

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
Volume 11
Issue 1
Jan 2007

Acting secretary
Colin Booth
29 Broad Oaks
Wickford
Essex
SS12 9BQ
Tel:-01268 561248

Publishing Editor
Bill Gadsby
7 Sewell Close
St. Albans
Herts
AL4 0TB
Tel:- 01727-859943

e-mail:- colin.booth@tiscali.co.uk bill.gadsby@lineone.net

www.cyclespeedwayvets.org.uk



Roy Small of Wembley leading unknown rider with Christopher Tredidgo (Trigger) also Wembley (although for some reason without a body colour) Picture taken at Norwood June 1949

11th Annual VCSRA Dinner Dance by Colin Booth	2
What a coincidence by Ken Archer	3
Pedals to Power- Clive Hitch by Colin Booth	4
Directory Amendments	5
Thoughts of Chairman Derek by Derek Cattle	6
Tribute to Raymond William Godwin by Derek Cattle	7
Friends of Speedway & a letter from Derek Wills	8
Editors Rambling by Bill Gadsby & Tribute to Alf Cox by Pete Chub	9
Littlemore Falcons by Robin Martakies	10
Council Meeting-Bradford 1971 by Colin Booth	11
Photos from Dennis (Danny) Daniel	12

11th Annual VCSRA Dinner Dance
25th November 2006
New President Nobby Dunn invested
By Colin Booth

On Saturday evening 49 members and their guests gathered in the bar at The Olde Plough Motel at Buphan in Essex for the 11th annual dinner/dance. Notable among the guests, Veteran Speedway Riders Association secretary, Vic White, The Speedway Museum funding organiser, George Barclay, 'Men in Black' veteran speedway rider, Ted Ede. The association was also pleased to welcome once again, Ted Gee former Walthamstow Wolf after a long period of ill health.

After the customary round of drinks and introductions 121 diners took their seats in the Monks Barn Function room prompt at 7.00pm. They enjoyed a meal of Parsnip Soup, Chicken with Mushroom Sauce, Chocolate & Cherry Gateaux with Cream all rounded off with coffee and fruit. Before guests started their meal our Chairman and MC Derek Cattle drew their attention to the get-well card and questionnaires, which were on the tables. The cards, which were for Alan Catley who sadly has had to resign as secretary due to ill health, he asked all members to sign with their good wishes. The cards would be sent to Alan within the next week or two. In addition he said, an album made up of photo's to be taken by Malcolm Bell during the evening together with pictures of past VCSRA events would be given to Alan as a memento in the spring. The questionnaires were to resolve two questions that had been raised at VCSRA committee meetings, (1), do you prefer tables allocated to teams or a random selection of guests on each table. And (2) would you prefer Thursday 29th March or Saturday 31st for the AGM.

The meal finished our MC called the assembly to charge their glasses and Stan Stevens was asked to toast the Association, Stan who remarked that he had only become aware of his duties for the evening when he read the menu on his table undertook the task admirably, without notes.



A smiling Wally listens while a studious Nobby reads his notes

It was then time for the investiture of the new President, Nobby Dunn introduced by outgoing President Wally Dighton. Wally who could not let the occasion pass without some appropriate reminiscences related a tale involving Alan Catley, onetime Tottenham Kangaroo. Wally along with Alan, Nobby and the rest of the Tottenham team had cycled, on track bikes with no brakes or lights to an away match. They were intrigued by a carrier bag Alan had with him. On completion of the match all was reviled, Alan donned a Police Constables uniform and cycled-off, his helmet swung from his handlebars! Wally then duly placed the VCSRA Chain of Office

on Nobby's shoulders and Nobby responded. Nobby commenced by introducing the members of his family who were among the entourage of 22 that shared his table, including his cousin from Ireland, his sons, grandson and his girlfriend. Also sharing our new presidents table were 4 ex-riders, slightly younger than the average at the dinner who had been encouraged to come along by ex Tottenham rider Peter Hooper who, we hope are now considering joining the Association. Nobby begged forgiveness from his children for neglecting their religious education as they had spent most of their Sundays around cycle speedway tracks. He also reminisced, retelling the tale of his meeting again after many years with Mr. Whipps Cross, John Brown. Nobby apparently had been called upon on behalf of his company to present the annual awards at the South West Essex Technical College when on shaking the hand of a bricklaying

award winner named Carl Brown he came face to face with the dutiful parent, none other than his adversary from years passed, John Brown.

It was then time for the Raffle, with the winning numbers having been extracted from the machine by Derek and Ken Archer while the speeches were being made the handing over of the prizes was undertaken quiet quickly, a vast improvement on previous occasions. With official functions completed the proceedings were then handed over to the disco, Joe Ninety and the dancing commenced, continuing until gone 12 when the guests, about 60 staying at the Motel adjourned to the bar for a final reminisce.

Taking stock after the dance the consensus of opinion seems to be favourable. Everyone asked said they were happy with the event. And an added bonus, the raffle returned the princely sum of £333.70 for the association's funds. A proposal to use this money to ensure that there is no increase in dinner dance tickets next year is to be considered at the next committee meeting in January.

The results of the questionnaire were as follows, Number of forms returned 41. Question 1, dance seating arrangements, Leave as is 38 votes, Random 3 votes. Question 2, AGM date, Saturday 21 votes, Thursday 8 votes, No comment 12 votes.

A subject that has been raised after several dances is the problem of members who find they are unable to attend at the last minute. On this occasion 3 members and their wives were involved. It is a rule of the Motel that the final numbers of diners have to be given at least 5 days before the dinner and that figure has to be paid for. A suggestion has been made that one or two couples could opt to spend the evening while the meal is being served in the bar, being prepared to pay for and take the seats of members who are unable to attend. Guests from the bar would join the rest of the company in the hall once serving had finished if all that had bought tickets had attended. Thus enabling the association to refund ticket money to those who cancelled. What are your thoughts on the subject, would you be prepared to play the 'waiting game'? Please let us know, write to or email the secretary.

"WHAT A COINCIDENCE"

Speedway Flyers 1927—1976 by Mr Trevor Davies

On April 20th 2006 I had the pleasure of being invited to attend the "Book Launch" at the R.A.F. Museum at Hendon in North London, with my friend George Daubney, and along with some fifty ex-riders who had been Speedway riders and had also served in the R.A.F. The book was launched by Mr Trevor Davis.

It is recommended that all speedway lovers need to have this book to learn of the exploits of the members, especially Lionel Van Praag the former pre-war Wembley Captain, and Archie Windmill, a wartime Lancaster bomber pilot, with many trips to his credit and of course everybody else

During the course of the afternoon George Daubney and Peter Brough discovered that they both were at R.A.F. Padgate doing their square-bashing together, in fact in the same intake. Peter Brough, a successful second-string for Coventry Bees for many seasons, started as a cycle speedway rider with one of the Coventry cycle speedway teams, whilst George Daubney was a cycle speedway rider with the Willesden Comets (same team as Tyburn Gallows) George was also Bill Kitchen's mechanic for many seasons, whilst having a go at the real thing at Rye House, Aldershot and Wimbledon.

It was worked out that George and Peter were both in the same squad, but with twenty odd other men also, one does not know what interest the others had, after all one had plenty to think about and it was only for six weeks Thank Heavens.

KEN ARCHER

Museum Corner – 2

By Colin Booth (Acting Sec.)

Pedals to Power

As part of the Pedals to Power Project for the Speedway Museum inaugurated by Malcolm Bell in the May issue of the Track Record the VCSRA committee is going to attempt to compile and publish a dossier of all cycle speedway riders that successfully moved from cycle to motor speedway. Initially the dossier, consisting of short career profiles of each rider will focus on those riders who are currently members of the VCSRA. We believe the following is the definitive list from our current membership, if you feel somebody is missing let us know.

- | | | | |
|-------------------|-------------------|------------------------|------------------|
| 1. Bob Andrews | 5. Bert Harkins | 9. Pete Saunders | 13. Terry Stone |
| 2. George Barclay | 6. Clive Hitch | 10. Len Silver | 14. Tom Sweetman |
| 3. Malcolm Brown | 7. Eric Hockaday | 11. The late Don Smith | 15. Vic White |
| 4. Ted Ede | 8. Geoff Penniket | 12. Stan Stevens | |

The first of our profiles is published below, others will follow as and when pictures and info become available. We are hoping that the members concerned will oblige.



Pedals to Power

Potted profiles of those VCSRA members that made a successful transition from Cycle to Motor Speedway

No.6 Clive Hitch



Clive receiving The Hertfordshire Championship Trophy in 1953



Martin Stedman of WXC leads Clive and partner Des Hutchens into the first bend, Arthur Hall, WXC in trouble on outside.

Clive first took to the track in 1948 but it was not until 1950 that he joined his local cycle speedway team the Hoddesdon Kangaroos, leaving them to ride for the EAC Hawkes of St Albans during 1951 and returning to the Kangaroos the following year. He stayed with the Kangaroos until his move Motor Speedway in 1957. Looking back on his cycle speedway days Clive remembers riding in a test match in Glasgow with Stan Stevens and a televised individual competition at Earls Court which Stan won and Clive came runner-up. Later on the two met again, in the 1960 Rayleigh Rockets.

Initially riding and learning at Rye House his first race was with the Chiswick Nomads but in 1960 he joined the Rayleigh Rockets winning the Provincial League in his first season. In 1961 he had short time at Exeter and then moved on to Middlesbrough where he stayed until they closed in 1964. After short spells with

Halifax and Long Eaton in 1965 he transferred to Swindon Robins staying until 1973. During his time with the Robins he spent 1967 on loan to Coventry who finished 2nd in the British League and also won the Speedway Star KO Cup. The highlights of his motor speedway career where, winning The Rye House Championship in 1965, the KO Cup with Coventry in 1967 and the Best Pairs with Barry Briggs at Long Eaton. In 1974 when after coming out of a short retirement to ride for Rye House he finally called-it-a-day.



Left Typical Clive, flat-out into the Bend

Above. Clive 1963, with the Rayments Rose Bowl

Compiled by Colin Booth & Clive Hitch

Directory Amendments

Change of Address

Alan Brown (Alan Evans) – 69 Nutbrook Ave. Tile Hill Coventry CD4 9LE Tel. 02476 462644
 Mick Jeffery- 2 Bunkers Hill Binham Norfolk NR21 0DF Tel. 01328 830886
 Ray Gingell – 72 Barrington Road, Sutton, Surrey SM3 9PR Tel. 0208 644 4682
 Ernie Lamacq – Baycrest Retirement Village, Unit 173 – 99 Doolong Road, Hervey Bay,
 Queensland 4655, Australia
 Tony Emmott - 2 Old Bridge Rise, Ilkley, West Yorkshire, LS29 9HH

New Members

John Heward - 30 Heathlands Road, Chandlers Ford, Eastleigh, Hampshire, SO53 1GW Tel. 023 8027 1499
 Bryan Wood - 170 Bridgewood Road, Worcester Park, Surrey, KT4 8XT Tel. 0208 337 7012
 David Collins - 2 Redbrick Cottages, Wormington, Broadway, Worcestershire, WR12 7NL Tel. 01386 584578
 Jim Mitchell - 6 Sewardstone Gardens, Chingford, London, E4 7QE Tel. 0208 524 9136

THE THOUGHTS OF CHAIRMAN DEREK.

I was sitting down a few days ago contemplating the errors of my life, as one often does, when I thought I wonder how many matches I had ridden. Looking through what records I still had and trying to average it all out. With individual qualifying rounds, league and cup ties, and friendly matches it worked out to about sixty matches a year, so after sixteen years of racing it is near enough to a thousand meetings.

Goodness knows how many meeting a rider like Derek Garnett rode in, any way some I can remember quite vividly and others only vaguely. One for instance was the national final against the Lindale Lions. I can't remember a single race only the elation of being the national champions. Two meetings still stay in my mind, both for different reasons

The first was in February 1949 the second round of THE SPEEDWAY WORLD magazine London cup Tooting had only been in existence a few months and we were still relatively inexperienced.

We were away in the first leg to the Hanworth Racers, as per usual we were a bit late in getting there, as our lorry pulled up some people shouted out hurry up the BBC are here to film the match for television later that week.

Our reaction was as follows

Don't give us all that bo,,,,,s that was Tony Pusey. A load of sh,, Roy Reader.

They must think we are f,,,,,ng idiots. Ted Rutledge

But when we got to the track we just stood there with our mouths open sure enough the TV cameras were there waiting for the match to start

To our astonishment there was about six or seven hundred people round the track and what a track it was as good as any of the present day tracks and all built by voluntary labour I couldn't see that happening today, We had never seen a proper starting gate before; we were used to a piece of elastic. After the initial shock we took them on and to be honest slaughtered them. We were the first team to beat them on their own track. The track must have suited me as I was unbeaten in both legs, sadly I went into the army a few weeks after this match and I missed two years of racing.

We eventually lost to The Peckham Stars, who went on to the final, where they lost to The Stratford Hammers, The second match was for a completely different reason. It was in June 1951 an away match at the Lambeth Eagles, they were a team notable for their disregard of the rules.

At the end of heat fifteen my partner Brian Leaske and I had just crossed the line for a five one heat win, one of the Lambeth riders drove straight into Brian knocking him flying, I knew Brian was badly bruised from a motor cycle crash the previous week, he was just starting a very successful motorbike scrambling career. I jumped off my bike to remonstrate with him when he ran at me with something in his right hand, I did not wait, I hit him on the jaw with a right cross, and he did not get up. The following week I was before the S.E.London league control board,

Whilst giving my evidence for my defence I stated that I hit him first as I believed he had a brick in his hand, his manager then shouted out it was not a brick, only a knife, Needless to say I got a weeks suspension, he got suspended for life. Not something I am particularly proud of but a match I never forgot.

TOOTING TIGERS ANNUAL CHRISTMAS LUNCH

Our thanks to Ron and Kath Holvey for organising this event. Forty people attended, mainly former Tooting Tigers, although we do allow a few foreign riders to attend. Wally Dighton went round with his camcorder or what ever it was and I do believe that all those who came along eventually got a copy.

The occasion was sadly the last time for Ray Godwin, who passed away a few days later.

Once again thank you Ron.

DEREK CATTLE

RAYMOND WILLIAM GODWIN

1931- -2006

Ray was one of the early members of the Tooting Tigers, joining us in late 1948, always very enthusiastic but never quite reaching the top grade. To have known him and to have been his friend has been a privilege, for Ray was always laughing at life.

This is an example of his attitude to life:- Many years ago he and I had to do Territorial Army Service when we had finished our National Service. It was either 1953 or 1954, we were down at Bude, Cornwall, for fourteen days annual camp, we had to do it, rather reluctantly I must add. We were both on guard duty, I was on the gun park and Ray was down on the vehicle park. It was about two in the morning and I was feeling very fed up with everything, when I heard a vehicle approaching, a big lorry pulled up, a head leaned out of the drivers window and a voice called out "COMING FOR A RIDE COUSIN" without thinking I jumped in and we drove down to the beach, took our boots and socks off and went for a paddle, mind you it was freezing so we did not stay long. We then drove back to where we should have been. I dread to think what would have happened had we been caught, probably ended up in either Aldershot or the Colchester glass house, but that was Ray, anything for a laugh as long as it did not harm anyone.

His one great love was music, playing the drums in either a small group or a big band, so when ever I hear something like "Jumping at the Woodside or "Sing, Sing, Sing or any of the classic big band numbers, I will close my eyes and see Ray behind his drum kit. His nickname was Googa but for the life of me I don't know why.

Our last time together was on Sunday 3rd December at the Tooting Tigers Christmas Lunch. As usual he was the life and soul of the party. He drove my wife and I back to Raynes Park station, we shook hands and he said to me, take care Cousin, will ring you later. Sadly he died the following Thursday.



Among the many attending his funeral were Arthur Newsom, Ray Gingell, Dennis England, Denny Daniel, Ron Johnson, Wally Dighton, Geoff Pennikett, Ken Archer, Ron Holvey and Ron Wooley, all from the VCSRA.

DEREK CATTLE

An Introduction to Friends of Speedway

Friends of Speedway are an unofficial international supporters' club, run by fans, for fans. We produce a quarterly publication, *The Voice*, which is compiled by contributors with no obligation towards anything other than our favourite sport. This, of course, means that articles are not always complimentary.

We regularly contact the press and badger them for more coverage of speedway racing, with some notable success and we were the force behind the awarding of an MBE to former world champion Peter Collins.

Our activities are solely aimed at benefiting the sport and we are strictly a non-profit making organisation. Our membership fee includes four issues of *The Voice*, which is fast becoming a collectors' item. Any surplus income is ploughed back into speedway racing in one form or another.

STOP PRESS: As a result of our letter to Speedway Star suggesting a National Referendum on the Tactical Rule, saw fit to have a Readers Poll which showed a resounding NO for this rule. The vote was 1,161 against and a mere 94 in favour.

To become a member and receive your associated editions of *The Voice*, please send your cheque or postal order for £10 made payable to Friends of Speedway to:

Stuart Towner
117 Church Lane, Chessington, Surrey KT9 2DP
Tel/Fax 0208 397 6599
Email stuart.towner@blueyonder.co.uk

The above item was reproduced from a leaflet sent in by VCSRA member Roy Delaney who is Chairman of Friends of Speedway.

Dear Bill,

Re: Museum Corner

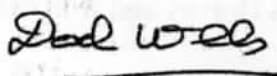
On behalf of a group of Ex Edmonton Monarch's members I must take issue with Colin Booth's article on the 1960 World Championship trophy published in your last issue.

I do not in any way wish to appear pedantic but I think it important to have the details totally accurate if the trophy is to be displayed in the Paradise Park Museum. The late Les Westwood was actually a member of the Edmonton Monarchs when he so brilliantly won the World Championship at Garratt Park in 1960.

The Monarchs were arguably the more successful of the two Edmonton clubs and indeed, under the astute leadership of Vic Cowell, Les played a key role in their achieving a 'Triple Double' of British League and Gold Cup wins in three consecutive years during the early sixties.

I do hope this will enable the record to be put straight.

Kind regards,



Derek Wills on behalf of Paula Cowell, Mick Jeffrey, Terry Porter and Brian Robbins

Dear Bill

Could you please find room to put the following into the next issue of The Track Record.
 "To all my friends in the VCSRA who went to the dinner dance in November, would you please accept my heartfelt thanks for all the cards and good will messages, so gratefully received. It was good to know that once again the event was a great success and it was disappointing that Laly and I could not be there in Person to wish you all a very happy and healthy 2007"

Alan Catley

MORE EDITORS RAMBLING

Received the above letter from Alan, I am sure that everyone would like to join me in sending Alan our Best Wishes.

Have had a very good response to Derek Cattle's appeal for contributions for the magazine.

First I received about fifteen pages of photographs from Dennis (Danny) Daniel, there are some really excellent pictures that I shall be using in the magazine, the remainder Colin Booth will add to his archives.

Maurice Maitland sent some newspaper cuttings and photos including one of the opening of the Uxbridge track. Mick Jeffery brought round a large envelope of photos and newspaper cuttings, that I am still sorting through. We remembered that we were team mates for a short time with the Finchley Sabres during a winter league 1956/7. Here is one of the results.

Finchley Sabres 91 J. Pinnock 15, B.Gadsby 11 G.Robinson 11, Anders 3, M.Jeffrey 12, Rogers 12, J.Porter 15 & M. Reading 12.

Wembley Tigers 47. P.O'Grady 3, R.Davis 8, R.Sexton 4, R.Mallet 13, V. Burton 2, T.Hacket 9 N.Hunter 7 & Radford 1.

A year later, the Wembley Tigers, with the addition of Johnny Pinnock, Terry Porter and myself, became the Wembley Hawks.

Brian Makepeace phoned to say that a Magazine "The Best of Britain" had asked for information on Cycle Speedway. He said that he was sending them an article and would send a copy to me for inclusion in the magazine. Brian also reminded me that the Wembley Hawks had travelled to Worthing in 1958 for matches against the Brighton Scorchers and Worthing Sputniks. The Hawks only had five riders, the other two team members spending the day looking for the Worthing track—in Brighton!

More photos, from John Mann of the Battle Bulldogs from the 1950's

For me the most interesting contribution was by email from "Trigger" in Australia, he had received emails from Royston (Roy) Small, who now lives in Arizona. Roy rode in both the Wembley League, for Wembley Panthers and the Hertfordshire league for Russell Eagles. There are pictures from both leagues and also some reminiscences of the early days of cycle speedway, including details of his "catapult start". More on that next time. I was beginning to think that there were no pictures of the Wembley league it was as if it never existed.

the original Kenton Hawks most joined the Kingsbury Lions, but I was not sure what had become of Johnny Hill, now I know, he was in the team photos of both the Panthers and the Eagles.

ALF COX

Alf Cox, top rider at Hawbush some years ago, passed away recently at the age of 74, after a series of long illnesses.

Alf was a well respected heat leader at Hawbush during the 1950s and early 60s, until he moved house to Bristol and retired from the sport.

After almost 30 years away from the sport, Alf rekindled his interest when he joined the Veterans Association and became reunited with many of his racing friends from those early years. Ill health kept him away from any Vets event, but regular phone calls kept him informed of all the news.

Pete Chub.

LITTLEMORE FALCONS.

In the November issue of The Track Record, Stephen Pimm asked about the Littlemore Falcons. No doubt others will respond in great detail I but I have some fond personal memories of that friendly little Oxfordshire track, based upon by days at Bristol.

In the early 1960's, Bristol's Airport Lions (later Bristol Lions) visited several tracks in the Oxford area, most of which have since closed. Littlemore was one of them. Minster Lovell, Great Milton and Drayton St. Leonard were others. I recall that the locals made us very welcome when we visited. There was an organised parade onto the centre green at Littlemore, prior to the commencement of the match, in real motorcycle Speedway style. We were very impressed.

Bristol and Littlemore were members of the Southern League in 1963 and 1964; both left and went their own way in 1965.

Results of the 1963 league matches were:

Littlemore 59 Bristol 36.

Bristol 51 Littlemore 44.

Results in 1964 were as follows.

August 16th Southern League:

Bristol 50 - Trevor Goverd 11, Neil Tullberg 9, Dave Massey 7, Dave Roman 7, Rob Withers 6, Bob Martin 4, Mike Curtis 4, Phil Sposito 2.

Littlemore 46 - M Finlay 12, Lewis 8, A. Myles 7, G. Byles 6, C White 6, Cook 3, Godfrey 2, Bennett 2.

September 20th Southern League.

Littlemore 51 - A Miles 10, G. Byles 8, M. Finlay 7, C. White 7, Lewis 7, Crooks 7, Godfrey 5, Smith 0.

Bristol 45 - Dave Roman 11, Neil Tullberg 7, Dave Massey 6, Bob Martin, 6, Trevor Goverd 5, Terry Buckingham 4, Mike Curtis 3, Rob Withers 3.

Other Littlemore riders in 1964 included J Dale, J Southerland and K Oakley.

My apologies for not being able to remember all the Christian names.

Teams competing in the 1964 Southern League were: Southampton Vikings, Southampton Provincials, Littlemore Falcons, Gt. Milton Rockets, Minster Lovell Meteors, Bucklebury Robins, Poole Tigers, Swindon Eagles and Bristol Lions.

Sadly, Minster Lovell withdrew from the league late in the season.

At the end of 1964 Littlemore fell out with NACSA (The National Amateur Cycle Speedway Association) and their riders refused to compete in the later stages of the Southern League Riders Individual Championships. Like Bristol, they decided they would transfer their affiliation at the end of the season to BCSF (British Cycle speedway Federation) which, at that time, ran the British League and insisted on very high standards of dress, well prepared tracks and first class match presentation.

Littlemore's track and presentation skills were certainly up to BCSF standards but they never became a British League Club - I don't recall why. Bristol on the other hand were welcomed into the fold, competed as associate members in 1965 and ran a full season of challenge matches before being accepted into the league proper. While all this was going on Horspath was operating as a British League club at the highest level.

Drayton St. Leonard, affiliated to the BCSF, was the first club in Oxfordshire to have floodlights; they were similar to the ones at Tottenham.

Robin Martakies.

Council Meeting - Bradford 1971

By Colin Booth

In October of 2006 I received a package of memorabilia from Tony Emmott of Bradford, who was about to move house. The package was mainly duplicated magazines, race programmes and correspondence from the Bradford area for the sixties and early seventies but one item caught my attention. The only photo amongst the package bore the inscription "TOWN HALL 71 v BOWLING ACES 25". I was intrigued by the team name "Town Hall 71" so I wrote to Tony asking for an explanation.

"Dear Colin,

Thanks for your letter – glad the stuff is of interest. The Town Hall 1971 team was a one off challenge match against Bowling Aces but at Holme Wood Red Devils track near Tong Street Bradford. I have kept a team photo and the names are:

Back. - Mike Myers; John Gudgin; Trevor Green (rode for Bowling Aces) and Mike Smith

On the bike. - Stanley Ackroyd (a veteran then who rode in the 1950's for Beldon)

Front. - Tom McCarthy; Dave Rayner (guest who rode for Bradford Moor Vulcans with me and also Shipley Tudors) and Tony Emmott (yours truly)

I recall the body colours were used by Elmfield Tudors and Shipley Tudors, two teams I rode for and originally belonged to the old Odsal Tudors Speedway.

Except for Dave Rayner all the lads worked in the old Town Clerks Office in Bradford Town Hall (as did the photographer Stanley Sinfield) between 1950's and 1960's. A few of us still meet although most of us are turned 60.

.....

Yours, Tony Emmott"



Town Hall 71 v Bowling Aces,
February 1971 Holme Wood Red
Devils track near Tong Street,
Bradford.

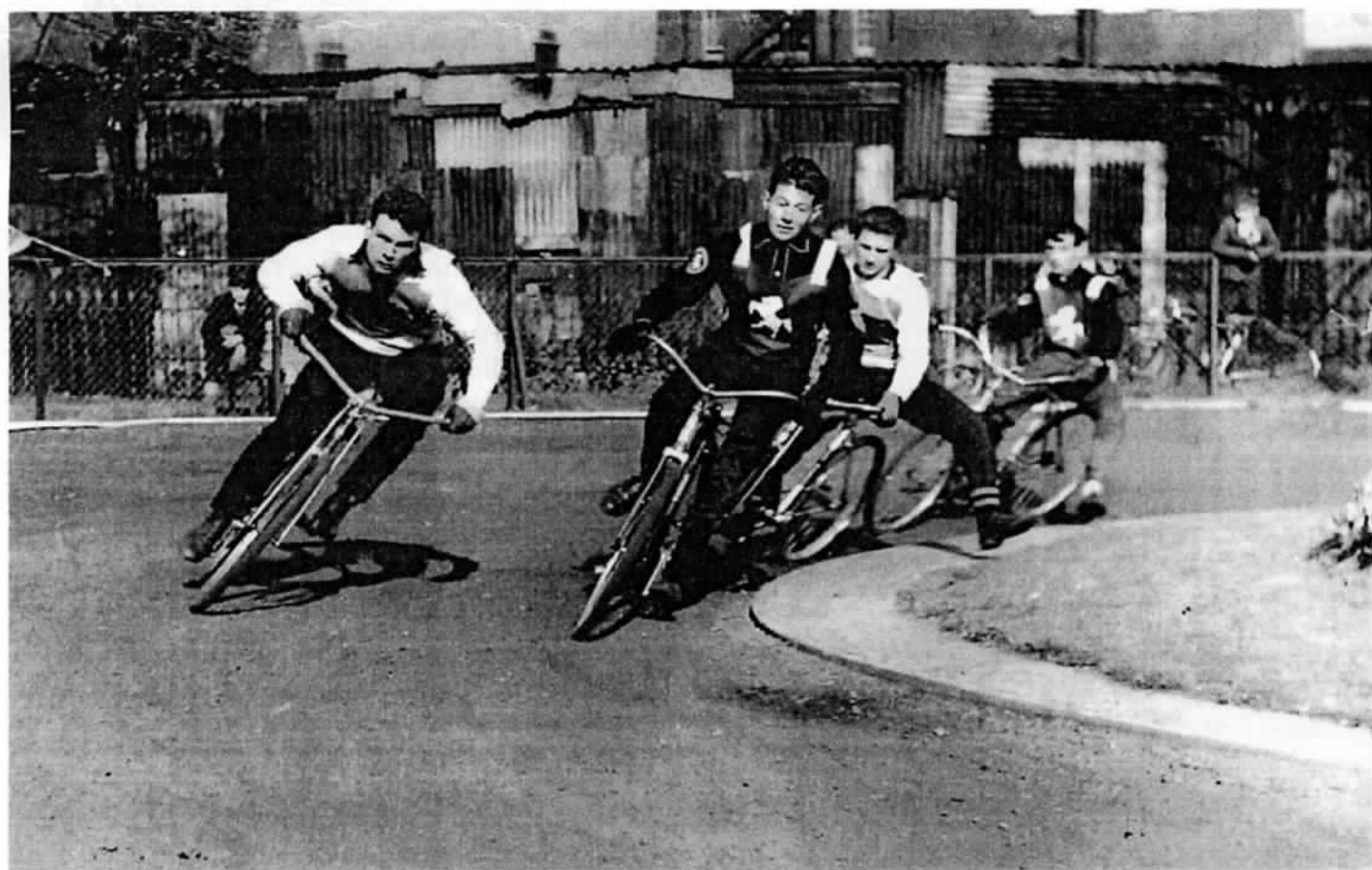
Back Row Lt to Rt. Mike Myers;
John Gudgin; Trevor Green; Mike
Smith.

On the bike. Stanley Ackroyd.

Front Row Lt to Rt. Tom McCarthy;
Dave Rayner; Tony Emmott.



Original Albany Aces Track at Camberwell Road Camberwell Jubilee Circa 1951



GARRATT PARK 1956

Left to Right Brian Wood-Dennis Daniel-Ron Webb-Richard Baker

Photos from Dennis (Danny) Daniel