden, Ernie Randle, Pete Hobbs, Bob Wyatt & Colin Wheeler
Front L/R. Clive McCormick, Dave Butcher & Colin Dunford.

PEDALS TO POWER ?

I was looking through some cycle speedway magazines, and came across an article, suggesting that the sport should find a new name, dropping the word "speedway". This would distance itself from the image of "bomb site skid kids", as the writer thought that there was no longer any connection between the two sports.

I can remember some years ago, Arena Essex beating Swindon by 16 points in the first leg of a K.O. Cup tie, so I decided to go to Swindon to see if they could proceed to the next round. (They did, so that meant a long trip down to Exeter!) Before the match, they interviewed a local cycle speedway rider, who said that they had practice on Tuesday nights, and invited anyone who was interested to come along and have a go, bikes provided. So they were trying to interest speedway supporters in cycle speedway.

I have often wondered if any of the present day cycle speedway riders would like to make the switch to speedway.



"He suggested another name for 'SKID KIDS!'"

The answer came in an article in the Birmingham Mail.

Local Lad James Chattin usually takes his place on the centre green at Perry Barr as flag marshal, but tonight (July 26th.) he will take to the track itself as guest reserve for the reigning champions as they host the Isle of Wight. Chattin who turned 19 last week used to dream of becoming a full time rider during his cycle speedway days with the Sandwell Lions.

He admits "Making my National League debut is something I did not expect to be doing this season, this is only my first full season in the Midland Development League. For the last two and a bit years I've been going to Perry Barr working as a Flag Marshal and wishing it was me out there racing. Tonight that will actually happen. I'll be in the pits with the team and I will be out there representing Birmingham in a League meeting".

Debut-boy James can't wait to fly flag for Brummies

SPEEDWAY
By Nigel Pearson

LOCAL lad James Chattin will experience a different night at work for Birmingham Brummies tonight, as he makes his senior racing debut.

The Worthing-born youngster usually takes his place on the centre green at Perry Barr as Flag Marshal, but tonight he will take to the track itself as guest reserve for the reigning champions as they host the Isle of Wight.

It promises to be a proud moment for Chattin, who turned 19 last week and used to dream of becoming a full-time rider during his cycle speedway days with the Sandwell Lions.

He admits it will be a night he'll remember for the rest of his life, regardless of how he gets on.

"To be making my National League debut is something I didn't expect to be doing this season, to be honest," Chattin said.

"This is only my first full season in the Midland Development League, so to be asked to guest at reserve for the National League champions is a massive step in my short career so far.

"I'm so excited for the meeting and I can't wait to get out there on track - but it's going to be surreal.

"For the last two-and-a-bit years I've been going to Perry Barr working as a Flag Marshal, stopping races and wishing it was me out there racing. Tonight that will actually hap-

pen. I'll be in the pits with the team and I'll be out there representing Birmingham in a league meeting.

"The experience is going to be unbelievable and racing at the next level will help show me what I need to do to progress (I want a team place of my own).

"I know there's no pressure or expectation on me, but I'll be giving

it 100 per cent effort and if I could, just be on the pace or even get a point that would be amazing.

"I'm going to learn a lot, both on and off track, and the experience of riding in front of a big crowd is going to be so different to when I usually have a spin after the meeting.

"I can't wait to be a part of it and I'm sure it will do me and my racing the world of good moving forwards."

BIRMINGHAM: Jack Parkhouse-Blackburn, Layne Capitt, David Mason, Tom Bacon, Liam Carr, James Chattin, Taylor Humphreys.

ISLE OF WIGHT: Ben Wilson, Chris Wignall, James Girdle, Scott Gempson, Connor Collins, Adam Portwood, James Snoddy.

Unfortunately, there was no fairy tale ending.

James was given six rides, he fell and was excluded in two of them and came last in the other four.

He had one further outing as number eight in the home match against Mildenhall, coming last in his only ride.

He was again selected for the number eight position for the All Star meeting between Birmingham and Coventry, but did not get a ride. This was the "Farewell Meeting" for Tony Mole, the final meeting of a 31 year career as a Promoter.

At the meeting it was announced that former Rye House & Arena Essex rider is the new owner and Promoter of Birmingham Speedway.

Warwick Lions.

Email received 14th February 2017

I write to introduce myself. I am an artist, writer and one of the directors of the Transition Gallery London E8, which is situated on Andrews Road. Transition Gallery is an independent art gallery run by artists. We are all volunteers who run the gallery.

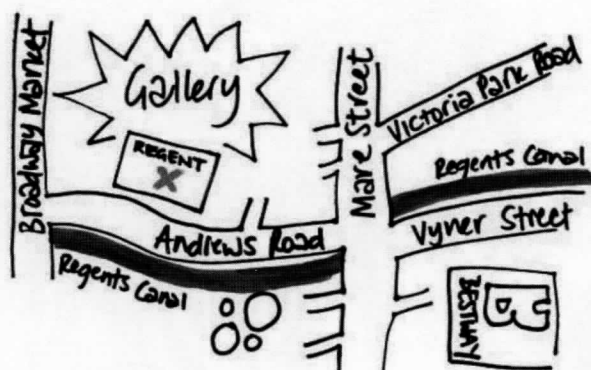
In April, Transition Gallery will be hosting "Speedway" an exhibition with talks and events which have been inspired by the cycle speedway track which was originally in the surrounding area of our gallery.

Throughout the course of our researching of this project, we came across "The Track Record" and we are hoping that you may be able to supply us with a contact for John Goldsmith—one of the original Warwick Lions, who has written a piece on the cycle speedway at Andrews Road.

Throughout the Exhibition we are running a series of Sunday Talks and would very much like to have John give a talk on his personal experiences.

I attach some information about ourselves and the proposed exhibition.

Alex Michon Director Transition Gallery.



SPEEDWAY

7 APRIL-13 MAY 2017

(CLOSED EASTERN WEEKEND 14-16 APRIL)

LUCI EYERS
ANDREW KOTTING
JAMES ROSEVEARE

FREE SUNDAY TALKS (ALL AT 3PM)

9 APRIL
THOMAS BOLTON
VANISHED CITY

Writer, photographer and author of *Vanished City* London's Last Neighborhoods
and *London's Last Rivers* & *Walkers Guide* will consider hidden aspects of London

23 APRIL
HELENA HAINES
MUST WE MAKE OUR OWN FUN?

SPEEDWAY's writer in residence on contemporary recreation in a rapidly changing city
considering theories from Susan Kierkegaard to Maria Popova

30 APRIL
JOHN GOLDSMITH
REMINISCENCES FROM AN ORIGINAL CYCLE SPEEDWAY RIDER

'Skid kid' John Goldsmith talks about his days as one of the members of the Warwick Lions team

7 MAY
ALEX MICHON & GUESTS
ARTISTS AND ART SPACES IN EAST LONDON
From the East London Group via Landon & Landon's Shop to the beach and heart of Vyner Street

TRANSITION GALLERY

UNIT 22A, REGENT SQUARE, 8 BARNHARTT ROAD, LONDON E8 4HN
020 7354 4552 0770 235 963 TRANSITIONGALLERY.CO.UK



SPEEDWAY TALKS

at **TRANSITION GALLERY**

30 APRIL

JOHN GOLDSMITH

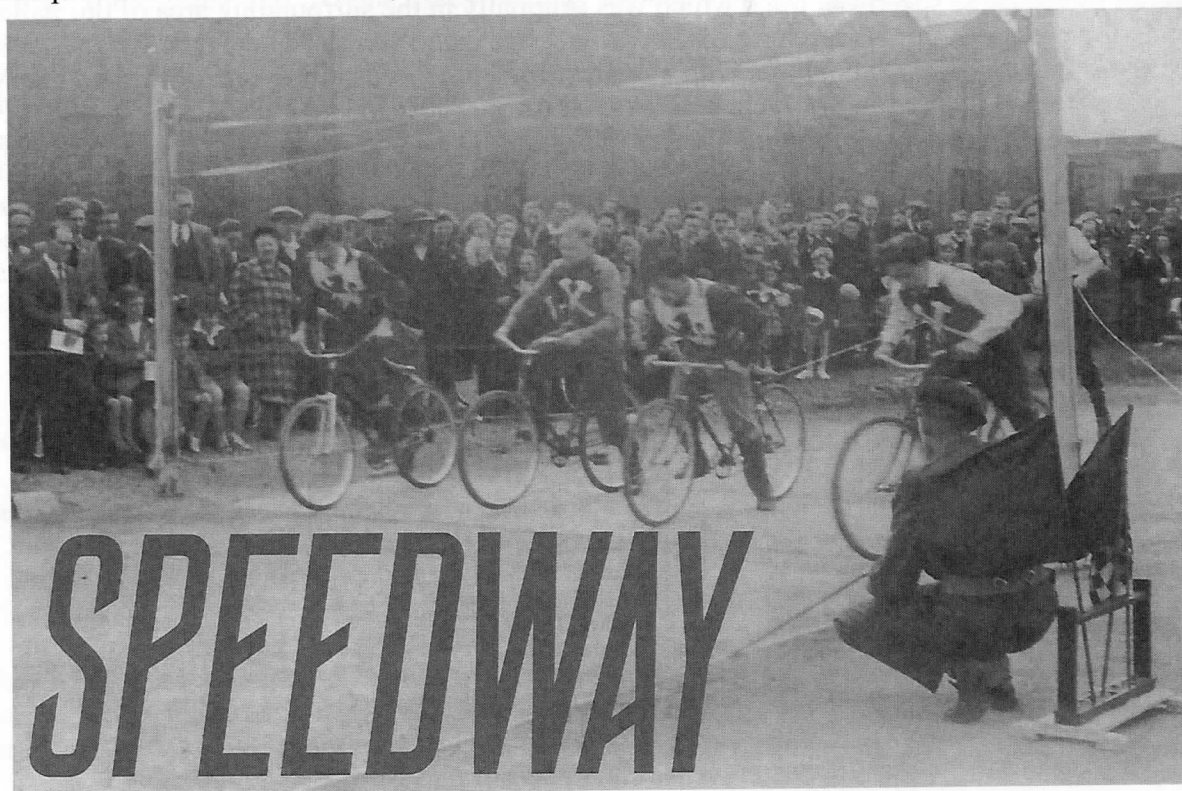
REMINISCENCES FROM AN ORIGINAL CYCLE SPEEDWAY RIDER

'Skid-kid' John Goldsmith talks about his days as one of the members of the Warwick Lions team

The inspiration for the show-a bit of hidden local history.

After World War Two, the plot where the Transition Gallery is currently situated, was a 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 audiences of up to several hundred to see the local team, the Warwick Lions compete in the East London Cycle Speedway League.



WARWICK LIONS AND ALL THAT

I enclose a copy of the draft I prepared plus three flyers which they distributed in the area. The talk went quite well judging by the number of questions they threw at me.

For the 'record', the starting gate picture shows right to left:-

Roy Garnham (Stratford Hammers), Derek Sheridan (Warwick Lions), Jimmy Heard (Hammers) and me, (Lions). I recall that this was the home leg of the Rivetts Cup Final which we won by two points. We lost the return at Janson Road by one point, but won the trophy on aggregate. The other flyer (opposite page) shows Vic White and myself with Becton Aces, Kenny Randall squeezed between us.

We had a most wonderful time at Andrews Road until post-war redevelopment built the flatted factory units, where the Gallery now sits.

Incidentally that area of Hackney is unrecognisable from the immediate post-war period. The canal is awash with house boats, the tow path is a promenade and the little old shopping Street, is alive with cafes, restaurants and trendy people.

JOHN GOLDSMITH.



The Warwick Lions were the brainchild of twins, Ron and Peter Tarrant. As avid Wembley Lions speedway fans the idea of emulating their heroes as young teenagers started a search for a site to create a cycle speedway track.

Dirt Track motor bike racing originated in Australia. The idea came to a country fair promoter, Johnnie Hoskins, to get young Aussies to strip down their road- bikes and race around a fair ground oval for fun and to attract spectators to an ailing country fair. The idea caught on massively and it was seen by a visiting Brit, Lionel Wills, who brought it to the UK. The first organised meeting was held at High Beech in Epping Forest on a horse trotting track behind the Kings Oak pub. They thought maybe 5,000 would turn up. In fact 30,000 motor cyclists came surrounding the track and filling the centre.

Greyhound racing spawned a growing number of tracks all over the UK. Speedway was a perfect fit for the inside of the dog track, so teams started to pop up everywhere. There was even a track on the original Stamford Bridge football ground and of course Wembley became the Mecca for the World Championships.

Kids latched on to the craze but the WW2 caused a cessation of speedway in the south, even though the bikes did not use petrol. Around 1943 a group of London Councillors met to decide the future of the large number of 'bomb sites'. The Mayor of Shoreditch came up with the answer. Mrs EA Kellett JP suggested that the sites be cleared and levelled to make play grounds for the children who had survived the war. Such sites were perfect for cycle speedway tracks.

One such site, which was actually earmarked for slum clearance before the war, was Andrews Road. Back to the Tarrant's search. Here we must understand the freedom which we kids had at the end of the war. There was too much going on in the national recovery to bother with children who 'annexed' land without permission or planning consent! In fact, when Councillors were quizzed on the growing craze especially the Lions track, one Councillor said, "I would rather the kids raced round a bomb site, than run around the roads".

The track was very basic to start with, but the team continued to improve the surface and to eventually change the line of bricks forming the "white line" with a bit of cement render. One Councillor, Bob Darke (Communist) offered the Council's help. He said we could have a corporation steam roller to help flatten the surface. We naturally accepted and some time later the roller trundled down Andrews Road and did a great job of 'ironing' the surface. There was a snag however. Cllr. Darke asked us all to a meeting in the upstairs room of a local pub. We felt bound to agree and turned up one evening to receive a lecture on Communism and how wrong the world was and it was up to our generation to change it! The odd thing about Cllr Darke was, after a period of time, he started a regular article in the Sunday Express Newspaper and became a Conservative.

The bikes were like the original dirt track bikes, stripped down road bikes. Specially designed bikes came much later. Again like the dirt bikes, they had no gears, no mudguards, bells or lights and crucially, no brakes. A bike could be skidded to a stop and broadsiding was the "heavenly" experience which coined the title, the Skid Kids.



In no time at all, teams challenged one another to competitive fixtures and by 1947 the East London League was a going concern. Teams like, Becton Aces, Partway Penguins, Tottenham Kangaroos, Whipps Cross Comets, Stratford Hammers and Warwick Lions formed the original leagues and fixtures were organised on a regular programme. Very little adult contribution was needed, the lads and lasses organised the whole thing themselves. However fair minded adults did become the race stewards, officiating like football referees.

On the track, the Lions prospered. I joined them from another team called the West Ham Eagles, Living in Bow, it was an easier journey to the track. Every Sunday lads gathered to prepare the track for the afternoon racing. Stakes and ropes for "crowd control", white line painted. and so on. By three in the afternoon the visitors had arrived, the crowd assembled, often several hundred strong, and the ice lolly van was doing a roaring trade.

Each rider had four races of three laps each. There were two riders from each team in each race drawn in positions at the starting gate. Our gate was made by our rider, Eric Phillipson, a skilled toolmaker. The starter stood behind the riders releasing the tape carriers by withdrawing two pins on the end of lanyards held in his hand. The tapes would fly up and we would all race to the first corner. We stood on the pedals and the low ratio meant that we were soon hitting 30mph at the end of the straight.

Riders came and went due to departing for National Service at the age of 18. Celebrities came to 'open' meetings. Speedway riders, budding film starlets the national newspapers and the J Arthur Rank organisation made one or two little films about the sport. It was regarded as a healthy alternative to football, rugby etc and senior speedway was drawing regular crowds of over 80,000 at some tracks.

The Rivetts Cup was an annual cycle speedway event and our rivals the Stratford Hammers (whose track was near the Rivetts shop in Stratford) had won the trophy the previous year.

We reached the Final and rode two legs, home and away. We won the trophy by one point having won by two at the Lions and lost by one point at the Hammers. Perhaps on the strength of that result we were asked to race a representative match against the Hammers under a circus big top at Woodford. The Lions won by 2 points and I won the individual Cup beating one Len Silver in the final race. Len became a professional speedway rider and on retirement a promoter and now runs Kent Speedway at Sittingbourne.

We were also supported by the RAF Association local branch. They donated a fine silver cup and called the competition the "Battle of Britain Trophy". It was an individual event where sixteen riders competed for the trophy. It was presented by Mr R. Day of the LCC. He described cycle speedway as, "a young virile sport which has caught the imagination of Britain's youth".

Eventually our 'occupation' of the Andrews Rd. site had to cease. Post war development took advantage of the cleared land and a number of light industrial buildings were erected. Hackney Council built a permanent track on Wells Street Common and this became the home of the team for the next decade. Sadly, the demise of Speedway lead to a lack of youthful interest in Cycle Speedway.

Some tracks still exist but like the senior version, these are nearly all in the provinces.

Some of the Warwick Lions who competed over the years are;
 Ron and Peter Tarrant; Vic VWhite; Alan Catley, Frank Duffy, Ron Newson, Ron and Jim Veale, Eric Phillipson, Derek Sheridan; Ken Le Jenkins; Gordon Smith; Ron Johnson; Charles Aldridge; Doug Bourne, Charles and Lawrence Reid; Geo Jennings; Geo Jordan, George Fowler, Ken Scott, Denis Botazzi, Denis Puttick, Gordon Day, Gus Murray and John Goldsmith.

This is a rough draft for my talk on the 23rd April.

JOHN GOLDSMITH

Was very sorry to read that the "Royal Signals Motor Cycle Display Team" has disbanded after 90 years.

They were a regular interval attraction at Wembley Speedway, with their spectacular displays of stunt riding.



The subject of "Pedals to Power" in the October 2009 edition of the Track Record, was MALCOLM BROWN,

Malcolm rode cycle speedway for Whipps Cross Comets, speedway for Hackney Hawks and Leicester Lions. Moved to Rhodesia (now Zimbabwe) where he promoted and rode speedway for the Bulawayo Warriors.

He has sung with the Ken Macintosh Orchestra and entertained on cruise ships. Has also appeared in five films including one starring Burt Reynolds.

Oh, Malcom was also a member of the Royal Signals Motor Cycle Display Team!

Also in the paper, (Oct 9th) was an obituary for Terry Downes, former World Boxing Champion, who died on Oct 6th, aged 81.

The Wembley Hawks London Road track used to come in for a lot of criticism.

This reminds me of the time that we arrived to prepare the track for the afternoons match, only to find someone tearing round the track in a go-cart! Once we realised that it was Terry Downes, nobody was prepared to tell him to clear off! Fortunately, after a few more laps he packed up and went away.

I must admit, that he looked spectacular as he raced round. With its loose surface and bumps and ruts, it would have been an ideal track for go-cart racing, (if not for cycle speedway!)

CLUB NEWS: NORTHUMBRIA CELEBRATE 50 SEASONS OF TERRY AT THREE RIVERS LEAGUE

September 29, 2017 | editor |



Northumbria Cycle Speedway Club celebrated Terry Kirkup's 50th season in Cycle Speedway on Sunday.

Club members banded again to purchase a silver salver which was presented to the obviously moved veteran. Terry has led from the front since his first rides in 1967, and it is fair to say that without his dedication to the sport it would not have ran so successfully since then.

Terry has done every conceivable job with Newcastle/Northumbria and is as keen as ever and still riding well, proven by his 15 points out of 16 at the weekend. Terry also helps organise the Eurovets series, and still manages to travel the length and breadth of the country for every meeting and is currently leading the over 60s.

I'm sure Terry's friends all over the UK will raise a glass to him.

You can find quite a lot of cycle speedway on the internet. Although the site above, 33/18, deals mostly with the modern day sport, it does have a "blast from the past" section.

I recently received an email from former Wembley Lion, Peter Courts, telling me about a site:-
 "I was (or still am) a cycle speedway rider" (just type that in google) Thanks Peter.

Several local history site sometimes feature cycle speedway, and on line newspapers have a nostalgia Column. Several Forums feature the sport, London Speedways has several articles and pictures.

What can be annoying, is to come across a reply or answer to an article, but you can not find the original, an example of this, while looking for something for this issue I came across:-

"Cycle Speedway Article Introduction" this was by Brian Bayliss dated May 2014. It was in reply to a post dated 23/06/2012 from John Browns daughter! The article has six pages on the history of cycle speedway and has photos of Arbour Atoms v Portway Penguins, Walthamstow Wolves with their 1958 National team trophy, Walthamstow v Whipps Cross and a picture of the opening of the Whipps Cross track at Eton Manor in May 1950. Although he did say that all the photos were taken from the VCSRA web site!

Mortlake Monarchs Go Down

Last week-end, the Mortlake Monarchs were beaten at home and away, by the Western Stars on Saturday, at the council track on Wormwood Scrubs, the Monarchs lost by 55 points to 41. The Monarchs could not settle down on the deep cindered surface which seemed to impede them, whereas the Stars are more accustomed to such a surface. Chief scorers were:-

Mortlake. Byatt 11, Parkes and Hayes 7. Nelhams 14, Smallwood & Jackson 11.

At home on Sunday, the Monarchs were leading until the seventh heat, when a series of mishaps befell them, and the final score was 40-55. another win for the Stars. In both matches, the Monarchs were without their captain, Basted, but it is hoped he will be able to ride next weekend. Scorers were:- Mortlake, Parkes 11, Byatt 13. and for the Stars. Jackson 11 Nelhams and Smallwood 9.

Monarchs Have Another Chance

The first leg of the semi-final of the Russell Trophy between the Mortlake Monarchs and the Peckham Stars was decided last Sunday at the Peckham track. The racing was very fast and close, and the Stars took the lead in the early heats. When the Monarchs began to level the score by 5-1 victories in heats 10 and 12, one of the Stars, in keenness to keep their lead used tactics for which the steward had to disqualify him in two heats. The Stars won by 57-50, but as the Russell Trophy is run on a home and away basis. and the result decided by aggregate, the Monarchs have another chance when they meet the Stars on their own track in the return match. Chief scorers were:- Peckham. Braddon 15. Herd 10. Brand 9.

Mortlake. Parkes and Basted 10. Hayes and Byatt 9.

Mortlake Monarchs Just Fail

Last Sunday, the Mortlake Monarchs raced the Peckham Stars in the second leg of the Russell Trophy semi-final at home. Racing was very close and fast, and Peckham drew ahead in the early heats. Mortlake caught up, however and the lead changed hands several times. The over enthusiastic Stars again used tactics for which some of them had to be disqualified.

Although the Monarchs won by 55 points to 51, they lose on aggregate by 108-105. The riding of Braddon of the Stars deserves a special mention, for he scored 14 points in each match.

The Monarchs, however could have won if Byatts chain had not snapped when he was winning the first heat. Chief scorers were; Mortlake:- Parkes 12, Byatt 10, Stroud 9,

Peckham:- Braddon 14, Brand and England 8.



L/R

Ron Smith
Willie Parkes
Bryan Wood &
Geoff Penniket

From
Willie Parkes.

VCSRA Directory Amendments October 2017.

New Member.

CHAS READ "Balestra" London Road, Crays Hill, Billericay, Essex. CM11 2UY
Tel. 01268521295 Mobile 07857461631

DAVE COLLINS New Email 2davenbren@gmail.com

CHRIS CULLUM Email ccullum12@btinternet.com Mob. No. 078798022077

BILL GILL.

Email bill.fredrick.gill@gmail.com

Change of Address

ERIC HOCKADAY 80, Grange Court Old Ruislip Road, Northolt, Middlesex, UB5 6QU

DENNIS HENNESSY. This is the correct spelling.

Due to non-renewal the following have been lapsed from the VCSRA:-

JOHN BURNETT (Spain), JOHN BURROUGH (Surrey), DAVE PALFREYMAM (Broxbourne}.
MICHAEL PEDLEY (Wolverhampton), RON TILEY (Wales) & PAUL TIMMS (Birmingham)

Malcolm Belchambers Hon. Membership Secretary VCSRA.

90 YEARS OLD.

No not me!

In February it will be ninety years since the first ever Speedway meeting at High Beech.

To commemorate the occasion Paradise Wildlife Park are considering laying a cycle speedway track and running some matches at their annual "Celebration of Speedway" event .

They have everything necessary except for a starting gate. They contacted me to see if I knew where they could get one. I suggested that if they are inviting teams to take part in the event, they could ask one of them if they could bring their starting gate with them.

Anyone else with a better idea, please contact the Park.

Just room left to wish all members and their families

A VERRY MERRY CHRISTMAS & A HAPPY NEW YEAR

Bill Gadsby