

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

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Middlesex K.O. Cup Semi Final 1957

**Whipps Cross Comets V Walthamstow Wolves (at Whipps Cross)
Pete Bromley leads Johnny Brown and Terry Howse, with Malcom
Bell in the Background.**

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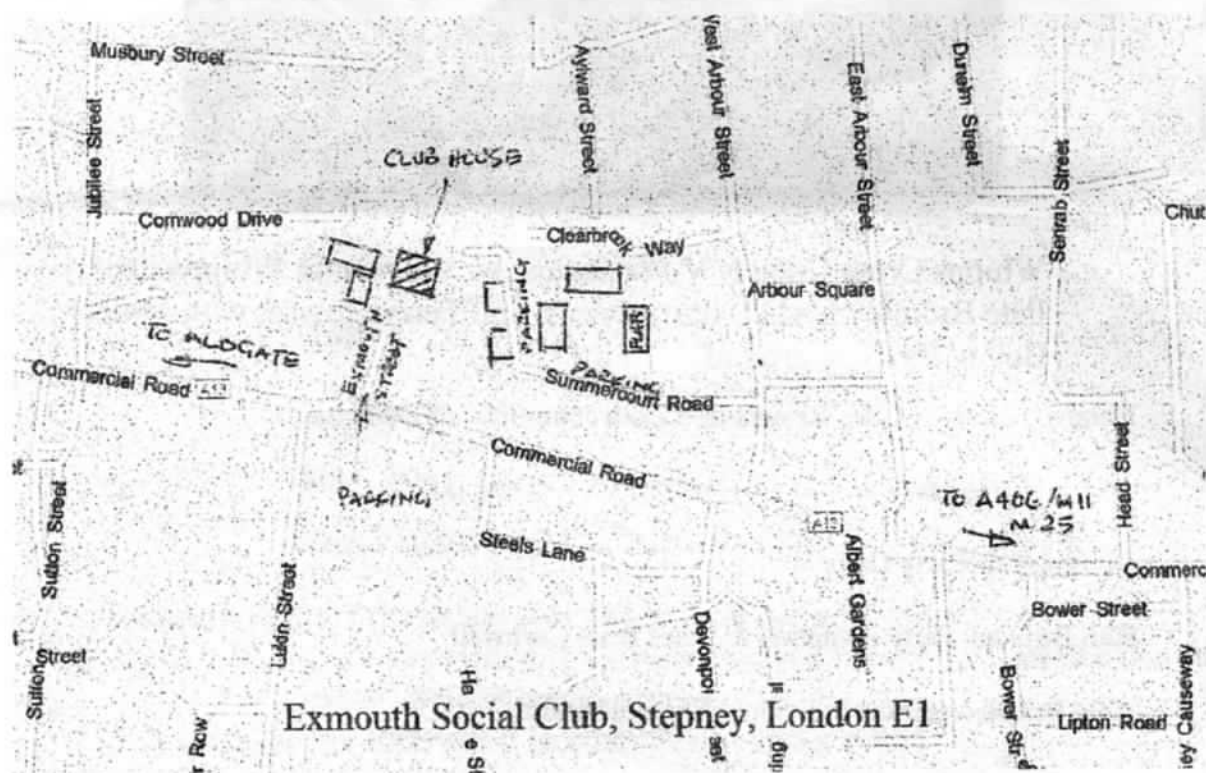
RESIGNATION

It is with a great deal of regret that we must announce the resignation, due to ill health of Bert Hudson from the committee of the VCSRA. Bert, who is well known for the cartoons he has had published in the 'Track Record' has served on the committee for eight years and has rarely missed a meeting. He wishes us all good luck in the future and hopes that an able volunteer will be found to take his place. He will of course, as the current President of the VCSRA be at the Annual Dinner for the inauguration of the new President, Ron Holvey.

On behalf of the Committee and all of the members of the Association I would like to thank Bert for all his efforts on our behalf and wish him all the very best for the future. Colin Booth (Sec/treas)

ANNUAL GENERAL MEETING 2005

The AGM for 2005 will be held on Saturday the 26th February 2005 starting at 2.00pm at the Exmouth Residents Association Social Club, Exmouth St., Stepney, London E1



The Club, a 100yds north of the A13, Commercial Rd. is a short walk from Limehouse Mainline and Docklands Light Railway Station and can be accessed by road via the M11/A406/A13, M25/A13 or via the A102/A13 from the Blackwall Tunnel.

Please park in the Bays along Summercourt Road and Exmouth Street. Most parking bays will be vacant. Ignore clamping signs which only apply Monday – Friday. Parking is also available in Lukin Street, opposite Exmouth Street.

No nominations of Officials for 2005 have yet been received!

SECRETARIES NOTES OCTOBER 2004

Membership. At the last count membership for 2004 stood at 210, 39 down on last year. A notable group has declined to join this year, which is their right, because, I suspect we do not run a very active association. My feelings on the subject are that the VCSRA is generally for those of us who wish to enjoy nostalgic social events with old team mates and adversaries. Our racing activities being limited to the occasional 2 lap dash at our fun days. Those of you who wish to take part in competitive racing are generally associated with a current Cycle Speedway Club who are far more qualified to organise these events being up-to-date with the rules etc. If there are any members who do wish to enter events organised by a Cycle Speedway Club I am sure the VCSRA will offer them whatever support they can.

Nostalgia Evening. although as I am lead to believe a very good evening enjoyed by all those who went it was disappointing in terms of the VCSRA attendance. The local residents association however appreciated the live entertainment provided by the VCSRA. Under the circumstances it is unlikely that we will fund another such event.

Rye House Well attended with most of those who requested tickets coming along and those who didn't returning the tickets as requested. I think everyone there enjoyed the evening. Again however it seems unlikely that the VCSRA will be able to offer 100% funding of such an event in the future, a 50-50 arrangement may possibly be considered.

Autumn Golf Day. A golf day will be held at Uxbridge Golf Club on October 7th. At this event we are going to accept guests (i.e. Non VCSRA members) in order to ensure we get the minimum 12 players required by the club. Each member and guest incidentally will be paying the full cost of the day themselves.

Annual Dinner Dance. To date (07/09/04) it looks as if we will have 114 attending. A little down on last years figures but nothing significant. The one notable absentee will be Vic White who will be in sunnier climes he tells me. Acting as MC for the evening in his place will be none other than South London's Mr. Derek Cattle.

AGM. As you all now know the AGM will be held on Saturday the 26th of February 2005 the venue at the moment has yet to be fixed. My idea initially was to try and find somewhere within a mile or two of the M25 to give a wider range of our membership the chance to attend. However this is proving difficult, the halls looked at so far have either been too small or too expensive. If no suitable alternative turns up I hope that Derek Cattle's generous offer of the Exmouth Social Club's hospitality is still open. The Club is plenty big enough and is free!

This AGM I feel is going to be critical for the future of the VCSRA, the committee needs some new blood and a younger secretary. All of us on the committee, the majority of whom have been members for the past eight years will be pleased to see a substantial number of nominations for our posts to enable the association to continue for the next eight years. Without a burst of enthusiasm from the membership I feel that next year could be the last for the Association in its current form. The socialising of the small local groups which have been kindled by membership of the Association will go on but not as part of the world wide organisation that we are.

Finances. Now I must talk about the subject I like least, our bank balance. I inherited a healthy balance from Vic in February but due to the fact that we now pay for the printing of the 'Track Record', the items I mentioned above and the fact that 2nd Class postage for a letter/circular to all members costs £44.10 I estimate that for the current year (Mar.'04-Feb.'05) our expenditure will exceed our income, i.e. subscriptions by £250.00.

With this in mind I am going to propose, at the AGM that subscriptions will be increased and collected every two years, my current thinking is £15.00 for the 2 years. However if my successor is not forthcoming at the meeting I will propose that NO subscriptions are collected and that the balance available will be used to fund the printing of the 'Track Record' until it runs out!

I am sure you all realise that these are my own opinions and not necessarily those of the rest of the committee. Anybody that is concerned will get their chance to express their opinions at the AGM. If you are unable to attend I am sure you will be able to contact a member who is or write in and I will table your concerns at the AGM.

BIRMINGHAM – THE EARLY DAYS



Mike Lawrence riding for S.B.Panthers in 1948 – Note the genuine gas pipe bars

We have received a package of memorabilia from Mike Lawrence of Edgbaston Birmingham. This is the first instalment.

Mike started his cycle speedway career in 1946 with the Perry Bar Juniors in the Birmingham Speedway car park. He followed this with a long spell with the South Birmingham Panthers and finished with a stint at the Bearwood Bears in the Black Country League. During this time, in 1948 he joined the Selwyn Aces for a match in London where from Euston Station they rode their track bikes, complete with gas pipe handlebars and no brakes to the match in Peckham South London, apparently they were stopped by the constabulary but not detained. Mike wonders if you could do such a trip today.

In 1954 he moved on to motor speedway riding at Brafield. He comments that it is reported in one speedway publication that he rode for the Rayleigh Rockets but this he says is incorrect although he did ride in a match there which may have led to this mistake.

Now 50 years later Mike is still a competitor, this weekend (11th September) he is taking his Cooper JAP 500cc racing cars, he has three to the Shelsley Walsh Hill Climb in Worcestershire. Mike he tells us is the British 500cc Class Hill Climb Champion.



South Birmingham Panthers 1948



Bearwood Bears V Handworth Hornets 1951



I wish to announce the coming of age of Johnny Braden, late of "Tooting Tigers" and manager of "Raynes Park Tigers". Any Riders of either team who knew him are invited to his 80th Birthday.



Dear _____

Your are cordially invited to John's 80th Birthday Party

Date: 20th November 2004

Location: Mitcham Conservative Club Fair Green Mitcham (above Iceland Car Park)

Time: 7:30 - 23:30

R.S.V.P To our New Address:
Mr & Mrs Braden
15 Lewes Court Chatsworth Place Mitcham Surrey CR4 4NG
Tel: 020 8640 4658

TALES FROM CORNWALL BY FRED PAUL

MEMORIES OF A DOCKYARD APPRENTICE

In the late forties and early fifties "Cycle Speedway" (Skid Kids) was the craze. Down here in Plymouth, like other towns and Cities throughout the land we had a full league of teams competing most summer nights.

Most teams in the league contained at least one or more dockyard apprentices, Devonport Royal Dockyard, being and still is to a lesser extent the largest employer in the area. I myself rode for the "Torpoint Flyers" with two more "Yardies" in the team. This unfortunately interfered with our night school classes, so sick notes would be handed in. (You never got away with it because you had to make up the lost time on another night.) The poor masters soon got wise as to who would be missing from their classes on a particular night, because the local paper would print the night's fixtures and teams etc. Some how most of us after five years obtained our indentures, while at the same time enjoying our racing.

Best of both worlds!

LIVE AND LEARN

One evening way back in 1952 we "The Torpoint Flyers" the only Cornish team in the Plymouth and District Cycle Speedway League, were set to ride away at the "Foulston Eagles" (Top of the League and Plymouths top team) We foolishly decided to cycle from Torpoint, cross the River Tamar via the Ferry into Devon. Pedal like hell on our bikes complete with very low gear and a makeshift front brake (Bobby dodger) After about a mile from the ferry there is a short cut which saves over two miles across an iron railway bridge (The main Plymouth Penzance line.), which had a walkway on one side with a sign: "CYCLING STRICTLY PROHIBITED" "What the Hell!!!" When we got to the end of the bridge, about to join the main road again, with less than a quarter of a mile from the track, this large police officer stepped out from nowhere and made us push our bikes back across the bridge and ride around the extra couple of miles.

When we at last arrived for the match, late and fit for nothing, we were thrashed out of sight. Towards the end of the meeting I saw in the crowd the same "Copper" grinning at us. We were informed by the home captain that he (the "copper") was their number one supporter!
Say no more.

Astley & Tyldesley Cycle Speedway hosted the 2004 British Veterans Individual Championships at Gin Pit on Saturday. The Championships were sponsored by the Astley & Tyldesley Miners' Welfare Club. On a fine day, an excellent meeting took place with plenty of fast racing that belied the ages of the competitors (ranging from 40 to 60 years old). With 3 withdrawals, there was no need to stage a Pre-Qualifying match, instead the 32 riders present contested two semi-finals, with the top eight from each qualifying for the final.

Paul Dyson won the 1st semi-final, with a maximum score. A gate exclusion to defending Grand Veterans Champion Bob Prince in his final race proved costly, as he qualified for the final as a reserve. With 5 Grand Veterans qualifying for the final, Prince's hopes of retaining the title had vanished.

1st Semi-Final scorers:

Paul Dyson (Bury) 20, Dave Murphy (Newport) 18, Frank Finnigan (Astley & Tyldesley) 17, Martin Gamble (Sheffield) 17, Fred Rothwell (Bury) 15, Chris Riches (Hawbush) 14, Dave Tulloch (Hawbush) 14, Dave Palfreyman (East London) 13, Bob Prince (Birmingham) 12, Tim Metcalfe (Coventry) 10, Ian McKinlay (Scotia) 10, Alan Evans (Norwich) 10, Jack Pinkerton (Scotia) 9, Robert Stanton (unattached) 7, Alan Patterson (unattached) 5, John Whiting (Bury) 5.

Referee - Wayne Aris (Wednesfield).

Ian Woodhouse headed the qualifiers in the 2nd semi-final, with Jimmy Varnish recovering from a fall second time out to qualify comfortably. Les Stevens won a three man run-off for the last qualifying place.

2nd Semi-Final scorers:

Ian Woodhouse (Southampton) 18, Jimmy Varnish (Wednesfield) 16, Richard Edge (Horspath) 16, Ivan Darby (Sandwell) 15, Brian Eaton (Tameside) 15, Pat Beacock (Heckmondwike) 14, Phil Hemmings (Sandwell) 14, Les Stevens (East London) 13, Paul Timms (Birmingham) 13, Keith Snelling (Southampton) 13, John Murphy (Scotia) 11, Dave Gott (East London) 10, Tony Bowen (Sandwell) 9, Mick Evans (Sandwell) 8, Steve Mann (Bury) 6, Allan Busby (Southampton) 3.

Referee - Mike Hack (Astley & Tyldesley).

In the final, former World Champion Jimmy Varnish raced to a 20 points maximum in winning the Veterans (Over 40s) title, and he recorded a time of 43.50 seconds, just over 2 seconds outside the Gin Pit track record. His hardest race came first time out when he withheld several strong challenges from Ian Woodhouse. After a long absence from cycle speedway until this year, Varnish looked as classy as ever and was a most deserved winner of the title. Gating well and pulling out his trademark passes when he needed to, he made winning look so easy. Sandwell's Ivan Darby took 2nd place, whilst Newport's Dave Murphy won a four man run-off to take the bronze medal.

Bury's Fred Rothwell won the Grand Veterans (Over 50s) title, with Astley & Tyldesley's Frank Finnigan runner-up and Chris Riches of Essex side Hawbush finishing 3rd. Rothwell led this category throughout and was a deserved winner of his first ever British title. Finnigan recovered well after a poor start to take 2nd place, whilst Riches was well rewarded after making the long trip from Folkestone. The match was well handled by Wayne Aris.

The Mayor of Wigan, Councillor John Hilton, along with the Mayoress, accompanied by Astley & Tyldesley Chairman Phil Hagerly, presented the awards to the riders at the end of the meeting.

Veterans Final scorers:

Jimmy Varnish (Wednesfield) 20, Ivan Darby (Sandwell) 17, Dave Murphy (Newport) 15, Richard Edge (Horspath) 15, Fred Rothwell (Bury) 15, Martin Gamble (Sheffield) 15, Ian Woodhouse (Southampton) 15, Paul Dyson (Bury) 13, Frank Finnigan (Astley & Tyldesley) 12, Chris Riches (Hawbush) 11, Pat Beacock (Heckmondwike) 10, Dave Palfreyman (East London) 10, Les Stevens (East London) 9, Phil Hemmings (Sandwell) 7, Brian Eaton (Tameside) 6, Dave Tulloch (Hawbush) 5.

Referee - Wayne Aris (Wednesfield).

Grand Veterans scorers:

Fred Rothwell (Bury) 15, Frank Finnigan (Astley & Tyldesley) 12, Chris Riches (Hawbush) 11, Les Stevens (East London) 9, Dave Tulloch (Hawbush) 5. The other seven competitors were eliminated at the Semi-final stage.



Early Days by Stan Kilby

The year was 1946 the season was spring. I was twelve years old. The war had ended the previous year. In Tottenham, like most of the London suburbs, there were bomb sites everywhere.

Most sites had by now been leveled by the local authorities and were being populated by the kids in the districts, predominately for riding and racing on their parent's pre-war stripped down bikes. Although the roads and streets at this time were deserted of traffic, the boys liked to have somewhere special to call their own.

As part of a local group, I was taking part in this activity, searching for a plot of land to make our own. After being chased-off from a number of sites by rival gangs, we stumbled upon a Gem.

The 'pearl in the oyster' was a disused, overgrown Tennis Court in the middle of a council housing estate. The flat surface of red shale was ideal for what we had in mind and to add to our excitement there was a dilapidated wooden building very close to the site.

We staked our claim, work started immediately. Within days we had cleared the weeds and sorted out the rusty chain link fencing, most of which had long since gone. A race track shape was formed by laying down six inch canvass hose that we had begged from a nearby Auxiliary Fire Service depot. This was secured to the ground by some long rusty nails that one of the boys had found in a bombed house.

After purchasing loose white-wash powder from the corner 'oil shop', mixing it up in an old galvanized bucket and painting the hose, we became the envy of all the local lads. Our fame spread far and wide, even reaching beyond the boundary to Edmonton. By this time the old dilapidated hut was being referred to as a 'Grandstand with toilet facilities'.

This was the age when entertainment was 'King'. If it moved people would watch it. The newly re-opened cinemas and football stadiums were attracting capacity crowds. This was soon to be our downfall.

Our racing on the Tennis Court started to become more organized, with meetings taking place between local clubs, which were now being rapidly formed. Many people would turn up to watch our matches, sometimes well past ten o'clock in the evening (Double Summer Time was still being operated). People living nearby started to complain of the noise and disturbance.

One Saturday morning we arrived at the track to find a gang of Council workers putting up Chestnut fencing around the area. The Clerk of Works had decreed that this was Council property and that we were trespassers.

Although we continued to use the track, the new fencing having very soon been nicked by the local residents for tomato plant sticks. We appreciated that we were attracting too many people to the area and decided to keep the racing to a minimum and at reasonable times.

This did not completely appease the Council. They had discovered a development plot that they did not know existed and were looking to kill two birds with one stone. Within a year the Local Authority had redeveloped the site, to build one of the first Group Practice Doctors Surgeries within the new National Health Service.

Some years later the London County Council built a new purpose-built Cycle Speedway Track on marshland well away from residential areas, complete with chestnut fencing, but alas no grandstand.

Roger Seymour

My introduction to Cycle Speedway was really due to being taken to speedway at Wembley in 1946. All my school mates went on the 6.45 from South Ruislip to Wembley.

It was in 1947 that I started hanging around both the South Ruislip and South Harrow tracks. I had a track bike which cost me "ten bob" soon bikes of every description were appearing and then we built our own track. The trip to Wembley resulted in our first set of breast plates, on the return journey it appears that the blinds on four carriages disappeared and a week later a rather smart set of tops painted black with a yellow Vikings helmet, artistically made by one of the unsuspecting mothers. We rode a few matches, but I still followed the big boys at South Harrow. They had two teams, the South Harrow Greyhounds which had a 16 year old called Dixie Dean and a second team called the Whippets which were managed by "Pop" Dean. I joined them and one Saturday night on a home meeting when they were one short I was thrown in at No. 7 and had two points from two rides. I followed any of the teams to away matches. Every one rode to the away tracks, no one had brakes, let alone lights on the evening matches.

In the late forties the South Harrow track had electric starting gates, and a number of test matches were held there. I recall Exeter arriving and all the lads wore white suits and black dispatch rider boots. Coventry came along with two coach loads.

The South Ruislip Club, were the Aces, managed by an Italian called Bruno Veras, he was really behind the team and after a match, all the riders and officials went to his house for tea and a chat. With many teams riding to the away tracks it was sometimes quite a sight. One particular team, the Sudbury Rising Sun wore their breastplates and with an almost Nippon Sun on the front, they were very noticeable.

With more and more lads taking up the sport, finding bikes was getting harder. Many frames were found and the normal handlebars had brakes fitted to them, these could be taken off and the bars expertly shaped in the nearest drain. I remember reading in Graham Paynes magazine, that a South Harrow rider, Ken Wakerly was accused of cheating because he was using 22 rear cog. Using lower gears was in but they were in very short supply. On a ladies frame it was often a 44 chain wheel but they had shorter arms.

The arrival of the Australian riders in 1948 changed the style of bars, as they had big "cow horns" so everyone, well a lot, changed to this style, creating a big demand for gas piping.

In the early fifties, tracks were appearing everywhere and big meetings were taking place. I missed a lot of these, being young and not able to afford the fare to go all over London.

Around 1952 we formed a team at Ruislip on a new Council track. It was due to always racing around this track that I first met Pete Leckie and Eddie Collett. They were cycling back from a match at Greenford and came over to see what we were doing. They were soon offering help, such as lowering the saddle, or altering the bars, then how to improve our gating. This was really appreciated, they had a couple of races and we realised how much we needed to improve.

In early 1954 I was reading the Uxbridge Gazette and came across an article about a new track being built by the council in Uxbridge and the team had already entered the North West Middlesex League but needed riders. I went to the address given and met Maurice Maitland, who was the manager. We had a long chat and I said that I could get Bren Harper, Ian Dunford and Bill Punter. He gave me the signing on forms, which for under 16s had to be signed by a parent. So Uxbridge Meteors were formed and we finished runners up to Watford Stars.

Maurice made us very welcome, with half the team imported, we would arrive about 12. A few laps to loosen up, sweep the track then into Maurice's for our sandwiches and jugs of tea courtesy of Mrs Maitland. Good old days.

Roger Seymore cont.

The opening match at Manor Way was against Hillingdon and who should be referee? None other than Pete Leckie, which was a surprise. For one season I went to Langley with Bren Harper, we had to cycle at least 6 miles each way but I enjoyed my time at Langley, it was one of my favourite tracks. We rode under floodlights for the first time at Drayton St Leonard. In 1956 I joined Harefield, having been persuaded by Eddie Collett and Pete Leckie. The team was good, with Dave Stonex, Joe Carter and Dave Thompson. The Harefield track was pear shaped and led to a home advantage once mastered. At this time I found myself on the North West Middlesex Control Board, taking over as League Recorder and Press Officer, which was totally new to me. I enjoyed both jobs as I learnt a lot from looking at match programmes each week. I was able to see how team pairings were put together and how reserves were used, all this proved valuable later on, when I went into team management.

Cycle Speedway Memories by Ted Cracknell

National Team Championship Final 1960

This is just one day in a sport that I would not have ever changed. Although after retiring from Cycle Speedway at 25 years old, I went on to win the Veterans (over 40's) Table Tennis Championship of England at Bracknell Sports Centre, but nothing can surpass the day my team, Raynes Park Tigers, under a great manager in Johnny Bradon and the very best Skipper of all time, Wally Dighton, won the National Team Championship. I told my father I was racing in the National Team Championship against a very good Lindale Lions team at a big track in Hungerford. The big tracks suited me because of my long skinny legs, my Dad asked me if Raynes Park Tigers would win, I told him we have a great team ethic thanks to Wally our Captain and it does not matter who gets the points as long as we win and we are not going to Hungerford to lose. We duly won 53-43 and brought the Trophy home. Riders like the great and my best mate Dave Chivers, Wally of course, "Tough" Peter Page, the remarkable Derek Cattle and others including Fred Bedford, a good steady team rider. The gist of this memory is that I think of that day every day of my life. It is still half an hour to go before the final and Freddie Bedford asked if I was nervous, I told him that I was a little bit nervous, but we will win. I told him that I was going behind that tree for a pee and a cigarette, Fred promptly pulled out a tube of Colgate tooth paste and a blue tooth brush and was cleaning his teeth. I could not stop laughing and said to Fred did he get up late today and he said that when he gets nervous he finds it helps to clean his teeth. Now this is in the pits of a Major Final, so I jokingly said do you get nervous with the Missus and he said "Yes Ted I do."

Happy Brilliant days in our sport with so many sporting colleagues.

I would also like to thank Geoff Penniket for a great reunion barbecue at his home. Geoff and his Missus were wonderful hosts, and to meet up with so many cycle speedway people

Regards to you all Ted Cracknell

Footnote:

Ted forgot to mention, (or he was too modest!) that he was the top scorer. So for the record here is the full score chart.

Raynes Park Tigers 53. T. Cracknell 13, D. Chivers 12, P. Page 8, L. Baker 8, W. Dighton 7, P. Rides 2, D. Cattle 2, F. Bedford 1.

Lindale Lions 43. D. Johnston 12, N. Bedford 9, M. Cockroft 8, C. Brooke 4, D. Bates 3, M. Vickers 3, J. Sutcliffe 2, P. Johnson 2.

Thanks.

Thank you to all who have sent in contributions in response to my appeal in the last Track Record, near all of which have been included in this issue. (So we need some more for the next issue.)

CLIVE HITCH has kindly lent me sixteen issues of "The Cycle Speedway Spotlight" edited by Ken Cooper and Vic Cowell. These cover most of the 1956 season and contain many interesting articles.

PETE SAUNDERS has lent me most of his memorabilia and also sent a picture from the Watford Observer teams from Maple Cross and the Swillett.

ROGER SEYMOUR is now living in Spain. He is very involved with the game of Pentique (Boulles) his club has 200 members, representing 13 Nationalities. He has played in Tenerife, Dominican Republic and Mexico. If any of you are thinking of going to Spain, Roger can assist with car hire, apartments or Bed & Breakfast.

Cycle Speedway riders seem to be starting much younger now going by the two articles on the opposite page. MARIE WAGSTAFF sent in the one from Newham, Scott Cheal is the grandson of one of her friends.

The one from Exeter came from ROY FRASER. The Exeter club face an uncertain future as building development is getting closer to the track and the Council need only give them three months notice. Roy complained that the picture of Wembley All Stars in the last issue was taken when he was away in the R.A.F. So I have included one of him this time. Does anybody know the identity of the Weston rider in second place? I also have a picture of the All Stars, taken in Shaldon, Devon, which does have Roy on it. I may use this another time (even though I am not on that one!)

JOHNNY BROWN sent in some photographs, two of which are included.

Some people have written or phoned enquiring as to why an article or picture that they sent to Vic White or Alan Cately has not yet appeared in the magazine. I do have some things that were forwarded on to me, but in some cases the photos are not good enough to reproduce, or I do not know what they are or who they are from.

I received a phone call from TONY EMMOTT asking why a picture and article he had sent in about a team from the Bradford Council challenging a Bradford league team, the Bowling Aces to a match. He said that the Town Hall team were wearing the colours of the Bradford speedway team. I remembered seeing this and was able to match the article to the picture. So here it is (two years late)



The "Town Hall Tudors" in their one and only match against Bradford League team Bowling Aces on Sunday 18th 1962 at the Holme Wood Red Devils track. Team photo shows, Mike Myers, John Gudgin, Trevor Greaves, Mike Smith, Stan Ackroyd (on bike) Tom McCarthy, Dave Rayner and Tony Emmott. The Result? Bowling Aces 71 John Burnley 15, Bob Hopkinson 12, Ken Fearn 11, George Spence 9, Brian Bastow 7, Milner 7, Dave Midgley 6 and John Gifford 4.

Town Hall 25 Tony Emmott 8, Stan Ackroyd 5, Dave Raynor 5, John Gudgin 2, Mike Smith 2, Trevor Greaves 2, Tom McCarthy 1 and Mike Myers 0.

Town Hall had just one heat win and two shared heats, but with only two league riders in Tony and Dave (pictured in their more familiar colours of Bradford Vulcans.)

"VETS" OF THE FUTURE?

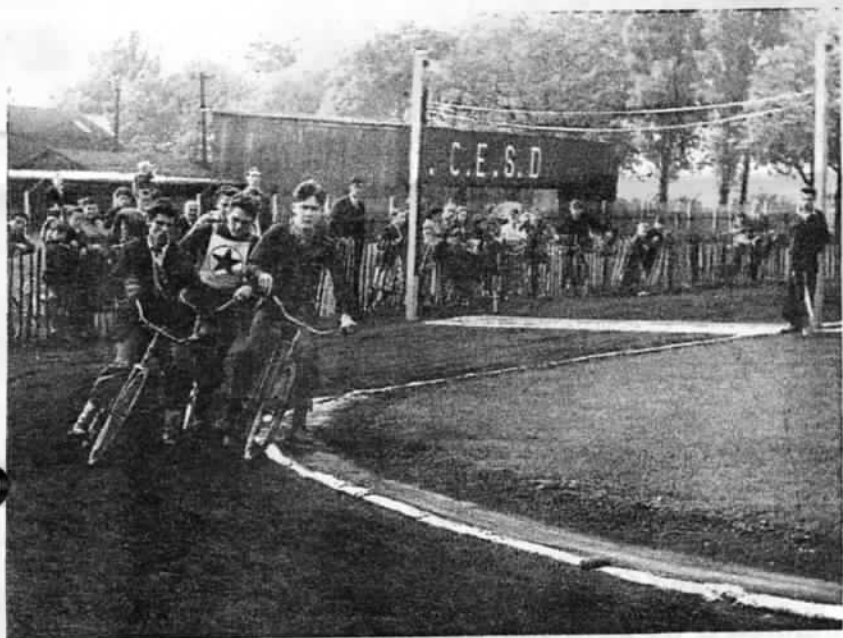


Carl Day, Scott Cheal, Nick Higgins & Steve Jarvis. at the Prince Regent Lane Track, Canning Town. These four members of the East London Cycle Speedway Club have selected to train with the Great Britain Youth Academy. All four are only in their first year with the club and East London development manager Dave Flemming is hopeful they can go on to achieve great things.
From the Newham Recorder.



TOP TRIO: Exeter Aces (from the left): Thomas Reed, Joe Avery and Sam Wyatt and (below) with their trophies
MATT MINSHULL XB603349_NML_001

Exeter Aces have produced two National Champions. Seven year old Joe Avery won the under eights section in only his second year of racing. Thomas Read won the under twelve's title. While Sam Wyatt finished runner up in the under fourteen age group.
From the Exeter Express and Echo



Weston Stars V Wembley All Stars at Wormwood Scrubs
Roy Fraser (inside) and Colin Brown of Wembley heading for a 5-1. Colin always rode in jacket and collar and tie. But who is the Weston rider being squeezed Out?

Middlesex K.O. Cup Semi-final 1957
Whipps Cross Comets v Walthamstow Wolves
From the inside:-
Side Pipe Terry Greenaway Eric Hemsley and Pete Fraser.



Cycle Speedway USA

Presents the Inaugural

Veteran Cycle Speedway Riders

American Grand Prix

Mountain Valley Park Prescott Valley, Arizona USA.

October 2005

Supported by the Veteran Cycle Speedway Riders Association



**Ages 30 - 60+ but your suggestions accepted.
Individual and Pairs events.**

**A Banquet and a Trip to the Grand Canyon for all Competitors.
This event will only be promoted if we have enough riders interested,
Minimum 32 riders.**

**If you are interested in competing in this event
Please contact me at the following:**

**David Cooke
Cycle Speedway USA.
7710 E Loos Drive
Prescott Valley AZ 86314 USA.**

Tel 928-775-0002

E-Mail cyclespeedwayus@cableone.net

www.cyclespeedwayusa.com