Your New Secretary

Hi, my name is Colin Booth and I have been a member of the VCSRA since 1997. For those of you that don't know me, in the fifties I rode for Whipps X Comets, West Ham Penguins and the Walthamstow Wolves, all in the South Essex league.

I was introduced to cycle speedway, 'Skid Kids' as far as my father was concerned by the boy I sat next to at school in Walthamstow. He had decided it was the sport for him after seeing the Bottazzi and Smithson brothers racing in the Caledonian Road for the Westend Wanderers in 1949. We formed our own team, the Walthamstow Wizards and started racing on a circuit around some trees in Epping Forest at Waterworks Corner in Walthamstow, we soon moved on to a circuit in a clearing called the 'Dust Patch' for what today would be called safety reasons! We even arranged a match with a local team, the Chingford Falcons but when we arrived at their track so did a motor cycle policeman, very sympathetic but the residents didn't like noisy kids in their vicinity so the match was off. I then put my cycle speedway career on hold while I spent time not passing my GCE's etc.

In the spring of 1953 the 'evergreen' John Woolnough of Whipps Cross Comets put an advert in The Walthamstow Post for riders for his 'B' team and as far as I can remember mine was the only reply. My cycle speedway career was off again. The Comets at that time had just returned from their trip to Dublin and with them an Irish rider called Paddy Hunt, he I believe was returning home and I bought his rusty old Phillips track bike from him for £5. I was ready for the big time!

At the end of the 1955 season after a match against the West Ham Penguins on a track they had adopted, the former home of the great Stratford Hammers in Janson Road I was invited by Ernie Lamacq to join the Penguins. The following season was my most successful. The following winter I spent practicing with the Walthamstow Wolves, my local team then run by Terry Greenaway and decided to join them for the 1957 season. It cut down on the miles I had to push my track bike. At the end of that year I received an invitation from her majesty to join her Air Force, an offer I couldn't refuse and I spent most of the next two years in Northern Ireland.

I did have a few races for Whipps Cross when I returned from Northern Ireland in 1960 but to be honest I can only remember one race, at a track in or around Hendon by the Welsh Harp I believe which I think I won !. And that was the end of my Cycle Speedway career. Now, one wife, four children, ten grandchildren and forty years later I am reliving the exploits of my youth.

Now, how did I come to be Vic's replacement? Vic, who for the past eight years has been the leading light of the Veterans Association felt that he could do with a lighter work load and decided to resign from the Secretaries/Treasurers post with the Cycle Speedway Veterans and concentrate on the Speedway Veterans. A couple of weeks after our annual dance I received a call from Vic asking if I would be interested in becoming secretary as he was about to resign and he doubted that there would be many, if any nominations once his decision was announced. His prediction was correct. So here I am declared the new Secretary/Treasurer at the AGM unopposed.

So were do I go from here ? It is now two weeks later and I am still wondering what I have let myself in for. I don't have Vic's dedication and I cannot imagine my interest in the post will last as long as his eight years, one or two at the most. So, if there is someone out there who fancies the secretaries/treasurers job start thinking about it now. Meanwhile I will do my best to provide the service you have been use to and administer the decisions and wishes of the committee to the best of my ability.

AGM 2004
Saturday 28th February at the Exmouth Social Club
Stepney East London

A lively, well attended meeting. Around 50 members and guests (wives) made the journey to Stepney and heard Vic White, who indicated his intention to resign in the January Newsletter, make his last report after eight years in office.

Another successful year, social events at Rye House, the Exmouth Social Club and at Bulphan Plough had been well attended and enjoyed by our members. However for various reasons the Fun Day at Hawbush did not go ahead. Membership remained stable at around 250.

On the financial front the Association had a healthy balance of £2976.00. The accounts distributed to the meeting were not shown in any great detail due to a computer crash in June 2003. The overall figures however were confirmed by the pass book of the Associations Treasurers Account at the Abbey.

The reports were proposed as correct by Ray Gingell and seconded by Denis Daniel.

The election of officers was next on the agenda. Colin Booth, as the only nominee for the position of Secretary/Treasurer was elected unopposed for the next year. As all the current committee members, with the exception of Pete Saunders had expressed their willingness to continue they, together with two further nominations, that of Eric Hemsley and Malcolm Belchambers were put to the vote to select the six members from the seven nominations required for the committee. The present committee members plus Malcolm were returned to serve for the next year.

Ron Holvey was elected President from three nominations, himself, Stan Stevens and Malcolm Belchambers. Ron will serve as President from November 2004 to November 2005.

The meeting then commenced to discuss the Associations activities starting with the Dinner/Dance at Bulphan. The consensus of opinion was that the event was generally good although there were one or two complaints regarding shortages, quality of the staff and more specifically the quality of vegetarian meals. Vic stressed that complaints should be addressed to him at the time if any action is to be taken. This year's dinner has been provisionally booked for Saturday 13th November 2004. Other events highlighted, Nostalgia Evening at the Exmouth Social Club has been penciled in by Derek Cattle for Saturday 31st July, a Fun/Race afternoon is being organized in conjunction with Vie Duffy at the Colchester Stars track for Sunday 6th June and Golf events, spring and autumn are to be organized. Regarding members actually racing Derek Cattle pointed out that recent events had received poor support and it was decided that the membership would be balloted to get an idea of numbers interested as soon as possible. In addition Eric Hemsley is organizing a Denny Winch Memorial event at Wakering on Saturday 3rd July.

Subscriptions were discussed but it was decided that they would remain at the current £6.00.

Several proposals by Eric Hemsley regarding the size of the committee, a standby committee and the proxy vote were discussed in depth and after two shows of hands it was decided to leave the organization as is by a substantial majority.

Complaints and comments about the "Track Record", the associations Newsletter were discussed. Firstly it was felt that the front page should always carry a contents list, this would be kept in mind in the future.

Secondly, Eric suggested that the minutes (abridged) should published, after discussion it was the general opinion that these were the property of the committee. However it was agreed that copies of the minutes of this AGM should be available at next years AGM. And thirdly, Eric felt that to remove the 'doom and gloom' from the newsletter a separate Obituary publication should be issued. It was pointed out however that due fact that the printing of the newsletter was now to be at the Associations expense any additions would be unlikely. It was reported that the cost of printing was being looked into.

Accepting the two resignations, that of Pete Saunders and Vic White then followed.

Bert Hudson was sorry to see Peter leave through pressure of work and praised him for his contribution to the committee, the printing of the "Track Record" and the hospitality shown in allowing meetings to be held in his home. The proposed vote of thanks met with everyone's approval.

Alan Catley suggested that because of Vic's untiring work in founding the VCSRA and being our secretary/treasurer since we began, we should take the exceptional step under our constitution of making Vic a life member and exempting him from further subscriptions. This was proposed by Ray Gingell, seconded by Denis Daniel and unanimously passed. Bert thanked Vic for all his hard work and presented him with an engraved cut glass dish mounted on a wooden stand as a token of the appreciation of the committee.

After the buffet, a collection was made for the St. Josephs Hospice, Mare Street Hackney. This raised the sum of £150. Derek Cattle wishes to thank you all for your contributions.

A Committee meeting was held at 13 Amesbury Drive, Chingford on Saturday 27th March. Present were :- Bert Hudson (President) Colin Booth (Secretary\ Treasurer) and Committee members :- Malcom Belchambers , John Brown, Alan Catley, Derek Cattle, and Roy Garnham. Also present was Bill Gadsby, who was invited as a guest, to discuss the "Track Record".

An introduction to your President

I started riding in 1946. When the East London League started officially in 1947, I joined the Forest Gate Tigers and rode with the then legendary Ronnie "Tiger" Genz. In 1948 I qualified for the East London Championship, the first to be held, which I won and was presented with the cup by Aub Lawson.

In about August 1948 I went to Beckton Aces and rode with another legend, Roy Black, captain of the Aces and won the League with them. I also rode in quite a few East London Tests. In May 1949 I received my call up papers for 2 years National Service.

I joined the V.R.C.S.A .in 1996 and became a member of the Committee and I can honestly say they are some of the finest people I have ever known. I was elected to President in 2003 an honour I will never forget.
There you are the story of my life.

Bert Hudson

P.S. To all members, please keep up the good work with the Association.

A TRIBUTE TO VINCENT BROOKS BY ALAN DOGGETT

It is with great shock and sadness that I have to report the quite unexpected death of Vincent Brooks, a past member of the Frezzywater Pirates and Clay Hill Aces.

When I first met Vince he was still in short trousers and it soon became obvious that his size was a problem. As in modern day correctness he was "vertically challenged" or "Titchy" to you and I.

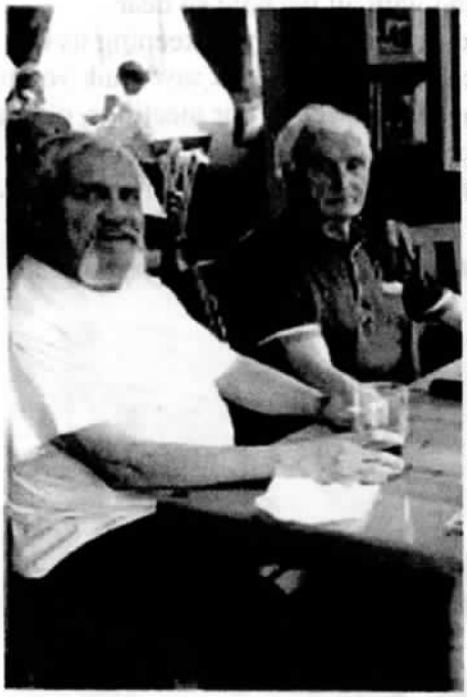
I even had to cut down a junior 24 inch wheel bike for him to be able to reach the ground. He never made it into the Pirates team, but kept on trying. When the Clay Hill Aces took over the track he had grown to five foot or so and got a team place, turning his size to good use as a very handy inside rider who could get through gaps that hardly existed and was a great team rider, A real asset to the club always happy even if he was not first. Vince lived all his life at the same address, 100 yards from the original track at Waltham Cross. He was a regular visitor to the vintage speedway meetings at High Beech and was I know planning to be with us all this year.

I know that I speak for all those who new him that we send our heartfelt sympathy and condolences to his wife and his daughters, Jacqueline and Paula at this sad time.

High Beech 2000
At the Back, left Bernard Hart, right Bob "Goffy" Parish
On old style bikes left to right
Alan "Sprocket" Doggett, Fred Brooks (Vince's elder brother) Clive Hitch &Vince Brooks

RON JOHNSON

It came as a shock, with deep sorrow to learn of the death of Ron Johnson, an old pal and ex- team mate from the Warwick Lions Cycle speedway club who passed away on 16th. December last year at his home in Stoke Newington following a heart attack. Ron was a single man and had lived alone since the death of his Father in the 1990's. He was 71 and had not been in good health for some time although the serious heart condition was not known to his friends.



Ron (left) with Eric Phillipson ex team-mate and life long pal.

Ron raced in Cycle speedway for some time before joining the Warwick Lions in 1948. He soon established himself in the team and, through his friendly manner became very popular with team members and opponents alike. The success he had with his wholehearted riding relied more on his exceptional balance and he would often corner with his left foot clear of the ground.

Ron was a keen Harringay Speedway supporter and had very early ambitions to ride in motor speedway. He managed to get a few laps in at Rayleigh and Rye House speedways on borrowed equipment as an enthusiastic 17 year old. In 1951, Ron left the Warwick Lions for National Service in the Royal Air Force.

On demob, Ron again put all his efforts into becoming a speedway rider and had trials at various tracks. It seems however that his interest then turned to other forms of motor cycling, including grass-track and scrambles at which he was particularly successful.

Later, Ron became a keen golfer and an expert bridge player, an interest which had stayed with him for many years and which he regretfully had to give up only recently. Perhaps his greatest passion had been his love of traditional jazz and he was very well known in that fraternity in London where he had many friends and elsewhere. A commemorative concert is being planned in Hackney in a few weeks time.

The funeral was held on Friday 2nd. January at the St. Marylebone Crematorium in Finchley in North London. The congregation heard tributes to Ron and a small trad-jazz band played some favourite numbers which included "Just a gigolo" and "When the saints go marching in."

Chief mourners were Alan and Ken Johnson, Ron's cousins, while many were present from his Jazz friends and bridge club. Representing the VCSRA were Eric Phillipson, Frank Duffy, Johnnie Bonnella and Alan Catley, all ex team-mates. Our sympathies go to Alan & Ken & their families as we join in mourning the loss of a dear friend, a true sportsman and a warm hearted, great humoured man who will be sadly missed.

Alan Catley

Tribute to Vic White

I heard on very good authority that our first and only secretary / treasurer left his post in February this year. I am sad to think that Vic has stepped down as he has done so much for the VCSRA. Vic breathed life into what has become a flourishing organisation which has re-united so many old friends throughout the UK and around the world.

It is true that over the years we have been blessed with a willing and industrious executive committee and some super presidents but all have had the support and at times, leadership of Vic, a man of exceptional talents and energy. I received a call from him in 1996 telling me of the planned re-union at Thurrock and he commenced to sweet talk my wife, Lina, to push me into flying over for the get-together, a trip that I was so very pleased to make. The organisation on the day had Vic's hand stamped all over it. What a great idea and what a terrific follow-up, an association of old friends and rivals, enjoying each other's company at the various functions through the years.

Although I am so many miles away, I feel quite close in the knowledge that I am a member of a group whose objectives on the back page of our directory are in keeping with all we hold so dear.

We all owe a large debt of gratitude to Vic, for his foresight and limitless energy in keeping us informed, inexpensive and in the black. So from one old Warwick Lion to another, I say thank you to Vic for all his efforts on our behalf and hope that he will continue to be seen at our meetings, on the golf course, the nostalgic nights and the annual dinner and dance.

Sincerely, Ron Tarrant, Calgary, Canada.

The Warwick Lions (East London League) 1949.

Left to right:- **Frank Duffy, Eric Jordan (Secretary), Vic White, Eric Phillipson, Derek Sheridan, Ron Tarrant (Capt. On bike) Alan Catley, Ron Newsome, Peter Tarrant, Harry White (Manager) and guest Danny Dunton (Harringay Speedway)**

Den Winch Charity Trophy

This will take place at the Great Wakering track on Saturday 3rd July. Racing will be over 2 laps for seniors and 3 laps for juniors. Juniors will be under 16 years old. Both competitions will be handicapped by adding points. The Junior Individual will start at 4pm and the Senior Individual at 5.30pm. Riders must report ½ hour before start times.

Please phone ERIC HEMSLEY on 01375-679868 to book a place. Very good Trophies have been obtained and sponsors are required at £4 a unit. Trophies will be for 1st – 3rd. Thanks to Sid Pipe and Vic Duffy for their sponsorship.

Riders will be required to pay an entrance fee of £5 for seniors and £3 for juniors. In addition there will be a raffle and the donation of prizes would be appreciated, as would be any help such as Referee, Pits Marshal, and Recorder etc.

In this first year, all money raised will go to the Helen Rollason Cancer Care Appeal, whilst this is not a Hospice, they have four centres caring for patients and have just opened a unit in The North Middlesex Hospital.

Helen Rollason was the first lady to Present Grandstand on BBC Television. Den Winch supported this Charity and I think it fitting that we remember Den by supporting them.

Cycle Speedway U.S.A.

We have been getting regular updates on their progress (by e-mail) from David Cooke .

24/1/04

I have just received a call from a Mr Glen Hinshaw who represents the United States Postal Service Bicycling Sponsorships. Apparently they have been tracking our progress for quite a long time. Not only are they going to help with Sponsorships, they are going to introduce us to all the right people who run the Major Cycling Disciplines in the US. They want to make Cycle Speedway work in the US, apparently they are looking for a grass roots Cycling Sport that they can associate with, as well as all other avenues of cycling they are involved in such as The Tour de France (Mr Hinshaw organizes Lance Armstrong and Team US Postal Service). Today I am sending him our Sponsorship package.

11/2/04

I have just had a phone call from a Gentleman who works with USPS, within a few days they will cut us a cheque for $1,000.00 and they are proposing a 12 mile Road Race starting in Mountain Valley Park and ending back at the Park 1 hour before our Grand opening. This will bring at least 300 riders plus families to watch Cycle Speedway. What a boost for us and the Town

22/2/04

Ron Tarrant one of the Founders of Cycle Speedway will travel from Alberta Canada to Prestcott Valley Arizona for the Grand opening of the first ever European Cycle Speedway track in the USA at Easter 2004. Ron and his wife will be driving a total of a 3,128 round trip to attend. Ron and his wife will be our Guests of Honour.

16/3/04

Track is to be finished by Friday

CYCLE SPEEDWAY IN SURREY (part 1)
By Robin Richardson

There were distinct areas in Surrey with cycle speedway activity. One was around Surbiton towards Wimbledon, another around Guildford. Apart from the organic growth in the sport, there was the influence of the speedway tracks at Wimbledon and Aldershot. Many areas ran coaches to these meetings. Both of the stadiums had cycle speedway tracks in their car parks at various times.
The first Tolworth team was formed at Easter 1946. Unusually, they did not have a nickname. They rode on an asphalt surface at Surbiton Lagoon. Mick Little was one of their riders, also his brother Ken who rode for Mitcham Broadsiders in 1947, Teddington Tigers and after his army service one season for Molesey.
Also formed in 1946 were Mitcham Tigers. Their manager, produced the first magazine in the area.
Among teams racing in 1947 were Mitcham Broadsiders, Racers and Tigers, Thornton Tigers, and Tolworth Tigers. To be accurate, not all of the Mitcham teams qualify as being from Surrey, for example the Broadsiders rode at Poynders Road Balham.
Chobham Rockets were formed in 1948. On November 7th of that year, a competition started called the Surrey Central League. (this competition has also been shown as the Surrey league) and another called the Wimbledon and District League.
On December 4th 1948, Speedway Gazette reported that the line ups for the Surrey League were to be:
Eastern Section, Mitcham Tigers,Morden Meteors, St Helier Saints,
Tooting Tigers,Tooting Tiger Cubs and Wimbledon Wolves
Western Section, Egham Green Aces, Manor Racers,Teddington Tigers,Tolworth Racers,
and Walton Swans
The two Racers teams joined the Eastern Section, which seems to have become the Surrey and South West London League, and the Western Section became the Thames Valley League. The winners of these two leagues were Teddington Tigers and Wimbledon Wolves.
It was reported in a 1949 issue of Amatuer Cycle Speedway that St Helier Saints (who had received their first mention in the Balham paper in November 1948) had been formed from the "ruins" of the disbanded Carshalton Crusaders but had themselves disbanded. Morden Saints had agreed to take over St Helier's position in the Surrey League (????) But St Helier were soon back and continued for a number of years.
The Summer league of the Surrey and South-West London started on June 17th, 1949. Like the Winter League, there were to be three divisions, the third being a schoolboys' league. Division 1 was won by Morden Meteors. Division 2 byWimbeldon Wildcats and Divsion 3 by Washington Wasps.
The first nationally-recognised organisation for the sport, the National Amateur Cycle Speedway Association was formed in January 1950.
The track of Thornton Heath Tigers was opened on 26th March 1950.
In August, it was reported that a crowd of over 500 had seen Byfleet Broadsiders beat Battersea Eagles.
In October, it was reported that Byfleet Broadsiders were about to start their Thames Valley League programme. In these days when racing takes place only in the summer, it is difficult to imagine that the sport was then an all-year event. In 1950 (and 1951) Tooting rode in the South-East London League.
In October, the name of Raynes Park Tigers were mentioned for the first time, beating Merton Wheelers 65-42..
In 1951 Tolworth were without a track and moved to Hersham where the Meteors had been riding, and became the Meteors for two years in the Thames Valley League. Mick Little went into the army for two years.
In February 1951, Byfleet Broadsiders rode a rough match against Hayes Meteors which was abandoned after 8 heats. As a result of this Byfleet withdrew from the Thames Valley league for the season.
The Chertsey track was opened in May by radio stars Bernard Braden and Barabara Kelly.
There were regularly reports in local newspapers of people being fined for riding bicycles without lights.
A slightly different story in the Surrey Herald in July was the story that the Highways Commitee of

Chertsey Urban District Council would give further consideration to "the dangerous practice of riding speedway type pedal cycles on public roads". The Mustangs disclaimed responsibilty. (Perish the thought!)

Rob Hunt of Walton won the Surrey round of the Mars National Individual Championship and went on to score six points in the Final. Walton Swans won the Thames Valley League.

A track was built in Batteresea Park for the Festival of Britain

In February 1952, Wimbledon Stars beat St Helier by 57-39 to win the first South London League competition. The shield was presented by Ronnie Green, manager of Wimbledon Speedway.

In 1952 Tooting rode in the County of London League and finished fourth. No Surrey teams were in this competition. In this season Rob Hunt of Walton won the National Individual Championship, having won the Surrey round for the second time, and his club won the Team Championship, having won the Thames Valley League for the second time.

In August, Wimbledon Stars spent seven days in Europe, representing England twice against Holland. A match in Germany was rained off, and the tour ended with two matches against Amsterdam.

The cycle speedway annual from 1952 or 1953 shows Chessington Stars as having a track off Davis Road, Tolworth. They had ridden some challenge matches in 1951. An earlier team believed to have come from Tolworth was Coombe (Aces?)

The Southern Premier League started in 1953 and ran until 1960, formed from the remnants of the "North Surrey South London and District and London Leagues"

In its first season, there were two divisions, the first won by Tooting, the second won by Mersham Vikings.

When he came out of the army in 1953 Mick Little went to see Ken White. Standing at Ken's gate, they saw three familiar characters walking down the street. "We've been waiting for you two" they said.

So were formed the Tolworth Tudors. They took over some land in Davis Road Tolworth and built two tracks, one on cinder, the other on clay. The land had been the Celestion Sports ground and had been derelict since before the war. It was to be the home of the Tudors until 1960. The Tudors became a very successful club, because the team was made up of experienced riders.

In May, the Woking Herald ran a story with the headline "Depression hits Cycle Speedway Clubs", which said that 1952 National Champions, Walton Swans were in danger of closing , a fate which had already overtaken Byfleet Broadsiders, Molesey Monarchs and Sunbury Sabres, all league winners in seasons past. A sad contrast to their article in 1950.

The track of Hersham Robins was opened in June, by W.Ingram, Chairman of the Thames Valley League.

In September, Tooting Tigers celebrated their fifth birthday, with a party. Having already clinched the league title, there was even more to celbrate two weeks later when Clive Elmer won the league's Senior Individual Championship and Tommy Roman the Junior.

1953 was also the last year of the Thames Valley League, when it closed the remaining teams split between the North-West Middlesex, the Southern Premier and the South-West Surrey League (Hersham).

Following the decisions of Mars and the News Chronicle to withdraw their sponsorship, the National Individual and Team Championships were abandoned after the area finals.

In 1954 Tolworth became the first Surrey team to enter the North-West Middlesex League and won. This competition had started in 1948(?) and ran until 1962, eventually taking in teams from Surrey, Berkshire, East London and Essex. In the National Individual Championship, Malcolm Crawley of Chobham (riding in which league?) was second, and Dave Crawley scored eight points.

Some controversy surrounded the winners of the Southern Premier's Junior League in 1954. The leading team, St Christopher's withdrew from the league, as many of their members were keen on scrambling and wished to concentrate on this. Their matches were deleted from the records and the title went to St Bernard's. However Keith Jones of St Christopher's remained on the record books as Junior League champion.

St Bernard's and Mersham Vikings broke away from the Southern Premier League in 1955 and formed a new competition, the South London League.In 1955, the track was opened at Garratt Park. This was

Hayes-sey memories?

Reading Bill's article about Hayes a couple of issues ago got me thinking about my own experiences of racing in Middlesex. I should start by saying my memories are those of a visiting rider (for Beckenham Monarchs and Royals), so I'm sure there are other members with much more to say about Hayes than me. Nevertheless, I've three personally significant recollections from the 1970s.

The first thing that sticks in my mind was the long journey from south London. When I started riding at the age of 11, my family didn't have a car. As time went on we got lifts from other team members, but in the very early days we travelled by public transport. Going to Hayes, we seemed to spend forever getting to Shepherd's Bush before catching a bus that took even longer to chug up the Uxbridge Road. I'm sure we were on the bus so long the conductor gave us a rent book instead of tickets. And of course, after racing, we had to do it all over again to get home.

As an aside, we had some terrible arguments with bus conductors and ticket inspectors about taking a bike on public transport. I would take the wheels and my Dad would carry the frame, but we were seldom welcomed and had some very frustrating Sundays until we eventually got a car.

Anyway, back to Hayes. My second memory was introducing one of Speedway's great characters to the pedal version of the sport. Pete Wigley (Wimbledon, Rayleigh, Rye House, Crayford) became a friend of the family after his wife, Chris, taught at my school. I persuaded Pete to turn out for Royals one Sunday and the way the fixtures fell meant that an away trip to Hayes was the only date he could make. As a speedway-mad school boy I was so proud to have got Pete Wigley to ride for us, although the shine was slightly lost by the end of the day when Pete out-scored me! (I was only about 12 and still scraping the odd third place, so I shouldn't have been surprised.)

Some years later I was invited to represent Beckenham in the Ronbara individual trophy ('Ronbara' being, I seem to recall, an amalgam of the names of the husband and wife team who were running the Falcons). To get an invite based on previous form at the track was a great boost to my confidence and I still have the commemorative pennant that each rider received on the night – along with the scar from what turned out to be the single most painful fall I ever had on cycle speedway (travelling what seemed to be the length of the back straight on just my left hip).

So yes, Hayes was definitely operating well after the 50s and I remember it well. And writing this has got me thinking; I wonder if there are other members who would care to share their more recent (ie 1970s) memories.

Steve Myhill

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