

THE

TRACK RECORD

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

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PETE LECKIE IN ACTION

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The Grand opening of Cycle Speedway USA and the USA vs.GB Matches.

Easter April 10th saw The Grand opening of the first International Cycle Speedway track in the USA. In celebration the Town of Prescott Valley AZ and Cycle Speedway USA Inc staged a "Festival of Cycle Speedway". Riders and Officials from Great Britain and North Carolina USA having arrived earlier in the week.

Celebrations began Thursday night when the Town Council hosted a reception for all concerned, presentations were made and various speeches of congratulations were heard from local dignitaries and the Great Britain Team representatives.

Saturday morning dawned and the track was ready, after various introductions the local High School Marching Band led a parade of riders, National Anthems were played for both Countries and a ribbon cutting took place, Ron Tarrant veteran cycle speedway rider who drove all the way from Canada to be present, did the Honors. The much anticipated moment was here, the first race at the new track, the tape rose, and the crowd roared enthusiastically as the riders put on a great race to the finish Great Britain taking the honors 7-2

The racing that followed was exciting for all, riders and spectators alike. The first US victory came when local rider Adam Peakman (born in Scotland) took advantage of a mistake from the British pair and raced to the line first, the crowd erupted as Adam took to the track for a victory lap, and so the day went on with other US victories from David Cooke Jnr, Aaron Kubaska, David Robertson and others, at the interval our tots took to the track the race that followed being no less intense than the older riders, the crowd, especially the moms cheered them on. Racing went on and a great day was had by all, excitement was handed out in large quantities and the crowd roared its approval all day long.

The final scores

Under 13,s USA 79 GB 101

Under 16,s USA 55 GB 95

We would like to thank the GB riders who appeared to run a little slower than usual, thus enabling the inexperienced US riders to win a few races. We figured this was probably due to the altitude 5,500.00 ft (cough cough) a nods as good as a wink.

Sunday saw a trip to the Grand Canyon for all and a welcome rest from Saturday's activities.

Monday dawned and more racing was held this time the senior riders got involved and as always happens when old rivals get together the racing was intense and belied the age of many of the contestants. A best of three challenge was held between David Cooke Snr and Martin Gamble, old team rivals from the seventies in Sheffield, The \$20 challenge as it was called resulted in one win each and a tie in the third heat, riders crossing the line with there hands locked in friendship, it should also be noticed that Martin was suffering from the altitude, this was much appreciated by David.

What a tremendous weekend, a Historic first in the USA, great battles between the USA and GB youth riders, and a sometimes tearful reunion between old rivals.

All at Cycle Speedway USA would like to thank all those who made a tremendous effort to take part in this event and make it the success it was. We look forward to sending a Prescott Valley team to GB in the near future, and to renewing the friendships that have been formed in this historic event.

David Cooke
Cycle Speedway USA.

A WORTHWHILE JOURNEY TO COWBOY COUNTRY

After driving 2,500 kilometers through mountains, forests and cactus ridden desert, in the States of Montana, Idaho Utah and Arizona, my wife Lina and I finally reached fertile Prescott Valley just after lunchtime. Later we attended a civic reception to acknowledge the arrival of Cycle Speedway in North America, I was honored to be named the Grand Marshall, after World Champion David Hemsley's most regrettable no show.

I was asked to address the Mayor and Council, and spoke of the beginnings of cycle speedway on the bombed sites of Britain in 1946, and also the reason for no brakes on the bikes, as we were only trying to emulate our motorcycle speedway heroes.

The British team riders and their parents were fine ambassadors for the sport and Great Britain, and were well received by the locals. The track needed some finishing touches so there was plenty of hectic last minute work, due to unusual rains during the preceding weeks which had affected the work schedule. However, on the big day, everything looked terrific, from a well trimmed grass infield and pots with real flowers, to the white painted inside and outside lines and marked concrete starting area. Even the weather co-operated.

The local High School marching band lead the parade of riders around the track in front of a cheering crowd of several hundred, with the Stars and Stripes and the Union Jack carried proudly by the team standard bearers. After the National Anthems were played, the Mayor and Council joined me on the starting grid as I cut the ceremonial ribbon with two foot long scissors, to officially open America's first cycle speedway track.

The racing on a fairly slick track by the twelve and under teams provided some stiff competition. Following several races with Brit riders finishing first and second, the locals learned from their more experienced rivals and began to win a few races themselves. After that, the results were fairly even although the Brits won comfortably as expected. The following match for fifteen and under teams was more of a runaway for the Brits, as there was a distinct shortage of older local riders. I helped present the medals to both teams, and was lucky enough to receive one myself, a trophy I will cherish always. The day will be long remembered by all who took part in this historic affair, and I know that riders and parents of both teams enjoyed the experience.

A bus tour to the Grand Canyon the following day was yet another highlight of a memorable weekend, and Lina and I enjoyed chatting with some fine people from many parts of Britain. I think we made some new friends. To conclude; David Cooke, his charming wife Becky, and all the locals who helped in so many ways to make this event happen deserve a huge pat on the back. And I must also recognize the many British guests who got stuck in to help with some of the finishing touches. Even my wife Lina demonstrated her sewing skills, preparing the unbreakable starting tapes. With David Cooke's drive and enthusiasm, and the outstanding support of the Mayor and Council of Prescott Valley, who have already agreed to install lights at the track, I believe this could be the start of something really big in North America. I sincerely hope so.

Ron Tarrant. (Your overseas correspondent)

Great Annual Fun Day at Colchester

On Sunday 6th. June, at the invitation of our Vic Duffy and with the permission of Keith Brooks, manager of the "Colchester Stars," the annual fun day was held on a sunny day at their 71 metres track in Boadicea Way, Colchester.

Witnessed by a good local crowd and on a banked track which provided some spectacular racing, eleven of our veterans raced in a knockout competition for the George Welch Memorial trophy and the Bert Hudson trophy. Our competition was held in conjunction with an Individual event raced for by the "Star's" juniors. Three of our races were run, followed by three juniors' races and so on giving a breather to all those taking part. This worked very well, our competition being designed to give every rider a chance of winning. With the addition of the juniors' races, whose enthusiasm was tremendous, the afternoon was very exciting, enjoyable and a good advert for our sport.

The George Welch Memorial trophy, the main event, was won by one of our newest members, David Hobson. Second was Tony Marsh and third, Stan Stevens. The Bert Hudson trophy was won by Denny Daniel, followed by Len Kitchen and Johnnie Bonnell. The third final was won by Pete Lomas, who had travelled down from Cheshire to race. Second was Vic Duffy. Other veterans taking part were Tom Hughes, Ted Eade and Bob Russell.

The Colchester Junior Trophy, donated by the VCSRA for the under 13's, was won by Tom Naylor of Great Wakering CSC. Rhys Naylor, also of Great Wakering came second with 15 points and Conner Wright of the "Stars" was third with 12. Carl Oliver scored 10, John Cavalier 8, Emily Kruger 7, Oscar Clayson 6. In the under 10's competition, Dean Richies came first with 16 points. Second was Pat Kruger with 10 and third Daryus Woods with 9. Kyle Woods scored 5.

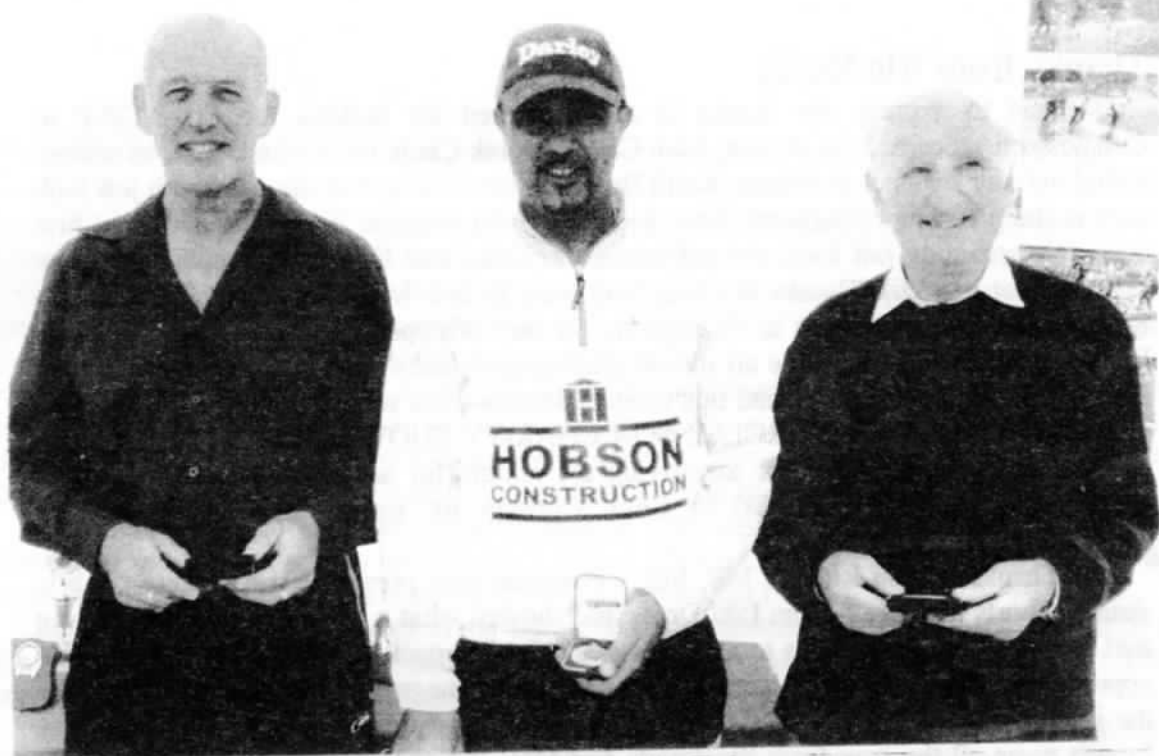
All trophies and medals were presented by Bob Russell, MP, who also took part in the racing and who is a great supporter of our sport in that area. A raffle held was supported by local people as well as our members, which raised £74 for the VCSRA. Our thanks are due to Vic Duffy, Keith Brooks and the "Colchester Stars" for making the track available, with its good facilities, including parking, refreshments and picnic area. Our thanks also go to Darren Cousins, manager of Gt. Wakering, who stewarded the meeting, starter Tony Brooks, Daphne Pipe for selling our raffle tickets, Janet Spurgeon for the refreshments and to Johnnie Brown, as announcer, grappling with the problems of giving clear results of two competitions and more at the same time.

It was an important day in the VCSRA calendar and was a very successful one. It was however, disappointing that there was not better support from our veterans. It had been hoped that those members living in North Essex, Suffolk and Norfolk particularly would have responded to a meeting nearer home. Perhaps next year?



Our intrepid veterans from left to right:- Pete Lomas, Johnnie Bonnell, Ted Eade, Vic Duffy, David Hobson, Tom Hughes, Stan Stevens, Denny Daniel, Len Kitchen, Bob Russell and Tony Marsh

Colchester 6th. June 2004.



Winner of the George Welch Memorial trophy, David Hobson.
Second, Tony Marsh, (left). Third, Stan Stevens, (right)



Tom Hughes leads Tony Marsh, Ted Eade and Len Kitching
on the first bend in an early race.

These photos and many others were taken by Brian Barnet who also displayed his fine work inside the marquee. Brian also provided the centres for the medals presented.

Alan Catley.

From Alan Williams

I read Steve Myhill's (who I raced against when he was at Beckenham) article about racing at Hayes and I must say it brought back some interesting memories. Going through Southall on a Sunday afternoon in a beaten up old Austin van was always an experience. However I always enjoyed riding at Hayes, where I raced my first match back in 1975, after a race off for second reserve spot, yes we had two full teams and more to spare.

Hayes always had some excellent young riders namely Alan Brown, who had the strength of an ox at 14 years old and would steam round the outside of our number 1 rider Chris Ward after letting him out gate him. Darren Phillips, Steve Titmus and Paul Millsome were other excellent juniors together with the more 'mature' Geoff Stone and later on Paul Leason (I think).

We (Morden CSC) suffered many thrashings until we took a very young team there in 1980 and performed a miracle by winning by 1, yes, 1 point amid great celebrations and as I was Manager then, I bought the whole team fizzy drinks on the way home.

I also remember having a tie in my first season at Morden Park in the last match of the season with a dead heat in the last race but not stopping Hayes from being promoted to the first division of the Southern Counties League.

Hayes had one advantage over its near neighbour Uxbridge in that the track was about 5m shorter but we always suffered a similar fate at both tracks, a big thrashing, and this didn't



Yet another great day was had at our golf day at Uxbridge Golf Club, on Thursday 20th May. About 12 of us turned out on a fine day.

We played an individual Stapleford which was won by the Adams Family, Jackie was our Ladies winner and also nearest the pin. Well done Jackie. The Men's Stapleford was won by Len Adams, well done Len. The longest drive was won by Dennis Daniel.

We still want more of you golfers to come along, it's a great day of fun, you don't have to be a top golfer, so come on next time.

I was privileged to play with Doreen and Roy Fraser, we had a good laugh and so was the golf. The food was again first class. I was given the honour of giving the presentations, after the meal, followed by a few of my best jokes. It was nice to see Alan Catley and his wife. Thanks for the company Alan. Also our Publishing Editor Bill Gadsby and his wife. We must say a big thank you to Colin Booth for taking over as secretary from Vic White. What a great job you did Vic and we are sure that you will do the same Colin. So thanks for arranging our great golf day from myself and all the other players.

This girl was laying in the road, in a pool of blood, the paramedic came up and asked her name, she said Sharon, then he asked where are you bleeding from, she said Romford.

STAN BROWN

Thanks from Vic Duffy

Just to express my thanks to all concerned for making the FUN DAY at Colchester a success. John Brown, Alan Catley, Derek Cattle and Colin Booth, as always sorted out any snags or problems. Keith Brooks, Stars Manager made a difficult job look easy in the pits. Janet Spurgeon, Stars Secretary, with daughter Kelly, did her usual first class job providing hot food and refreshments. Kelly and Keith are Stars First Aiders (Luckily not needed). Thanks to Great Waking Rebels Manager, Darren Cousins for Refereeing for some 4 hours in blazing sun, for the "Whipps Cross" raffle ladies, Rebels Brian Barnet with state of the art instant photography and action photo display. To Eric Hemsley who gave coaching and tips to Stars Juniors. Eric was so impressed that he has invited them to his HELEN ROLLINSON CHARITY SHOW on July 3rd at Waking. Thanks to Caroline Kruger for identifying the juniors for announcer John (I forgot to supply John with their names) to Colin Clayson for many hours work with his lawnmower.

Thanks to Bob Russell, MP, Star's President who presented the trophies. Bob is shadow sports minister for the Lib/ Dems and showed what a good sport he is by taking part in the racing. And thanks to all those who helped to pack up afterwards, it really was appreciated. Thanks to the "Vets Assn" for the really magnificent trophies provided for the juniors. And thanks to everybody for turning up, often from a great distance. Pete Lomas came all the way from Stockport, Ted Ede, Weymouth, Stan Allison, Wisbech and Pete Fraser, Milton Keynes to name a few.

I would like to finish with a "grouse". I am fed up with this two lap racing; it's not proper Cycle Speedway. It should be four or at least 3 laps. I know several agree with me.

Finally let's not go down the BCF road of refereeing, where if you "Move" you are out, it's actually causing riots at some venues and I am not exaggerating. Referees often being the only one to spot a "movement". The rule was best in the late forties and fifties (until NACSA came along) If you touched the tapes, or more likely a piece of elastic pulled across, you were out, if you did not touch you were not. What could be simpler! Who thinks up these ridiculous rules?

Vic Duffy Great Waking Rebels and Colchester Stars

Couple's new car

A NEW Year and a new car - the first prize in a hospice draw has been won by a Dunmow couple.

Winners Stanley and Eileen Brown, of Oakroyd Avenue, were the first to be drawn out of the Clacton-based St Helena Hospice big draw.

The delighted winners received the keys to the brand new Skoda car from Ricky Hayes, of Hayes Garage, in Little Clacton.

The draw netched up £32,000 for the hospice from the sale of tickets.



Ready to drive - Stanley and Eileen Brown receive the keys to a brand new car won in a St Helena Hospice prize draw.

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From Bob Dewis

Bill, while sorting out the loft, I found reports from the Hackney Gazette. Not being very quick with the keyboard, will send a copy of one report at a time.

A good start for Monarchs

Monarchs are a newly formed Cycle Speedway Club operating in the Home Counties League, Division two. Headquarters are in East London and at the moment the club are negotiating with local boroughs regarding a site for a cycle speedway track.

Tolworth 33 The Monarchs 63

The opening match for the The Monarchs this season was against Tolworth Tudors of Surrey, a first division team. It was a damp and windy day and the fact that there was loose surfacing on each bend hampered racing slightly. The first heat was won by the Monarchs rider Frank Lovelock, who streaked from the gate, leaving the opposition breathless and without a fight. From this race on the Monarchs never looked back, with a 4-2 and two 5-1s in succession. The riders found plenty of action. In heat 11 Ray Middleton and Dave Hughes came out, it looked like a split heat from the off, until Dave Waters of Tolworth leaving room for Ray to ease through to gain another 5-1 win. In a meeting in which Ray Middleton and Frank Lovelock were unbeaten, it was first blood to the Monarchs this season.

Date Sunday 9th March 1969

Best Wishes To You All

Bob Dewis

Introducing your Editor

I rode for the Kenton Hawks (1947-9) and the Kingsbury Lions (1950) in The Wembley League and the Roxeth Rockets (1951-2) in the North West Middlesex League.

On return from National Service in 1954, I joined the Wembley All Stars.

In 1956 Frank Males decided to reform the Bushey Aces and asked me if I would manage and ride for them in challenge matches when not riding for Wembley. We were having difficulty in getting matches, so when the Langley Lions (Stevenage) withdrew from the League I asked if Bushey could take their place. At the end of the season Frank Males decided that he was going to form a new team and that as they would be riding on "his" track we would have to race elsewhere. In 1957 we made a track at London Road Wembley and became the Wembley Hawks.

When Ken Woolard advertised the Langley Lions colours for sale, I decided to buy them and so we became the Wembley Lions. So having taken over the Lions fixtures back in 1956, we were now wearing their colours.

By 1962, pressure of work was making it difficult to find the time for cycle speedway, So when Bob Saunders took over from me as manager, it gave me the chance to retire. I did not think about Cycle Speedway again until in 1964, while on a weekend in Bournemouth I went to see a match between Bournemouth Viscounts and Hellingly Lions. When everyone was riding round after the match I had the urge to have a go, so I asked Mick Green if I could have a couple of laps on his bike. Much to my surprise I was then asked by Mike Pretty, Captain and manager of The Viscounts if I would like to ride for them the following week. It seemed that Ken Warlock had signed for them, but due to holidays or accident had so far not appeared, so I was to take his place. I must admit I was having doubts about my "comeback" so was quite relieved the following week to find that Ken had at last arrived! I did ride a few matches in the Combination League and one match for the first team, away to Southampton (second highest scorer) but decided it was not worth the journey to Bournemouth each week for just three rides in the second team, so decided to call it a day once again.

Then I received a phone call, Frank Males was reviving Bushey (again!) and would I like to ride. I had two enjoyable seasons and would have had one more last season, but at the start of 1967 Johnny Gillett phoned and asked if he could have my bike, so I thought if he was getting my team place, he might as well have my bike.



WEMBLEY ALL STARS 1956

Left to Right. Vic Merner (Manager) Bill Gadsby, Keith Bristow, Dixie Dean (C) Ted Winning, Roger Dewhirst, Eddie Hill, Alec Fraser & (kneeling) Norman Hunter.



BUSHEY 1966

Left to Right. Pete Lipscombe, Dave Dunlop, Brian Gillett, Frank Males , Pete Saunders, Fred Boutell and Bill Jeffkin.
Sitting on bike, Martin Dunlop, Bill Gadsby (C) and John Gillett.

CYCLE SPEEDWAY IN SURREY (part 2)

By Robin Richardson

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 shared by Tooting Tigers and South London Rangers. Tolworth were runners-up in the National Team Championship, losing 43-53 to Manchester's Carrs Wood Hunters at Fleet. Chobham rode in the North-West Middlesex League. Roger Kirk finished third in the League's Individual Championship, and his team-mate Brian Axe, having won the Surrey County round of the Individual Championship, scored 7 points in the National final held at Fleet. Towards the end of the season the Tolworth second team broke away and became Ditton Devils.

At the beginning of the 1956 season, the Southern Premier League only had five teams, so Tooting, South London and Raynes Park each entered two teams.

A London and Home Counties League was run in 1956, won by Weston Stars with Tolworth as runners-up. Tolworth won the National Team Championship, beating Kingstanding Monarchs from Birmingham 52-43 at Garratt Park. Tolworth rider, Hank Giles won the League Individual championship, and Paul Murden was third. Apart from two teams from Weston, all teams in this league were from Surrey.

Raynes Park reached the final of the the NTC in 1957, at Wormwood Scrubs, losing 47-49 to Carrs Wood Hunters. They won the Southern Premier League Championship in 1957, 1958 and 1959. During this period they were members of the BCSF (as well as NACSA?)

Tolworth started the season in the North-West Middlesex league but moved to the Southern Premier.

In 1958 Pete Rides won the National Junior Championship at Hungerford. Tolworth were runners-up to Walthamstow Wolves in the National Team Championship at Hungerford.

In 1958 Beckenham (now called the Monarchs rather than the Pirates) had amalgamated with Thornton Heath running the Monarchs as the first team and the Cobras as the second team. (CSG 19/4/58No 172)

In 1958, a new organisation was formed with the intention of raising the standards of presentation in the sport. In practical terms, this meant smarter tracks, teams in uniform dress, facilities for spectators and raising the profile of the sport from the "Skid-kid" image with which it had become associated.

This organisation was known as the British Cycle Speedway Federation. In advance of launching its own league it set up individual and team competitions, the former called the Britannia Shield, the latter the Gold Cup. For a while, it was possible for clubs to belong to both this body and to NACSA, a popular move for clubs which considered themselves contenders for national honours. There had earlier been proposals for a rival body called the British Cycle Speedway Control Board, but this came to nothing.

In the BCSF's Britannia Shield for 1959 at Raynes Park, Dave Chivers won with 14 points, Geoff Penniket and Ted Cracknell each scored 8.

Tolworth won the North-West Middlesex League again in 1959 and 1960, and were runners-up in 1961. Dave Chivers was third in NACSA's National Individual Championship.

A sad event in early 1960 was the death of Raynes Park rider Brian Biggs in a car accident. A memorial trophy was held for a number of years.

The Southern Premier League broke up after a few matches in 1960, four of its teams having joined the new British League. Thornton Heath disbanded(?) and Raynes Park moved to the North-West Middlesex. Surrey teams were first (Tolworth) and second (Raynes Park) in this five team league, and Surrey riders were top three in the averages, Paul Murden, Dave Chivers and Ted Cracknell.

Paul Murden won the third round (quarter final) of the World Championship at Edmonton. He also won the Middlesex Grand Prix, with team mate Eddie Hurley second.

Raynes Park won the NTC in 1960, beating Lindale Lions from Yorkshire 53-43 at Hungerford. This was the last appearance by a Surrey team at this level in this competition. Tolworth lost 35-61 to Lindale in the Quarter-Finals. In the same season, Dave Chivers of the Tigers won the National Individual Championship, and his team-mate Wally Dighton was third.

In 1960(?) a team was formed at Chessington. Although they hoped initially to use a site at Ashley Avenue (the home of an earlier Chessington team(?), the council did not approve their application. However, land was offered at Sandy Lane, Chessington for a track to be used by the Aces and Tolworth Tudors. Work was started, but the project was abandoned. Both teams used the old Ditton track at different times, Chessington in 1961

In 1963 Pete Rides won the Surrey round of the National Individual Championship, with Dave Chivers second and Pete Page third. Dave Chivers scored 7 points in the Final at Leicester, Pete Rides scored 6. The winner was Derek Garnett.

The Home Counties League replaced the North-West Middlesex League and was won at first attempt by Uxbridge. Raynes Park were second and Tolworth fifth. For Raynes Park, it was a season of coming second as they lost to Uxbridge 40-56 at Whipps Cross in the KO Cup Final, and to Estuary 29-67 in the St John's Cup Final at Hungerford. Dave Chivers did, however, win the Home Counties Individual Championship.

In 1964, a team was started called Ditton Dynamos. They used the old Devils' track for practice, but they never rode any matches and most of their riders joined Tolworth to become the second team. Chessington disbanded part-way through 1964.

Tolworth rode all(?)many(?) of their matches away from home until 1965, when they obtained land at Berryland, near the station and built their second track.

In 1968 Tony Johnson of Raynes Park was 6th in the Home Counties Individual Championship and Glyn Brimson 8th. Glyn was second in the Anniversary Championship at Raynes Park won by team-mate Reg Squires. This competition was for the sixteen oldest riders registered with the league.

Raynes Park disbanded in 1970. Their track remained in use as the home of the Sutton Saints and later of the Morden Monarchs.

Tony Johnson who had transferred from Raynes Park to Tolworth, won the League Individual Championship in 1971 and 1972 and was second in 1973. Roger Ford was third in the Junior Championship in 1971.

The new Tolworth track at King George's Field was opened in 1973. In 1974 the Home Counties league closed and the Tudors joined the Southern (Counties) League. This league had started in 1970 with the intention of returning to more local racing, but eventually grew to 20 clubs, taking in all those in the area who wished to join.

After years of battle against declining rider numbers, and a devastating blow when Roger Ford retired and Chris Rosam and John Mather transferred to South London, thus depriving the team of its three heat leaders, Tolworth eventually withdrew from league membership in 1992. For a short period they had ridden under the name of Burgh Heath Panthers.

Contributions Please

If were not for Cycle Speedway U.S.A. and the Fun Day at Colchester, there would be very little to read in this issue. Of course I could bore you all with more stories about the Kenton Hawks or Roxeth Rockets or even the Wembley All Stars.

Some come on, you must all have some fond memories of Cycle Speedway that you would like to share.

SECRETARIES NOTES

Thanks to all those who sent their best wishes on my appointment with their renewal slips, they are much appreciated.

Three months have past and all is being revealed. Renewing memberships seems to be taking forever; unfortunately forgetting to do things is a complaint that creeps up on us all! So far a 184 of last years 239 have renewed their membership. I am intending to put a proposal before the AGM to increase the renewal period to every two or three years in order to cut down on the paper work. And incidentally for those of you who have decided not to rejoin this will be your last 'Track Record', if you ever feel like rejoining to see what we are up to just give us a call.

A request, please when sending payments etc. by cheque could you combine all the amounts on one cheque as due to building society rules I can only pay-in ten cheques at a time into our treasurer's account. With some 200+ cheques to pay-in I am getting to know the girls in the Nationwide quiet well.

Of our associations activities the printing and posting of the newsletter, at 64p a copy uses up about 45% of our current yearly subscription income. I think this is reasonable especially as the 'Track Record' is something our members in all regions can enjoy. However to date our social events have been focused around the London and South Eastern area. Things may be about to change, a few weeks ago I had a phone call from Dave Blinston in the Manchester area who had arranged a drinks and chat evening which he reported was well attended. Dave has agreed to become our focal point for the area and based on the % of our membership in the area the committee is intending to arrange for an allocation of funds to his events. Are there others, who would like to do the same in their areas, you could put feelers out in the 'Track Record'. Get in touch with Bill Gadsby (The Editor) and set the ball rolling.

For the events we are currently organising for 2004 response has been good. 22 members have said they are coming to the Nostalgia Evening, generally with their partners making a total of 32. For Rye House we have had requests for 60 tickets to date, I shall be sending out the tickets just as soon as I receive them. Response for the Dinner/Dance is a little down on last year. So far we have received payment or deposits for 85 persons but we have some time yet before we will have to close the list (31st August 2004).

To finish on a more serious note, after experiencing the takeover from Vic I feel that whoever takes over from me at the end of my two year stint in February 2006 will need to be found prior to the AGM in Feb/March of 2005. He or she could then get involved during 2005 ready for the takeover at the AGM in 2006. Whoever it might be will have to be able to use a computer and be familiar with databases and spreadsheets etc. As many of our members are unfamiliar with computers we may have a problem, but as the future of our association depends on it we will have to explore all possibilities. If you have any ideas please write in and let us discuss them. This also applies to nominations for committee members, nominations in plenty of time will not be a problem, and please note none of the standing members will be upset if they have to stand for re-election at AGM as was suggested at the last AGM as the reason for the lack of nominations!

It has been suggested that the V.C.S.R.A. Directory of Members should be published on our web site. Has any one got any objections to their name being included?