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THE CYCLE SPEEDWAY
SCENE IN NEWS AND PICS

SOUTH WESTERN POST CYCLE SPEEDWAY MAGAZINE. PRICE ONE SHILLING MONTHLY.

Editor :- Ross Martakies, 51, Derham Road, Bishopsworth, Bristol 3.

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THE EDITOR TAKES A LOOK AT "SOUTH WESTERN POST".

The new Cycle Speedway season has already begun. With it comes South Western Post, Cycle Speedways newest magazine.

The Post will be issued monthly, price one shilling, and readers can rest assured that we will leave no stone unturned in our efforts to provide an up to date, readable, journal.

Photographs will be taken by Norman Stacey, a senior member of the Bristol Cine Club and a full series of feature articles has been planned for future issues.

If, at any stage, readers feel that they would like to comment on South Western Post - or on Cycle Speedway matters in general - please write to us at once. But be warned, letters intended for publication must bear the full name and address of the sender.

South Western Post is indebted to John Leith, head of Cycle Speedway Publications (Coventry) for it's chance of breaking out onto the Cycle Speedway news market. Mr. Leith is also responsible for the welfare of several other Cycle Speedway magazines.

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THE NEIL TULLBERG COLUMN

This column has been written for newcomers to Cycle Speedway, to give them an insight into the sports internal workings.

Cycle Speedway, and its parent sport, Speedway, have always been subject to varying degrees of public support. In the period 1954-59 both went through very lean periods. This is now over and a feeling of general well being is enjoyed by both sports.

Also, in Cycle Speedway at any rate, quite a good standard of organisation and presentation is achieved by both governing bodies (B.C.S.F. and N.A.C.S.A.) and the many clubs.

Let us trace the post war history of Cycle Speedway. In 1950 a national governing body was formed, the National Amateur Cycle Speedway Association - N.A.C.S.A. - which was promoted by Londons go ahead Home Counties League.

By 1953 the Cycle Speedway boom had begun to fail. The sport was thrown into confusion by the refusal of the News Chronicle to continue its sponsorship of the National Trophy. This confusion continued for the next six or seven years.

With power speedway making a comeback, Cycle Speedway began a revival too. A group of NACSA officials broke away from the parent body to form the British Cycle Speedway Federation. The aim of the BCSF is to present well organised Cycle Speedway racing on the best available tracks.

In 1961 both organisations formed National Leagues. The BCSF organised the British League and the NACSA organised a National League. Unhappily, the National League failed to stand the pace but the British League carried on, prospered, and is now looked upon as the finest that Cycle Speedway racing has to offer.

Both bodies hold their own championships. NACSA hold the National Senior and Junior Team Championships and the National Individual Championships. BCSF hold the Gold Cup and the British Riders Championship.

After the National League had failed many of the Southern clubs decided to form a Southern League. Bristol joined this in 1963 using riders drawn from the 1962 Bristol League. The 1964 season finds the Bristol club in a highly respected position. It boasts the best track and the best organisation in the league. The riders also know what to expect from the opposition by now.

Here is the line up for the 1964 Southern League, complete with some of the riders we will have to look out for in coming matches.

Southampton Vikings :- (C.Wheeler, E.Randle, J.Mills.)

Southampton Provincials :- (B.Palmer, R.Dix)

Littlemore Falcons :- (J.Dale, J.Sutherland)

Gt.Milton Rockets :- (T.D'Anger)

Minster Lovell Meteors :-

Bucklebury Robins :- (R.Sellwood, T.Clark, Watts)

Poole Tigers :- (D.Tarr, A.Bright, P.Barnes)

Swindon Eagles :- (M.Richards, B.Merrett, R.Morse)

Bristol Lions :- (B.Davis, M.Curtis, R.Hellin)

MIKE LEAMAN WINNER OF EXETER RED SASH

by RON VAULTER.

For those fans who could still remember the early days of Cycle Speedway racing in the West Country, the revival of the Devon County League in 1962 was undoubtedly something to be welcomed; but to many lads, who had never seen or heard of the sport before, it served as an introduction to what Exeter Speedway promotor, Pete Lansdale, calls "the cleanest and purest amateur sport in the world".

It's a fact that the balmy days of the Devon County League's predecessor, the Teign & District League, have long since been forgotten and it is over a decade since the competition was at its peak. In those days there were close on a dozen teams racing regularly in the league. These included Combe Lions, Heathfield Panthers, Bovey Spurs, Kingsteignton Rams, Bishopsteignton Aces, Teignmouth Tigers, Watcombe Gulls, Torquay Pirates, Paignton Flyers, Dartmouth Trojans, Newton Abbot Braves and Bickington Eagles.

This forerunner of the Devon County League was forced to give up because of National Service demands on its riders.

But 1962 saw a big change in the Devon Cycle Speedway set up. Although most of the new teams in the new league came from Exeter, the first Riders Champion was Chris Farrell of Shaldon Kestrels. Chris just pipped team mate Guy Deslaid for the title after some fine riding and was later voted the outstanding rider of the year. He won several trophies, including the Presidents Cup on his own track. The 1962 League Champions were Exeter Eagles, and their top twosome - Bob Bradbeer and Dave Rose - won the League Best Pairs tournament at the end of the season.

The biggest shock of the year came after racing had finished for the winter. R.Gooch and M.Leamon, both of Dawlish, transferred to Shaldon and the former track announced its retirement from the league. But when the 1963 season bowed its way in, Dawlish were back in the fold. They were determined to make a come-back. The features of the years racing were the repeats of the 1962 test matches against Plymouth and also the successful junior meetings held at Shaldon. The League Championship Trophy, presented by Pete Lansdale, was won by Whipton Aces "A", who also won the best pairs tournament. Mike Leamon of Shaldon Kestrels was the Red Sash Match Race holder and Keith Lyon of Whipton "A" won the Riders Championship.

LEAGUE OFFICIALS ELECTED FOR 1963/4 WERE AS FOLLOWS :-

President - Pete Lansdale. Vice-President - Dave Stevens. Chairman - Ron Vaulter. Secretary/Treasurer - Chris Collet. Assistant Secretary - Geoff. Manning.

1962 League

Exeter Eagles
Exeter Red Devils
Shaldon Kestrels
Exeter Pirates
Dawlish Demons
Falcons

1963 League

Whipton Aces "A"
Shaldon Kestrels
Whipton Aces "B"
Exeter Pirates
Exeter Eagles
Dawlish Demons

UNITED WE STAND

by
ROSS MARTAKIES.

Cycle Speedway in Bristol has now asserted itself as one of the cities major amateur sports.

Attendance figures at home matches last year broke all post 1950 records. A crowd of 750 watched Bristol Lions beat Poole in a Southern League match and a gate of 650 watched the Southern Area Final of the National Individual Championships, in June.

Support such as this did not go unnoticed. Television cameras covered the Poole match and the Bristol Evening Post commissioned me to write a weekly C/S column, in the Sports edition, and to cover all home and away matches on the same basis as Southern League football matches. Space was also made available for club announcements. This was my first taste of Cycle Speedway. All in all, the Lions were given press space which most clubs only dream about. The latest available figures show that the Evening Post is read by over half a million people.

But during the close season, certain elements in the club came very near to destroying the Lions very existence. I have no wish to mention any names. Those in the club already know who I am talking about.

Here briefly is what happened. It was evident for some time during the final stage of the 1963 C/S season that the club was rapidly dividing itself into two camps. During the close season the two sections broke away. Things were said which should have remained unuttered and things were done which most certainly should not have been.

I would like to make it quite clear at this stage that at no time did any news of this internal strife reach the general public. I was determined that it would not. If it had, Cycle Speedway racing in Bristol would have lost all the support and goodwill it had so painstakingly built up during 1963. This was something that had to be avoided at all costs.

Shortly after Christmas I made certain enquiries into the clubs internal goings on and was shocked to find out that there were doubts as to whether the Lions would even line up for racing in 1964.

Obviously something had to be done. A meeting was arranged and, thankfully after a great deal of talking, both sides agreed to make a fresh start for the 1964 season. Certain individuals courageously backed down over statements they had made earlier and at last things began to look settled.

In recent months the club has sorted out its final differences and it is now ready for the 1964 season. WE must hope that never again will a club allow itself to slip so near to disaster, and make no mistake about it, the happenings in the Lions camp nearly came to that.

As a final peace offering, I offer my congratulations to the Bristol President, Mr. John Brown, and to team captain Dave Massey, for pulling the club through such a difficult period.

On with the racing. UNITED WE STAND.

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"CYCLE SPEEDWAY PUBLICATIONS"

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"MOONRAKER" TAKES A CLOSE LOOK AT CLEVERTON

Cycle Speedway racing in the Cleverton area began fourteen years ago. At one time there was a team in nearly every village and John Davis, Colin Gleed and R. Jackson were amongst the first riders in the actual Cleverton team. By 1952 several of the teams had fallen by the wayside and most of the racing was confined to Cleverton and Calton Hill. Mike Giles and former Brinkworthy rider, Ticker James, spearheaded the Calton attack but by 1954 only Cleverton were left. In 1955 former Lea rider, Gordon Vizzard joined the Hornets and in 1956 the Chippenham team began to shed its "unfashionable" tag.

In 1956 Cleverton ceased to be the chopping blocks of Cycle Speedway. They defeated Chorlton home and away and Brokenborough home and away. During the season Owen Gibbs, Dave Walker and Martin Kibble joined the team. But the following year the Hornets found matches hard to get. They beat Somerford home and away and midway through the season Mike Giles signed on for the team. Immediately afterwards a match was arranged with Eastward Eagles (now Swindon) and Cleverton ran out easy winners. It was at this stage that the Hornets laid their first cinder track and for the remainder of the season they were all at sea. At the end of the year manager R. Jackson signed on Bob Merrett from the defunct Somerford Keynes. This proved to be his best signing ever and for the next few years Bob was to be the leading light in the Cleverton team.

1958 and 1959 saw Clevertons Big Three, M. Giles, J. Davis and B. Merrett guided the club to two successive Wiltshire League Championship victories. Davis also had the honour of finishing third in the County Individual Championship Final at Marlborough in 1958 and first in the Final at Brinkworth in 1959. In that 1958 season the only league match lost by Cleverton was at Heytesbury. They won the other thirteen matches but unfortunately made an early exit in the National Trophy competition.

There was very little Cycle Speedway racing in Wiltshire in 1960, and but for the timely intervention of Richard Jackson in July it is quite possible that Cleverton would have folded there and then. As it was J. Davis again became the Wilts. County Champion, but the Wiltshire League was never completed.

Of Clevertons 1960 stars, only Merrett was riding in 1961. One early season signing was Pell from Brinkworth, but he and McGuire retired at the end of May. The bulk of the scoring was left to Tony Vizzard, Merrett and veteran Jackson, but in August, Merrett left for Swindon.

Lack of suitable opposition forced Cleverton to join the Southern League in 1962, but injuries crippled the club. In addition to their other worries T. Vizzard, M. Griffiths and R. Morrissey retired early on. Leading riders were D. Butcher, S. Potter and veteran R. Jackson. C. Potter was doing well until he broke an arm at Drayton, and M. Hiscock was settling down well when he fell heavily and sustained concussion.

1963 saw the departure of D. Butcher, and Cleverton withdrew from the Gold Cup. Once more manager Jackson took over complete control and within a fortnight racing was on the up and up. The number of riders on the clubs books increased, but at the half way stage S. Potter retired. However, to counteract this, Mike Griffiths returned to the saddle and first year rider L. Telling emerged as the clubs top points scorer.

Cleverton were hoping to join the Bristol League in 1964, but travel difficulties made this impossible. The riding strength is much stronger for the new season and T.Vizzard and S.Potter are making comebacks. Other riders on the Hornets books include R.Jackson, C.Potter, M.Griffiths, L.Telling, M.Hiscock, J.Foulkes, G.Fletcher, R.Payne, K.Nichol, M.Dunn and G.Scott. The team will rely mainly on challenge matches in 1964.

MADELINE MORSE REVIEWS THE SWINDON SCENE

Swindon Eagles will start 1964 with a brand new race strip. The clubs younger riders have relaid the track surface during the close season and the seniors have helped in the construction of some new-look concrete edging. This will take the place of the old white line, which was cracked by the winter frosts just after Christmas.

The Eagles opened the season with a challenge match against Cleverton. Most of last years riders have signed on again and the Wiltshire side has entered a senior team in the Southern League and a reserve side in the Southern League Combination.

An all stars team is also being formed. This will consist of riders just too old for the junior side. March was a busy month for the Eagles track mechanics. All the bikes were stored in a shed at the bottom of Ray Morses garden during the winter, and spring time proved to be as good a time as any for giving them their annual overhaul.

At any rate, Swindon should have the best turned out bikes in this years Southern League.

Everyone here at Swindon wishes everyone else in Cycle Speedway a very Prosperous season. Be seeing you !

John Brown looks on as Ross Martakies presents the Bristol League Riders Championship awards, to Richard Hellin, Bob Davis and Mike Brown.



THE BARRY SHAPLEY STORY ^{by} ROSS MARTAKIES

Barry Shapley first heard about Cycle Speedway racing in 1947. He noticed the "Skippers" weekly C/S column in the Speedway Gazette and wrote to the paper asking for information about teams in Glasgow. A member of the Craigton Eagles saw his letter and Barry was soon making regular trips to the Glasgow track. The young Glaswegian was signed on after a trial in mid-season and became a regular member of the team which won the Glasgow League Championship under the captaincy of Scottish National Champion Pete Bell.

Barry stayed on with the Eagles in 1948 but in 1949 he moved to the home of the Lossmyloof Giants as captain. True to form the Giants won the Glasgow League Championship - after a great end of season fight with Shapleys former team, Craigton. In the same season Shapley made his debut as captain of the Glasgow test-team. He rode in all five matches against Edinburgh.

It was also in 1949 that Barry got his first impressions of Cycle Speedway in the South. While on holiday in London he turned out for Stratford Hammers B against Stratford Hammers A and scored a maximum. 1950 saw him back on top form in his native Scotland and he rode again for the Glasgow test team, against Edinburgh and Sussex.

1953 was an eventful year for the young Scottish star. He rode several early season matches for Glasgow including a test against Lanark and then travelled South to join the forces. The first thing that Barry did when he settled down in camp was to look around for a new Cycle Speedway track. He found one at once and signed on for Fishergate Flyers of Brighton. But army work prevented him from settling down to regular Cycle Speedway and it was not until the following year that he began to show some of his true form when he turned out for Suffolk league runners-up Ipswich Vampires. Barry was runner up in the Suffolk round of the National Championship and when gaps appeared in his army training schedule he scored quite a few points for the Vampires.

But Barry was restless. In 1953 he turned out for yet another team. This time it was the Woodbridge Wildcats. Woodbridge were fortunate to win the fight for the Shapley signature. Every team in the area was involved in a pre-season scramble for his services. But only after four matches, Barry moved yet again. This time he went to Felixtowe and he rode for the Flyers for the remainder of the season. This was one of his most successful years and when the cold weather finally finished Cycle Speedway for the winter, he emerged as the teams second highest scorer.

By now Barry was a corporal in the army. He signed for the Flyers again in 1954 and had another successful year. But the Scotsman had progressed to the top of the Cycle Speedway tree. In the seasons which followed, he drifted on from team to team. He had outings in top class competitions and represented Scotland in test matches against England and Wales. The middle fifties period - so well known by Shapley fans - was really stage two in his career.

In fact, stage three did not begin until the early 60's. 1962 was his best year ever. He rode for Littlemore and Hungerford and achieved the following distinctions :- 4th. in the Southern Championship Final, 5th. in the Manchester Grand Prix, represented the Rest of England against the

British League and was placed in the Champion of Champions event at Garrat Park.

Barrys reputation as a wanderer held good in 1963, when he decided to sign for Drayton St. Leonard in the British League. He was one of the clubs most successful performers and a great favourite with the crowd.

Although the wiry Scot has decided to head for the Midlands for 1964, I am quite certain that all the readers of the South Western Post will join me in wishing him a most enjoyable and successful year - his 18th. in the sport.

The BRISTOL LEAGUE 1963

	P	W	D	L	F	A	Pts.
Bristol Reserves	10	10	0	0	505	252	20
Bridge Farm Bulldogs	10	7	0	3	391	353	14
Bridge Farm Pirates	10	5	0	5	434	323	10
Hengrove Bombers	10	5	0	5	379	356	10
Airport Lions	10	3	0	7	374	279	6
Hengrove Pirates	10	0	0	10	175	587	0

Bristol League Special Match Results :-

Bristol League "A" 51 Cleverton 45 ; Bristol League "B" 42½ Cleverton 53½ ;
 Cleverton 51 Bristol League "A" 44 ; Cleverton 62 Bristol League "B" 33 ;
 Swindon 62 Bristol League 24 ; Bristol League 48 Southampton Provincials 48
 Cleverton 37 Bridge Farm Pirates 41.

BRISTOL RIDERS AVERAGES

Southern League

	M	P	Av.
M. Curtis	11	75	6.8
D. Massey	10	59	5.9
M. Dyer	10	54	5.4
T. Goverd	10	54	5.4
P. Sposito	7	37	5.3
R. Davey	11	58	5.2
R. Withers	12	57½	4.6
N. Tullberg	11	49	4.4
B. Davis	3	11	3.7
D. Monks	3	10	3.3
G. Watt	2	6	3.0
B. Aplin	5	9	1.8
D. Robinson	2	3	1.5

Challenge Matches

	M	P	Av.
T. Buckingham	1	8	8.0
T. Goverd	8	62	7.7
D. Massey	11	84	7.6
P. Sposito	7	52	7.4
R. Withers	9	67	7.4
M. Dyer	10	73	7.3
N. Tullberg	11	70	7.0
R. Davey	9	54	6.0
M. Curtis	10	60	6.0
D. Monks	6	32½	5.4
B. Davis	4	17	4.2
J. Ashford	1	4	4.0
B. Aplin	5	15	3.0
T. Ashford	1	1	1.0

HELP US TO HELP CYCLE SPEEDWAY IN THE SOUTH WEST ! INTRODUCE YOUR FRIENDS
 TO THIS MAGAZINE ! THE MORE WE SELL, THE MORE WE CAN GIVE YOU !

SOUTHERN LEAGUE FIXTURE LIST

March 29 Swindon v Gt. Milton
Minster Lovell v Bucklebury
Vikings v Provincials
Bristol v Poole

April 5 Bristol v Bucklebury
Gt.Milton v Littlemore
Provincials v Swindon

May 12 Vikings v Minster Lovell
3 Littlemore v Minster Lovell
Bucklebury v Vikings
Swindon v Bristol
Gt.Milton v Poole

17 Minster Lovell v Swindon
Bucklebury v Littlemore
Poole v Provincials

24 Bucklebury v Swindon
Minster Lovell v Littlemore
Vikings v Gt.Milton

June 14 SOUTHERN LEAGUE INDIVIDUAL
CHAMPIONSHIP ROUND ONE.

21 Littlemore v Swindon
Poole v Vikings
Bristol v Gt.Milton
Bristol v Minster Lovell

July 12 Provincials v Bristol
Provincials v Poole
Vikings v Littlemore
Gt.Milton v Bucklebury

19 Poole v Gt.Milton
Bristol v Swindon
Provincials v Vikings

26 Bucklebury v Minster Lovell
Bristol v Vikings
Littlemore v Poole
Swindon v Provincials

Aug. 8 Littlemore v Gt.Milton (7.30)
9 Vikings v Swindon
Vikings v Bristol
Provincials v Minster Lovell
Provincials v Bucklebury

16 Bucklebury v Gt.Milton
Minster Lovell v Vikings
Bristol v Littlemore
Bristol v Provincials
Swindon v Poole

23 Poole v Bucklebury
Gt.Milton v Vikings
Gt.Milton v Bristol
Swindon v Littlemore

30 SOUTHERN LEAGUE INDIVIDUAL
SEMI-FINALS

Sept. 6 Swindon v Bucklebury
Littlemore v Vikings
M.Lovell v Provincials
M.Lovell v Poole

13 Provincials v Gt.Milton
Provincials v Littlemore
Swindon v Vikings
Swindon v Minster Lovell
Bucklebury v Poole
Bucklebury v Bristol

20 Poole v Swindon
Poole v Minster Lovell
Vikings v Bucklebury
Littlemore v Bristol
Gt.Milton v Provincials

Oct. 4 Gt.Milton v M.Lovell
Gt.Milton v Swindon
Bucklebury v Provincials
Poole v Littlemore
Poole v Bristol

11 M.Lovell v Bristol
M.Lovell v Gt.Milton
Vikings v Poole
Littlemore v Provincials
Littlemore v Bucklebury

18 SOUTHERN LEAGUE INDIVIDUAL RIDERS FINAL.

Matches start at 3 p.m.
(afternoon)
7.30 p.m.
(evening)

2.30 p.m. and 4 p.m.
for double headers.

POOLE

by ANDY BRIGHT

Poole Tigers have been forced to move from their old track at Old Wareham Road, Parkstone.

The Old Wareham Road site is up for sale and the club has moved to the Upton Eagles track at Ropers Lane, Upton. Most club members look upon this as a welcome change.

Poole's 1964 team will be chosen from Dave Tarr, Dave Watkins, Dennis Lillay, Alan Nippard, Andy Bright, Pete Barnes, Graham Brown, Jack Alner, Alwyn Dominey, Don Lewis and Keith Maidment.

Dave Tarr has been elected captain.

The Tigers also plan to run a second team. At the beginning of March there were 22 riders on the clubs books.

Any teams interested in challenge matches with the Tigers should write to Andy Bright, 117, High Street, Poole, Dorset.

BRISTOL LEAGUE RESULTS - 1963

Bridge Farm P 38 Bridge Farm B 35 ; Hengrove B 50 Hengrove P 26 ; Bristol R 46 Airport 26 ; Bristol R 47 Bridge F P 30 ; Bridge F B 49 Hengrove P 29 ; Airport 39 Hengrove P 36 ; Bridge F P 41 Hengrove B 37 ; Hengrove P 17 Bristol R 61 ; Airport 34 Bridge F B 44 ; Bristol R 46 Hengrove B 32 ; Bridge F P 33 Hengrove P 29 ; Bridge F B 15 Bristol 57 ; Airport 32 Bridge F P 46 ; Hengrove B 25 Bristol R 52 ; Hengrove B 32 Bristol F B 38 ; Bridge F B 40 Bridge F P 31 ; Hengrove P 22 Hengrove B 36 ; Airport 27 Bristol R 43 ; Bridge F P 32 Bristol R 44 ; Hengrove P 13 Bridge F B 65 ; Hengrove B 44 Airport 31 ; Bridge F B 40 Airport 32 ; Hengrove B 47 Bridge F P 31 ; Bristol R 66 Hengrove P 13 ; Bristol R 49 Bridge F B 43 ; Airport 22 Bridge F P 56 ; Airport 40 Hengrove B 37 ; Bridge F B 44 Hengrove B 32 ; Bridge F P 65 Hengrove P 13 ; Airport 59 Hengrove P 18.

SCORERS

R.Hellin (BFB) 166 ; D.Roman (BFB) 149 ; M.Brown (AL) 144 ; I.Hampton (AL) 111 ; J.Brown (BR) 104 ; R.Arscott (BFB) 102 ; J.Ashford (BR) 92 ; B.Davis (BR) 92 ; T.Hawkins (BR) 91 ; S.Allison (BFB) 88 ; T.Dix (HB) 86 ; R.Bennet (HB) 75 ; H.Russell (HB) 78 ; K.Randall (BFB) 77 ; P.Swift (BR) 73 ; M.Doyle (AL) 73 ; T.Momber (BR) 68 ; T.Edwards (BFB) 67 ; C.Cherry (HP) 63 ; D.Manning (BFB) 58 ; D.Flack (BFB) 57 ; V.Hall (HB) 53 ; R.Pearce (HB) 51 ; T.Buckingham (AL) 48 ; S.Goodwin (BFB) 37 ; I.Brown (AL) 37 ; P.Green (HP) 37 ; R.Sharples (BFB) 36 ; D.Green (HP) 34 ; K.Goldsworthy (BFB) 31 ; R.Gowth (BFB) 30 ; C.Robinson (HP) 30 ; P.Shipway (HP) 28 ; R.Gillard (AL) 25 ; D.Forbes (HP) 23 ; A.Hunt (BFB) 17 ; J.Fawcett (HB) 16 ; R.Giles (ALO) 4.

FOR NATIONAL NEWS - READ THE

CYCLE SPEEDWAY GAZETTE

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SAINT MARTINS LIONS TOOK FIRST HONOURS

by ROSS MARTAKIES

Cycle Speedway racing came to Bristol in 1946. The first team raced on a track situated on the Knowle Cricket Ground and boasted two of the cities best pre-1950 riders - George Slocombe and Don Edwards. Following the success of the Knowle venture, another track opened up, at Hengrove Lane, an open site just behind the Speedway Stadium on the Wells Road.

Several more teams began racing in 1947. Amongst them were Whitchurch Gunners, Teignmouth Bulldogs and Nailsea Hawks. The Hawks had one of the finest tracks in the country and the average age of the team was twenty-four. The facilities at Nailsea drew in most of the top Somerset and Bristol teams and the attractions included a public address system, track rakers, refreshments, changing rooms and an average home match attendance of over 1,000.

Cycle Speedway racing progressed steadily until the first Bristol League programme began in mid-March 1948. A meeting of the Bristol Cycle Speedway teams was called by the Bristol Speedway Directors, at Knowle Stadium, and Nailsea Hawks, Sutton Aces, Filwood Aces, Hengrove Bulldogs, Rushin Kangaroos, St.Martins Lions, Leinster Tigers and Wellsway Hawks agreed to make up the league.

But even in those days Cycle Speedway was not the proverbial bed of roses. After only six weeks racing, Nailsea Hawks withdrew from the league due to travel difficulties and two weeks later Leinster Tigers withdrew, owing to lack of riders.

The final League Table was as follows :-

	P	W	L	D	Pts.
St. Martins Lions	10	8	2	0	16
Sutton Aces	10	7	3	0	14
Rushin Kangaroos	10	6	4	0	12
Hengrove Bulldogs	10	5	4	1	11
Wellsway Hawks	10	2	7	1	5
Filwood Aces	10	0	10	0	0

The highlight of the 1948 season was the inter-city challenge match with Bath. Bristol won by twenty points on the Bath test teams track. The riders who rode for Bristol in that long past test were G.Gunston, Doug. Wotton, Ken Worlock (yes even then), T.Travers, M.Sage, J.Willis, M.Thatcher and K.Flowers. Two more top Bristol riders who narrowly failed to qualify for representative honours were Ron Davis (Hengrove Bulldogs) and John Lovell (St.Martins Lions).

BRISTOL LIONS RIDERS FOR 1964

Mike Curtis, Bob Davis, Mike Dyer, Trevor Goverd, Richard Hellin, Bob Martin, Dave Massey, Dave Monks, Dave Robinson, Dave Roman, Phil Sposito, Neil Tullberg, Rob Withers, Brian Aplin.

BRISTOL LIONS RESULTS 1963

- March 31. · Bristol 44 Shirley 51 (Southern League) attendance 450
- April 7 · Littlemore 59 Bristol 34 (Southern League)
- " 14 · Bristol 37 Southampton Vikings 58 (S.L.) attend. 250
- " 21 · Shirley 60 Bristol 36 (S.L.)
- " 28 · Bristol 50 Poole 44 (S.L.) attend. 750 (Televised by T.W.W.)
- May 12 · Bristol 68 Cleverton 28 (Challenge) attend. 350
- " 20 · Drayton St.Leonard 54 Bristol 42 (Challenge)
- " 27 · Swindon 64 Bristol 32 (S.L.)
- June 9 · Bristol 48 Drayton St.Leonard 48 (Challenge) attend. 600
- " 16 · Bristol 51 Littlemore 44 (S.L.) attend. 450
- " 23 · Bucklebury 55 Bristol 40 (S.L.)
- " 30 National Individual Championships - Southern Area Final -
at Bristol. Senior - C.Wheeler. Junior - B.Palmer. Attend. 650
- July 7 Bristol Cup - Mike Dyer (Bristol) 13 points. Attendance 350
- " 21 · Hungerford 61 Bristol 35 (Challenge)
- " 21 · Provincials 59 Bristol Juniors 19 (at Hungerford)
National Junior Team Championship Semi-Final.
- " 27 · Bristol 50½ Bucklebury 45½ (S.L.) Attend. 100
- " 28 · Provincials 59 Bristol 43 (Challenge)
- Aug. 4 · Openshaw (Manchester) 17 Bristol 7 (at Hungerford)
- " 11 · Cleverton 44 Bristol 52 (Challenge)
- " 18 Southern League Semi-Final - at Bristol.
D.Watkins (Poole) 13 points.
- " 18 · Bristol 42 Swindon 54 (Southern League)
- " 18 · Bristol 56 Hungerford 40 (Challenge) Attend. 550
- " 25 · Bristol 67 Plymouth 29 (Challenge) attend. 150
- " 31 · Plymouth 51½ Bristol 44½ (Challenge)
- Sept. 1 · Bristol 58 Provincials 38 (Challenge) attend. 250
- " 8 · Poole 72 Bristol 24 (S.L.)
- " 22 Southern League Final at Littlemore.
- " 29 National Finals at Leicester.
- Oct. 6 · Southampton Vikings 62 Bristol 34 (S.L.)
- " 13 Bristol Riders Final - B.Davis 13 points. Attend. 175
- " 20 · Cleverton 20 Bristol 76 (Challenge)

Photo right:

Left to right

ROB WITHERS, JOHN
BROWN, BOB DAVIS
and MIKE CURTIS



BOB DAVIS leads
RICHARD HELLIN and
JOHN ASHFORD in a
Bristol practice
session.

