

THE TRACK RACE BROOD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
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EDINBURGH V MANCHESTER
Derek Garnet (Offerton) leads Ray Murphy (Edinburgh Falcons) Willie Watson (Falcons)
& Keith Bass (Offerton)
Photo from Derek Garnet.

PILGRIM PARK LEITH 1955

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Secretaries Notes – October 2008

Renaming the Association.

In the July issue I reported that the committee had had a request to consider a proposal to change the name of the Association to, "The World Cycle Speedway Riders Association" and I asked for your comments. I received two letters and one email and include extracts below.

The first letter was from Len Silver, our first President,

"I read with alarm that our Association are considering changing the name to be in line with the Veteran Speedway Riders' Association .

Our organisation has a name which is entirely in keeping with its foundations and raison d'etre. It was not formed in order to make our membership as big as possible, it was formed to be an association of those involved in the sport from it's early beginnings and a forum for nostalgic memories of it's members. This, of course, in addition to the social aspects when we meet each other to talk about old times.

If there is to be a vote on the subject please register mine as a vote for the Status Quo."

The second was from Robin Martakies in the Lake District,

"In the July 2008 edition of 'The Track Record' you asked for opinions about changing the name of the association to 'The World Cycle Speedway Riders Association'.

Please don't. That title is pretentious and I would hate it. The Veteran Cycle Speedway Riders Association is just fine."

The third comment was via an email from Bryan Wood, who rode in South London,

"I think it will be a good idea to change to the new name. I think it will bring in more members!"

If we add these three comments to the unanimous vote of the committee against the proposal which I reported in my July Notes I think we are justified in not taking the matter any further.

The letter from Len Silver highlights what has always been the main reason for the formation of the Association; to preserve the memory of that unique experience that was Cycle Speedway in those post war years of the forties, fifties and early sixties. The current committee is dedicated to this premise.

Replacement Secretary.

The committee of the VCSRA are seriously looking for replacement for secretary. If you think you might be interested please get in touch. Ideally you should be computer literate with a broadband Internet connection, however enthusiasm and being willing to learn would be a good starting point. The hand over period will be at least 6 months.

Dinner/Dance 2008 – Rooms

Please remember if you have requested a room for the Dinner/Dance in November and you find you no longer will be requiring it please **cancel it with me if before the 8th November or by phoning The Plough if after that date.** Rooms not cancelled at least 24 hours before the 22nd will be charged to the VCSRA! Rooms should be paid for on arrival at £70.00 per room per night including breakfast.

Dinner/Dance 2008 – Cheese & Biscuits

If you would prefer Cheese & Biscuits instead of the desert don't forget to pre-order by giving me a call, anytime before the 8th November.

July Amendment Sheet Errors!

Alan Harvey, Post Code should read GU51 3LU **not** GU51 £lu
Listed as John Mills it should be **Derek Mills**

October Amendments

New Addresses

Steve Hibben 42 Cropston Road, Anstey, Leicester, LE7 7BJ

New or amended telephone numbers and email addresses

Malcolm Brown		ladybrown007@aol.com
John Braden	0208 640 4658	
Dennis Daniel		dennis.daniel@btinternet.com
Steve Hibben	0116 212 5169	
John Livings		elivings@hotmail.co.uk
Martin Jarvis	Mobil 07746176243	martin.jarvis@btinternet.com
Michael Pedley	01902 570299	mjp@blueyonder.co.uk
Len Silver		len@silverski.co.uk
Mark Spaulding		deanneandmark@bssnet.co.uk
Martin Willgress		eve.willgress@virgin.net

Post Code Errors or emissions

John Livings	SS11 8PZ	Ray Black	RM14 1NF
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A Day Out in Constable Country

Wednesday 3rd September – Dedham Vale, Essex

On a bright sunny morning six members together with four wives gathered in the public car park at Dedham, Essex. The birthplace of John Constable. With the aid of a route map and itinerary supplied by Derek Cattle from the 'Best of British' magazine we began with a gentle stroll around the quaint old weaving town of Dedham and following the map made tracks toward the river Stour, however after taking what later transpired to be a wrong turn and negotiating a style

which had not been planned for we arrived at a Boat Hire Jetty with a Tea Hut. Needless to say we adjourned for coffee.

At this point half the party decided they had been a little ambitious in contemplating the ramble and it was agreed that they would return to Dedham and we would all rendezvous at the pub on our return from Flatford Mill. The route took us along the banks of the river to the Mill and Willy Lots Cottage, both the subject of well known Constable pictures where Malcolm spent quiet a while take pictures. In real life



On the banks of the river Stour

L to R. Shelia Kilbey, Sid Kingsnorth, Pat Kingsnorth, Stan Stevens, Shelia Brown, John Brown, Tom Kilbey, Dorothy Belchambers, Colin Booth and Malcolm Belchambers

neither looked as idyllic as the paintings but beautiful countryside just the same. On joining the rest of the party at the Sun Inn in Dedham we learnt that we were too late for meals but could chose from soup and a selection of sandwiches. After the meal the consensus of opinion was that the Pub was taking advantage of the large tourist trade in the area and was grossly overpriced, not recommended.

In conclusion it must be said that despite the Pub it had been a lovely, bright sunny day spent in tranquil green countryside with convivial company and was thoroughly enjoyed by all.

JACK WILSON

(1932-2008)



Sadly I have to announce the death of Jack Wilson who died on 26th August 2008. Jack, very much the family man, had the loving care of his wife Audrey and his three daughters to comfort him during his last difficult days.

I first meet him in 1948. He had cycled from his home in Broxbourne (35 miles) to Janson Road for a trial with Stratford Hammers. It was soon apparent that he had a special talent for our sport and within three months became a regular 1st team rider.

In late 1949 Tom Garnham the manager of Stratford Hammers (my father) asked Jack if he would like to live at our family home in Stratford. It was suggested that the energy normally used cycling from Broxbourne could be used racing at Janson Road. Jack agreed and was a welcome member of our family for several years. He became one of the most successful

stars in our sport, a colourful character popular with both his own team and the opposition. He rode from 1948 to 1953 and was one the leading riders for the Hammers being involved in all their silverware awards including the National Team Championship Trophy.

In the 1960's Jack's passion became Stock Car Racing, a sport he loved and participated in for many years until, at the age of 71 years he cart wheeled a car several times in a crash recognised as one of the most spectacular ever seen. He reluctantly agreed to retire but was asked and accepted the nomination as life President of the Veteran Stock Car Drivers Association.

Over 300 people attended Jack's funeral on the 4th September. His wife Audrey, three daughters and three stepsons were joined by his many friends together with our Association and the Veteran Stock Car Association members. He would have approved of the 1930 Vintage Motor Hearse. A tribute by Jack's daughter Julie was followed by an appraisal of his life by The Reverend David Tudor with, as you would expect from a celebration of Jack's life, plenty of humour. But the sad fact is we will all miss him, for myself I feel I have lost a brother.

To Jack's wife Audrey we send our condolences,

Roy Garnham

A Thank You

I would like to thank all those who attended Jack's funeral and for all the floral tributes and cards of sympathy I have received,

Audrey Wilson

I was at the Raynes Park Tigers reunion lunch a couple of weeks ago and my thoughts turned to my former team mates and how we performed when we won the National Championship. So how did I view these riders?

TED CRACKNELL. I watched Ted come through the ranks from being a junior with the Raynes Park Stars to the classy rider he became. But in saying that he was the most difficult rider I ever rode with, team riding was alien to his nature, if you were in front of him, he pushed you to the limits instead of easing back a touch, but on finals day he was outstanding.

DAVE CHIVERS. What is there really left to say about Dave, again a rider I saw come through the ranks, originally with Mersham Vikings, then Raynes Park Stars and finally with the Tigers. I was lucky enough to ride with Dave in a couple of Test Matches prior to me joining him at Raynes Park. Again a rider that pushed a bit hard if you were leading, but a joy to have in front of you in a team match, his natural instinct took him into the right position.

LENNY BAKER. A vastly underrated rider, quiet and not given to showy riding. A very self assuming young man. His points in the final speak for themselves.

WALLY DIGHTON. Another I watched rise through the ranks to become captain of the Raynes Park team. A beautifully balanced rider, never appearing to exert himself, but through quality became the great rider he was.

FRED BEDFORD. A bit of an enigma to me. I first met Fred when he was with Wimbledon Stars and to be honest, he never looked like reaching the upper echelon but over the years became an essential cog in the Raynes Park machine.

PETER PAGE. A heat leader captain in any team. Peter had style, strength and courage. A rider that I greatly admired, especially for his never say die attitude. Oh for a team of eight Peters.

PETER RIDES. Sadly no longer with us, a rider I believed should have been right at the top of anybody's list. He had everything, style, a racing brain and youth on his side.

That just leaves me, for me finals day was a disaster. The facilities at Hungerford were superb, but the track was a nightmare. When I look back, Fred Bedford, Peter Rides and I scored just five points between us. I felt at the time I had let the team down. I often wonder what the result would have been on a track that was more grippy and did not just favour quick gaters. Although I like to think we would still have won, Lindale were too good a team to think that we would still be ten points ahead on a good track.

Well that's enough of my ramblings.

The sad news came in this week about Jackie Wilson, a great friend and a man I thought was indestructible.

THE PLACE. SELLNIDG, KENT. **THE VENUE.** THE DUKES HEAD. **THE DATE** 20TH AUGUST 2008 **THE OCCASION.** THE RAYNES PARK TIGERS REUNION LUNCHEON.

Twenty-six former riders and their partners gathered for this luncheon.

The guest of honour was Helen Lawrence. I cannot speak for other people, but for me, when talk of Raynes Park Tigers comes up, I automatically think of Fred, he was Raynes Park Tigers. From 1959 when they were formed, Fred was there.

A big word of thanks to Peter Page, who organised the whole thing. Thank you to all who made the long journey, especially our old manager John Bradden, who along with his partner broke off their holiday to be with us.

The occasion was slightly marred due to a fracas between Charlie Aldridge and Derek Cattle, over who should have the last piece of lemon meringue roulade available. There was a serious clash of spoons across the table before good sense prevailed and Charlie settled for the treacle sponge and custard.

If we have this again next year, I highly recommend this venue, the food and the ambience is superb.

So ladies and gentlemen on behalf of the Raynes Park Tigers, thank you for coming to our reunion luncheon and we hope to see you again next year.

DEREK CATTLE



Pedals to Power

Potted profiles of those VCSRA members who made the successful transition from Cycle to Motor Speedway

No. 15 Vic White

Vic White, this years VCSRA's President and was as I am sure you are all aware its very first Secretary and Treasurer in 1996, a post he filled for the next eight years.

Vic started cycle speedway racing in 1947 when he joined the Warwick Lions, a Club that had been started by Ron and Pete Tarrant on a track in St. Andrews Road, Hackney in London's East End. He still remembers his first milestone, being part of the Lions team that won the Rivetts Cup beating the Stratford Hammers by one point on aggregate **in 1949**

In 1950 he captained the Lions to victory against the Tooting Tigers from South London by 66 points to 25 to become London County winners in the News Chronicle National Team Championships. In the process Vic scored 14 points and broke the track record by 1.25 seconds in heat 1.

Later in the year Vic won the inaugural Battle of Britain trophy, sponsored by the Hackney branch of the R.A.F. Association after a 4 man run off, beating George Fowler 2nd, Ken Scott 3rd and John Goldsmith.



Left. 1949 Vic with his old friend Dennis Bottazzi in West End Wanderers colours

Right. 1950 Vic White receives the Battle of Britain Trophy for the first time at the Warwick Lions track in Hackney



1951 and the Warwick Lions ran an inter club series of match races in which Vic defeated all 7 of his team mates by 2 races to nil each time.

June 1951 was to see Vic sustain a badly broken leg in a motorcycle accident. Whilst Vic was in hospital; with the broken leg, fellow Lions rider Ron Johnson, on leave from the RAF. paid him a visit before planning to see the Lions home match that afternoon. Next to Vic was an empty bed and Ron jokingly said "I wouldn't mind joining you for a rest". One hour later the staff wheeled in a new arrival.....yes you've guessed it, it was Ron who had had an accident on the way to the track on his motorcycle and broke his ankle. I guess you should be careful what you wish for

Vic did not race again until May in 1952 when he made his comeback scoring just 2 points. However the following week he scored a 15 point maximum in a round of the Mars Trophy and ended the season scoring 409 points for an average of 11.05.

During 1952 Vic won, for the second time, the Battle of Britain trophy with a 15 point maximum, Jimmy Veal was second with 14 points and Tommy Sweetman third with 13. Present at this meeting were Film Star Kathleen Harrison and Johnnie Hoskins along with West Ham speedway's Malcolm Craven and Howdy Byford. The awards were presented by the Mayor and Mayoress of Hackney and a telegram wishing the meeting success was received from THE DUKE OF EDINBURGH

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Gd.

They said he'd never walk

THE 'OLD VIC' RIDES AGAIN

ALMOST A YEAR AGO THIS MONTH, VIC WHITE WAS LYING IN AGONY IN A LONDON HOSPITAL WITH A BADLY BROKEN AND SEVERELY CRUSHED LEG. THEY WERE SHAKING THEIR HEADS OVER VIC'S PROSPECTS OF EVER WALKING AGAIN. AMPUTATION, WAS THEY THOUGHT, INEVIT-

ADVIS

Last month I saw Vic. No, he wasn't hobbling around on crutches. But I did take special notice of his left leg. He was using it to propel himself around the 90 yard Warwick Lion's track in Andrews Road, Hackney, where he won the battle of Britain trophy before a crowd of 2,000.

The meeting was sponsored by the Hackney branch of the R.A.F. Association and present were the Mayor and Mayoress of Hackney; Kathleen Harrison, the stage and screen star; Johnnie Hoskins, West Ham Speedway Promoter and Lion's President; Malcolm Craven and Howdy Byford, West Ham Speedway stars.

The Duke of Edinburgh sent a telegram wishing the meeting success.

At the half way stage three riders were unbeaten, Tommy Sweetman (Arsenal Aces) 9 points from 3 rides, Jimmy Veal (Lions) 6 from 2 rides, and Vic White (Aces) the same. Came Heat 19 and all three were to race each other. Vic White drew the inside lane, Veal the second and Sweetman the third. The race finished in that order, with White scoring a faultless maximum of 15 points. Veal was runner-up with 14, Sweetman notched 13. Four Arsenal Aces finished in the top five.

A wonderful achievement for Vic White who, but for last year's injury, might have made this his hat-trick. He won the trophy in 1950.

In 1953 Vic missed out by 1 point to his brother in law Frank Duffy for a third Battle of Britain win scoring 14 points to Frank's 15, with Tommy Sweetman third.

After 1953 Vic rode on and off for Warwick Lions, Arsenal Aces and also guesting for Hoddesden Kangaroos.

At the end of 1958 he finally retired and in his final season scored 270 points for an average of 10.80, going on then to start his speedway career.



1952 London v Hampshire. Vic on the outside of Erinie Lamacq (Portway Penguins)

During the winter of 1958 Vic began practicing at weekends when he would go across the river and pick up Pete Jarman and Geoff Penniket in the van he used for work and off they would go to Eastbourne and sometimes to Rye House. During this time Vic met up with Ronnie Rolfe and they started going to other tracks for practice. One of these was Ipswich and after some rides there Aub Lawson offered Vic a contract, which he took. It was mostly second half rides each week but he did have the dubious honour of doing heat 13 at Aldershot and Great Yarmouth, both in the rain.

In 1960 when the Provincial League began he signed for Cradley Heath where he stayed for two seasons moving to Leicester in 1962 where he had his most successful season finishing second in the averages. The Leicester track closed at the end of 1962 and the team transferred to Long Eaton and he stayed there until 1964 when he moved to Newport when they opened. In

1965 Vic was loaned to Belle Vue for a few months but was recalled to Newport when Skipper Dick Bradley broke an arm. He stayed there until returning to Long Eaton in 1966 where he had the dubious "honour" of riding at number two with Ove Fundin at number one. Nevertheless they struck up a friendship which exists to this day. Halfway through 1968 and out of form Vic finished the season at Reading in the second division where he found points easier to come by but decided to call it a day at the end of the season.

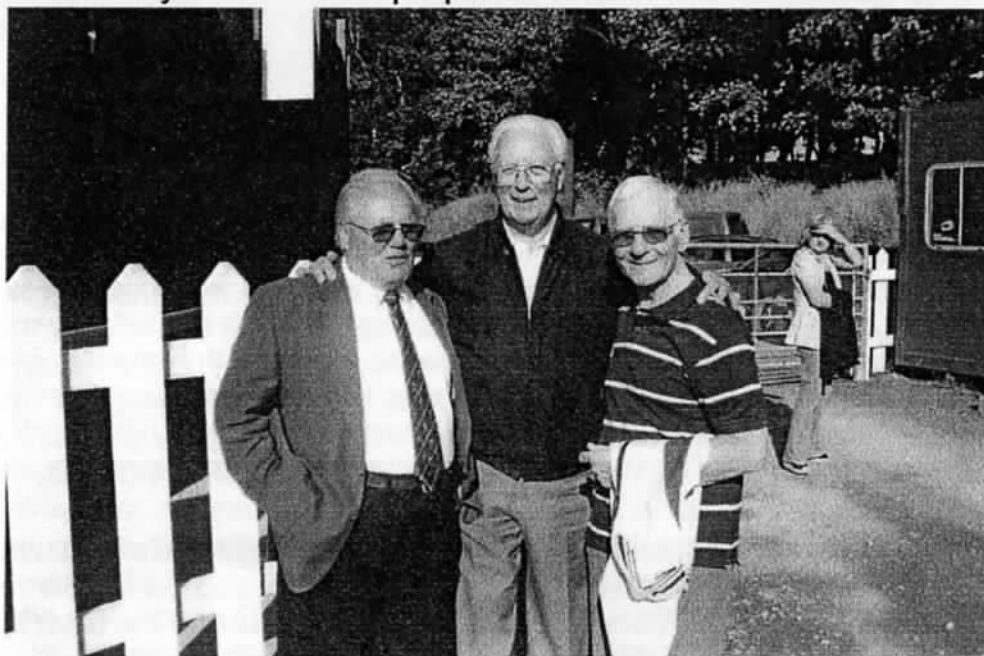


Long Eaton 1966. Back L to R Vic White, Ove Fundin, Ron Wilson (TM), Dennis Newton, Ray Cresp. Front L to R Ray Wilson, Norman Storer, Pete Wrathall.



July 1966 K.O. Cup Long Eaton v Edinburgh
Vic White leads Doug Templton. Vic who scored 12 paid 13 was leading the last race when an engine failure robbed on the last bend.

Apart from 1962 Vic was what is known as a "journeyman", a middle order man inconsistent but capable of some big scores as well as low scores and from time to time, the deciding factor in whether or not his team won or lost. After retirement Vic became involved in both management and promoting at various tracks and is now the Secretary and Treasurer of The World Speedway Riders' Association organising their events and Annual Dinners and along with Barry Briggs organised the Wembley Dinner for 600 people in 2000.



Len Silver , Ron Tarrant & Viic White in the Rye House Pits on Ron's visit to England on July 19th.

Editors Notes.

There has certainly been a response to the photo on the cover of the last issue of the Track Record ! Received the following email from John Watling.

The cover page caught my eye immediately for a number of reasons, not least because it features one of our old Northern tracks, Offerton. Offerton moved from this site to St. Thomas Recreation Ground, Webb Lane, Offerton in the 1960's.

I have to correct the description of the action as follows:- This is not Offerton v Openshaw, but it is the old Offerton track. It is in fact a County match, Cheshire (the home side) v Lancashire. The riders are wearing their respective breast plates, the Cheshire Cat and the Red Rose of Lancashire. The rider about to make one of his famous outside overtakes is former VCSRA President, the late great Brian Moston. The rider currently in the lead is Arthur (Art) Bailey. Arthur died of cancer at the very young age of 30. I can not identify the rider in third place from Cheshire. I started racing in 1957 through to 1974 and rode with and against both Brian and Arthur on many occasions. I would guess that the photo dates from the late 1950's

A similar email from Vincent Marsland, but he says that the third rider is Derek Tegg. Yet another email on the same subject from Roger Seymour. Again on the same subject a letter from Bill Punter. Bill says that he rode in the last race at Aldershot Speedway before they closed down. He then sold all his equipment, bike leathers and boots to Alan Cowland, who then made the team at Exeter. Bill also says that he does not have a computer or telephone or any of those new fangled gadgets. Enclosed with Bill's letter were some copies of Home Counties Mirror, which make very interesting reading.

I also received a letter from Derek Garnett himself, to say that he did ride in that match, although of course that was not him in that photograph. He enclosed a photo of himself from the 1955 Manchester tour of Edinburgh. So it really is Derek on the front cover of this issue.

And finally a phone call from Mick Green on the same subject and he also pointed out that there were eight riders in the photo of the Stapelford Stars, but only seven names. So for the record left to right:- D.Kemp, R.Brewer, F.Prior, A. Otley, T.Turner, Ron Sutton, Norman Sutton And F.Kemp.

Bill Gadsby

IRENE DUFFY 1936-2008

Irene became a follower of cycle speedway by accident. Irene and her family lived in Southwark, London, heavily bombed in the second world war. Three times they emerged from the shelter to find their homes bombed and completely destroyed. One of these houses was in Cardinal Bourne Street. One day, passing where her former house had been, she saw a lot of youngsters on bikes racing around the remains, cleared by bulldozers. On enquiring, they told her they were "The Cardinals". She became an instant fan of The Cardinals Cycle Speedway.

Irene was co-founder with me in forming "The Colchester Stars" in 1997. She designed and made our first colours and purchased two bikes to start us off. Den Winch and Bob Pike, who we met at the Thurrock 50 years reunion, helped Irene and I to get started. Many said it was a nine day wonder, but in 2007 we celebrated the clubs tenth anniversary.

We also started in 2002, a local team, the "Old Heath School Tigers" but poor health for both of us forced us to discontinue. However, they now race as a second team to the "Stars".

Irene and I we were married for 37 years. She leaves a marvellous daughter and three grandsons. One grandson, Dale McDermott, was in the first team to race in 1977. Sam, 11 and James 9, now race for "The Stars" Irene was a member of Mensa, she was the brainy one of the family. She was my rock.

At the funeral, those present included Eric Hemsley, Sid Pipe and many of the "Colchester Stars" and "Old Heath School Tigers"

VIC DUFFY

One of cycle speedway's most loyal supporters has died. Irene Duffy has been associated with the sport from its very earliest days. She was a regular visitor to tracks in East London, where in 1946 she met and later married Vic Duffy. She steadfastly supported Vic and their chosen sport for over 60 years before Irene sadly died. Spokesman-online extends its deepest sympathies to husband Vic and family.
From SPOKESMAN-ONLINE.

THE TALE OF FELIX

When Bricket Wood Kangaroos realised that the Parish Council were not going to come up with a new track for them, the Club decided to move to Bushey's track. It was during a period when the track was not being used and the Track Chief, Frank Males, was quite happy for us to race there.

Bushey Heath was about 7 miles away and none of us had a car, which meant pedalling the 7 miles on our track bikes, racing the match, then pedalling 7 miles back home. To make matters worse, Bushey Heath was at the top of a long, steep hill. We used to arrive already knackered before the first race, but the early part of the ride back was great. We even overtook cars.

Unfortunately, this long haul proved a bit too much for the Bricket Wood lads and they gradually dropped out. On the other hand ex-Bushey riders always seemed to be about so it became a gradual transformation.

Initially we raced a season of friendly matches because we were still novices. One Sunday we had an away friendly against Langley Leopards. This is where the tale really starts.

With only a few days to go the team was short of a rider. We asked Frank Males if he knew of anybody. Frank rattled off names such as Dave Hart, Alan Lusted, Cliff Wise, Terry Challis, Dave Camden, Terry Rogers, Dennis Mildenstein, Johnny Sparrow, etc. These were the stars of the old Watford and District League which operated in the early fifties. What great days they were with teams boasting such romantic names as Water Lane Rats (or was it Rockets?), Black Panthers, Riverside Rookies, North Watford Wasps, Oxhey Eagles, Bushey Aces, Mill End Tudors, etc. But there had been a gap of around 4 or 5 years so we were not sure that these guys would just jump on a bike and come back - except Frank who was ever the optimist. In fact, many of these did come back for a spell - but not at that moment.

After discussion we decided instead to go for Les Turtle. Our members searched everywhere but not only could we not find him, we could not find anybody who had even heard of him. Much later we discovered that there was no such person. It was actually Les Thirtle, but Frank was not good in pronouncing his 'th's.

With less than 24 hours before the match we gave up on Les. Who could we find at such short notice?

"I know," said Frank "we will get Felix."

Pete and I looked at each other. Who on earth was Felix? Frank volunteered that he was another ex-Watford League rider.

Frank knew where he lived. It was down the hill at Oxhey. Lower Paddock Road or maybe Upper Paddock Road. Frank took us to the house. We knocked. A little old lady came to the door. It was Felix's mother.

"Is Felix there?" Frank asked.

"Just a moment," she replied. She called his name. There was no answer.

"He's a little hard of hearing," she explained.

She called again. Then Felix appeared.

Being in our youth we had a fair idea of what a cycle speedway rider should look like. Felix did not tick any of the boxes. He seemed quite old, had glasses as thick as milk bottle bottoms, and was totally devoid of any hair on his head. But yes he could ride tomorrow, even though he had not ridden for several years. He still had a bike which he would strap to his back while he travelled to Langley on his motor bike. So all was well with the Kangaroos.

The big day came. It was a sunny, warm summer's day and the Langley track looked excellent. It was neatly laid out with a nice and smooth track surface, mowed grass in the centre, well defined pits, and wholly looking generally impressive on its own piece of land adjoining the pub next door. There was no noise from the M4 as it was yet to be built.

The pub had closed after its permitted 12 to 2 session and some of the drinkers stopped on to watch the match, no doubt being enticed by the weather rather than the attraction of Bricket Wood Kangaroos.

So to the first heat. We had decided to hit them hard in race one by fielding our strongest pair of Pete Saunders and Felix. They lined up at the gate. Up went the tapes. But where was Felix? He was still on the starting line. It turned out that he had very bad eyesight and did not see the tapes go up. He was only able to tell the race had started when he saw that the other riders had gone.

So Felix took chase. For three-quarters of the first lap he did not seem to be catching the leading pack, then he took the pits bend and crashed to the ground. He stayed down for a moment to regain his senses. Then he grabbed his bike and picked himself up. Unfortunately, at this moment the other riders came round to take the bend. Pete was in front. Suddenly, there was Felix. Pete flew into the bend and knocked him down again. Pete also landed on the deck. We had hoped for a 5-1, were getting a 3-3, and finished with a 0-5.

Roger Seymour, the local reporter, was sitting on the low wall which separated the pub car park from the track. I think he would rather have stayed in the pub if given the choice. I came out for my first ride.

"Who's that," called out Roger nodding in the direction of Felix, "your grandad?"

The match carried on much like it started. I think the final score was 25-70. Felix showed guts but was never likely to score points. On one occasion an opponent fell off, but by the time Felix had arrived he was back on his bike again for a point.

So the match ended. Felix strapped his bike to his back and motorcycled away in the direction of his Oxhey home. And none of us have ever seen him again to this day.

BOB SAUNDERS

SCOTTISH DANCE (ceilidh)

In aid of The Speedway Museum

On Saturday 8th November 2008 at 7pm

At the Event Marquee, Paradise Wildlife Park
White Stubbs Lane, Broxbourne, Herts. EN10 7QA

Your evening will commence with welcome drinks in the Speedway Museum and a twilight tour of our Animal Park. Then get ready for the fun of Scottish Dancing!

The band will play traditional Scottish songs from 7.30pm. The dancing will commence around 8pm with a break around 9.15 for your buffet meal (and a chance to get your breath back!). The dancing will then continue and the evening concludes at 11pm.

Tickets are £22.50 per person. Why not bring your family, friends or colleagues at a special price of only £20 (for parties of 10 or more)

We hope you can join us for a fun night and a Highland Fling! For more information or to book tickets please call Kate Longley on 01992 470490. For your convenience we can accept payment via credit card.



In July eleven members and wives met at Tiptree and after a pleasant lunch visited the Wilkins Jam Factory Museum and the produce shop, some of us returning to sit in the sun for cream teas, leaving about 6pm

Members in the photograph that could have been in a sticky situation were, Stan Stevens, Tony and Francis Marsh, John and Christine Woolnough, John and Sheila Brown, Harry and Anne Thompson, Len and Jackie Adams

JOHN BROWN.



MORE EDITORS NOTES

The strain of producing the "Track Record" finally finished of my trusty computer. I have now bought a new one, with the dreaded "Windows Vista" (I had only just got used to "Windows XP!") This has caused a few problems with this issue, not least making it a couple of weeks late. Also some items that should have been included are still on the old computer, although it should be possible to rescue them for inclusion next time. By then hopefully I will have got the hang of "Vista"

13th London Old Masters, taking place at the East London CSC on Saturday 25th October. There was no point in including details of this, as this will have taken place by the time you read this. However full details of the 2008 Eurovets GP Series can be located on the website www.freewebs.com/eurovets

I received a letter from Ron Tarrant (with the photo on page 8 enclosed) He said how much he and his grandson had enjoyed their trip to England. They both enjoyed their visit to Rye House, Ron says "that Len has certainly done a great job with the track and arena, hard to believe it's the same old place where so many of us tried our hand at the motorised version of the sport. The corrugated iron fence in those days was not very forgiving"

BILL GADSBY

Opinions expressed in "The Track Record" are those of the contributor and not those of the editor or the committee of the VCSRA, who are not necessarily in agreement with the views and opinions expressed by the writer.