

**A publication of the
VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
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Secretary

Bill Gill

bill.fredrick.gill@gmail.com

Publishing Editor

Bill Gadsby

7 Sewell Close

St. Albans

Herts

AL4 0TB

Tel:- 01727-859943

billgadsby@hotmail.com

e-mail www.cyclespeedwayvets.org.uk



COVENTRY CYCLE SPEEDWAY LEAGUE , SPRING CUP 1965.

L/R. Barry Shapley (Whoberley), Bob Hardie (Whoberly)

Bronco Lane (Brandon & John Smith (Brandon))

Accounts for the period 1st April 2017 to 31st March 2018.

Important message to the membership.

Memories of Coventry.

Crazy Tigers?

European Vets.

Dunfirmline Press Fife Cycle Speedway.

The Tarrant Twins & Chandlers Ford Stars.

We've been together now for 16 years.

Directory amendments & Grays Lightening Racers

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3 & 4.

5-8.

9.

10 & 11.

12 & 13.

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16.

Important message to the membership of the Veteran Cycle Speedway Riders Association

At a recent executive committee meeting the current role of the association and its future was discussed in great depth leading to the following observations:-

The association was formed in 1996 by a group of like minded people mainly from London and the South East. In the early years gathering for veteran racing at local tracks and an annual dinner and dance were well supported. Sadly many of those early members are no longer with us or too old to consider travelling around and there has been a sad demise of tracks in London and the South East.

The next generation to follow the early pioneers of the Association have found a perfect forum in social media and ex riders around the world regularly post photos, copies of old racing programmes and comments on Facebook.. Such postings are instant and available for all to see who have access to a computer.

The Executive Committee members are ageing and it was noted during the discussion that the two youngest members present will celebrate their 80th birthday in 2019.

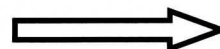
The most important and most costly part of the association is the publication and distribution of Track Record and the committee decided it was time to cease publication.

This decision was not based on cost but difficulty in getting fresh copy from the membership to publish and the easy and efficient way circulation can be made via social media and the internet. In recent years Editor Bill Gadsby has often resorted to using copy from earlier publications to fill the pages.

The Association has failed to recruit the next generation in any great numbers and they could be the future of the association as they are part of this digital age which many of the older members have never been able to understand'

After much discussion it was decided that a copy of the Track Record in October 2018 would be followed by a final copy in January 2019. After this it is hoped to continue to keep the association going by using a multiple e - mail service to inform the membership and circulate information . This means all members must try and provide an e mail address even if it is through a third party i.e. using the e-mail address of a relative or close friend.

Membership fees would no longer be collected, the reduced funding required would hopefully come from donations.



Important message cont.

The association will continue to promote the two current websites . Website (www.cyclespeedwayvets.org.uk) will make ALL issues of the Track Record from 1996 to 2019 available. This means that all members must try and provide an e - mail address , even if it is through a third party i.e using the e - mail address of a relative or friend.

It is hoped that the membership will forward their comments for publication in the January edition of Track Record.

THERE IS ANOTHER SOLUTION :- fresh younger members joining the committee and the possibility of using social media.

THIS STATEMENT WAS AGREED BY ALL MEMBERS OF THE EXECUTIVE..

Request to all.

Following the decision by the Executive Committee of the VCSRA to cease printing and circulating the Track Record, in house magazine, and collecting membership fees I am making the following request:-

Could all members and interested parties please provide me with an e-mail address in order that we can remain in contact with you and continue to share information and memories. It may be that you do not have access to the internet but I am sure you have a family member or friend could be your recipient of our e-mails. Perhaps it could be a grandchild who may feel happy to help you out and have a reason for staying in regular contact with you.

If you have already provided an e-mail address then we have this on our database.

We will still encourage veteran riders to join the VCSRA in order to keep in touch and try and use our website or social media to maintain and increase our membership.

PLEASE SEND E-MAIL ADDRESSES TO MEMBERSHIP SECRETARY MALCOLM BELCHAMBERS OR CONTACT ME ON 07498726526 or wgill@gmx.co.uk

Bill Gill
Secretary
VCSRA

MEMORIES

JOHN SMITH (COVENTRY)

**(HEARSALL HOUNDS 1959-61
KERESLEY COBRAS 1961-64
BRANDON BEES 1965-69)**

In the late 1950's, a gang of young teenagers began riding old bikes around a dug-out track on a piece of waste land, just off Copthorne Road in Coventry.

Armed with a suitable piece of elastic, they began racing against each other after school, and deep into the evening.

Unbeknown to them, there was already a speedway league in Coventry, and, in 1959, their endeavours began to interest some of these established teams.

As a result of visits to our track by 'scouts' several of the lads were signed up to ride for various league teams in Coventry – typically, John & Keith Smith to Hearsall Hounds (via manager 'Ernie' Robinson), Will Truslove/Brian Munns to Earlsdon Hammers, Martin Wragg to Alvis Aces etc.

We all learnt the ropes very quickly, and still used to meet and practice on our own track.

In 1961 we decided to form our own team, and we entered the Coventry C.S. League. Keresley Cobras were born!

After finding our feet, we became very successful in our local Coventry league (NACSA registered) – but we always wanted to have a real 'go' at realising our dream of reaching a national final.

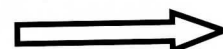
To this end, we signed Ken Adams and John Sanderson, and in 1963 reached the quarter finals.

Who did we draw? The mighty Offerton Devils (away) – as you might guess, our dreams were shattered on a miserable wet day in the north west.

Although the Cobras rode and won the Coventry league in 1964, divisions were arising within the group, and we disbanded at the end of that year (things were never the same after our Offerton defeat).

My brother (Keith) and I went to Brandon Bees under John Harrhy, Truslove and Munns went to Earlsdon, Ken Adams and Sandy went to Leicester.

I had five good years at Brandon, but as time passed, my priorities changed and, a regular post meeting 'booze-up' at The Royal Oak in Brandon, and a visit to the local Locarno were looked forward to as much as the racing.



In those early days with Keresley, I will never forget the two chaps who ran the Coventry Cycle Speedway Association – Messrs Ernie Taylor (Chairman) and Ken Lord (Secretary) – both eccentric characters of the highest order. Our weekly trips on a Monday night to a tin shack in their back garden in Wyken, to deliver our weekly Tote Cards (and money), were legendary. The banter and laughing never stopped – they stood down at the end of 1964 and the John Leith/Barry Shapley era began.

During the 60's we never really got to know what the north/south i.e. N.A.C.S.A./B.C.S.F. divide was all about – except to say that we thought the southern tracks to be too 'posh' for the likes of Keresley or Brandon.

I got to ride in test matches at Garratt Park/Horspath/Uxbridge/Thurrock and Leicester, and it was a real eye-opener. But to us, the real stars were Garnett/Hinchliffe/Watling/Watchman etc. and the north ruled. It seemed to me that it was only from '69/70 onwards that the British League lads matched their superior tracks and presentation with the skills required to take on and beat the NACSA boys!

When I was riding, I never looked at, or really wanted to know the 'bigger picture' – obviously the British League lads were good (but then I was biased!)



SPRING CUP 1965

L to R :- Barry Shapley, Bob Hardie (both Whoberly) Bronco Lane, John Smith (both Brandon)

COVENTRY CYCLE SPEEDWAY LEAGUE.



SPRING CUP 1965.

John Smith (Branden Bees) and Glen Jenkinson (Warwick Blue Diamonds,
At Hearshall Common Coventry Cycle Speedway League.

Footnotes:

1. Oh for Cotterless Cranks in the early days.
2. I'll never forget 'Eric the Wheel' at the bike shop in Hillfields, who we would visit weekly with an array of buckled and bent wheels (from hooking and boring!) – to collect as good as new the following week – he made a fortune out of us lads!
3. Harold Smith and Harry Glover were great men, and gave me a chance, as an unknown, at big individual meetings – the one that stands out in 1962 was the Midland Riders Championship at Kingstanding when I was young and 'flying' – I finished third behind Garnett and Watling and was chuffed to bits to see the result printed next day in the Daily Express!
4. I'd won a lot of individual events in Coventry in the sixties and, as a result, another guy who gave me a chance in a big meeting – 'Pride of the South' was Mike Pretty at Bournemouth. Unfortunately my abilities were on the wane and I did not do myself justice at all – sorry Mike!
5. Bert Mansbridge and his wife were brilliant people who had given us some memorable weekends at Hungerford.
6. I've been to several finals weekends over the years, and I won't forget meeting the late Barry Shapley for the last time at Leicester in 1993 – a real rock for the sport and for Coventry Cycle Speedway in particular.
7. At Brandon, we like to think we helped and mentored a young Dave Parsons to become a top rider for Leicester, Wednesfield and England.

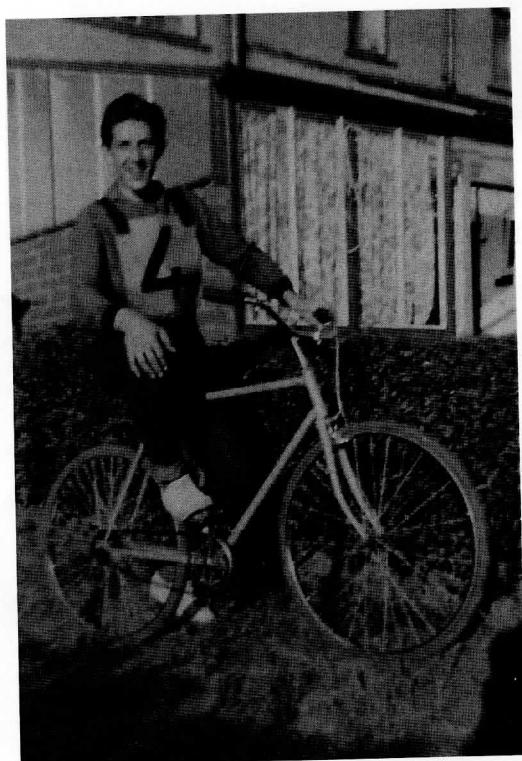
Finally, I have enjoyed recalling the good old days, and trust that some of my ramblings (there are many more!) will be of interest, and maybe jerk some members' memories of the time we all experienced enjoying the magic of cycle speedway.

MEMBERS OF THE COVENTRY AND DISTRICT AMATEUR CYCLE SPEEDWAY ASSOCIATION

Late fifties/early sixties:

- | | |
|--------------------------|----------------------------|
| 1. Keresley Cobras | 11. Morris Motors |
| 2. Earlsdon Hammers | 12. Whitley Rangers |
| 3. Brandon Bees | 13. Whoberley Witches |
| 4. Black Horse Champs | 14. Glebe Falcons |
| 5. Longford Lions | 15. Henley Hunters |
| 6. Warwick Blue Diamonds | 16. Roseycombe Rockets |
| 7. Stoke Aces | 17. Binley Bees |
| 8. Alvis Aces | 18. Canley Cobras |
| 9. Hearsall Hounds | 19. Fletchamstead Phantoms |
| 10. Norton Hill | 20. Warwick Royals |

JOHN SMITH (KERESLEY & BRANDON) INDIVIDUAL RECORD



JOHN SMITH
HEARSALL HOUNDS 1960.

- 1962 Midland Riders Championship - 3rd
- 1963 Winner - Bob Fletcher Cup
Winner - Telegraph Cup
Winner - Spring Cup
NACSA Finalist (Leicester) - 10th - 6pts.
- 1964 Winner - Co-op Cup
Runner-up - Telegraph Cup
Runner-up - Spring Cup
- 1965 Winner - Spring Cup
Runner-up - Telegraph Cup
Runner-up - Autumn Grand Prix (C.S. Gazette)
Runner-up - Easter Trophy (Cleverton C.S.C.)
Runner-up - Wiltshire Grand Prix
Coventry Match Race Champion
N.A.S.A. Finalist (Gatley) - 8th - 8pts.
- 1966 Runner-up - Hungerford Charity Cup
- 1967 Winner - Bob Fletcher Cup
N.A.C.S.A. Finalist (Gatley) - 6th - 6pts.
- 1968 N.A.C.S.A. Finalist (Hungerford) - 7th - 7pts.

John Smith rode for the Coventry Test Team in matches against:

1. Bradford
2. Norwich
3. Wolverhampton
4. Manchester
5. Netherton & District
6. Hampshire
7. Halifax
8. Leicester
9. Southampton

L GUSTAFSON

Reading the article in the last issue about the Cray Tigers' 1950 tour of Holland reminded me of the page in the 1951 Cycle Speedway Annual, which listed the results of the matches they raced there - but the Annual had them down as the 'Crazy Tigers', so was this just a misprint, or a comment on their style of racing? One thing for sure - a match featuring the 'Crazy Tigers' versus the 'Slippery Dutchmen' would have drawn a curious crowd to watch them. The Tigers had a busy schedule - seven matches in eight days - but still managed to win them all.

What is interesting is that at least two other teams toured Holland in that same year - indeed, a New Cross/Peckham team must have been there at the same time as Cray Tigers, or else immediately after them, as a cutting from a South London newspaper dated 23rd April 1950 stated that they had 'just returned home from Holland a few days ago' (Cray Tigers had still been in Holland on April 15th). Slough Flyers raced two matches there in Aug. 1950, expecting to host a Dutch team later in the year. They lost both matches, whereas the Cray and New Cross teams had won all their encounters on the Dutch tracks - perhaps the Dutch riders had picked up tips from the earlier visits which they used to their advantage against Slough.

Cycle speedway boys do well in Holland

The three members of the New Cross cycle speedway team and one from the Peckham Stars team arrived back in London on Sunday from their racing tour of Holland, where they very successfully won all their matches, and were presented with a cup by the Dutch teams.

The cycle tracks in Holland were much smaller than the boys are accustomed to riding, but after a couple of heats they settled down and began to pile on the points.

Through the assistance of the Mayor of The Hague these boys were able to visit Holland as guests of the local people of The Hague. The boys who made a trip were: Len Eastwood, who captained the team, Joe Goody, Ken Hopkins and Tom Jarrett of the Peckham Stars.

Crazy Tigers (Kent) 1950 Tour of Holland.

Saturday, April 8. bt. Hollandse Welpen 41-31.

Sunday, April 9. bt. Feynoord Tigers 55-28.

Monday, April 10. bt. Yellow Stars 41-25.

Tuesday, April 11. bt. West End 50-46.

Thursday, April 13. bt. Hilversum 52-30.

Friday, April 14. bt. Dutch Representative 51-30.

Saturday, April 15. bt. Hollandse Welpen 41-40.

New Cross Rangers' (London) 1950 Tour of Holland.

Bt. The Windmills 53-41.

Bt. The Slippery Dutchmen 52-32.

Bt. Yellow Stars 46-38.

Bt. Slippery Dutchmen 38-16.

Slough Flyers' (Bucks) 1950 Tour of Holland.

Saturday, August 19.... Lost to Hollandse Welpen 50-39.

Saturday, August 19. Lost to South Holland 481-421.

European Championships

The Vets Grand Prix Series got off to a flying start at the end of March in Coronation Street territory at Astley & Tyldesley's circuit, with a fine turn-out of riders of varying ages - though Chic Mackie should have an age category all his own. Terry Kirkup's always-readable account of the proceedings can be found on the Eurovets website.

The second fixture at Horspath in April was a change from the standard format - the first event was a Test Match between the UK Lions Vets, which had defeated Vets Australia last winter, and the Eurovets Select side, with the latter holding the Lions to a four-point gap at the interval, which the Lions managed to increase to twelve points by the end, running out 106-94, virtually identical to the score in the same match at Norwich last year, before the Lions left for the Adelaide Worlds.

The second event was the usual 20-heat Individual, but named for the late Horspath stalwart servant Wally Grant. The Horspath 4th bend catapult effect saw several close shaves with the safety fence, as well as a couple of more painful encounters (Terry Kirkup posted an X-Ray of his hand on the Northumbria Facebook page), but it was a first-bend tangle which left Poole's Rob Haywood prone on the track for a worrying minute or two, before he got up and won the re-run, and then the subsequent race-off for first place against Astley's Mark Grantham.

Only one of the riders from the first event - Exeter's Rob Geach - also rode in the Wally Grant Individual (winning the 3rd place run-off) so the 30+ attendance made for a crowded Pits area.

Newport and Hellingly hosted May's events, and June at Coventry, with Vets then criss-crossing the country to visit tracks as far apart as Exeter and Glasgow, as well as to East Anglia. The Glasgow Meeting was to celebrate Chic Mackie's 7th(?) decade in the sport.

There were familiar names and faces from the Vets Grand Prix Series vying for honours at the European Vets Championships in Czestochowa at the end of July. 2018 European Vets Champion on 19 points was Craig Marchant, 2015 World Vets Champion, joined on the podium by Mark Whitehead. 2017 World Vets Champion Norman Venson featured in a run-off for 3rd place with evergreen Steve Harris, but both finished behind Dominik Rycharski who was actually unbeaten in his four completed rides, having been excluded in his first race. It is still unusual to see Polish riders featuring in Vets events, as they do not yet have a sufficiently large pool of older riders, whereas they dominated the Open Final, filling all three places on the podium, and provided the Junior Champion. (Britain's girls were, however, well in charge in the Women's event).

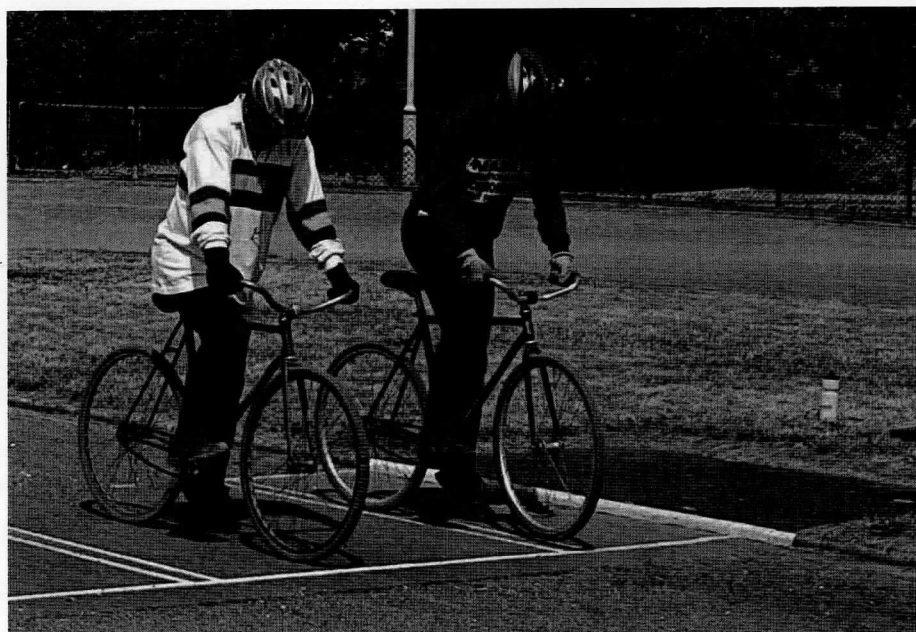
Poland will also host the 2019 World Championships, after a run of stagings shared between the UK and Australia (as well as the 2011 event in the USA)

L GUSTAFSON



South Shields
at Woodside
Halifax

First picture is from 1967 and features, second from left, the sixteen-year old Frank Auffret in the Pits at Ackroyd Park, Halifax, with his team-mates from Trow Lea Mariners of South Shields, where they were competing in the Halifax Fours.



Fast forward fifty-one years to July 2018 and the rider off Gate Two in the white top is the more-mature Frank, featuring on his return to the pedal sport at the Heckmondwike track, only a few miles from the Halifax circuit in the first photo. Sadly, the Woodside track in Ackroyd Park was forced to close a long time ago, and although the Heckmondwike track in the town's Firth Park is still in good condition - as can be seen - the club are not competing in any regular league activity at the moment.

Les Gustafson

Dunfermline Press

2nd September 2014

PROPOSALS to create Fife's first outdoor cycle speedway track in Dunfermline have moved a step closer after plans were submitted to Fife Council.

Press Sport reported in January that the £60,000 facility, which would be only the third of its kind in Scotland, was set to be built at Queen Anne High School with the sport continuing to grow in popularity with pupils.

Over £45,000 of the total cost has been met by grants from sport Scotland and the Fife Environmental Trust, while the Carnegie Dunfermline Trust have contributed a total of £2461. The additional funds needed has been raised through fundraising and Fife Council's city of Dunfermline area committee.



24th March 2017

THE rise of cycle speedway in West Fife will reach a landmark moment this weekend when a Fife team takes to the track in a British league environment for the first time.

Fife Cycle Speedway, consisting mainly of high school pupils from Queen Anne as well as Madras College, will go up against Hull in the British Cycling North and Scotland league on Sunday more than three years since the formation of a Fife Schools Championship.

Fife will take part in this year's Division 2/3, programmed against:-

Hull, Glasgow, Edinburgh, Northumbria, Bury, Stockport, Sheffield and Astley and Tyldesley, who are based in Manchester

Creating a Fife team to compete at British level is a long way from when Craig Masson, PT in pupil support at Queen Anne and Scotland's first qualified cycle speedway coach, started sessions in the sport at the school when they had no bikes of their own. "When we started, we didn't have any bikes, but from there everything started taking off," he recalled.

29th September 2018.

Fife Revolutions can claim British Cycling North & Scotland Division Two.

Craig Masson's Fife Revolutions, who are based at Queen Anne High School, need just one point from their final two matches of the British Cycling North and Scotland Division Two season to be crowned champions on Sunday.

In just their second competitive season, the team - who finished third last year - go into the double-header at home to current title-holders Astley and Tyldesley and 2016 winners Bury

Craig, who is a PT in pupil support at Queen Anne, said: "It has been a long season, but it has been worth it. With us being at home, we should have an advantage and I hope that can see us over the line. I hope there will be a big turnout to cheer them on to the title. It's helped that we've had a consistent team throughout the year. That's part and parcel of sport; if you have a consistent team, then you are likely to be successful."



October 4th 2018

Revolutions are just champion!

Elated Craig Mason believes the Revolutions spirit and commitment is unrivalled after they won their first ever cycle speedway title on Sunday.

The Club which was formed two years ago, needed one win from their final two matches, with Astley and Tyldesley and Bury Comets to be crowned British Cycling North and Scotland Division Two Champions.

After finishing third 12 months ago, they had already achieved their pre-season aim of finishing in the top two, but after an 80-69 success over the holders in their first match, they could celebrate becoming league winners.

To top it off the Fife side ensured that they remained unbeaten at their Queen Anne High School track with a thrilling 77-73 success over Bury



From Ron Tarrant



Good day everyone, this photo was taken on July 5th, outside a restaurant "The Red Lobster", after I met brother Peter and his wife to celebrate our 87th Birthday. This is just to let you know that we are both the right side of the grass!



From Pat Cousins

CHANDLERS FORD STARS 1960 at TATNAM TIGERS TRACK, POOLE.

Back row L/r. Harry Smith (Manager), Mick Denham (Capt.) Dick Card, Dave Judd Chas Dowdy. Pat Cousins Johnn Jennings.

Also a little more info on the Hampshire team photo on Page 13 in the last issue. It was Sunday August 30th 1959 at the Recreation Ground Marlborough, Wilts. Hampshire v Wiltshire:-

Junior Match Wiltshire 65 Hampshire 30.

Senior Match Wiltshire 49 Hampshire 46

Riders L/R. Pete Yates (Vikings), Dave Butcher (Shirley Bombers), Colin Wheeler (Vikings) Rich Yates (Vikings) Nev Griffiths ((Vikings) Jim Cooke (Bournemouth Viscounts) Ted Mills (Hants Manager) Pat Cousins (chandlers Ford Stars) & Dave Tanner (Shirley Bombers.



We've been together now for sixteen years.

So this is it, almost the end of the line. I should have called it a day some time ago, but always said, "well maybe just one more!" Now the decision has been made for me, the Committee has decided to cease publication of the "Track Record"

I must admit that it has been a bit of a struggle to keep going this long. What with lack of contributions and constant computer problems. The decision to cut the number of issues from four to three a year, was to reduce expenditure, not to help with the lack of contributions. Even more frustrating, is that you would not believe some things that I do receive. An article carelessly copied so that the last two words of each line were missing! Newspaper and magazine articles of such poor quality that they can not possibly be used and photographs that are almost impossible to make out what they are supposed to be. In almost every case, if I had been sent the original newspaper, magazine or photo I could have used them. I have always said that I will post anything back once I have scanned it into the computer.

As for computer problems:-

I expect many of you, when you failed to back something up, found that it had "disappeared" the next day. Having been caught out in the past I now back up regularly and once a page is finished copy it onto a disc. Despite this, I still find that the odd photo or part of an article missing from both the computer and the copy on the disc! Usually I spot this and correct it before sending it off to the printers.

One that I missed in the last issue was on page 11, "The cycle kings of Tolworth" :-

The section below

On the same afternoon Pete Rides became national junior individual champion.

A dispute about the ex-Cheam riders joining Tolworth caused Tudors to rejoin the North West Middlesex League where they were again champions.

In 1960, several riders left the club but the signing of Rob Coleman from Raynes Park Tigers helped Tolworth to another league championship.

By the start of the 1961 season the Davis Road track had been built on. Although all matches were raced away, Tudors managed to finish runners-up.

Should have been here

UNLESS you live in quiet Elmridge Avenue, Tolworth, you may never have heard of Tolworth Tudors—or the sport of cycle speedway for that matter.

But that's where this competition's unknown sport goes on. In this area, as our photographs discovered last Saturday evening.

But that is a proper national run sport. In fact, the National Amateur Cycle Speedway Association draws up the rules and organizes the national team and individual championships for both senior and junior (under 21) riders.

It was in the autumn of 1955 that a group of riders, all living in Tolworth, decided to form their own club. The name Tolworth Tudors was chosen, and the Tudor Rose emblem adopted.

An earth track was constructed in a field off Davis Road, Chesham, now the site of Gals' Convent offices.

There being no local league, the club joined the North West Middlesex League for the 1956 season, and became league champions and knock-out cup winners for the first time.

At the time, the club's first attempt at a match, Paul Morgan, who still lives in 1001 Elm Road, Reg Street, and John Little, who lives in Sutton.

Travel to away matches was achieved in the back of a lorry or by cycle, but the latter method created problems on the return journey if the cycle was damaged during a match.

In 1959, the club entered the National Team Championships, reaching the final round at a track in Fleet, where they were beaten by Manchester City, Carr Wood, Humber.

The following season, Tudors went one better, winning the National Team Trophy which they had previously won at the top of the cycle speedway ladders of the time. The club took place at Gillingham, Warrington, where they were beaten by Manchester City, Carr Wood, Humber.

The cycle speed kings of Tolworth

Champion

Tolworth were runners-up in the newly formed London and Home Counties League in 1958 and lost Western Riders to the track-out cup final at Chesham. Next year won the league in the track-out cup final at Chesham.

The club almost disbanded in 1957 when several members were called up for National Service.

The London and Home Counties League lasted only one season as Tudors joined the Southern Premier League where they finished runners-up. Present club captain Roger Kink joined the club in 1957 when his own club, Chesham Rockets, disbanded.

In 1958, four riders, Tony Chisham, Del France, Pete Page and Pete Rides joined from another disbanded club, Chesham Rockets. Tolworth reached the national final for the first time, being beaten 4-2 by Walthamstow Wolves.

New surface

The sport was reorganised in the London area in 1959 with the formation of the Home Counties League. Tolworth being founder members.

The next month of 1959 were spent building the present track at Elm Grove, Sutton, Surrey. They moved from the disbandment of Chesham Rockets.

Pete Rides emigrated to Australia at the end of the 1958 season and Del France and Glynn Robinson left the club in 1961.

Tolworth avoided the trouble of a new place in 1960 by moving to the new site of the league in 1959.

Things began to look up as season with a new stable crew on the track and some new blood in the team. As Herbert of Elm Grove, Sutton, Graham Brown and Roger Ford should have a bright future in the sport.

This season, Tolworth an article on top of the league finished in the ranks of Gillingham, Chesham, and the signing of ex-Royals Park rider, Scott Johnson, a Walthamstow Wolves rider, who represented England against Scotland last year and who is presently a sports most spectacular rider at present.

The greatest rider to appear for Tudors was undoubtedly Paul Morgan, who rode in Scotland in the late 50's, and represented the club until the early 60's.

Both Roger Kink and Glynn Robinson reached the final of the 1961 World Championships held in Edinburgh.

From "The Surrey Comet" - Summer 1971

Len Kitching.

This should be the very last "Track Record", but it was agreed that **I could** do one more:-

The "Grand Farewell" edition, this will give members a chance to have a final say and maybe, just maybe, some of the members who have been promising to submit photos and articles, will actually do so. If there are sufficient contributions to make it worthwhile there will be:-
"Just one more"

BILL GADSBY

Directory Amendments ---- September 2018.

NEW MEMBER – JOHN SMITH, 12, Droitwich Road, Worcester. WR3 7LJ.
e-mail - bigjohn1247@gmail.co.uk mobile – 07508 560706

Roger Seymour – coa – Calle Zarauz 259, San Luis, Torrevieja 03184, Spain.

George Miles – new e-mail – wintersong@sky.com

Dr. George Carswell – amend post code – V2W 0C6.

Ron Tarrant – amend address – The Lodge No.426.

Peter Lipscomb – add mobile – 0066 633 268 233.

Pete Lomas – new e-mail – peterlomas39@gmail.com

Ron Holvey– Delete email address.

Malcolm Belchambers (Hon M/ship Sec).

Dear Bill (Gill)

As our phone call last Sunday, find enclosed photo of the Grays Lightening Racers (1947-49 ?). Great talking about the old times, as said, remember Bluey Waterson, with fond memories, all the old names, the Stevens brothers, the Chub brothers and Roy Milano (no one messed with Roy!) I remember guest riding for the “Longbridge Leopards” at the East Ham track on the left of the A13 just past Becton.

One of their riders barged me off the track on the first lap. On the next lap as they went passed, Roy stepped on to the track, grabbed the rider and bike (stopping them dead) and throwing them both onto the inside of the track! Roy was banned from the rest of the meeting !!!

Like you I went on to other interests, motor cycle sport and car racing. Still have a 500cc J.A.P. engine car racer. Will finish rebuilding it one day..

