

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
Volume 10
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Walthamstow Carnival
Whipps Cross Comets v Wembley Lions.
Bill Kemsley (Whipps Cross) falling, being overtaken by Gerry Wallis (Wembley)

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THE VETERAN CYCLE SPEEDWAY RIDERS ASSOCIATION

ACCOUNTS FOR THE PERIOD 1st. JANUARY to 31st. DECEMBER 2005

INCOME			EXPENDITURE		
(2004)			(2004)		
1386.00	Membership	1456.00	77.45	Stationery	86.66
	Fund Raising –			Donation	30.00
	Raffle(Fun day)	69.00	321.06	Postage	294.53
	Donations/Advert	68.10	40.22	Website Registration	35.11
48.92	Bank Interest	71.33		Room Hire (2006 AGM)	50.00
				Printing –	
			387.20	Track Record	409.98
				Directories	166.25
	Profit on Dinner/Dance	78.00	118.50	Loss on Dinner/Dance	-
	(see summary below)			Fun-day (toilets)	123.38
			50.00	Flowers/Funerals	105.00
			65.00	Presentations	94.45
		<u>£1742.43</u>			<u>£ 1395.36</u>

Bank Balance & Cash at 1st.January 20052249.38

Income.....1742.43

Less Expenditure

3991.81

1395.36

£2596.45

Represented by-

Bank Deposit A/C 2429.51

Bank Current A/C 149.94

Accounts Receivable 42.00

2621.45

Less Accounts Payable 25.00

£ 2596.45

Summary of Annual Dinner and Dance

Hotel charges	2598.50	Sale of Tickets	2646.00
Disco	150.00	Raffle	397.00
Pens	91.50		
Gratuities	100.00		
Flowers	25.00		
Total Expense	2965.00	Total Income	3043.00
		Net Profit	£ 78.00

Tom Kilbey – Treasurer

Alan Catley – Secretary

TERRY HOWSE 1932-2006.

Although Terry rode some cycle speedway before his National Service with the R.A.F. It was on his discharge that he joined Litford Lions in 1952, the team soon changed its name to Manford Falcons. With the decline of the sport in East London, by way of less teams, Terry then joined the Stratford Hammers. When the Hammers disbanded in 1955, he became a member of the Whipps Cross Comets. He soon established himself as a consistently high scorer and proved to be a very tactically aware member of the team. He did well on the tour of Manchester and was always popular with his team mates and the opposition.

His ability to train and encourage young riders was very good. At the gathering after his funeral a photograph was produced of Terry with a Junior Team of eight riders, four of whom became first team riders, two of these, Joe Morement and Bill Kemsley attended his funeral. Also attending from Whipps Cross Comets, were John Brown, Sid Pipe, Derek Gray, Sid Kingsnorth and Eric Hemsley. Attending from Stratford Hammers were Roy Watter, Roy Garnham and Stan Brown.

Lots of good times can be remembered with Terry, at Hungerford, one Bank Holiday after racing drinks were brought, a horse put its head over the fence, Shirley picked up a pint and gave it to the horse. Terry hands on hips said "Shirley that horse has drunk from that glass, now no one else can" Shirley replied "its all for the horse anyway!" The rest of the team fell about laughing.

Unfortunately Terry passed away on 15th January 2006. Terry's funeral took place on the 26th January 2006. A Church service, followed by a burial was attended by 220 people.

Condolences to his widow Shirley, Daughter Martine and Grandson Charlie. Terry was a kind and caring man, as his daughter said in her tribute, "he was a one off!"

Terry you will never be forgotten.

Eric Hemsley.



Whipps Cross Comets.

Back row left to right:- Sid Kingsnorth, Eric Hemsley, John Brown, Sid Pipe & Terry Howse.

Front row left to right:- Terry Platford, "Bibby" & Vic Coppingd.

Another one bites the dust

by Roy Delaney

Driving along Montague Road, Edmonton, quite recently I was shocked to note that the Edmonton track was no longer there. A closer inspection revealed that the local council had ploughed up the disused track and enclosed the whole area with steel barriers. I did ask a couple of locals for any information they might have, but to no avail. They were not even aware that the ground was the former home of a very famous cycle speedway club.



Montague Road track. in 1956

Ted Gee & Roy Delaney battle for the lead.

On returning home, I got in touch with the borough's town planning dept. for knowledge on this subject. It would appear that the site has been prepared for a multiple use games area (Muga) Reflecting over the past 59 years, Edmonton Saints were formed in 1947 and claimed many different venues for their home track during the following seven years. In 1955, the council provided a permanent track at Montague Road following constant street petitions and regular evening meetings with the council at the local town hall. In 1957 Vic Cowell suggested forming a second team, to which to which I agreed. The following year I

retired from the sport and Vic Cowell took over the reins, so to speak.

When the Saints folded up, the Monarchs became the only club in the district and went on to win everything in their sight during the sixties on more than one occasion. The icing on the cake came when former Saint's rider, Les Westwood, became world champion. When the Monarchs disbanded, Mr. Jackson took over the club in the the early seventies and contacted yours truly following Les Westwood's recommendation. I took on the PRO position until the team, the Edmonton Panthers, walked out in the middle eighties.

Visitors from the entertainment scene included Winifred Atwell and Irene Handl. So after 50 years, the track that had one of the finest drainage systems in the country has gone under with a foundation of cherished memories.

However I feel fortunate to have in my possession to remind me of that unforgettable era, the original Track licence dated 19th. April 1955.



* * * * *

From l to r. Tom Kilbey, Bill Treacher (Chairman) Winifred Atwell, Doreen Delaney (Sec) Roy Delaney and Roy Allwright.

V.C.S.R.A CHAIRMANS REPORT

From the committee and myself we thank you for your support during this past year.

This has been a very successful year for us as a new committee. We each have a designated position and function within the committee. Mine as Chairman is to keep the meetings in order and to the agenda. Not always successful.

During the last year we have lost some members, but have also gained new members, so all in all the membership is fairly stable.

The fun day at Hawbush needs to be looked at, as there does not appear to have such a strong appeal as it had in the past. You tell us.

We have several items on the agenda for this coming year, which we hope will appeal to you. There is a possibility that the nostalgia night at The Exmouth Club could be in September, I will have info on that in May.

The Dinner Dance was again the highlight of the year. One small complaint, this was about the time that it took to do the raffle. Unfortunately or fortunately depending on the generosity of members we had rather a lot of prizes. But looking at the other side of the coin, it was our most successfully financial raffle ever. We will however try to speed the raffle up this year.

There was one complaint from a member regarding the late delivery of the Track Record. This was my fault, I stupidly took myself off to hospital with diabetes, thus the Track Record was delayed. My apologies, mind you a phone call could have given the complaineer the answer. Enough said.

We are still looking for articles for the Track Record, so come on lads put your thinking caps on and get writing. We hope to make our tenth year special but we need your help.

It is a privilege and a pleasure to be a member of the VCSRA and to serve on the committee.

DEREK CATTLE 8th April 2006

NOTES FOR YOUR DIARY

Saturday 17th June. VCSRA 10th Anniversary Event to be held at The Paradise Wildlife Park Broxbourne.

Tuesday 11th July. (10 am) Bluebell Railway. (Maps available from Derek Cattle.)

Sunday 13th August. Duxford ("Spitfire Day")

Tuesday 15th August. Len Kitching's Ramble. For details please send a stamped addressed envelope to Len.

Saturday September 9th. NOSTALGIA NIGHT at The EXMOUTH CLUB.

Saturday 25th November. 11th Annual Dinner/Dance at Ye Olde Plough Motel Bulphan Essex.

Colin Booth is working on updating the VCSRA web site. You can always log on to check on forthcoming events.

MORE EDITORS RAMBLING

In the report on the Autumn Golf day at Cheshunt in the last issue of the Track Record, it stated that the Stapleford Trophy had been presented to the VCSRA by Wally Dighton. Wally asked me correct this, he only donated the base, so that the winners names could be recorded.

Roy Fraser said that the front cover picture of me leading must be a mistake and that there must have been another rider in front of me, out of the picture! Thanks Roy.

Robin Martakies sent an e-mail, which somehow got squeezed out of the last edition. He has some Cycle Speedway Handbooks and other items dated from 1976 to 1987 for sale, proceeds to go to the Speedway Museum Project.

Any one interested to contact Robin at 66 Kirkfield, Ambleside, Cumbria, LA22 9HA.

We were thinking of moving last year, so I started to clear out the loft. There were two tea chests full copies of the Speedway Star. They are from mid 1983 to date. I thought I might be able to sell these and also donate the proceeds to the Speedway Museum, but it seems that these have very little value. There are also programmes from the same period, mainly Milton Keynes, Arena Essex and Rye House, home and away. It would seem a shame to put them out with the waste paper, so if any one is interested in any or all of these, you are quite welcome to them.

Received an e-mail from Fred Pallett to say that a former Welling Wings team mate had given him some copies of Cycle Speedway Monthly. He kindly sent me a copy of a page from the issue of January 1950. The headline was "Cycle Speedway in Belgium" by Bill Gadsby! I was rather hoping that no one would come across this. I used to work with Graham Payne (publisher of Cycle Speedway Monthly) and mentioned to him, that while on holiday in Belgium in 1947 I had come across this Velodrome, a circular banked wooden track on the beach at Blankenberghe. There was an inner track, where you could ride "trick" bikes, with square wheels etc or an outer banked track. The only resemblance to Cycle Speedway was that the bikes were stripped down and you went round anti-clockwise. The bikes had fixed wheels, so you could not stop pedalling on the bends even if you wanted to. Graham kept on to me to write an article about it. I never got round to it, so I suppose having a page to fill, (I know the feeling) decided to write it himself. He embellished it a little saying that a huge crowd was watching me broadside round the track. This lead to me getting a lot of "stick" from fellow riders when the magazine came out. Particularly from Eric Marshall of the Kingsbury Tigers, who kept asking me how you can broadside a fixed wheel bike on a banked track. (you can't) So I had to admit that the first that I had seen of the article was when the magazine came out.

My article in the Watford Observer, brought a response from Derek Haskett, asking me if I would be interested in a copy of "My Cycle Speedway Career" This is a diary of his Cycle Speedway matches in 1947 riding for the Hanwell Tigers, who later changed their name to Greenford Aces. It is in school boy writing illustrated with drawings. It makes fascinating reading. I will use some extracts from it in a future issue.

Had a bad day?

A man was working on his motorcycle on the patio, while racing the engine, the motorcycle accidentally slipped into gear. The man, still holding the handlebars, was dragged along as it burst through the glass patio door. His wife hearing the crash, ran in the room to find her husband cut and bleeding. She called for an ambulance and because the house sat on a fairly large hill, went down several flights of steps to meet the paramedics and escort them to her husband. While the attendants were loading her husband, the wife managed to right the motorbike and push it outside. She also quickly blotted up the spilled petrol with some paper towels and tossed them into the toilet. After being treated, the man returned home. He looked at the shattered patio door, went into the bathroom and consoled himself with a cigarette while attending to his business. About to stand, he flipped the butt between his legs. The wife who was in the kitchen, heard the loud explosion and her husband screaming. Finding him lying on the bathroom floor with burns on his buttocks, legs and groin, she again phoned for an ambulance. The same paramedic crew were dispatched, as they carried the man down the steps, they asked the wife how he had come to burn himself. She told them. They started laughing so hard, that one dropped the stretcher, dumping the husband out, he fell down the remaining stairs, breaking his arm.

Have a good day. Bill Gadsby



Ghost Match

One of the most notorious cycle speedway matches took place on 22nd January 1949, when Wembley took on Dutch Champions Hollandse Welpaen in the famous "Ghost Match". The Wembley team raced on the Kingsbury Circle track, while the Dutchmen raced on their own track. Both circuits measured 60 metres. A crowd of over three thousand were at Kingsbury to watch the event. In each team two riders lined up and were timed to one fifth of a second. The Dutchmen won the match with ease but unfortunately there is no record of the result.

For the record the Wembley team was:- Buster Brown and Del Green (both Wembley Panthers) Dud Smith & Don Morris (both Acton Acorns) and Don Mahony & Roy Rogers (both Kingsbury Lions). This is an extract from the report in "50 years of Cycle Speedway".

What this report does not say is that four tons of cinders were laid on the Kingsbury track in preparation for this match. In the absence of any rain and the refusal of Wembley Council to loan a steam roller to pack the cinders, two tons of the cinders had to be removed from the track prior to the match. The Dutch times were on average 31 seconds faster than the Wembley ones. This is hardly surprising, as while the Wembley riders were ploughing through loose cinders, the Dutch riders were racing on tarmac, although nobody realised this at the time. Although the report says that there is no record of the score, as the match was run over nine heats, the result was probably 45-9 to the Dutch team.

The event created a lot of publicity for Cycle Speedway, both locally and Nationally. The Wembley News carried a full report of the match and the Middlesex All Star-Stars Championship that followed. The above picture of Don Mahony (left) and Roy Rogers was from the Sunday Pictorial.

Renewal of Subscriptions. Please note that renewal of VCSRA subscriptions became due on 1st April 2006. A slip is enclosed in this newsletter for that purpose which you are invited to complete and return as soon as possible.. (Please ignore reminder if already paid.)

Amendments

Please note the following amendment to directories.

New addresses of members or those previously shown incorrectly.

Roy Fraser. 1, Inveravon, Mudeford, Christchurch, Dorset, BH 23 3NU.
Telephone 01202 482748.

Annual General Meeting 2006. and welcome to our President elect.

On Saturday 8th. April 2006 at 1.00pm our AGM was held at a new venue, the "Sun" Public house, Sun Street, Waltham Abbey, Essex, under the presidency of Wally Dighton with an attendance of 21 members. The meeting was opened by our chairman, Derek Cattle who welcomed our members and their guests. Apologies for not attending were received from Vic White.

Copies of the minutes from last year's AGM were handed round together with copies of our chairman's, secretary's and treasurer's reports. They were read and accepted unanimously by our meeting. These copies are still available to any of our members who would like to receive them upon request.

Arising from last year's minutes, Malcolm Bell told us that it was unlikely that Hawbush track would be available this year for our regular "fun day" as, at this time, the future of the track itself is not known. Malcolm will keep us informed of any new developments.

The result of the ballot for President which was open to all members of the Association resulted in **Nobby Dunn** receiving most votes and he will be elected as president in November at our annual dinner / dance this year as successor to **Wally Dighton**. The new committee elected unopposed was as follows:

Ken Archer, Malcolm Bell, Johnnie Brown, Alan Catley, Derek Cattle, Tom Kilbey and Sid Pipe.

Events for this coming year that have been arranged are as follows:- A visit to the Paradise Wild life Park, Broxbourne on 17th. June from 10 am—6.00pm. Including buffet, tickets are available at £10 each. The nostalgia evening at the Exmouth social club has been arranged for Saturday, 9th. September at 8.pm and our Dinner/dance will be on Saturday 25th November. Other events we are hoping to run include a visit to Duxford Aerodrome, probably in July, another ramble in August and a visit to the Bluebell Railway and Sheffield Park, depending on likely support. Please let us know how you feel.

Please do not forget to post off your renewal subscriptions with the slip enclosed to :-
Alan Catley, 13, Leda Avenue, Enfield, EN3 5PZ.

See you around, Alan.

The Crossover Project—from Pedals to Power

Malcolm Belchambers (alias Malcom Bell) is compiling a record of all Cycle Speedway Riders, who made the crossover to full time motor-cycle speedway.

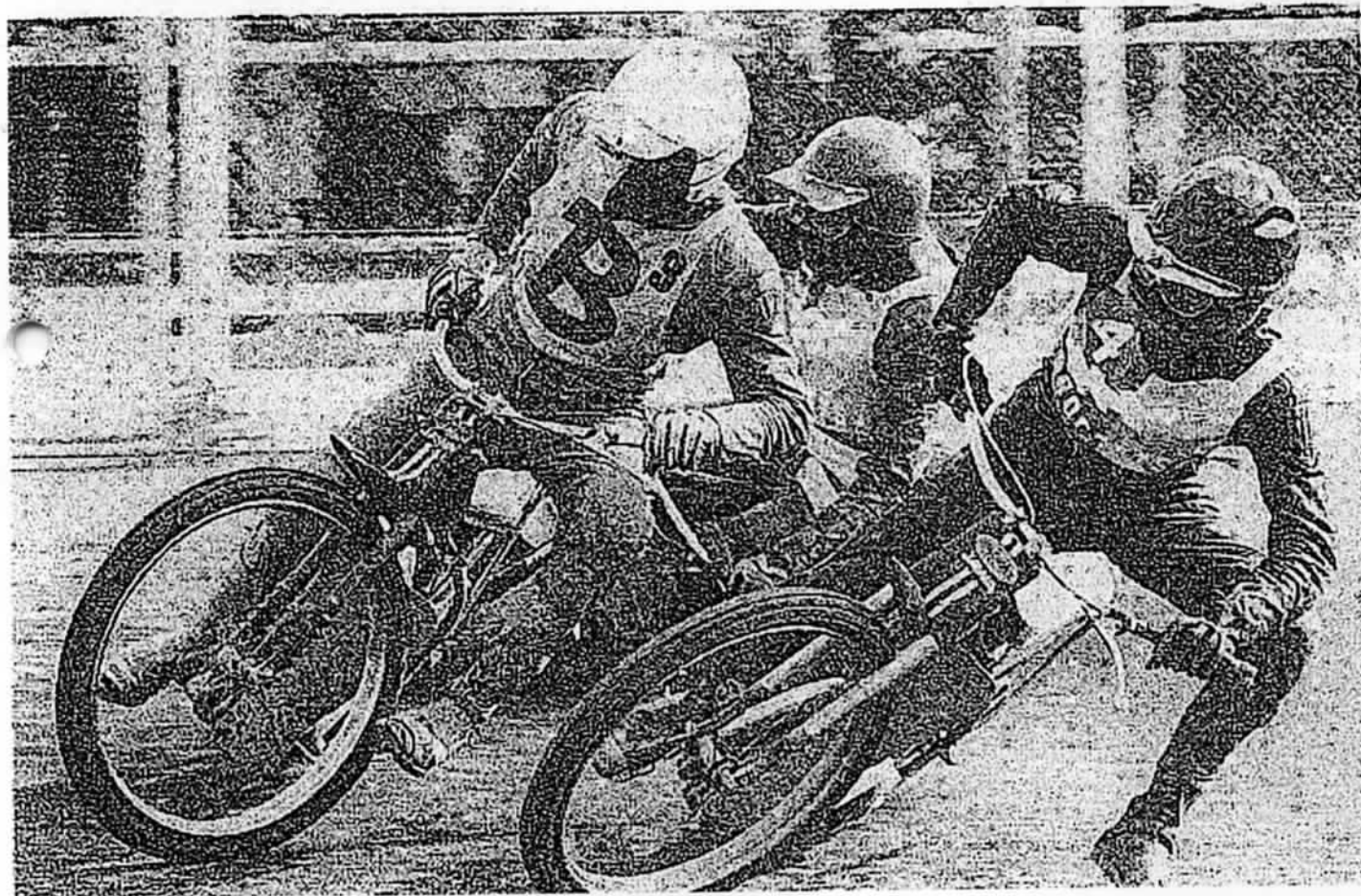
It is hoped this project will eventually go on display in the new speedway museum at Paradise Wildlife Park at Broxbourne Herts.

I require the following information:-

1. Name of the rider
2. Name(s) of cycle speedway team(s) ridden for and the Counties (Dates if known)
3. Name(s) of speedway team(s) ridden for (Dates if known)

Overseas cycle speedway/ speedway riders would also be an interesting addition to this project. I do not require riders who rode "second halves" only.

Please write to;
Malcom Belchambers
16a Ethelred Gdns.,
Wickford,
Essex SS11 7EX



Birmingham's George Major trying to overtake Rye House's Clive Hitch.

G'day from Downunder!

I was browsing through Google today and I don't know why but I put "Cycle Speedway" into the search field and came up with your site. It's a shame the website isn't still up but I thought I'd write anyway to see if any of your older members remember Cycle Speedway at Aldershot, Hants. I grew up there as a boy and cycle speedway was really the first organised sport that became available for us war time kids. There was no Cricket or Football unless you could afford to be a member of a club. The only time we got to play either really was at school. So if you weren't good enough to get into a school team then that was that! Cycle Speedway was different. If you had a bike you could race. It didn't matter if you weren't brilliant, you could always get a ride.

I'm 71 years old now but I can remember everything that went on in those early days of cycle speedway in both Hampshire and Surrey. Cycle Speedway in Aldershot started in 1946. The first track was in North Lane, on the site of an old brick works, and in the shadows of the old gasworks. We knew we weren't allowed to use it but what the hell. We could run faster than the old guy that owned it!

At that time real Speedway was enjoying a large post war revival and the local team, The Aldershot Shots, built an egg shaped track with a shale surface at Tongham, Surrey, just outside the Aldershot boundary. A couple of their early stars were Basil Harris and Trevor Redmond. Aldershot was one of the first teams in the National League and we were soon treated to visits from the best teams in Britain. Speedway was big in Aldershot in those days.

We didn't have any adult help when North Lane Eagles started, so the little band of enthusiastic kids never really made it. But when the Aldershot Speedway Club offered to help build a cycle track in their car park a large crowd of kids descended upon the Tongham track, mainly because of an article in the Aldershot News. It took a while to get organised but we built the track first. That meant kids could ride while the Pits and fences were being built. Unlike at North Lane a large number of parents got involved too, and by the Spring of 1947 the first meeting was ready to be held. The opposition was the Runfold Tigers.

Some of the early team members were myself (Ernie Allen), Ted Drurey, Eric Rogers, Cohn Barnes and Terry Clifford. We won a few, and we lost a few. We eventually competed against teams from Hindhead, Godalming, Woking and two teams from Guildford. Our problem was that none of the parents had access to a lorry so the only way we could race away from home was by riding our bikes to the meetings. So most of our fixtures were at home.

My first bike was a converted Hercules sports bike. I took the mudguards and brakes off and had one of those "buffalo" handlebars made at an engineering factory where one of my neighbours worked. I used to spend my precious pocket money on rear sprockets for track gearing. Then Philips came out with a Cycle Speedway Special and I conned my mother into buying me one from Currys. Things now got a bit more serious. I gathered together several different cranks from 44 to 52 teeth and a range of rear sprockets from 14 to 28 teeth. Each track needed different gearing, just like modern racing bikes and cars do. So that meant different length chains as well. As techniques got more and more sophisticated we used to set up for the next race meeting before we got there.

But things weren't going as well as I liked with the Aldershot team. Then a family from Runfold, who owned the Petrol Station next to the Aldershot track, decided to start up a new team. They had a fairly large block of land next to the Aldershot speedway track that was full of old scrapped cars and trucks. The owner, Mr. Croucher, decided to put up some money to form a team that would be competitive. He had two sons, Peter and David, and he also had two Lorries. So traveling to away meetings wasn't going to be a problem. He also did a bit of research on the latest equipment and decided to buy four Wally Green Specials. The Philips bike was always a bit of a compromise, since it was pretty well a normal frame. But the Wally Green bike was designed at Wally's speedway factory as an out and out cycle speedway racer.

The Tongham Tigers managed to lure me away from the Aldershot Shots and that caused a lot of friction between me and my former mates. But I could see the chance to spread my wings. I'd won everything possible with the Aldershot club, but I hadn't won anything that really mattered. And the thought of riding a free Wally Green Special was what finally got to me. We used to travel all round Surrey and Hampshire riding against all the best teams. The meetings against the 'Shots got very spiteful but we managed to consistently beat them.

One of the biggest problems with the original Philips bike was it had a normal height crankcase, so pedalling in and out of corners often resulted in the pedals hitting the ground. The only way to solve the problem was to use a crank from a smaller kid's bike that had shorter pedal arms. Trouble was leverage suffered, so it wasn't really a good solution at all. The Wally Green bike had a crankcase that was almost six inches further from the ground than normal bikes. That meant that in some circumstances you could almost pedal round a bend without stopping the pedalling!

In 1949 Mr. Croucher decided to enter Peter Croucher and myself in the Mars Trophy. It was being held at the Guildford Aces track right next to Guildford Cathedral. There were 4 elimination zone finals and the Guildford meeting was for the Southern area zone. Teams from all over Hampshire, Surrey and Kent were represented. The track was fairly long by our standards and it was also wholly surfaced in Tarmac. So it presented a few technique problems that were new to Peter and I. We'd both raced there a couple of times and had noticed that the riders pedaled round most of the track only pulling a foot down on the sharp corners, so racing was very fast. We had a meeting to discuss how we would approach this new style of riding. Our Wally Green Specials had the ability to pedal round most of the corners, because of the higher crankcases, but we'd noticed that races were won and lost on those sharp corners. We needed to find a way pedal for the whole of each lap. So we fitted those shorter pedal arm cranks from a kids bike. We realised that we would lose some leverage from the shorter pedal arms but figured that we could drop the gears one sprocket lower and make up for any lost time by constantly pedalling round the bends. So off we went to Guildford a few days before the meet to try it out.

We stayed with an Uncle of mine and he took us to the track on the Wednesday, Thursday and Friday so we could practice. There were a lot of other kids there as well, so we decided that we'd have to do a lot of looking, and only practice when there were few kids on the track. We were sure our idea would work but we didn't want anyone working out how we did it until after the racing was over! By the end of the three days we had done a lot of laps with both the long and short pedal arm cranks. And we were right. By pedalling round the bends we consistently shaved a second or two of our best times. The only problem we encountered was that we were a little slower starting but figured that making up a second or two was important enough to gamble. I've got to admit that I had come off a few times in practice until I learned the technique of staying wide at the beginning of the bends and then pedalling as wide as I could on the exits. That way I finally managed to make the bends as large as possible so that I could pedal for the whole of every lap.

On race day I was in the first heat. And sure enough I was last out of the gate. But by taking the outside lane approach to the bends I was able to pedal in and out a lot faster than the other three riders. I managed to go from last to first within the four lap race. We'd looked carefully at their bikes before the racing began and none of them had picked what we were doing. To say the other guys were shocked was an understatement. After all, we were nobodies from Tongham!

Peter had some success but he didn't make the qualifying final. So there four of us left. Two riders from Guildford Aces (not really surprising!) and another rider from Haselmere. Strange thing was, none of them had picked what we had done. They knew we'd done something but our secret remained until after the racing was over.

Well, I won the day and got my first trophy and the Aldershot News had a photograph of me on the front page. Unfortunately I wasn't able to make the trip to the grand finals in the Midlands. Mr. Croucher had a business to run and I couldn't expect him to take the best part of a week off for me. And apart from that the track for the finals was a cinder track and I felt I would have been swamped by a field of great riders. I'd made it to those finals by being smart, rather than by being the best.

As part of my prize for winning the Guildford meeting I was given a 10 week training course at Olly Hart's riding school at the Aldershot Speedway track. So I drifted into speedway but, alas, I never made it. It had all been great fun with a lot of great memories, but shortly afterwards the R.A.F. got me. Ah well! There's always darts!

Terry Allen

"There's Life in the Old Dog Yet!"

This article was sent from an "internet café" in Australia.

Backdrops display fine cycling venues

OVER the last few months we've featured photographs of quite a few different cycle speedway teams from the early 1950s.

Doubtless there are some out there which we have still not mentioned.

But what is especially wonderful about Cecil Watkins' collection of images from his days with the cream of the local teams, the Foulston Eagles, is the range of backdrops we can see in these splendid action shots.

Time was when hundreds upon hundreds of spectators would turn out for an evening's entertainment, and watch young lads pedal like fury around some track marked out on a bomb site or piece of waste-ground.

Cecil has fond memories of those days, enjoying great success locally with the Eagles and getting to travel further afield to take part in national competitions.

Although never quite winning a major national title, he remembers winning regional heats in Ringwood and Marlborough.

Indeed it was on their way through to a final in Marlborough that Cecil rode his last big race for the Eagles.

He said: "We had to ride against Poole Pirates. They were a strong team and I was riding with Alan Dabnet, our captain and one of Plymouth's top riders.

"Normally he'd have been ahead of me but on this occasion I was beating him. Our manager let it be known that he wanted me to let Alan through. I thought to myself, 'No! I'm going to beat him if I can. I did, and I was dropped!'"

That was in 1952, and by 1953 Cecil wasn't riding at all.

"With the Eagles you didn't ride your own bike, they were all held and looked after by Hoskin the mechanic. Once he had your bike you didn't get it back!"

Although it was very much an amateur sport, the Eagles were professionally managed.

Cecil said: "We didn't have to pay for any of the transport costs on our away journeys, and I seem to remember we even had an allowance for food and ice-creams."



ABOVE: Blockhouse, Stoke and that's Cecil in the middle and Penfold of Stoke and Parker of the Aces are on the inside.



LEFT: At the home of the State Devils, St Budeaux (State Cinema to the left), back row; team chairman Miles, Mr Curtain, Fred Millington secretary, anon, P Mitchell, anon, Horsham, Alan Dabnet, manager Osborne in the flat cap behind him, W Hoskin the mechanic and four others. Front row; D Blackmore, Cecil Watkins and H Hallet

BELOW LEFT: St Levan's Road, Ford, Cecil in civvies in the middle again

BELOW RIGHT: Dean Cross - Plymstock Lions v Foulston Eagles with Gerald Gould leading the field

