

THE TRACK RECORD

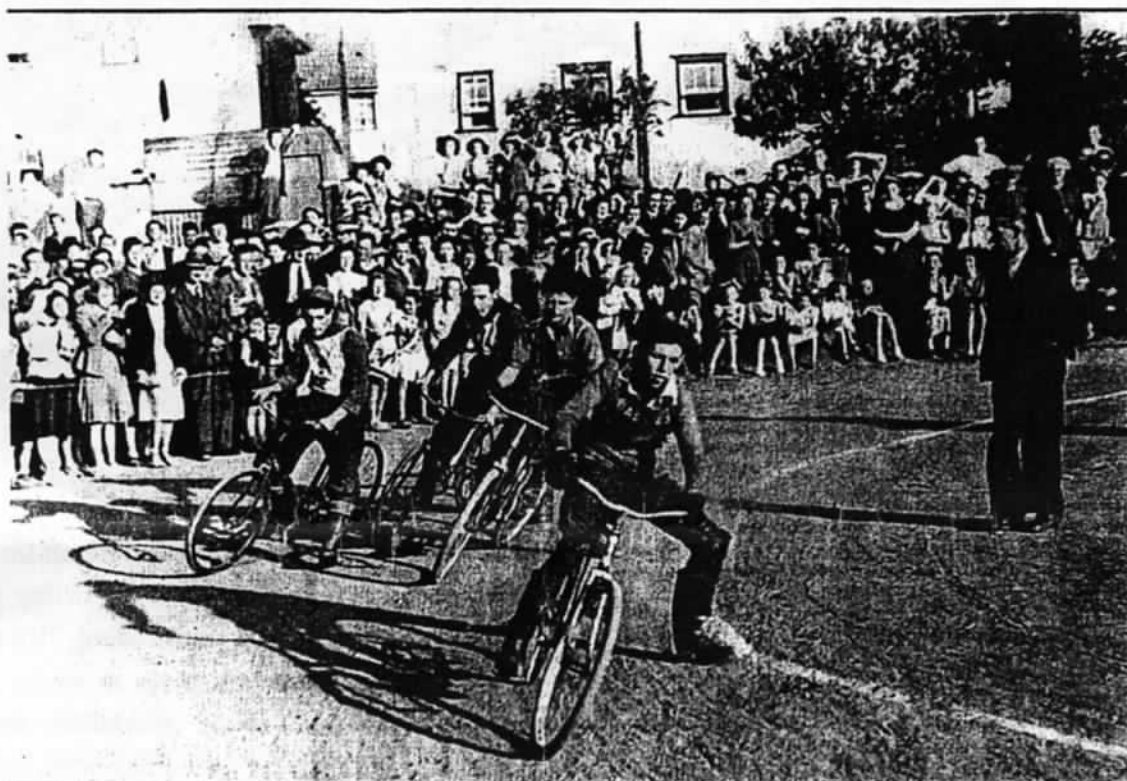
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SPEEDWAY RIDERS
ASSOCIATION**
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Ron Richardson leading the pack in a match between Foulston Eagles and the Laira Wasps at the Eagles home track at St Budeaux.

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BROWNIES EXTRAVAGANZA III
AT THE RAILWAY TAVERN
 TIVETSHALL ST. MARGARET. NR15 2EB.
CYCLE SPEEDWAY
4 - A-SIDE
 QUALIFYING STARTS - 11am.
 PAIRS FORMAT
 ENTER AS MANY SIDES AS YOU WISH
 BOBBING FOR APPLES
 B. B. Q. + TRESKA'S CHILI. BAND
 OH LA LA !!!!! FUNROCK

Dear Friends and Enemies alike,

It's that time again, 'Brownies Extravaganza' which is now a permanent annual fixture on the racing calendar. We are now in our third year and it just keeps growing. The event takes place on a bowling green in the back of a great pub in the Norfolk country side. The event includes pairs racing, kids racing, 70's matches between English league and Southern Counties, and all in good fun, serious but not serious

Each event is sponsored by local companies with magnificent trophies. Food is available throughout the day and into the evening including a BBQ, curry and chilli. All in all a great social day with local bands playing well into the night.

This year the emphasis is on 4-a-side, 4 from your own club, 4 from an old club, just any 4 of your mates! There will be qualifying rides and finals. This year will also include a novice U13 individual with trophies for top 4. Racing will start at 11am sharp, B&B's are available locally at very reasonable rates, some numbers are listed below, the pub has 1 or 2 rooms available, and camping is also available on site.

The day is how Cycle Speedway used to be and should be, FUN; with some seriousness thrown in. Meet riders from the years gone by 50's, 60's, 70's 80's and 90's along with present day riders, all in all a day to remember. Don't forget the date; bring your friends, your club, and your family to Extravaganza III.

See you there!

Location: Railway Public House Tivetshall St Margaret

Off A140, Attleborough / Pulham crossroads, take Attleborough turn off, Pub will eventually appear on LHS

Local B&B numbers:

Mrs Petite, Wacton 01508 531006 Mrs Clarke 01508 530502 Mrs Franklin, Wacton 01508 531576

Mr Douglas 01508 530261 "Moorview" 01379 741401

Kings Head, Pulham 01379 676318 Half Moon, Rushall 01379740793

ROY ARCHIE 1931-2005



Roy Archie (Stratford Hammers) East London 1st Division Riders Champion 1953.
Receiving the trophy from Mr. Eric Branch, Chairman of the East London Control Board.
Runner-up Peter Fraser (Black Lion Monarchs) in the background.

It is with deep sadness that I report the death of Roy Archie on Wed 27th July, after a long battle against cancer.

The funeral took place at Cambridge Crematorium on Monday 8th August 2005. Roy Garnham and Jackie Wilson represented the "Stratford Hammers" and Pete Fraser and Malcom Bell represented the "Walthamstow Wolves"- "East Ham Wolves". Roy only rode for these three teams during his career. He started riding for "Stratford Hammers" in the East London League in 1948 and was a member of their National Team Championship winning team in 1951. When the Hammers disbanded in 1955 he joined me at the "Walthamstow Wolves" and was team Captain when we won the National Team Championship in 1958. The following year the team lost their track at Walthamstow and he moved across town with us to become the "East Ham Wolves" (National Team Runners up 1n 1959)

Roy retired from racing at the end of 1960. During his career Roy represented the East London League, Essex County League and Hertfordshire County League in Test Matches. His greatest individual success came when he was crowned "East London 1st Division Riders Champion" in 1953.

Roy was a superb team man and it was his skill at team riding that won many a match for the "Hammers" and the "Wolves". Off the track he was quiet and unassuming but possessing a wicked sense of humour when required!

I first met Roy in 1950, when I joined "Black Lion Monarchs" who were managed by his father, Mr Tom Archie. During our long friendship Roy was always on hand if you needed help or advice. The old saying "What you saw is what you got" is very true. A good friend, a fine gentleman and above all a true sportsman.

Condolences to his widow, Madge and Family. Rest in Peace Roy

Malcom Belchambers (Alias-Malcom Bell)

UXBRIDGE 1954 by ROGER SEYMOUR

Having joined Uxbridge in 1954, we were a new team on a new council track, and competing in the North West Middlesex League. As a 16 year old I enjoyed my racing, with team mates Bren Harper, Ian Dunford, and Bill Punter all coming from Ruislip, we were always traveling on the underground, or cycling to other tracks.

We were shaping up into a useful team, and doing well in the league, the most pleasing thing to happen during the season was to be selected for the Middlesex Test Team, my first match was away to Ashford in Kent, we were offered a lunch before the match and we fell for the bait, we all suffered during the match, but that's not an excuse just a lesson for the future.

The racing rules were strange to say the least, on going to the tapes, the home pair were up first and the gates were up, this caused some comments from the manager and riders and fans alike, we had 5 coaches of supporters, the second race was much the same, despite protests, come heat 3, and our captain Jimmy Kilsby, decided enough was enough, and duly reached the tapes first, up went the gates and the race was stopped, it was then agreed by both managers to start fairly, quite an experience for us. Test matches were all the go in the 50s, our second trip was to Southampton, the A team rode first at Shirley, a nice setting a good match, and all invited into a large Marquee for some refreshments, this was very nice but there were loads of us, and soon nothing was left, the hosts were realizing this was a mistake and were trying to get the visitors to pay for what they had eaten, not much hope of that.

We then traveled down to Bransgore in the New Forest, this was a nice setting with the track surrounded by high banking, the track was almost identical to Uxbridge, Bill Punter, and I made a good start, and we doing well, after heat 3 our Coach decided he had had enough, and drove off, we were not aware of what was happening, but the Police were called and duly made the driver return, we resumed the match and finished as it was getting dark, all good fun

Another away match this time into the Black Country, I believe it was Pelshaw, we arrived in good time and some of the team went for a drink, I was given a black and tan, it was so thick it seemed to stick to the glass, trying to be one of the boys at 16, but no easier then than today.

Another set of rules, you were not allowed to put your foot over the inside line, we suffered badly here it was something we just had not experienced before and illustrated just how varied the rules were throughout the country, despite having Nacsa as the governing body I expect there were many other strange rules, I can recall back in 1947/48, I was thrown in the South Harrow Whippets team, not yet 11 years old, I had a 3rd place in my first ride, and in the 2nd race I put my front wheel over the line and was ready to exclude myself, I did not know it was up the umpire to decide, but with Pop Dean screaming at me to get going I held on to 3rd place, good old days.

Having just read the latest Track Record it soon makes you think back to the early days, even now at the age of 67, I still think of those days often when I am working, something brings back memories, during the 50s, and 60s, I met many riders and made good friends with some, one of the first to always make you welcome was Derek Garnett, he was a really nice chap who rode hard but fair, he was a great rider, others I enjoyed riding against were Eric Hemsley, we had some good scraps at Whipps X, but it was always handshakes after the race, Reggie Squires of Tolworth, was another good rider who gave everything, and was always smiling, other riders like Derek Wills, always a good competitor and a very likeable man, I recall presenting a cup to him after he had won the Middlesex Grand Prix, at Wormwood Scrubbs. Peter Blackwell, of Kingstanding, was another top rider but a very quiet man. He was stationed outside of London during his national service, and rode for Uxbridge in the Winter League, he used to ride a motorcycle across London to my house in Ruislip, and stay the weekend, riding home or away he was a welcome addition to our team.

Harry Glover

Time, energy, organisation and dedication are just a few of the attributes needed to successfully manage a club. To keep the momentum going year after year takes a great deal of personal sacrifice, Harry Glover was one such person, who devoted much of his lifetime to ensuring that Cycle Speedway enjoyed parity alongside the mainstream sports in Leicestershire, writes Alan Jones.

Like most people Harry entered the sport as a rider. At the age of twelve he signed for the Mowmacre Magpies in 1954, when many villages in the county had a Cycle Speedway track and clubs were split into three leagues, North, South and Central. It was not long before Harry switched allegiance to the Belgrave Red Devils, who shared the same Slater Street venue with the Leicester All Stars.

During the mid to late fifties, the number of tracks slowly disappeared which threatened to decimate the regional set up in Leicestershire. Harry had the foresight and vision to see that a total collapse of the sport in the county would happen unless change were made. As a result he was instrumental in setting up the Leicester Independent League in 1961 for the seven remaining tracks that were still operating and began to organise fixtures against clubs from other counties.

By now Harry was captain of the Blackbird Monarchs who raced at Slater Street and under his guidance the team's reputation grew in the swinging sixties. Back to back Gold Cup final victories and twice Champions of the English League were notable successes. Harry himself made headline news when he won the 1964 English League Riders Championship.

Then at the relatively early age of twenty-three, Harry took over as general manager of the club and in 1967 he steered Leicester to first place in the British League. Two years later the team reached their first British Team Cup Final, only to lose to the Offerton Devils.

While Harry is still remembered to this day for his prowess on a Cycle Speedway bike, it was his unselfish work in the day to day running of the club that is remembered by so many people connected to the sport. His level headedness, forward thinking and diplomatic skills did not go unnoticed either by the governing body of British Cycle Speedway because for a period of time he was elected to serve as Finance Officer and later Chairman.

He was never one to take centre stage but was always there for the people when they needed his support and advice. Under his guidance the Monarchs have grown into a professionally organised set up that is a credit to the county of Leicestershire, with stadium facilities to match the image. Until his recent illness Harry carried out many tasks behind the scenes at Slater Street to ensure that the venue looked smart, often without any fuss, which was his way of going about things. He was that kind of person. His presence on match days and the way in which he handled difficult situations have already been greatly missed and while the place will never be quite the same again without him, he has left the club on a sound footing and growing year on year.

UXBRIDGE 1954 cont.

Dixie Dean, was a good friend, he was a hard rider to beat but a rider who I persuaded to compete in the 1958 World Championship, in Hilversum, whilst he was working on a house I would be telling him all about Hilversum, and what was expected, he finally liked the idea and rode the following year finishing a creditable runner up. Dixie and Pete Blackwell, trained together often away from the track, they built up physically riding everyday, they were trying our different tyres and both were seeking the best preparation they could, the end result justified this dedication.

Well its back to the pool the water is 33, and its 12-30am, I shall no doubt reminisce some more it's a hard life, but time goes just as quickly here, only we can rely on the weather, I b-que several times a week. We have a lot of Swedish friends, who play Petanca, they really enjoy eating having a drink and a chat, they are excellent company, we play 3 times a week and have competitions at all levels including league matches Internationals, and Representative matches, this goes on all the year, although the Swedes go back for the summer months, but return in September to Torrevieja, this town has doubled in size over the past ten year, with the Spanish now out numbered.

THE THOUGHTS OF CHAIRMAN DEREK.

Another Nostalgia Night has gone, sadly the last one at the Exmouth Club. Many people have asked me why I am leaving the club. Well I am not, just the committee work.

I feel that I have had the burden of running this club for a long time now and to be perfectly frank, I am too old and tired to do it any longer. It sometimes means being over at the club five or six days a week, sometimes at eight in the morning. I have enjoyed it but it is time for some younger hands.

What can I say about the Nostalgia Night. It was fantastic. Many, Many friends from the club and all the members and their partners from the V.C.S.R.A. My family and I thank you all from the bottom of our hearts.

The entertainment was started by the Alan Cately Ensemble. Alan on keyboards, young Frank Duffy lead the singers Derek Kent and Pauline Jarman. On drums Ray Godwin. We then had young Ron Woolley aka Bob Stevens and his Jazz Gang. Ron rode for Tooting for many years, the banjo player rode for Lea Valley Knights. I am not sure of the names of the clarinet player or the trombonist, again on drums Ray Godwin. Then Alan Cately took over again and we concluded with a nostalgia disco.

I would like to take this opportunity to thank all the musicians who gave their time to entertain us, but a special thank you to Ray, our drummer. Ray is my cousin and when we were young, I was envious of him, his Dad kept pigeons, but my Dad would not. When we were young we worked together, we both rode for Tooting, we also did three years in the Territorial Army. Not very good soldiers I am afraid to say. We both have a love of the big swing bands. Ray still plays in a rehearsal band. (Elderly gentlemen just playing for the enjoyment of it.) Ray and I have known each other for nearly seventy five years, lets make it a hundred Cuz. Also that night we celebrated my partners seventieth, my daughters fortieth and my granddaughters eighteenth.

Where will we all be next year gentlemen? That is in the lap of the gods. My thanks to all the members who have supported this event in the past.

P.S. All the jellied eels went

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Pictures on opposite page:-

Top Alan Catley on Keyboards, front row Derek Kent, Frank Duffy & Pauline Jarman (Vocal)

Middle left. Ray Godwin on Drums. Middle right Bob Stevens Jazz Band (Ron Wooley on trumpet)

Bottom Left:-

Back row L-R John Burroughs, Denny Daniel, Ron Holvey, Len Kitchen, Ray Gingell, Ken Archer, Derek Cattle & Stan Stevens.

Front row Doll Daniel, Vera Gingell, Kath Holvey & Vicki Cattle.

Bottom Right:-

Back row L-R Stan Stevens, Ron Holvey, Ray Gingell, Len Kitchen, Denny Daniel, John Burroughs & Ken Archer.

Front row Vera Gingell, Doll Daniel, Kath Holvey, Babs Cooper & Vicki Cattle.

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THE LEN KITCHEN RAMBLE

Thirteen of us met up at Reigate Hill, Len explained the ramble he had chosen, bearing in mind the age group. Thanks to Len's foresight in supplying maps, this made it easy to find the car park (free). Tea, coffee, soft drinks and snacks were available at the shop.

The view from the car park was worth the journey. This was one of the most enjoyable days that I have had in a long time. The views were outstanding and Len is a source of knowledge, answering many questions along the route.

The pub that we stopped at for lunch was superb, great beer. We then took our time on the return walk. The overwhelming opinion was, when are we going on another? Over to you Len.

I would recommend this day out to anyone. Please contact Len re. the book he has compiled on his walks through the Surrey Hills. Thanks Len from all of us.

DEREK CATTLE



VCSRA Web Site – www.cyclespeedwayvets.org.uk
By. Colin Booth (enthusiastic 'Silver Surfer')

The original VCSRA web site was designed and launched onto the world wide web (www) in the early days of the association by Vic White with the aid of a young computer enthusiast. The aim of the site was then and still is to reach our computer-owning ex-colleagues and encourage them to join our ranks. Sadly this is yet to happen!

In 2003 I accepted the request published in the 'Track Record' for somebody to take over the web site. I then commenced to teach myself the mysteries of the Hypertext Markup Language (HTML) which is the code used to build web pages with the aid of a book entitled 'HTML 4 for DUMMIES' (Available in most public libraries). For those of you with access to the Internet you can view a web pages HTML coding by clicking on 'Source' in the view menu in the tool bar at the top of the page.

Welcome To The Veteran Cycle Speedway Riders Association Home Page

Keeping you up to date with what "Old Skid Kids" are
getting up to

For More
Information Click
Links Below

2005 Events
Calendar

News and Reports

Nostalgia Trip and
Photo Gallery

Cycle Speedway - it is generally accepted that it first blossomed on the bomb sites of a relieved London at the end of WW2 and quickly spread to all major UK cities. Hundreds of lads tearing around dirt ovals on stripped down road bikes with wide gas pipe handlebars emulating their motor bike dirt track heroes.

It is from these lads that the nucleus of the Veteran Cycle Speedway Riders Association membership is drawn.

The VCSRA was formed in 1996 with the objectives at all times to be purely social and benevolent, helping former colleagues keep in touch to re-live old times. The association is open to all former riders who first took part in the sport and rode for a team at least 20 years ago.

Regular events are organised, mainly social but twice annually a golf day is held, a quarterly newsletter is published and the Association also issues a directory of members to enable anyone to get in touch if they feel so inclined.

Where are all of you ex Cycle Speedway Riders now !!

Why not join us and enjoy our events with us.
We know that there are hundreds of you out there
who helped start our sport after the war and we
would like to hear from you.

For Further Information Contact :-

Alan Catley / Secretary
13 Leda Avenue
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Middlesex EN3 5PZ

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Mobile:
Fax:
Email: aecatley@tiscali.co.uk

This Site Last Updated 25th July 2005

In January of 2004 our current Web Site, my best effort to date was launched onto the Web. It consists of four sections, the Home page or Introduction with links to a VCSRA events calendar, a news page with items taken from the 'Track Record' and a nostalgia page, which at the moment is devoted entirely of pictures of the South Essex League in the 1950's.

I have plans for the site, the nostalgia page I want to turn into a VCSRA archive, featuring the first two decades of our sport, with pictures that illustrate the atmosphere and character of those early days, the bombsite tracks with all their hazards for instance. To do this I will need the help of many of you. There must be hundreds of black and white photos out there, in photo albums sitting proudly on the bookshelves or packed away in boxes in draws, attics and even cellars. I need scanned digital copies of these photos, I know that relatively few of you are familiar with computers

SID PIPE

NEWLY ELECTED MEMBER OF THE VCSRA COMMITTEE



Sid rode twenty years for the **Whipps Cross Comets**; he featured in many of the Comets championship teams and toured with the Comets in most of the major cities in England and Wales.

He was known mostly for his team riding, if Sid was behind you could be sure to hold your position in the race. That is probably why he won more Best Pairs Championships than any one else. Colin Hart, Harry Hopwood and Johnny Brown were three that shared victories with him.

But in September 1955, away to Langley Lions he rode completely out of character to become the first Comet's rider to score a 21 point maximum, when he shared the nominated rider's heat with Terry Howes to score a 5-1 win.

Sid rarely misses any of the VCSRA events, and therefore is a good choice of those who elected him.
Johnny Brown

VCSRA Web site cont.

and even fewer have computers. However most of you have children or grandchildren who are computer literate and have a computer and scanner or have access to one. So use your powers of persuasion. Pictures can be emailed to me at 'colin.booth@tiscali.co.uk'. I appreciate that you are all reluctant to let your treasured photos out of your hands and hope the method I have suggested will put your minds at rest and I can get started on the VCSRA Archive. John Brown of Whipps Cross Comets fame has got the ball rolling and I now have some digital images of national press cuttings from the forties featuring cycle speedway to get on with.

Now I have given you all something to think about. If you don't think you can help with getting the digital images for the Archive at least tell all your relations about our site and maybe reach someone who has not heard of the **Veteran Cycle Speedway Riders Association**.

JOHNNY HALLORAN

I was very sorry to hear that Johnny Halloran had passed on. John was one of the greats of the early days of Cycle Speedway. Although we were both East End Boys, I knew him more by reputation, as I raced across the river in Woolwich, mainly for Norman West's Welling Wings, and before that the Plumstead Panthers. John rode for the Becton Aces. The Aces were the first ever winners of the first ever Cycle Speedway League. Organised by Len Silver, in my humble opinion, the inventor (if that is the right word) of Cycle Speedway as we know it.

In 1956 I formed the East Ham Stars, racing in Ron Bull's Essex League, Ron being one of the great administrators of our sport. We were bottom most of the time, then Ted Walker, Reg Goode and Ernie Lamacq joined and we did much better, but we all agreed that we needed one more top rider. I had heard that John had retired but I managed to persuade him to join the "Stars", with John joining, we never looked back, winning the Essex League in 1959.

John was not only a great rider, he was a great sportsman, extremely modest and I am proud to have known him.



The Photo shows one of our successful years, plenty of trophies. (but I am not sure which year.) Left to right. Dave Hackett, Jack Biggs (World Speedway Finalist), John Wright, Ken Barrett, Norman Lillywhite, Joe Barrett, Ted Walker, John Halloran and Bill Kiley.

VIC DUFFY

Nostalgia

Cycle speedway memories

A picture of cycle speedway teams from The Swillett and Maple Cross published in the printed edition of the Watford Observer in July prompted Paul Robinson, of Carpenders Park, to get in touch.

Paul writes: In 1946 I was living in Willesden. A friend, Eddie Durak, and his parents took me to the Empire Stadium Wembley to see the first speedway meeting to be held after the war. I was 13 at the time and, from that day on, I was hooked on speedway and for many years went to the stadium every Thursday night to see all the speedway stars: Bill Kitchen, Tommy Price, George Wilks, Alf Bottoms, Freddie Williams and his two brothers, Split Waterman, Bronco Wilson and many more stars. What wonderful days with crowds of up to 90,000.

With a group of mates we formed a cycle speedway team and we named ourselves the Willesden Comets, we built our own track, as many others did, on some old waste ground at the bottom of Mitchell Way, just off the North Circular Road at Stonebridge, I think it was part of the old sewage works. "Our match results were printed in the Willesden Citizen every week. Our big local rivals were the Stonebridge Rockets, they raced on a track only a stone's throw away, also on some waste ground, on the other side of the North Circular Road at the bottom of Conduit Way.

I think that cycle speedway originated from all the old bomb sites, as I remember a picture in one of the national newspapers. Tracks were built all over the country. "The tracks I remember were Wembley Paddocks, Welsh Harp, Alperton, also one in the Sylvia Gardens / Derek Avenue area, near Monks Park. One of the riders there we knew as Buster Brown and he later rode professionally for the great Wembley Lions. We also traveled to Bromley and Peckham, we hired an old coach and all the bikes were strapped to the roof. There was a state-of-the-art track built by the council at the Little Scrubs.

The years take their toll and a lot of the names escape me, also where all the tracks were. Billy Brewster was the captain of the Stonebridge Rockets together with Sydney Bevan and Ray Humphreys. Our team, the Willesden Comets, was captained by Eric Willis, together with Dud Smith, Frankie Hopcroft and myself.

"I used to have a wonderful picture of the whole team taken by the Willesden Citizen just before a big match. It included our manager, Mr Keebul. Sadly, over the years, the photo has gone missing and I would love to obtain a copy. I wonder if anyone out there who used to ride for the Comets still has a copy?

"I think that Dud Smith ended up riding professional speedway for Swindon. Another great friend of mine, Jimmy Riley, and Tiddler Humphreys came along later and Tiddler later rode professionally for Rye House Rockets under the name of Tyeburn Gallows.

"Our bikes were stripped down, no brakes, no lights, no mudguards, we also changed the rear sprocket according to the track size and a nice Michelin 'X' tyre on the rear wheel.

"Sadly, all the boys had to do national service at 18 and I lost touch with everyone."

Paul Robinson can be contacted by e-mail at: paul-joy.robinson@ntlworld.com.

Watford Observer 2nd September 2005

More Editors Ramblings

Early Spring 1946, our headmaster announced that the afternoons lessons were cancelled as we were all going to Wembley Stadium! I am not sure what the occasion was, but all the schools in the area were invited. And they certainly put on a spectacular show for us. There were genuine Russian Cossacks doing tricks on (& under) their horses. The Royal Army Service Corps Display Team on their motor bikes, "Dare Devil Peggy" who climbed up a tower, set fire to himself and dived into a blazing tank! Plus many other attractions. The finale was a couple of speedway races. Although there was a huge roar from the crowd as the Wembley Lions came out, I thought that this was very much an anti climax and that the speedway was of no interest at all.

Several weeks later my Mother asked why I never went out on Thursday evenings, I replied that there was no one to go out with, as everybody was at speedway. "Oh I like speedway "she said " I used to go to Belle Vue before the war" Eventually after much persuasion I finally reluctantly agreed to go with her one night. Of course it was pouring with rain and freezing cold (in July) Of course there was no Olympic Way then, so you had to walk half way round Wembley to get from the station to the stadium. Despite the rain, there were huge crowds queuing to get in. Eventually wet and bedraggled I settled down and waited to be bored. First race, Bill Kitchen rears at the gate, loosing a couple of hundred yards, he easily overtakes his partner (Roy Craighead) and Dick Harris and just fails to catch Norman Parker of the line by inches. This might be interesting after all! The rain continued throughout the meeting, so much so that it was decided to cancel the second half. (In something like 150—200 subsequent meetings, so far as I can remember not one was cancelled due to rain.) This meant that the meeting finished about an hour early, so that all the extra trains that should have been waiting at Wembley Park Station were not there. (of course) So that by the time we eventually got to Kingsbury Station, (of course) all the buses had stopped running!

My Mother realised that I would rather not to go with her each week, so she went with a friend and sat in the "posh" seats, while I went with my school friends. One day one of them mentioned that his elder brother and some other lads had found a disused tennis court at the end of The Mall in Kingsbury. They had made a track on it, racing round on stripped down bicycles and had even formed a team to race against other teams.(Preston Panthers) I thought that this sounded quite interesting and that maybe one day.....

WESTERN STATRS !!!!

Nobody seemed to notice (or were too polite to mention it) my spelling of STARS in the last issue of the Track Record. But what about WESTERN? I always thought that it was WESTON stars. Anybody know how they got that name?

Thanks

The Watford Observer has been printing quite a few articles and pictures of cycle speedway recently in their nostalgia column, so thanks to both Roy Fraser & Pete Saunders for sending them on to me. One of these is on page 11.

I also received from Martin Jarvis some very interesting press cuttings with articles and photos from the Plymouth area. One of these is on the front cover. The match took place on the Foulston Eagles home track at St.Budeaux. I am sure many speedway promoters would be glad of a crowd like that! The photo & article are from The (Plymouth) Evening Herald Feb 2005. More in the next issue.

Speedway Museum

George Barclay wrote to Johnny Brown, asking if the committee would consider a mention of the Museum in "The Track Record" His article is on the opposite page. Johnny Brown has enquired about the possibility of Cycle Speedway being included in the project.

Congratulations

Finally congratulations to Len Silver on Rye House winning the Premier League as well as the Premier Trophy. Only the Young Shield and the Knock Out Cup to go now Len!

Bill Gadsby

Speedway Museum Project

The aim is to build a comprehensive and accessible Speedway Museum within the grounds of Paradise Wildlife Park based in Broxbourne Herts. This Zoo/Park is already established, and has a fine record of rearing animals to be released back into their native environment. A place of interest and entertainment suitable for children and adults alike, with so many activities taking place during your visit, it is no surprise to hear that hundreds of thousands of visitors pass through the gates each year. We know it as the friendliest Zoo. It is here, where there is already established a memorial garden to Speedway folk who have passed on, that Speedway Racing's Museum will make its home.

What was initially a dream of Wimbledon Co-Promoter Dingle Brown has become a project that has caught the imagination of the Speedway fraternity. This wonderful "family" have needed a museum that encompasses the history of the sport from its start in 1928 up to the present and the on-going. Sadly the Barry Briggs Museum at Donnington Park had to close, and although there are some brilliant private collections, there is a need for a large unit using up to date technology where viewers and archivists can "search and locate"

So much for our intentions! In order to bring all this to fruition we need to raise sufficient funding. With guaranteed funds from Paradise Park, The British Speedway Promoters Association and two other generous benefactors, we are virtually half way to our target. All tracks have been asked if they would consider taking a collection during the present season and the response has been positive. So far over 90 Veteran Speedway Riders have donated with over 400 we hope yet to send in. Some supporters have sent in their own donation or even handed it to me at a track. Every donor has received a written reply in gratitude and it is stressed that if the project fails all monies donated will be returned.

We can do it with your help! Whatever your place in Speedway is, please support this project.

George Barclay
41 Lodge Avenue
Dagenham
Essex
RM8 2JD

I have been given the task of securing funds to build our museum at former rider Peter Sampson's Paradise Park. Donations received to date indicate that we will be successful. I ask if you will please make a donation, just an amount that you feel comfortable with, no matter how small that may be. All donors will be acknowledged in the museum but the amount will not be shown unless that you request that it be. The fact that you have supported the fund will help me to impress the doubters that we the Speedway family wish to create this comprehensive and accessible museum in such delightful surroundings.

Should you wish further information please contact me, otherwise please, if you wish to make a donation, send cheque to Vic White. 90 Ruskin Ave. Long Eaton. Notts. NG10 3HX.

George Barclay.

News from the Committee

Hawbush Fun Day

On Sunday, 31st. July and in good weather a large crowd were entertained by some whole-hearted riding by youngsters from Hawbush, East London, Colchester and Old Heath from 11.00 am onwards who deservedly won our support and showed that modern cycle speedway is well worth watching. In the under 16's league, East London scored 59 points, Colchester 53 and Old Heath 23 points. In the senior league, E.London scored 55, Hawbush 48 and Colchester 37. Other races were for 8 year olds upwards.

Our veterans' races this year started at 2 pm and consisted of a best pairs and individual competitions. Our members' numbers willing to ride naturally dwindle each year, but we were able to find eight hearty souls who produced some exciting racing. Particularly welcome was Peter Lomas who came down from Cheshire to take part. Over six races in a very closely fought contest, the best pairs championship was won by Dave Palfreyman and Derek Cattle who between them scored 16 points. They were awarded the George Welch trophy. Second place was tied between Peter Lomas & Tony Marsh and Steve Myhill & Denny Daniel with 15 points. Bringing up the rear was the pairing of Peter Chubb and Stan Stevens with 14 points. The unexpected winner of our Individual final race was Stan Stevens who slipped inside coming out of the first bend to win the Bert Hudson trophy from Peter Chubb, Steve Myhill and Peter Lomas.

Our thanks and best wishes go to Nicki Gunkel and the management team of Hawbush CSC for providing the track and facilities for us for a very enjoyable occasion.

Dinner Dance at the "Plough" Bulphan 19th. November 2005. 6.30 pm.

Monies are now due for the above event and some tickets at £21 are still available. Cheques should be made out to the VCSRA and sent to me as soon as possible. Some overnight accommodation is also still available at £50 per double room and confirmation of numbers by the Plough is now needed. It would help to know if a double room or a twin-bed room is required. Members should make arrangements for their accommodation, which has been provisionally booked by us, upon arrival or contact the "Plough" for more information on 01375-891592.

Menu is as follows:-

Tomato & Basil Soup
Roast turkey with sausage wrapped in bacon stuffing
Roast Potatoes & seasonal vegetables.
Vegetable pasta bake (vegetarian option)
Sherry trifle.
fresh fruit.
coffee.

It is believed that some of our members may now have difficulty in travelling to Bulphan, so if you have any spare car seats not occupied, you are willing to help, and are aware of these difficulties, please make it known.

The VCSRA is ten Years Old Next year !

The committee is looking at various way to celebrate our tenth anniversary in 2006. We would invite our members, particularly those living outside the London area, to help us with ideas to add to our present functions which can be regional or National. We would also like to receive original contributions to the "Track Record" in order to help make the whole of next year a memorable anniversary.

See you around, Alan Catley.

Amendments to Directory

Welcome to new member:

Ian Warriner, 7, Curtis Drive, Feltwell, Thetford, Norfolk. IP26 4BU.
Tel: 01842- 828573. email. Timwarriner@aol.com

Welcome to rejoin

David Palfreyman, "Copleys", Riverside Ave, Broxbourne, Herts. EN10 6RB.
Telephone: 01992-440679.

Change of address or previously shown incorrectly.

Peter Lipscomb 44, Broughton Avenue, Aylesbury, Bucks, HP.20 1NH.
Tel: 01296—488295.
After Sept. 2005. Peter will be living at: 38/9, Thufy Somnam Village,
Nanai Road, Patong, Kathu, Phuket, 83150 Thailand.
Tel: UK + 66-62830061. (He will be keeping 44 Broughton Ave on.)

Roger Seymour. Ave Lerma, 2, San Luis, Torreveija, 03184. Spain.
Tel: 0034 96 678 5642. Email: rogerseymour@terra.es

Tom Sweetman. 3, Picasso Drive, West Harbour, Auckland, New Zealand. 1008.
Tel: 0064-9-416-3487 Fax:0064-9-416-3489. email tom.s@clear.net.nz.



VCSRA London versus the North 1999.

