

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
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Pete Saunders leading Jim Mitchell and Len Adams, with Pedra Finanda bringing up the rear.

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PRESIDENTIAL ELECTION

From: Bill Gill

As the newly appointed secretary to VCSRA I realise since my days as secretary of BCSF and CSC things have changed with the usage of computers and the internet. Like many of you I have been forced into joining this IT revolution and struggle on a daily basis to cope with the stresses of Windows 8. However, I am determined to continue to struggle and try and use the technology to make my task easier and keep costs down for everyone I have noticed from the membership list that many members do not give an e-mail address and I am hoping that in future more members will give such information. Colin Booth was trying to get everything computerised and I hope to continue with this practice but will remain mindful that some of our members may not have or wish to use computers. Meanwhile to deal with the presidential election I was hoping to reduce the need to post slips back to me by asking members to email me with their choice of TOM KILBY or PETE SAUNDERS. I shall also be using the designated page we have on the Spokesman and urge members to go online to www.spokesmanonline.co.uk and read about current Cycle Speedway and put their opinions and articles into the editor for publication. We have also been offered space on the web page of British Cycling but at the moment I feel Spokesman is our best option. We will be taking a stand to the British Finals at Coventry on August Bank Holiday in an attempt to both recruit new members and showcase what we stand for in the world of Cycle Speedway. Meanwhile let me know your views on how we could improve the VCSRA and make it more user friendly to the members. Contact me on wgill@gmx.co.uk 01255813476 or 19, Colchester Road, Holland On Sea, Essex C0155DD.

PETE SAUNDERS.

After watching the 1955 World Speedway Championship final on T.V. at the age of 12 I wanted to imitate those riders & the only way was on a push bike. My brother Bob found out about cycle speedway & formed a team in 1956 called Bricket Wood Kangaroos; we did not have a home track so we just rode away meetings, the first being against Langley Lions from Stevenage which featured the great Dennis Bottazzi. After a couple of years Bricket Wood amalgamated with Bushey Aces who rode in the Middlesex league, although I rode predominantly for Bushey until 1966. I also rode for Edmonton & Wembley in winter leagues etc I rode in several individual meetings at Garratt Park (B.C.S.F) with the likes of Roy Baker, Les Westwood the Chivers brothers etc. In 1966 I retired & took up speedway riding for Reading, Oxford, Crewe & Peterborough. I retired in 1972 to concentrate on my business. I was a committee member of the VCSRA for a number of years before giving the position up in 2001 I have been a member of the World Speedway Riders Association committee since 1995 & a trustee of the speedway museum I also had the honour of being president of WSRA in 2010.

TOM KILBY

I joined the Association soon after its foundation in 1996 and was elected Honorary Treasurer from 2006.

In conjunction with the World Speedway Riders Association arranged to set-up the initial VCSRA's exhibit at Paradise Park Speedway Museum, sourcing and displaying the photographs, bikes & trophies

Organized the venue for the VCSRA luncheon and AGM at Roydon Marina since 2011.

I started riding in 1946 on the bombsites in London, becoming a member of Tottenham Racers at age 12. In 1948 I joined Edmonton Saints and later rode for the Hoddesdon Kangaroos in the Hertfordshire League.

Directory Amendments**New or Amended Email Address or Telephone Number**

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Bert Warrington	AKA 'Wally' Greenhill Care Home, Waggon Road, Barnet, London EN4 0PH
Arthur Wilkinson	AKA 'Archie'

Thank You

After 9 years I am pleased to be able to pass the post of secretary of the VCSRA * on to a willing recipient, Bill Gill whom I wish all the very best in his endeavours as Secretary. However before I go I must thank all those members who have over the years helped share the load. Firstly in the very beginning, Roy Garnham who shared the task of organising the dinner/dances at Bulphan with me, then Tom Kilbey who after someone doubted my ability with the accounts took on the treasurers post, Malcolm Belchambers who in the spring of 2008 was appointed membership secretary and took over the collection of the subs and updating of the database of members, Len Adams who for the past few years has, very successfully organised the VCSRA Golf Days, Pete Leckie who in 2012 took on the thankless task of organising the printing and distribution of the Track Record and finally Bill Gadsby who from July 2003 has prepared and edited the Track Record without which, I feel sure our 200+ membership would not have been maintained.

*If you have kept the back copies of the TR refer to my 'Secretaries Notes' in Vol. 9 Issue 2 April 2005

Colin Booth

CHANDLERS FORD STARS REUNION 9th March 2013



Back row standing L to R: Dereck Spencer, Pete Robinson (ex Vikings), Graham Neal, and Pat Cousins.
Seated back row L to R: Ken Angel, Bob Rickman, Sid Dowdy and Tony Elkins.
Seated front L to R: Gordon Davis (ex referee), John Jennings & John Heward.



Apart from organising the Chandlers Ford team's reunions for the past 8 years my only claim to fame!! Was winning a competition in 2009 to design and create a logo for the Speedway Riders Benevolent Fund. My character "BEN" is still currently used by the fund. Part of the prize included Paul Ackroyd of the SRBF and Barry Briggs presenting me with a Bonanza race jacket, autographed by all the riders who took part in the inaugural meeting held at Sheffield Speedway track, Owlerton.

In 2010 the SRBF also started using "BEN" as a life size mascot.

I've been lucky enough to attend most of the subsequent fund raising Bonanza Meetings and have managed to collect a race jacket from each year, all of these are included with many other race jackets brought along and displayed at our Chandlers Ford cycle speedway reunions.



SHEFFIELD SPEEDWAY 29th March 2009 First SRBF BONANZA

Barry Briggs & Paul Ackroyd presenting me with the BEN race jacket autographed by all the riders.



RYE HOUSE SPEEDWAY 14th March 2010 SRBF BONANZA

With BEN in pits (Tai Woffinden in background)



ST.HELIER MEMORIES.

A community history of St. Helier Estate, London. Cycle Speedway in the Forties and Fifties
Recollections from George Miles

The end of World War I was greeted with joy and relief by most of us, but it also brought us back to reality with the continuation of rationing, the need for austerity, reorganisation of businesses and a fresh start for many families where the menfolk had been away from home - in many cases, for years. Children and young adults had become used to making their own fun and keeping themselves amused with very little in the way of material things, even an old worn tennis ball was a cherished possession for those of us who played long-lasting games of football or cricket in the car-free streets.

There were many bomb-sites all around Greater London which would not be re-developed for years, and these proved to be the starting point for a new sport which developed rapidly in the late forties — Cycle Speedway.

Motor-cycle speedway had started soon after the war years and race meetings at locations such as Wembley, West Ham, Wimbledon, New Cross and Harringay were attended by packed houses of entertainment and sport-starved thrill-seekers who spent around two shillings (10p in modern money) for the privilege of standing on the terraces of an adapted greyhound race track. So it was natural for teen-agers of those times to want to emulate their heroes.

My first experience of Cycle Speedway was when I wandered along the wastes of the "rubber dump" (now the Willow Lane Industrial Estate) at Mitcham Junction one Sunday morning in about 1947 and found myself at a small oval track where there was a match being raced, between the Mitcham Racers and the Mitcham Broadsiders. The competing riders had strange bikes stripped to their very basics — no mudguards, big handlebars and no brakes — and the gears were very low so that the riders were pedalling like crazy round the small track with its brick, lined inner boundary. This was the adopted home of the Mitcham Racers — the Broadsiders had a disused tennis court in Streatham as their base.

A year later my friends (Len Taylor, Bill Fells, Ding-dong Dyson and Les Musgrave) and I had created our own track alongside Robertsbridge Road, and had named our new venture "Carshalton Crusaders". We had acquired bits and pieces of bicycles from rubbish tips and various other sources — acceleration was the key to being a winning rider, so it was important to have a very low gearing (44 tooth chainwheel and 22 tooth driven gear on the back wheel) for this purpose, and wide handlebars helped steer round tight corners as well as giving good leverage for the rider to pull upwards with his hands as he pedalled downwards with his feet. A truly strange combination to be witnessed by any stranger.

On our motley collection of machines we organised races amongst ourselves and occasionally against other teams we encountered, such as Tooting Tigers — a team which became a dominant force in the sport in our region (their star rider being Ron Holvey) thanks mainly to the dedication and enthusiasm of their manager Bill Cattle.

As the sport increased rapidly in popularity, there was plenty of unused land around to appropriate for tracks, and it cost very little to make the very basic bike we used, teams sprung up rapidly all over the country. The time had come to get everything organised, and a small number of dads got together and organised us into leagues, producing some basic rules for the sport.

The "Surrey and South-West London Cycle Speedway League" came into being, my dad (Lewis Miles) being the organising Secretary, there were enough teams competing to form 3 divisions, with promotion and relegation at the end of each season and knock-out cup competitions.

We emulated Speedway by having matches comprising 14 races (heats) with two from each team in each three-lap race ("proper" speedway was over four laps, but they didn't have to pedal like fury from start to finish"). The winner of each race scored 3 points for his team, the second scored two and the third man got one point, so that the best result you could get from any race was a 5-1 win.

By this time the Carshalton Crusaders had ceased to exist, as our track was not up to standard, so we "acquired" a piece of land and built our own track on the huge Mitcham Junction Rubber Dump site, a short distance behind the "Goat" public house. We called our team the "St. Helier Saints", and we had so many lads wanting to ride for us that we ran three teams, one in each division of the league. Our established riders included Les Musgrave, Mick Ranford, Alan Cooper, Derek Goodall, George Winterbone, Arthur Field, Roy Mann and George and Norman Miles. The league covered a diverse area, competing clubs including Tooting Tigers, Wandsworth Aces, Washington Wasps, Cheam Cherokees, Chessington Aces, Battersea Broadsiders, Battersea Racers, Clapham Racers, Clapham Panthers, Beddington Hammers, Carshalton Comets, Tolworth Tigers, Raynes Park Racers, St. Helier Saints and Morden Stars.

It is fortunate that there was very little road traffic in those years, as our teams used to cycle in formation to their away matches on their track bikes — i.e. without any brakes. This did not go down too well with the police, of course. The police cars would drive past our column of bikes and stop sharply in front of the leading bike, expecting us to run into the back of their car. Of course, we lads had already figured out a way of stopping quickly when on the road — the left foot was taken off the pedal and jammed against the tyre of the back wheel, and we could stop as quickly and easily as a bike with conventional brakes. The evidence was clear to see in the groove worn into the heel of the left boot (much to our mother's dismay!)

Cycle Speedway was very popular for about a ten year period in the late forties and early fifties, amongst teenagers of that era. When boys reached the age of 18 they had to undertake their two-year spell of National Service in the Army, RAF or Navy, which made them grow into manhood rather quickly, so that on their demobilisation at the age of 20 or 21 their interest in Cycle Speedway had waned. At the same time, the WW2 bomb sites were being re-developed and waste land which could be used as a track became very hard to find. A few enlightened local authorities such as Surbiton and Orpington built "proper" tracks but the sport by then was very much on the decline as youngsters turned to the traditional sports of Football and Cricket.



Cycling on a makeshift track.



St. Helier Saints Cycle Speedway Team.

Gary McCormick

Gary McCormick one of the early stalwarts of Southampton cycle speedway Club sadly passed away on 26th March 2013 at the age of 66.

Gary was one of the original members of the club who had previously been part of the old Shirley Bombers team for several years. He was at that time one of the 'core' members of the club who could always be relied upon to shoulder a large share of 'behind the scenes' work.

Never one to be in the spotlight he was a solid middle order rider who would always be in the thick of the action.

Gary was very knowledgeable on both speedway and Cycle Speedway and during his riding days provided a number of for the old 'Cycle Speedway Gazette' under the pen name of 'The Saint'.

Having originally spent some time after he left school as a steward on the great Cunard ocean liners travelling from Southampton to New York, he had spent most of his working life in engineering, from which he retired less than two years ago.

Since that retirement he continued to enjoy visits to both Southampton Cycle Speedway and Poole Speedway on a regular basis together with his other love, Southampton Football Club.

Happily married to Penny for 46 years he will be sadly missed by his large, loving family and numerous friends and former work mates. All of whom gave him a wonderful send off with over 100 attending his 'Farewell Service'.

Mike Vernam



ARTHUR NEWSOM 1926—2013

My old team mate Arthur Newsom passed away on Sunday 5th May. Arthur started racing in 1946 with Mitcham Broadsiders. I first met Arthur in in late 1947, when he was with Mitcham Racers. We met on many occasions in 1948 and 1949 when Arthur was with Tooting Tigers, when I joined Tooting in December 1949, I was very proud to become his team mate.

Arthur rode for England v Scotland in 1949, he also captained the Surrey and S. W. London team against Thames Valley, Dagenham and East London the same year. Arthur was invited to take part in the Phillips Speedtrack trials at Thornton Heath and also the All London Grand Prix at Janson Road in 1950. Arthur rode for London v Manchester and also won the Mars Silver Helmet in 1951.

In his career Arthur captained all the teams he rode for, including Tooting Tigers from late 1950—1953, when he retired. Arthur was one of Tooting Tigers finest riders, a great individual and team rider, a joy to ride with. He was a perfect captain, the ultimate sportsman and gentleman, greatly respected by team mates and opponents alike.

I am sure I speak for us all, in sending Jean and the Family our heartfelt sympathy and condolences.

RON HOLVEY.

The funeral on May 17th at Croydon Crematorium was attended by the following representing our sport:-

Ken Archer, Ernie baker, Barbara Cooper, Dave & Sheila Collins, Danny Daniel, Ron & Kath Holvey, Ron Johnson, Martin & Eve Willgress and Ernie & Irene Winn.

Tribute to Ray Sealey 1933 – 2013

from John Lambert

Ray and I met in 1938 on our first day at Oak Farm Infant School in Long Lane Hillingdon. We had a good war dashing from classroom to air raid shelter and after school collecting shrapnel and other bits of war scrap. We both lived round the corner from each other in North Hillingdon and they were the days when we could roam around all day and return home tired, hungry and happy. Another of our favourite days out was to Uxbridge Swimming Pool, open-air and unheated.

During our teenage years we were avid Speedway fans and went to Wembley every Thursday evening along with about 80,000 other people to watch the Lions take on all comers.

We soon converted our push bikes to race together on tracks in Middlesex and North West London. Ray became the captain of the Hillingdon Hawks and when he joined another team I took over from him. Ray also had spells with Hillingdon Racers and Hayes Broadsiders.

Eventually we were both called up for National Service – Ray to the Army and I in the RAF. Ray was demobbed before me and at that point we started to lose touch with each other.

Ray continued with his love of motor sport and took part in motor bike scrambling and had a variety of really nice motorbikes.

Ray and I somehow contacted each other and were reunited about ten years ago and since then we spoke on the phone regularly and we saw each other perhaps a couple of times a year. We met up with Pete Leckie from time to time at Rye House and High Beech. On one occasion Ray and I were invited to a reunion with Trevor Hubbard and his family who were over here on holiday from Australia. Trevor rode for Hillingdon in the forties and fifties but unfortunately died last year.

Ray died from cancer on February 5 at Hayes Cottage Nursing Home. He and I were good friends at both ends of our lives and I shall miss our reminiscences of days gone by.



Hillingdon Hawks 1947-1948.

John Lambert, Johnny Burton, Duggie Morgan, Cris Alshorn, Pete Tugwell, Chunky Munn, Eric Conelly & Ray Sealy (Capt.) on bike.

BRITISH LIBRARY & THE BRITISH NEWSPAPER ARCHIVE (COLINDALE)

I remember that one of the Wembley Newspapers carried reports of the Wembley League. Some years ago I visited the Colindale Newspaper Library and looked through the Wembley Observer for 1949 & 1950, hoping to find reports of me scoring double figures for the Kenton Hawks (1949) & Kingsbury Lions (1950)! (I did not bother with 1948 as I doubt if I scored any points) Incredibly not only was not one mention of cycle speedway, there was not any mention of the Wembley Speedway! So obviously I should have looked at the Wembley News

Going to the British Library at St. Pancras to renew my card, I asked if it was true that the library at Colindale closing. I was told that it would be phased out over the next two years, as all the newspapers were digitised.

I looked on their web site to see which papers were available on line. Unfortunately as yet there are no newspapers from either the Wembley or Middlesex areas.

The nearest was the West London Observer, which had regular reports of the Western Stars. Two of which are below.

Friday 11th March 1955

CYCLE SPEEDWAY**Stars' unbeaten run ends**

After winning 28 matches in succession, Western Stars were defeated at Whipps Cross on Sunday by 43½—52½.

Racing reached a high standard and from start to finish this was a match of thrills.

At the half-way stage Whipps Cross were just a few points ahead. Stars' captain, Ruffell, had a good afternoon's racing; he was beaten only once, by his partner, Riley.

Stars' scorers were: Ruffell 14, Hammond 9, Riley 7, Jenkins 6, Webb 4, Harvey 2, Pittingale 1½.

At Western Stars' official meeting, it was decided to split the club into two teams, calling one Western Stars and the other Western Broadsiders. The club as a whole will be called the Western **Cycle Speedway** Club.

Friday 21st May 1954

CYCLE SPEEDWAY**Roxeth Rockets just beat Western Stars**

In a fiercely contested **Cycle Speedway** match at Wormwood Scrubs on Sunday, Western Stars just failed to beat a much-improved Roxeth Rockets.

Stars, who started in a very determined mood, led by four points at the half-way stage when the score stood at 26—22.

But the skill and experience of the Roxeth veterans took command and carried the Rockets to a 51—45 pts. victory, despite spirited riding by Hammond and Hill, who were in sparkling form for the losers.

Final scorers for the Stars were: Hammond 14, Hill 11, Webb 6, Ruffell 5, Pittingale 3, Packman 3, Sharp 3.

There is also a long article about Mrs Jones, who was manager of Western at the time, she also managed the Shafsbury Broadsiders, with her late husband.

On 24th February 1950, there was an sports notice "Cycle Speedway Riders wanted" any person interested to contact Mrs Jones.

October 1954 The individual Cup (Hammersmith Trophy) was won by P. Leckie, of (Harefield Pirates) who rode brilliantly to score 14 points. Close on his heels was T. Hammond with 13pts G. Nelhous 12 and R. Ruffle fourth with 11 points (all three riders Western Stars)

EDITORS NOTES —WIND OF CHANGE?

The "spokesman-online, now has a page designated to the VCSRA, the details of the recent AGM are included in this, rather than in the "Track Record". For those of you who do not have a computer, the main points were that Bill Gill was elected to take over from Colin as Secretary and that Len Adams and Dave Hunting join the Committee.

I did not know about our inclusion in the Spokesman until I received the following from Les Gustafson:-
 "From what I read in the Spokesman, Bill Gill seems to think that there's too much Fifties, from the South of England in the Track Record. Don't think he can have read the last few issues-even excluding my contributions, there still regular mention of the sixties and after, as well as from different parts of the country."

I rode well into the sixties and this period has been extensively covered in the Track Record. The reason that there is so much from the 50s, is that there were literally hundreds of cycle speedway clubs in those days and it is very easy to get information about them. Nostalgia pages in local papers cover this period, as do reports of reunions. Many of the Speedway Magazines of that period carried Cycle Speedway News & Reports. I came across "St. Hellier Memories" (pages 6 & 7) while idly scanning the "net" Pete Saunders has sent me a similar one about the Akeley Acorns, for inclusion in another issue and there are many more. Back in July 2004, Steve Myhill took me to task for saying that the Hayes track was not used after the 1950s. He wrote an article about the 1970s and suggested that other readers might like to write about that time, but we did not get one single contribution.

Cycle Speedway started when Speedway tracks reopened after the end of the war, with thousand of kids imitating the sport on their "push bikes", most probably dreaming that one day they would graduate to motor speedway. Many members maintain their interest in speedway, so the sport is included in the Track Record with the "Pedals to Power" series. As far as I know, most present day Cycle Speedway tracks are near to current or former speedway tracks, but is there still the interest in speedway? Were there any "Pedals to Power" in the 80s, 90s, or after?

As for other proposals at the AGM, the increased use of computers has been considered before, it was even proposed to send the Track Record to members by email, thus saving on printing and postage, the associations largest expense. The idea was dropped as at that time as it was not known how many of ourmembers had computers. It has also been realised for some time that if we can not recruit new younger members, the Association would not survive for much longer. We did consider dropping the Veteran out of our name, following the example of the Veteran Speedway Riders Association, who are now called The World Speedway Riders Association, so as to encourage younger members.

Whatever changes are made, they must not be at expense of our older members, without whom there would not only be no VCSRA, but no Cycle Speedway.

BILL GADSBY

New Member Addition.

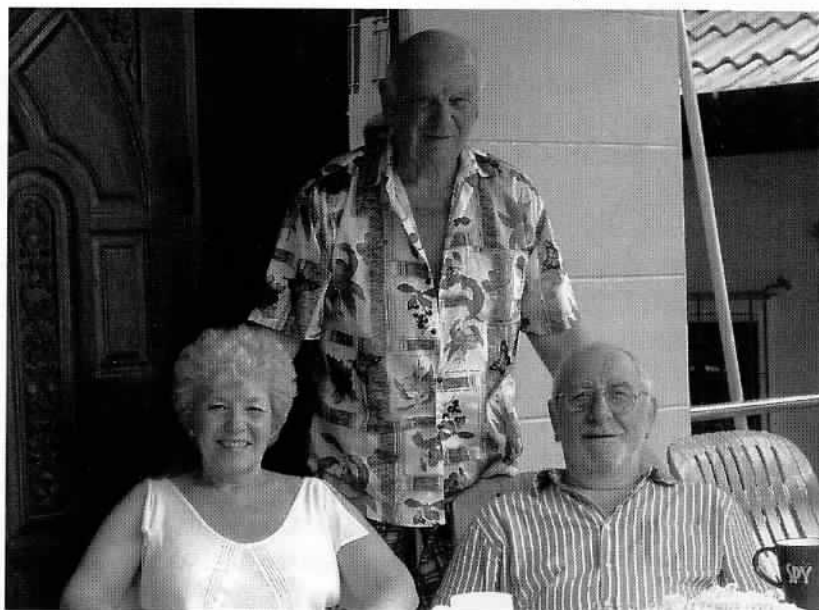
Mr George Miles, 6 Rentallick Meadows, Bethal St. Austell, Cornwall, PL25 3 BX.
 Tel. 01726 70769 email miles@bv.eclipse.co.uk

The article on pages 6 & 7 was written by George to a request from the Carshalton St. Hellier Library service, so it obviously concentrates specifically on the teams in the Borough.

I wrote to George, explaining that I was editor of the Track Record, and that I would like to include his article. I sent him a couple of back copies of the magazine. He did reply to "It quite surprised me, on reading your magazine, to realise that the sport was enjoyed in so many parts of England.

As you can see, he has now joined the Association.

THINGS NEVER CHANGE by PETER LIPSCOMB



Peter with Sylvia & Brian

I had a nice surprise visit from Brian Gillett and his lovely wife Sylvia on 27th February last. For me it was just great, five hours talking about old times. Brian rode for the Bushey Kangaroos in the 1960s. In my opinion, they should never have changed the name. When I rode in the late 50s, they were always called the BUSHEY ACES.

Going back in time, both of us lived in Bushey Heath, me at the butchers shop , and Brian in Windmill Lane the site of the track. In fact Frank Males and Brian's houses backed on to the track. So it was like a second home to them.

Many years ago I worked for John Langham & Thompson in Honey Well Lane, near Stanmore, in the potting shop, doing encapsulation of electrical components for the H.M. Atomic Weapons at Aldermaston. Brian came to work there, when I believe he was around 17 years old. I had come out of National Service and in my twenties. When I left, we lost contact and I moved to Watford. Many years later Brian & Sylvia moved to Aston Clinton where their daughter went to the same school as my youngest daughter. I spent 30 years in Aston Clinton until my wife died in 1997.



BUSHEY ACES 1957.
Away to Western Stars
at Wormwood Scrubs.

L to R:-
Barry Cornell, unknown,
Peter Lipscomb, Eric Wells,
Colin Brabent, Bill Jefkins,
Frank Males and Bill Gadsby.

The Veteran Cycle Speedway Riders 2013 ramble will take place on Wednesday, Sept 11th 2013. Full details may be obtained from:- Len Kitchen 17 The Mount, Worcester Park, Surrey, KT4 8UD Phone 0208 394 2125

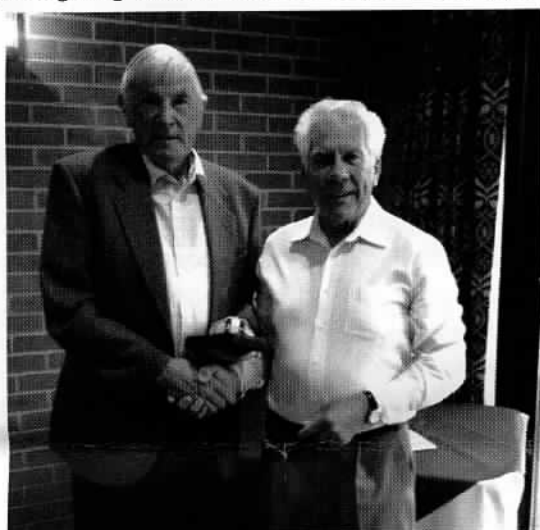
2013 VCSRA Spring Golf Day

Thursday May 30th Darenth Valley Golf Course, Shoreham, Kent

Eight members, Len Adams, Colin Booth, Roy Garnham, Danny Daniels, Harry & Ann Thompson, Pat Carey and Vic Haines together with six guests, a few having suffered up to an hours hold-up on the M25 gathered at the 1st tee at midday on a grey, what prove to be a more or less dry day.

After the 18 holes the winner, improving on his runners up spot last spring was Pat Carey with 36 points, 2nd on 33 pts. was Danny Daniels and 3rd guest Gary Ellis with 30 pts. And once again the ladies prize went to the lone lady golfer, Ann Thompson. The longest drive award on the 16th hole went to guest Eddie Oades and as no one reached the green for the nearest the pin prize it was awarded to the 3rd placed player.

After a fine meal of roast chicken and apple pie the evening was concluded with a well supported raffle and the prize giving which were both conducted by the organiser, Len Adams.



The worthy winner South London's Pat Carey receives his prize from organiser Len Adams.



The runner-up also from South London Danny Daniels



BUSHEY KANGAROOS 1966.

L. to R. Peter Lipscomb, Dave Dunlop, Brian Gillett, Frank Males, Pete Saunders, Fred Bouttell & Bill Jefkins
Front row Martin Dunlop, Bill Gadsby & John Gillett.

SID KINGSNORTH

It is with great sorrow that I have to announce the passing of Sid Kingsnorth
 Sid was an original member of the Whipps Cross Comets team formed in 1948
 He starred in many of the Comets big events and helped the to Comets many trophies.
 Including the Hertfordshire County Championship in 1954
 Sid rode for the Comets for over ten years in tours of Birmingham 1954, Wales 1955
 & Manchester 1956
 Also rode in the Grand Prix of England, Scotland, Wales, Sweden and Holland
 Sid will be sadly missed by all the Comets team members.

JOHN BROWN

Haynes International Motor Museum - Speedway Exhibition

Sparkford, Nr Yeovil, Somerset BA22 7LH

In December of last year I was contacted by Matt Piper, the Deputy Curator of the Haynes Museum after he came across our website. He was preparing a display of old Speedway Bikes, the 'Forshaw Speedway Collection' and had noticed that the early cycle speedway riders had an affinity with motor speedway and was considering including 'bicycle speedway' in their display. I emailed him copies of the 'Pedals to Power' profiles from our display boards we use at Paradise Park and CS championship meetings, he replied,

'Thanks for getting in touch and the excellent attachments. It does seem that we need to mention cycle speedway in our proposed motorcycle speedway display to do the history of the latter justice. We might well be in touch again to ask for further assistance if that's OK with you. One of the ideas we have is to promote existing sports by letting clubs, associations etc. display their leaflets, magazines etc. so our visitors can help themselves. Would this be something the VCSRA would be interested in?'

Another email in March went further,

'....We would really like to show an early bicycle to bring images of this sport we will have on display to life. And so I was wondering if you might have, or know someone who might have, a bicycle we can exhibit? Ideally we would like to own the bike but a loan is a possibility. I'm far from an expert on this subject but guess the bikes are usually modified street bikes (with what I would have called 'cow horn' handle bars).

We explored the possibilities and collected the bike Stan Stevens had ridden at our veterans events, we even had a pair of 'cow horn' handlebars made but as the bike, which was put together by Danny Daniels in the 70's was far from a 'modified street bike' the Museum declined our offer preferring to wait for the genuine article.

*' Many thanks for the update and photo's and I am very grateful to you for your efforts. We would still like to get hold of a speedway cycle if we can, but I'll be honest with you and say it will not be the end of the world - or our Speedway display - if we don't. We do have a large board on the wall with text explaining about cycle speedway with some great photo's so the sport still gets a nice mention.
 If we did display a bike, it would really need to be in the classic period style. Given your thoughts on the matter, I think we will need to say no to the bike. Should the right bike present itself to you, then by all means let me know but we might have found something else in the meantime.'*

In conclusion, bearing in mind Matt's words, if there is any one out there with a genuine late 40's, early 50's bike please get in touch with Bill Gill or myself. And if there is a CSC who would like a bike, 70's style please give me, Colin Booth a call on 01268 561248.

10 YEARS AGO. From the "Track Record" July 2003.

TRACK RECORD EDITOR

For some time now our Editor and President, ALAN CATLEY has not been in the best of health and at the time of writing this piece, is still awaiting a final diagnosis as to what the problem really is. Naturally he does not feel up to continuing to produce the newsletter and has asked us to make other arrangements for its continuation. BILL GADSBY, who has provided us with a number of articles at different times has offered to have a go and will be producing the Track Record commencing with this issue for which we are very grateful. If any members have anything that they think would be of interest for the T.R. please send it directly to Bill, address and e-mail above.

TIME TO CALL IT A DAY.

Well I have had a go, and Ten Years later I'm still here! I always said that I would like to do ten years, then finish.

I know that many of you have appreciated my efforts over the last ten years, but I'm afraid that is what it has become, an effort. The magazine was only eight pages when I took over, so it was probably a mistake to increase it to 12 and then 16 pages. Some pages can take two hours or more to complete, a lot of contributions have to be retyped, pictures resized and fitted to the page. Newspaper articles are the most difficult to edit to size, as adverts need to be removed etc.

I am grateful to everyone who has sent in newspaper cuttings, articles and photos. I would like to thank Colin Booth for his help and support over the years, I think we worked well together. He checked the publication before it was sent for printing, this is something I can not do, as I do not have an A3 printer. I can only see how it should look, so if some headings are missing or pages not centred, you know why! I would also like to give special thanks to Fred Pallett, who has contributed interesting articles over the years, all of which needed no editing, as he had done all the hard work for me.

Maybe one of the new younger members will be a whiz kid at desk top publishing. Although looking at the latest posting on the VCSRA page on the Spokesman, I see that Bill Gill is asking for articles and photos for inclusion in the Track Record should be sent to david.hunting@btinternet.com



RAY GIGGELL V.C.S.R.A. PRESIDENT WITH SPEEDWAY LEGENDS PETE SAMPSON EX SWINDON, BERT HARKINS EX WEMBLEY TED EDE EX WEST HAM

Photo from Pete Saunders

DAVIDSON'S MAINS CYCLE TRACK IN 1967



The two photographs above are of action at Davidson's Mains, Edinburgh's premier track during the 1960s. The rider in 2nd place in the first photo is John Murphy. John is still taking to the tracks fifty years later —although sadly not at Davidson's Mains, as there is now only one Edinburgh track, in the town's Redbraes Park.

From LES GUSTAFSON (from the Newcastle Cycle Speedway website.)