

THE TRACK RECORD

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

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VCSRA SECRETARIES/TREASURERS REPORT - 2004/5

A year ago I accepted the position of VCSRA secretary without really knowing what I was getting myself into. Now I know more about what is involved and as many of you may already know I have decided it is not for me. This will be my first and last report as secretary/treasurer.

This years activities, Spring and Autumn Golf Days at Uxbridge, the Fun Day at Colchester, Nostalgia Evening at Stepney, the Speedway Evening at Rye House and the Dinner/Dance at the Plough all ran smoothly and were enjoyed by all who attended but with the exception of Rye House and the Dinner/Dance the attendance wasn't what we would have liked. The Dinner/Dance incidentally was said to have been the best so far by some members.

The 'Track Record' in the hands of editor Bill Gadsby went from strength to strength and its production is as far I am concerned the most important VCSRA activity. It is circulated to and is appreciated by all our members throughout the country. It keeps the membership of the VCSRA together. The addition of a Members Letters and an Events sections would be a good idea.

Unfortunately our social activities have only been enjoyed by our members in the south eastern corner of the country. I am told that attempts have been made to encourage members in other areas to get involved but without much success. With this in mind it has been suggested by Tom Kilbey, and I would recommend it that all future association activities with the exception the 'Track Record' and day to day running expenses should be self funding and organised by a nominated local member. This would ensure that members subscriptions, collected nationally would benefit the total membership and social activities would be organised and funded locally by those taking part in and enjoying the event. This would be similar to the other national organisations, the Camping and Caravanning Club for instance.

On the financial front I was caught unawares and as can be seen in this years accounts, bearing in mind that this was the first year that the 'Track Record' has not been subsidised by others I failed to collect sufficient from members to fund some activities whilst at the same time maintaining our cash reserve at the level it was when I took over.

You may ask why do we need a cash reserve. Two main reasons:

- 1) To fund our charitable offerings, flowers etc. for our departed members which we have continued and gifts to sick members which sadly we have had to discontinue this year. And,
- 2) To underwrite the activities organized by member groups that may not receive the attendance expected and thus incur a debt that will have to be paid from the associations funds.

In general the yearly subscriptions have been used to pay for the preparation, printing and distribution of the 'Track Record' and the day to day expenses of the association, stationary, postage etc. In order to maintain our current healthy bank balance it has been recommended that in future the position of treasurer is held by a separate individual who would thus only be responsible for monitoring our spending and keeping our accounts. I believe this position will be filled in 2005

Now to future, the VCSRA is a healthy and active association. I have been accused of being unduly pessimistic; you will have read my notes in the October 'Track Record'. I will reiterate my comments, the future of the VCSRA is in the hands of its membership and at some stage the next generation of riders must get involved if it is to continue. I am sure there are members of the current committee that would carry on till they drop if necessary but that is not the way. The problem I believe is the difference between the first generation of riders, the 'Skid Kids' of the forties and fifties and the 'Cycle Speedway Riders' of the sixties and seventies.

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Memories of Don Smith

I, like many others, was saddened to learn from the VCSRA grapevine of the passing away of a dear friend, Don Smith and the subsequent report in the Track Record. Without boasting, I was probably the first rider to make acquaintance with Don when he was but 14 years old. The Walthamstow Wolves had recently persuaded Walthamstow Council to let us use a plot of land for a new track, after the demise of the nostalgic St. James Street bomb site. I was busy raking cinders, (I don't recall any of the lads who held a rake) when I was approached by 14 years old Don. "Can I have a go on your track Mister?" said the star to be. I could not believe the bike he had arrived on. It was a home made "Bitzer" and was sprung like an old Vincent H.R.D. He continued on several laps on my freshly raked cinders and I knew then he was going to be a great rider.

He soon got a firm placing in the first of the Walthamstow's 3 teams (1st 2nd and C.) and went on to amaze every one who watched him. But that was not fiery enough for our Don. As a prelude to the racing he had a ramp made up, laid six of the "Groupie Girls" side by side across the track and did fantastic, "Evel Knieval" stunts, injuring no one. Then on to trials and speedway. I spent many happy hours with Don at his two shops (motor cycle of course). Like many others, I say "Happy for so many wonderful memories Don"

TED GEE

Founder member of Walthamstow Wolves 1947. I used to ride at Whipps Cross before this, chasing Johnny Brown

I never caught him!

(Continued from previous page)

Many hundreds of the first generation stopped riding after about five to eight years to go into the forces, get married or they just lost interest. They have little feeling for what was to come later. The more formal presentation, more rules and the dwindling number of teams that meant country wide leagues not the local rivalry they knew. Something that is quiet alien to most of the first generation riders is the age of some today's riders and how long some have continued to ride. This is not a bad thing in itself, exercise is good for you at any age and our friend Vic Duffy is a fine example, but it does highlight why there are possibly two schools of thought amongst our membership.

To continue the VCSRA must get the next generation of riders involved who, with hopefully their knowledge of computers etc. will maintain our records and the publication of the 'Track Record' and move us into the 21st century. The 'Track Record' will provide the continuity between the generations and the 'Skid Kids' can continue to reminisce and organise their events in an association that is coordinated by a slightly younger set of veterans.

Colin Booth

Front cover picture

Harefield Pirates

Riders left to right Eddie Collett, Dave Thompson, Fred Tillyer, Pete Leckie, Dave Stonex, Lennie Richards, John King & Roger Seymour

Hartog De Ronde

The Passing of a Dutch Gentleman By Roy Delany

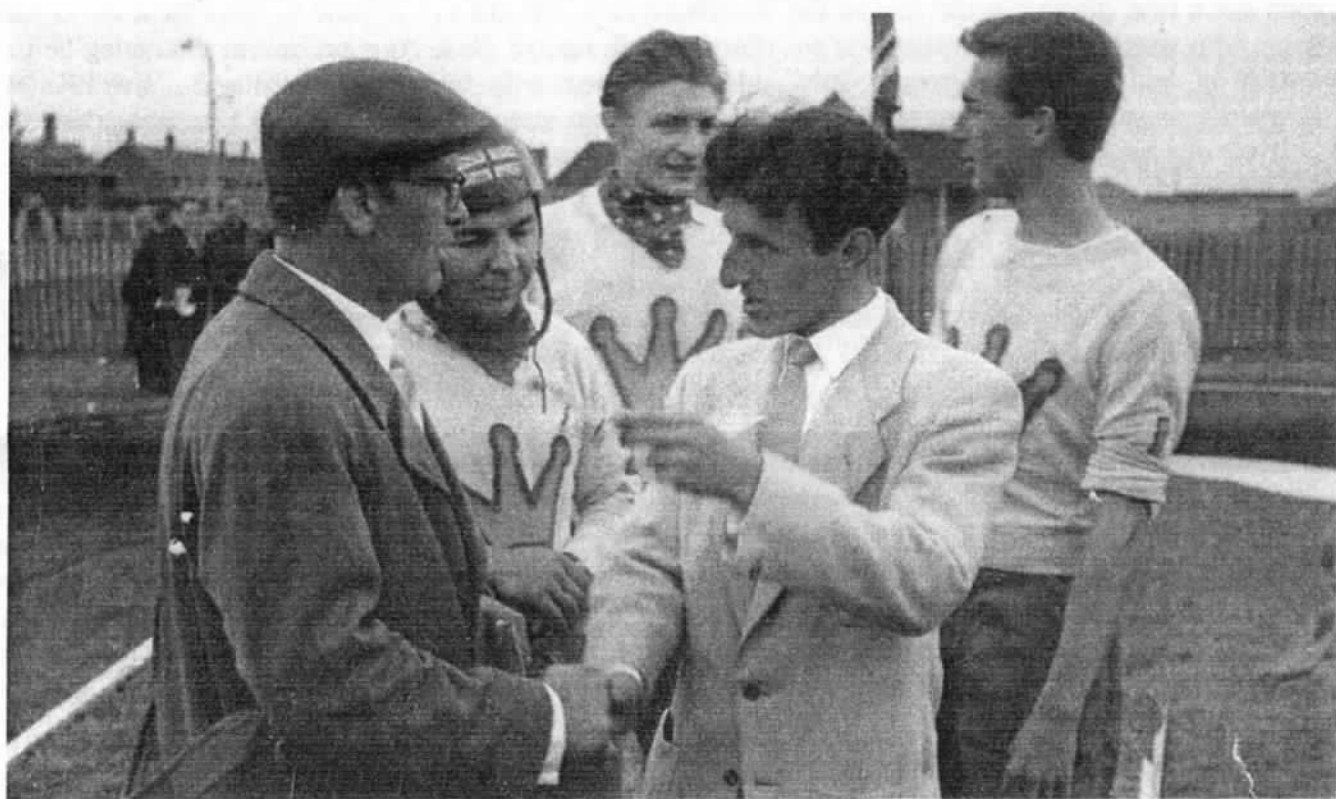
I first met Hartog De Ronde way back in 1956, when my club the Edmonton Saints sailed to Holland for a series of matches against the Hollandse Welpen in Hiversham on the Minklesrater track.

I can remember quite quite clearly meeting Hartog at the Amstel Hotel, he came over as being very immaculate and was very professional in his approach. I remember calling him the Dutch Gentleman.

The death of Hartog is a great shock to us who knew him, he earned the respect of every one with whom he came in contact with by his friendly and polite mannerism.

The last time that I met up with Hartog was about ten years ago at the English/Dutch reunion that was held at the Queens Hotel, Crystal Palace.

The sport of cycle speedway is a lot poorer by his death and my thoughts go out to his family and friends.



From Mick Jeffery

I enclose a photo of Hartog De Ronde and Vic Cowell taken at Edmonton in 1957, when the Dutch Team came over for a match. Vic appears to be making a strong point to Hartog, which was not out of character! They became good fiends over the years, and had many similar views of how cycle speedway should be presented and of course, Edmonton eventually went over to a Dutch type tarmac surface. In all Edmonton made four visits to Holland to race between 1957 and 1961.

Hartog was Holland's Mr Cycle Speedway and a good friend. His death this year, when well into his eighties, is very sad and our condolences go out to all his family.

Riders in the background left to right Bob Isaacs, Malcom Reading and Mick Jeffery.

My Friend Hartog De Ronde

For those who met him, or only saw his picture in a magazine, he was Mr Cycle Speedway in Holland. I was 12-13 years old when I first met him, he was my neighbour and with some friends we managed to persuade him to start a cycle speedway club and so the Hollandse Welpen (Dutch Lion Cubs) were born. Looking into his mind many years on I realised he had done this because he saw it as an excellent means to keep us kids off the street and control our energy on a track.. He had a great passion and social feeling for the community. Some years later he persuaded Hilversum Council to build a maintenance free asphalt track, all fenced in on some reclaimed land.

Hartog was great at persuading, if he thought something was worth fighting for, like things that did not to his mind fit in the social fabric of life or the environment. For instance, he managed to get the big internationally known Essence factory to move out of town because of the everlasting smell that it produced. A fireplace factory in his road closed down because he proved they polluted the neighbourhood with fine particles of iron grindings. He had two overflow lakes from the local sewage works dredged, cleaned out and restocked with fish, he also had paths and parking places provided so that disabled anglers had easy access.

I am glad to say that all these activities did not go unnoticed. The Queen of the Nederland awarded him the Medal of Honour, in gold attached to the ORDER OF ORANGJE-NASSAU for his work in the community and the environment

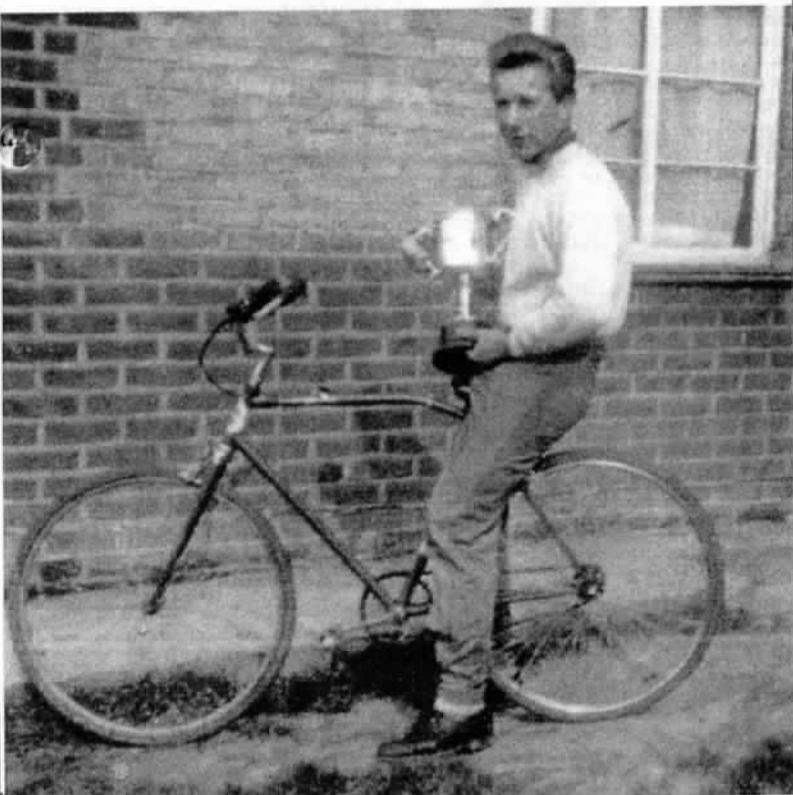
Sadly he lost his wife, much too early in 1992. He leaves a daughter, son in law and two lovely grandsons of whom he was immensely proud.

Henk de Bruin-Hollandse Welpen and Holland C.S.C.

Alan Cowland Wembley All Stars

Alan Cowland was always the life and soul of the party, a laughing joking cavalier who won lasting fame by wearing white leathers. Sadly he died last week at the age of 60, leaving many of his friends in deep shock after taking his own life.

Alan was a member of the Wembley All Stars cycle speedway side and a team mate of lifelong pal Norman Hunter, who joined him on his first trip to practice at Rye House.



Alan bought his first bike in 1961 for £50 and got his first big break when he was told that if he beat Gordon Bailey in a second half race at Exeter, he would go into the Falcon's side as a replacement for Jack Unstead, killed a few days earlier in a track crash at Ipswich. Alan won that vultures' race and spent the next four years as a regular with the Devon side before moving on to Wolverhampton, Wimbledon, Newport, Hull, Workington, Peterborough & Mildenhall. He quit racing in 1977 after a fifteen year career, which also brought him a senior England call up and representative honours for Britain, Overseas and England at junior level.

This is an abridged version of the obituary from Speedway Star 5th February 2005

FEATURE

Speedway skid kids on the right track

CELEBRATING its fiftieth birthday this year, modern day cycle speedway is a far cry from the bomb site tracks and homemade bikes of the 1940s.

The sport took off in 1946 when bomb site kids transformed desolate wasteland into cycle speedway tracks and made their own track bikes to look like those of their motorbike speedway heroes.

These enterprising children used what they had at hand to make their tracks, bikes and uniforms.

Cowhorn-shaped handle bars became all the rage when the chil-

Times Past

dren started using disused gas pipes to make them and tracks were built with bricks from bombed-out houses.

The forerunner of the slick uniforms of today was corduroy army breeches tucked into army dispatch riders boots and the club's body colour emblem was made from silver barrage balloon material.

By 1948 the sport had become so popular that the National Cycle Speedway Association was set up in North London.

There were no fewer than thirty teams including Enfield's own Clay Hill Aces, the Edmonton Saints, the Tottenham Kangaroos and the Arsenal Aces.

But the future of the sport was threatened when building developers started repossessing bomb sites and the 'skid kids', so nicknamed by the press, lost more and more race venues.

When the skid kids weren't racing their home meetings at the Stepney council track they could be seen cycling through the streets of Enfield with petitions demanding that the council build a permanent home track.

The petition won such

popular support that 1955 saw the opening of the Montagu Road track where the Edmonton Monarchs won three National Gold Cup victories and three league titles.

But the crowning glory of the club came in 1960, when Monarchs' ace rider Les Westwood won the world championships at the South London Rangers circuit in Wimbledon.

The race was the stuff dreams are made of. Falling at the first bend, Westwood fought his way back, overtaking three riders to chalk up his first win.

The speedway gained such a reputation that stars of stage and screen, including brilliant pianist, the late Winifred Atwell and actress Irene Handl visited the Montagu Road track during the fifties and sixties.

The glory years of Enfield and Edmonton cycle speedway clubs are now history.

But even though the clubs have disbanded and the old track has deteriorated, there is a chance that a few open meetings may be held to mark the sport's fiftieth birthday.

Cycle Speedway enthusiasts will be celebrating 50 years of the sport at the Thurrock Cycle Speedway's fun day in Grays, Essex on Sunday, June 16.

And all former 'skid kids' from Enfield and North London, who would like to become members of the Veteran Cycle Speedway Riders Association can call Vic White on 0115 973 6041.

The above article was sent in by Bob Andrews
I am not sure which publication it came from.

From the Daily Mirror Feb 2005

Coe gets on track

BRITISH cycling was today celebrating the announcement of a £22m complex in London which will be built regardless of whether the city's Olympic bid is successful.

Plans for the Lea Valley track were confirmed by London 2012 chairman Lord Coe. The 34-hectare site will include an indoor 1,500-seat velodrome and an outdoor cycle speedway circuit.

Dates for your diary

Rye House Speedway

The V.C.S.R.A "Get together" will be on Saturday 18th June at 7 pm. The fixture list shows this to be a conference league fixture Ryehouse Raiders V Sittingbourne. As agreed at the AGM, members will now pay their own entrance fee, but Len Silver has reserved the bar for us as usual.

On Saturday July 23rd "The Men in Black" will be riding in the second half after the Vic Harding Memorial Meeting.

At the moment, repairs to the railway bridge mean that it is necessary to follow the diversion signs to get to the stadium. The Rye House web site www.ryehouse.com has a map of the diversions and of course details of all their fixtures and results.

Hawbush Fun Day

This will take place on 31st July, starting at 11 am.

There will be a barbecue, picnic etc.

Events:-

Under 12 year old individuals

Under 16 year old Individuals

Senior Individuals

Four man team competition

Plus

Veterans races if needed.

A Veterans Individual Competition will be run in between the other events, if enough entry's are received. If you are interested in taking part, please let Alan Catley or Johnny Brown know as soon as possible, so that a programme can be prepared.

Directory of members

The new directory should be enclosed with this Track Record. Please check that your entry is correct and let Alan know if it is not.

Amendment

The telephone number for Bill Gadsby should be 01727 859943

Readers Letter

With reference to The Track Record Volume 9 Issue 1.

I read with interest the account of Roger Seymour's trip to Holland. I am writing to point out that the photo at the bottom of his story was not taken in 1957, but in fact August 1952. I was riding for the Wimbledon Stars at that time and I have a photo that was taken just seconds after the one which was shown. It shows Hank De Bruin beating Roy Baker and Ron England.

The night before the Dutch arranged a Test Match between Holland and Wimbledon Stars, they obtained permission to rope off part of a dual carriageway to make the track. Coming out of each bend there were bales of straw in case of mishaps. One of our riders hit the straw in three races. You can see that it was a dual carriageway, drains are visible around the central reservation.

For the record we beat Holland 50-58

Ernie Winn

From Mick Jeffery



1957 Test Match at Hellingly
Sussex v N. London Independent League

North London team,
left to right
Derek Wills Tottenham
Wally Bracey Tottenham
Johnny Pinnock Finchley
Mick Jeffery (Capt) Edmonton
Chris Read Warwick
Les Westwood Edmonton
Nobby Dunn Tottenham
Len Adams Tottenham
Vic Cowell (Manager) Edmonton.

The photo in the last edition, showing Johnny Pinnock and Charlie Read at Hellingly, took me to my scrap book to find the North London Independent League team photo of that event. The idea of the "Test Match" was to convince Hellingly to join the NLIL and the BCSF, as we were impressed with George Hollebon's presentation of the sport in Sussex. Convince him we must have done as Hellingly did join the NLIL in 1958 and eventually of course became one of the founder members of the British Keague in 1960.

Another photo in the January magazine-of Pete Saunders- reminded many ex Edmonton riders of the spoo. verse Vic Cowell composed one evening before a S.London v Edmonton British League match at Garratt Park. We recorded the verses onto a tape to South London's signature tune, The Dam Busters March.

After the match the following day we played the tape to their manager Derek Bacon, thinking it was great fun, but he was not amused. Edmonton thought it was extremely comical, as it highlighted the best and not so best aspects of our great rivals. To get the inferences of the words, one has to understand the set up at Garratt Park. Ron Webb, although a nice bloke, was not the most forceful of skippers, Ray Chivers and Roy Baker were always the best riders. Mrs Pines was famous for always being there with her raffle tickets.

Derek Bacon was keen at one stage to sign Pete Saunders. Edmonton grew real flowers inside their bends, whereas Wandsworth Council produced artificial plants for South London's track. Edmonton took the British League and Gold Cup titles for the 1960, 61 and 62 seasons with S.London as runners up in the League each year-hence the rather inflated egos of Edmonton showing up in the last lines of the song. Looking back now it was very big headed of us to expect Derek Bacon to be amused, but even now, when we hear the Dam Busters March played, many old Edmontonians can't help quietly singing Vic's classic words and having a smile. There was great rivalry between South London and Edmonton during this period but also a very friendly and healthy respect for each other. We hope some ex-South London riders will also have a little smile at the rhyme.

And here it is, to the tune of the Dam Busters:

We're the boys from London's Garratt Park S.W.19,
And the way we ride makes all our fans think we are a dream,
But that just may not be so,
In fact we say it's not so,
For our record, though erratic, proves that we are not so static.

Our captain Roy he spurs us on to do our very best,
And what Ray and Roy can't do we just let young Foy do the rest,
When the going's tough, we cut up rough,
Till our rivals cry "We've had enough",
Yes, we're the boys from South London Cycle Speedway.

Here's Mrs Pines with her tickets,
We want Pete Saunders from Bricketts,
We like our artificial plants,
Council gave us a grant.

We've written glorious pages,
Though we have been second for ages,
Now it's 1961 and it's time that we won,
But if we take the wrong turning,
You'll know that we are still learning,
And we won't learn from anyone but Edmonton,
No, we won't learn from anyone but Ed-mon-ton.

LAPPING IT UP by Roy Delany

It was during the winter of 1949 that I became a member of the Dickie Case Speedway Training School at Rye House. West Ham Captain was the tutor and training sessions were held every Thursday afternoon. The fee at that particular time was £8 for thirty two laps, this included instructions, helmet, gloves, riding boots with steel cap, overalls or a set of leathers if you were lucky and of course the necessary steed which was a JAP speedway bike.

Dickie Case gave a talk and finished by saying "Always remember lads just give the bike a handful of throttle", as Dickie disappeared back to the Rye Pub, Eric Chitty was quick to say "Forget the handful of throttle otherwise you will all end up with broken backs".

Eric was a good instructor and told us the do's and don'ts, we all queued up for our bikes and did eight laps each, this was repeated three more times which brought our total to 32 laps.

I was a Post Office telegram motor cyclist boy at the time, and although I did an early morning and evening paper round, the extra income was not enough to carry me through the full course.

On my last Thursday session, I was into broadsiding, in fact I got so carried away on my third outing that I did 9 laps, young bike pusher Mike Broadbanks was quick to remind me of this extra lap as I returned to the pits he said "7 laps next time".

As he pushed me off next time he shouted out "7 laps", unfortunately I only completed 6 laps, as I fell off, so in reality Rye House still owe me one lap.

Annual General Meeting 2005 **by Alan Catley** **Election of New Committee and Officers for the coming year.**

On Saturday 26th. February 2005 at The Exmouth Social Club in Stepney, under the presidency of Ron Holvey, with an attendance of about 50, the VCSRA held its Annual General Meeting. The purpose of the AGM includes discussing our events for last year, planning for the coming year and the election of the next president, officers and committee.

After a ballot which included postal voting for the first time which was very successful and needed a change in the constitution to operate, the count showed that **Wally Dighton** was a clear winner in the contest for president of the Association, to take up this post at the dinner/dance in November this year.

The new committee elected unopposed was as follows: Ken Archer, Malcolm Belchambers, Johnnie Brown, Alan Catley, (Secretary) Derek Cattle, Tom Kilbey (treasurer) & Sid Pipe. We welcome new committee members Ken Archer, Sid Pipe and Tom Kilbey as treasurer who has long experience in handling finances of small organisations like ourselves. We also have to say goodbye to old committee members who did not stand for re-election. They are:-

Roy Garnham popular one time captain of the Stratford Hammers, a regular committee member since our formation in 1996 who did a lot of work behind the scenes, particularly ensuring the success of our dinner/dance and the golf tournaments. Roy is leaving as he is moving home and anticipates being busy but will still help with the dinner/dance and golf if required.

Bert Hudson very reluctantly and because of ill health also stands down. Bert has been our most enthusiastic VCSRA supporter and has always made his feelings very clear at all our discussions. Bert who rode for Forest Gate Tigers and Beckton Aces and was in at the very birth of the sport was president of the Association in 2003/4. He has been a very active committee member since 1997.

Colin Booth was our secretary/treasurer last year being the only other person to hold this post after Vic White, our long serving secretary-treasurer and co-founder stood down. Colin, ex -Whipps Cross Comets, is leaving because of family commitments. He did a huge amount of work and brought us many new ideas. In his last secretary's report he stressed the need to attract younger members to our ranks and he underlined the value of our newsletter. He will continue to maintain our website, www.cyclespeedwayvets.org.uk and will be grateful for any contributions. He will be a difficult act to follow. We offer our deepest thanks to Roy, Bert and Colin, knowing that they will continue to maintain their much needed close links with our association.

Members Subscriptions. Members were asked by postal ballot to approve an increase in annual subscriptions from £6.00 to £7.00. to meet the rising costs of running our organisation. The result was 125 for and 4 against so that for this year our subs will go up to £7.00.

Secretary/treasurer's report. Although unable to attend, Colin had produced reports which were read by Derek Cattle, our chairman, and a summary of accounts, copies of which (continued over..)



Tom Kilbey (centre) seen here flanked by Wally Warrington and Stan Brown at High Beach in February this year.

Secretary/treasurer's report. (Continued.) were distributed to members attending. In the reports, Colin said that all of our events last year ran smoothly but excepting Rye House and the dinner/dance, they could have been better supported. Most social events are enjoyed by the South East and small local meetings, self funding and organised by a nominated local member could benefit National membership.

Our fun day at Colchester was arranged hoping to attract our members in North Essex and Suffolk and was very enjoyable but not as well supported as we had hoped. Colin agreed that a misunderstanding regarding the overall cost per person to the dinner dance resulted in the committee fixing the ticket price too low. This did mean that even with a very successful raffle a small loss was incurred. With respects to the food and entertainment the dance was a big success with many saying that it was the best ever. Colin pointed out also that last year was the first time that we had to pay the cost of printing the "Track Record." which previously had been provided free of charge. Membership has remained at about 220 but Colin stressed the need to seek younger members which is vital to maintain a healthy number. On a show of hands members accepted the reports and accounts unanimously.

Events for 2005.

Our **dinner dance** will be held on **Saturday 19th. November 2005** at the Plough motel at Bulphan at a cost of £21.00 per ticket. After long discussions, this was the best deal we could obtain. Cost includes the Joe 90 disco, tips and fruit on tables. **Please tell us asap. if you are coming and if you need accommodation** by completing the enclosed slip.

The Nostalgia Night will be at the Exmouth Social Club on **Saturday 16th. July 2005.** Once again, please let us know if you are coming.

Hawbush fun day will be at the end of July or early August.

Rye House Speedway will be arranged on a date in September but it is unlikely that The VCSRA can meet the cost in full. All members present agreed that they would still attend and the meeting is still very popular. More news of this later when a date is arranged..

Summer Ramble. Len Kitching who is a keen member of the Ramblers Association suggested that a ramble might be an added event to our calendar and we would like to hear from anyone interested in supporting such a venture probably in an attractive part of Surrey or Essex. Len is very familiar with a large number of attractive countryside walks which could appeal to many of our members.

East London Cycle Speedway Track is holding the British championships in September. The VCSRA has been invited to go along to enjoy the racing, display our memorabilia and use the Facilities which are now understood to be good. It could be a great social occasion and may give us an opportunity to advertise ourselves and obtain new members. Full details later.

Golf Spring and Autumn golf tournaments will be arranged as usual. At this time no fixed dates have been arranged but those interested should get directly in touch with Colin Booth on 01268-561248.

Members Directory. A new members' directory is being prepared and will be sent out to all members shortly. Please help us to keep it up to date by informing us of any changes to addresses, telephone numbers etc.

The "Track Record" The editor of our newsletter, Bill Gadsby, still needs letters, photos and any articles of interest so please help him by sending in your material.

That completes a summary of our AGM. The constitution with the amended paragraph nine is reproduced in full elsewhere in this newsletter. See you around, Alan Catley.

CONSTITUTION OF THE VETERAN CYCLE SPEEDWAY RIDERS ASSOCIATION

As amended 26th February 2005.

The Association is the Veteran Cycle Speedway Riders Association.

The objectives of the Association, at all times, are purely social and benevolent. It was formed to help former colleagues to keep in touch with each other, to stage frequent re-unions and to enjoy the pleasures of re-living old times in convivial company.

A General meeting shall be called annually, with no more than 15 months between meetings and no less than 60 days notice being given to members.

The Secretary shall call an Extraordinary General Meeting at the request of a majority of the committee or, upon receipt of a written petition of no less than 15 members of the Association giving their reasons for such a meeting. The meeting will only discuss the specific purpose for which it was called. No less than 14 days notice of the meeting shall be given and the meeting shall take place within 28 days of receipt of the petition. (Public and Bank holidays excepted)

There shall be a committee consisting of seven members, these to be elected at an Annual General Meeting. The committee shall elect their own chairman. There shall be a quorum of 4 members. Nominations for officials must be received in writing, with a seconder for the proposal, at least 28 days prior to the A.G.M. and in exceptional circumstances nominations MAY be considered from the floor. Any officer wishing to stand down from the committee, for whatever reason, shall give at least 28 days notice of their retirement.

The committee shall decide the number of meetings that are required during the year and will arrange them, as necessary.

The committee shall have the power to co-opt another member to replace a regular member, absent for any reason. If a committee member is absent he may then give his proxy vote to another committee member which may be used if there is no co-opted member.

The committee shall have power to either refuse or withdraw membership, if in their opinion, it is in the interest of the Association to do so. The committee shall also have the power to waive the membership fee, in exceptional circumstances.

A President of the Association will be elected for one year at the AGM in February. His inauguration will be at our annual dinner dance later in the year. All nominations must be in writing and seconded and received by 31st. December of the preceding year. Voting slips listing the nominees will be sent to all members in the first week of January, normally with the "Track Record." and should be returned to the committee on or before the date of the AGM where the result will be announced. Between the AGM and his inauguration he will be President Elect.

Any proposed amendment to the constitution must be put in writing and received at least 28 days prior to the AGM. Membership fees due on April 1st must be paid by June 30th or else membership shall be considered lapsed. Membership fees shall be decided by the committee.

In the event of the Association ceasing to operate, for any reason whatsoever, the funds remaining after all liabilities have been settled shall be distributed to various causes as decided by those attending an Extraordinary General Meeting.