

THE TRACK RECORD

A publication of the
**VETERAN CYCLE
SPEEDWAY RIDERS
ASSOCIATION**
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Challenge match between Whipps Cross Comets & Welling Wings at Eaton Manor. Ron Foreman (Comets) leading, Fred Pallett (Wings), Dave Brown (Comets) and on the outside Don Baldry (Wings) See also page 13.

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WEDNESFIELD ACES CLUBHOUSE GUTTED BY ARSONISTS

Sometime before 5am on Monday 6th of August vandals prised open the door of the Ace's clubroom, which like many these days was house in a steel container and torched 50 years of the clubs records and memorabilia. The incident was reported on the midlands Express & Star newspaper website, see below:

'The blaze, which was first spotted at 5am, gutted the inside of the metal reinforced premises at Ashmore Park. Steel shutters had been forced open and paper piled up inside before being set alight, wrecking records of the club which celebrated its 50th anniversary this year along with trophies and priceless photographs.

Fire crews said the blaze was started deliberately. Police are investigating.

David Jewkes, the chairman of the club, who should have been celebrating after their rider Riki Johnson, 16, was crowned European Junior Champion at a meeting held in Ipswich yesterday, said: "This is sickening."

Chief executive Paul Bodley burst into tears when he saw the damage caused to the Cycle Speedway club he started as a 14-year-old boy 50 years ago. The father of two said: "I'm not easily moved to tears. But this has been my life since I borrowed my dad's spade to start digging the first track for the club in 1962. Since then we have built it into one of the best known cycle speedway clubs in the country and have taken the name of Wednesfield throughout the world." "I dread to think what the cost of repairs are going to be."

The retired production manager who was at the former Wards Bridge Secondary School in Wednesfield when he and a pal David Parry decided to start their own cycle speedway club, said: "We won't be beaten by those responsible for this."

Committee member Tony Mullinder, aged 70, said: "This is heartbreaking."

Police are believed to be checking the theory that it might have been triggered by a vendetta.'



Chairman David Jewkes with some of the club's salvaged pictures and trophies. The clubhouse can be seen in the background.

Paul Bodley, Wednesfield chief executive and a **VCSRA member** was also quoted on the Birmingham & Black Country BBC News website as saying:

"Because we're in the open air and in a public park, we've never been able to get insurance. We're going to have to put our hands in our pockets and raise the money as we always do."everybody is rallying around, trying to be positive," adding that the bikes people can borrow had not been damaged.

Wednesfield Aces CSC.

Founded in 1962 by Paul Bodley and David Parry in the west midlands town of Wolverhampton it now boasts of a membership of around 80 is based in Ashmore Park, Wednesfield. The club which in March held a gala dinner at the 'Village Hotel' Walsall to celebrate it's 50th Anniversary has a list of achievements, both individual and/or team for more or less every year since the beginning of the 70's.

VCSRA Committee Comment.

As the committee and a large number of the members, appear, as indicated by the recent Constitution poll to be committed to the preservation of the pictures and memorabilia held by the VCSRA that represent cycle speedways early heritage we think that the only chance of this happening in a sustainable form is with the help and involvement of the current cycle speedway clubs. In other words any help, physical or financial members can give clubs like Wednesfield will, hopefully help achieve the dream of the aging founder members of the Association. The birth of cycle speedway, 'The Skid Kids' in the 40's was a phenomenon that it is unlikely ever to be repeated! And, incidentally can anyone tell us what the current status of the "NATIONAL CYCLE SPEEDWAY ARCHIVE" advertised in the excellent "50 Years of Cycle Speedway" is currently?

If you feel you may be able to help get in touch with the Wednesfield chief executive, Paul Bodley on 01952 596791 or by post at 3 Chesterton, Stirchley, Telford, Shropshire, TF3 1XT

DEREK CATTLE 1930....2012

My old friend Derek Cattle, passed away on Sunday 26th August.

I first met Derek, in April 1948, when our clubs met in the first of many matches. In December 1949 I joined Tooting and we were team mates until I retired in 1957. Derek remained at Tooting until they disbanded in 1959. He was their last captain from 1956 to 1959. Derek was a great club man, he always put the team first, so reliable and apart from his National Service, he never missed a match.

In 1955 Derek rode in all three tests against North West Middlesex and in 1956 both matches against Suffolk. He was a league individual finalist on many occasions, in 1956 he came so close to winning, losing in the run off. In 1958 Derek again rode in the tests against North London. In 1960, Derek was a member of the Raynes Park Tigers National winning side.

Throughout all the years that I have known Derek, he has always been a loyal, generous and thoughtful person. Derek served our association well, as a committee member, president and Chairman for a long time. He was always the ultimate gentleman and sportsman and was respected by all who met him. I am sure that I speak for all of us in sending Vicki and the family our heartfelt sympathy and condolences.

Derek will be sadly missed by everyone who knew him.

RON HOLVEY

The Funeral on 13th September at Manor Park Crematorium was well represented by our association by the following members

Danny Daniel, Martin & Eve Willgrass, Ray & Vera Gingell, Ken Archer, Len & Liz Kitching, Peter Page, Geoff & Barbara Penneket, Wally Dighton, Len Adams, Pete Leckie, Colin Booth, Dave & Sheila Collins, Sid Pipe, Roy Garnham, Jimmy Hone, Roger Kirk, & Ron & Kathy Holvey.



HAWBUSH FUN DAY JULY 2005

Derek holding the George Welch Trophy awarded to him and Dave Palfreyman (left) for winning the Best Pairs. On the right is Steve Bloxham, Rider/Manager of Hawbush Hammers.

CYCLE SPEEDWAY IN SOUTH DEVON 1950's by John Burnett

I went to my first cycle speedway match in 1947. It was in Torquay – Ellacombe Bees was the team and one of my school mates was riding, John Quantick. He suggested I had a look at joining another local team – Torquay Pirates. This I did, riding at their Lymington Road track. Shortly afterwards we built our new track in Walls Hill Quarry where we remained until the end. When I joined the team consisted:- Tony Mann (Manager), Mike Williams (Capt), Bob Horne, John Horne, Bernard (Pud) Gooding, John Newman, John (Gusty) Gale, Les Folkard, Dave Aston, Tony Everard, Frank Hutchinson, and me - John (Buster) Burnett. We rode against the following teams in the Teign & District League:- (Apologies for not remembering many names.)

Bovey Spurs – Bill Holden, Jimmy Small, Merv Lavercombe

Heathfield Panthers – Bill Morris, Nobby Carpenter, Roy Sandford, Dave Sandford, Gerald Sandford, Owen Saunders.

Teignmouth Tigers – Biddle Tooley, Greg Shimmell, Alan Fey, Dingle Davey

Bishopsteignton Aces – Dicky Bird, Dave Chick, Dingle Davey.

Newton Braves – Tony Mitchell, Stu Taylor, Malcolm Bidder, John Shepherd.

Coombe Lions – Tom Hutchins, John Hutchins, Dave Hutchins, Boyd Rowe, Ron Vaulter (Manager)

Dartmouth Trojans – Les Goff

Watcombe Gulls – Reg Leaman, Dick Uglow, Neil Loosemore, Dave Challis, Trev Aplin, Dave Mudge, George Woodgates, Spud Mills, Bernard Leaman, Reg Woodmore, Doc Haddrell.

Paignton Flyers – Gerry Moore, Dave Anning, Laurie Harwood, Alan Pike, Graham Eales

Bickington Eagles – Terry Street

Kingsteignton Rams – Peter Keen

Shaldon Kestrels – Ron Vaulter (Manager), Barry Hooper, Artie Stoneman.

In the early days the team to beat was Heathfield and the best riders in the area were Mike Williams and Bill Morris - however a few years later when the Countessweir team lost their track we persuaded their best riders- Frank Bright, Michael Parr, and Derek Sculpher to join us and we became virtually unbeatable. The race meetings were well attended, a thousand crowd was common in the summer holidays and we could usually muster enough fans to fill two coaches for away matches. All went well until teams became aggressive and the result was that crowds dwindled.

My first bike was a girl's framed heap - totally useless, guaranteed to get you last every time – so my grandfather bought me a Phillips Speedtrack which I hated and dumped after a couple of months, having taken it to pieces and not finding any redeeming features in the manufacture or design. Strangely enough there were very few Phillips in the South, probably because they were not fit for purpose. The only thing I salvaged from it was the handlebar. So I set about building my own out of bits trying to make a bike that would do the job properly. I experimented with suspension, both front and rear (failures) and many other mods that I thought might help, some of which were pinched from Bob Horne's design. .

VCSRAGS Autumn Golf Trophy - Thursday 4th October 2012 **South Essex Golf Centre, Brentwood Essex**

Once again the weather was kind to the VGSRA Golf Society as 12 players, 7 members and 5 guests took to the course for the 16th playing of our Autumn Trophy Competition. And, like last year Pat Carey proved to strong for the opposition winning the Trophy by 5 points with a total of 39. The runner-up was guest Alan Robson with 34. 3rd was Len Adams on 32pts. The prize for the longest drive went to our young guest David Robson (Son of Alan) The ladies Trophy went to Ann Thompson, who, sadly was the only lady competing this year. The players were joined for their evening meal by Jackie Adams and Martin and Eve Willgress. The prizes for the Golf and the well subscribed raffle were presented by our 2004/5 President and onetime Tooting Tiger, Ron Holvey.



Directory Amendments

New Members

Roy Smith	10 Peace Close, Cheslyn Hay, Nr. Walsall, West Midlands, WS6 7DJ Tel. 01922 419666
Jim Preddy	36 Bittacy Court, Bittacy Hill, London. NW7 1HY Tel. 078121 03243
Terry Kirkup	23 Whitley Road, Holystone, Newcastle upon Tyne, NE12 9SU Tel. 07538 489714 Email terry@newcastlecsc.org.uk
Tony Arnold	63 Broad Lane North, Willenhall, West Midlands, WV12 5UB Tel. 01922 476770 Email anthonyjarnold@hotmail.com
Paul Bodley	3 Chesterton, Stinchley, Telford, Shropshire, TF3 1XT Tel. 01952 596791 Email prbodley@hotmail.com
Keith Dyer	14 Dover Close, Chapel House, Newcastle upon Tyne, Co Durham, NE5 1JL Tel. 01912 644667 Email kkkcdyer@aol.com

Revised Details

Heather Spaulding (New Address etc)	'Wayside' Blackness Lane, Keston, Kent, BR2 6HL Tel. 01689 889521 Email heatherarts@gmail.com
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Apologies for omitting 1 or 2 of the new members from previous issues of the Track Record. However all members are in the new issue of the Directory. Colin Booth.

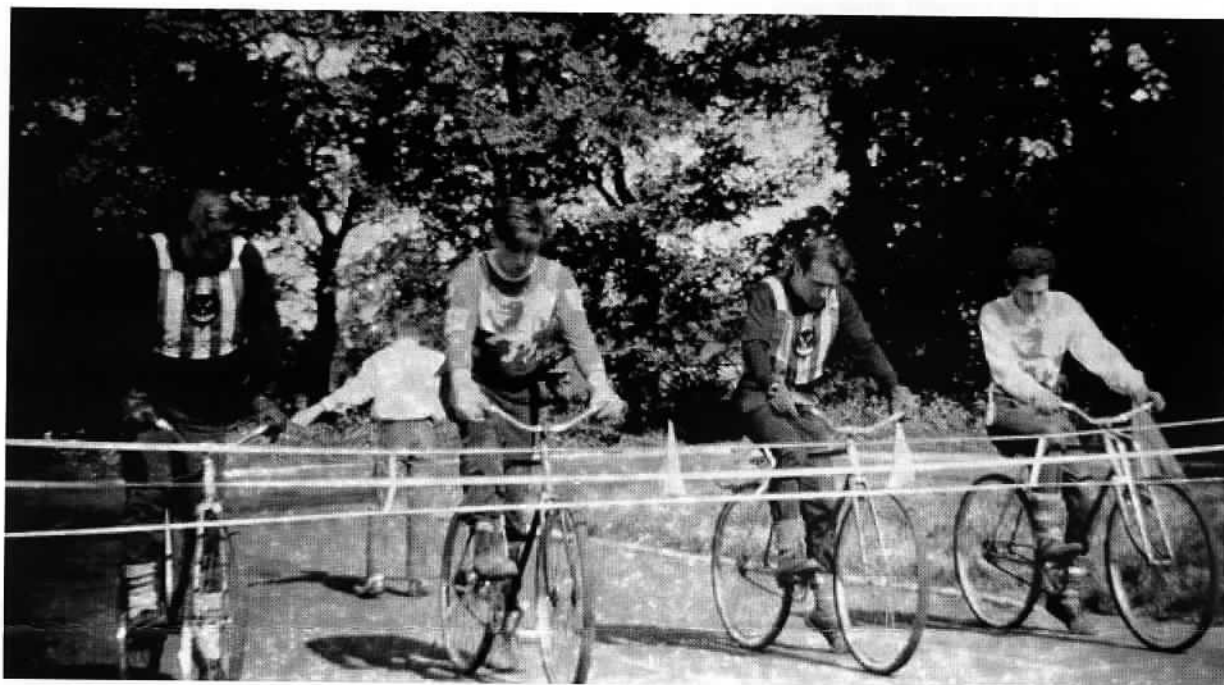
CYCLE SPEEDWAY IN DEVON cont.

The end product was a Hercules frame with a raised and strengthened bottom bracket, shortened rear sub frame, near vertical headstock, longer cranks, shortened pedals, and partially enclosed wheels (to prevent spoke breakage – later banned). This bike proved to be very successful keeping me in the team until the end and winning me the Individual championship three times. I kept this bike until 1975 when I got divorced and had to dump it. I was lucky in that my parents' property had a disused tennis court at the bottom of the garden, where my mates Frank Hutchinson (Pirates) and Boyd Rowe (Combe Lions) helped me to construct our own practice track. This was very popular with local lads and many a Sunday my mum had to provide tea, lemonade, cakes etc., to ten plus ruffians, all eager to graze their knees, break their bikes etc. Frank had an expensive bike bought in London, can't remember the make – he could ride it well, but it didn't suit me – so no saving up paper round money or persuading grandfather to buy one. Basically it was ten years of great fun and companionship, which lead to lifelong friends/enemies – I wouldn't swap any of it.

JOHN BURNETT

EDITORS NOTES.

Cycle Speedway was featured in television news items recently. First on London Tonight (I.T.V.) on 16th Aug 2012. When a woman had bought an old camera at a charity shop in Southend for £3, she found that it still had a film in, had it developed and found six photos, one of Southend Pier, another of a young boy, one of some cows in a field, another a young couple and the two cycle speedway photos below. London tonight showed the pictures and asked if anyone recognised any one in the photos. They seemed to think that the photos were taken in Southend in the 1950s.



These pictures would seem to be Offerton Devils v Wembley Lions, with Derek Garnet of the Devils, and Roy Tuthill and Mick Honour of the Lions. In which case the picture would have been taken about 1962/3. But does anyone recognise the track?



On 22nd October 2012 London Tonight (BBC) had a feature on the East London Cycle Speedway Club, with racing and interviews at their Canning Town Recreation Ground Track. It also gave a "Potted History" of the sport. Showing two clips, the first, action (in black & white) at a track in New Cross in 1948. Followed by Edmonton v Hellingly in 1955.

Both these clips were from the archives of Pathe News, and can be seen in full at:-
www.britishpathe.com/video/cycle-speedway.

There also many speedway clips from the Newsreels, including World Finals and Test Matches

In the last issue, I said that the spokesman, www.spokesman-online.co.uk was well worth a visit. The Retro & Vets section is updated almost daily. With newspaper cuttings and news of reunions. One item I found of particular interest was a link to LAPSE4.

Back in 2003, Seven of us, Roy Fraser, Len Adams, Nobby Dunn, Derek Wills, Pete Leckie, Peter Lipscombe & myself Bill Gadsby, set out to find many of the old N.W. Middlesex tracks. (Track Record July 2003) Now LAPSE4 are doing the same, visiting sites of former tracks all over the country. They have been to two that we visited, Uxbridge, where there is now a children's play area where the starting gate was, and Hayes. Maybe in the next issue I will include some pictures. You can check the site yourself, either by going through the spokesman or by:-
www.facebook.com/pages/lapse-4-2012-cranking/192916407456320

The article on the following two pages were submitted by Fred Pallett. It comes from the Soldier magazine, which according to Fred was published free for all members of the British Army.

The article refers to an England v Holland Test Match, that took place at the Empress Hall Earls Court.

The article about Bushey Cycle Speedway Club was sent to me by Pete Saunders, it is from the Journal of the Friends of Bushey Museum and as it says, they do not know the name of the author.

There still seems to be a great deal of interest in Cycle Speedway, as well as the news item on BBC's London tonight, many local newspapers carry articles in their nostalgia columns, or news of reunions. I get several newspaper cuttings sent in for inclusion in the magazine. If it is the actual cutting, I can usually use them, but if it is a photocopy, the quality is too poor to use. With cuttings (and photographs) if you send me the originals, I will copy them and return them straight away.

Looking on Amazon for something recently, I came upon the following entry:-
 Cycle Speedway in Essex & East London 1960/61 -67: a review of 1960 Plus 1961-67 snapshots : match reports, team and action photos etc Authors Vic Duffy, Bob Pike & Robin Richardson.

Currently unavailable.

Also:

Details of Cycle Speedway Tracks (Skid Tracks)

Currently unavailable.

Does any one know about either of these, or have a copy that I could borrow?

The mention of the "NATIONAL CYCLE SPEEDWAY ARCHIVE" on page two set me thinking.

Over the nearly ten years that I have been editor of the Track Record, there have of course unfortunately been a number of obituaries. So far as I know not one member has arranged for his memorabilia to be passed on to the association. This means that not only do their memories, but also their memorabilia die with them.

I have asked my wife, if I go first, to make sure that all my archives be passed on. But as she says to whom should she give it. If the Association is still going then she could pass it on to one of our members if not I suggested that together with all Speedway books and magazines she should send them to the Speedway Museum.

Just a thought, who is going to write my obituary?

BILL GADSBY



Lions of England versus the lion of Holland: the rider lying third was spread-eagled on the ground just after this picture was taken. (SOLDIER Cameraman Desmond O'Neill).

A BIG DAY FOR THE "SKID KIDS"

The sport born on the bomb sites reaches the West-end — and 5000 turn up to cheer

ONE might think that all possible sports had been invented years and years ago. But it seems there is always room for one more.

Cycle speedway owes its origin to the German Air Force, which left a profusion of vacant plots in the towns of Britain. On these the new sport was born.

Cycle speedway came in just as suddenly as did motor-cycle speedway racing 20 years ago. It is now beginning to make its way into the Army.

No one knows who first started it. It just sprang up somehow among lads of London's East-end. They wheeled their push bikes on to the flat areas where buildings had once stood and started to race each other round and round.

Those lads could not have guessed that in the space of a few years — four at the outside — their new craze would be ripe for West-end presentation; that it would be organised by a national association; and that it would have a journal of its own.

It is estimated that there are now 7000 riders in the country who attract some 50,000 supporters. The sport has spread to Liverpool, Plymouth, Bristol,

Cardiff and Glasgow, to name only the larger centres. Many lads have built their own tracks of dirt or cinders from money raised by collections. Last year a group of boys at St. Mary Cray, Kent, held weekly dances until they had enough cash to pay for a track which they called upon their local Member of Parliament to open.

Then the Army Cadet Force in London decided it might be a good idea to form unit racing clubs and even to build tracks. A trial meeting was held, but the idea was reluctantly dropped. A cadet officer explained: "We found lads coming from all over London on bicycles without brakes and we felt we might be held responsible for some nasty accidents. The sport is not dangerous in itself, but getting to it can be dangerous." **OVER**



The chequered flag means end of the race. This was the first time cycle speedway had been staged indoors.



Yes, spills do happen. To minimise injuries, cycles are stripped of all protruding parts — and that includes brake levers.



A new type of cycle seems to be evolving: note the rakish lines on this one.

Peggy Evans, the actress, congratulates a prize winner. Look what happens when a sport moves up West!



This ceremony is symbolic of something or other. The boys with the death's heads are the Gem Pirates, from Poole — national winners.



Since then, at Catterick Camp in Yorkshire, the 1st Training Regiment of the Royal Signals have built their own track (cinders from the boilerhouse) and have taken on teams from northern towns.

The machines are pruned, not only of brakes, but of anything that might stick out and harm a fellow rider. The National Amateur Cycle Speedway Association, which was formed last January, has laid down that the inside of a track must be not less than 75 yards long and not more than 125 yards. On the straight the track is at least 12 feet wide and 18 feet at bends.

The lads themselves wear crash helmets and heavy boots and buttress themselves with pads. Injuries have proved surprisingly light considering that speeds up to 18 mph are reached. Insurance companies quote a premium of 50s. per team per year.

There are eight men to a team, two of whom compete against two from the opposition team in each race. If they ride into first and second place the team scores four points. Altogether 16 heats of four laps each are run.

Many borough councils have authorised the building of tracks, and the National Playing Fields Association have plans for standardising them throughout the country. So far 28 counties have become affiliated to the Speedway Association.

Even the playing fields of Eton have seen the "skid kids" at play; at the last local carnival the Slough Fliers gave a spectacular display.

When last January it was decided that a national championship should be held, the first obstacle was lack of funds. The *News Chronicle* offered to organise the event and presented a challenge cup. Then some 277 clubs entered. For the first time the sport was staged indoors — in the Empress Hall. There, before 5000 spectators, the Gem Pirates from Poole, Dorset beat the Chorlton Aces from Lancashire by six points. At the same meeting the British team narrowly lost to Holland, where lads copied the sport from us about three years ago. (Cycle speedway has also been taken up in South Africa, Australia and Sweden).

In cycle speedway there are no big names, no professionals, no paid officials within the association and no vested interests.

Although their sport is a new one, the "skid kids" feel it is one that will take its place with other international sports throughout the world. They are sensitive to unjust criticism. When, a few months ago, a panel of justices at Birmingham suggested that speedway cyclists were responsible for stealing cycles, the "skid kids" protested. A fortnight later the justices apologised for their remarks.

BOB O'BRIEN

Les Gustafson

Continuing the Yorkshire theme of recent issues, I've enclosed a few bits about Halifax (not that I'm from Yorkshire, but you may see the connection below).

Bradford was one of the early centres of the sport, but Halifax only took off in a big way in the 60's, when Speedway arrived at the Shay (I think. The piece from Robin Martakies' 1965 Cycle Speedway Record credits Vic Lonsdale with getting CS off the ground. Pity he made their tracks so small).

One of the highlights of the Halifax season was the running of the Halifax Charity Fours, usually over the Whit Bank Holiday week-end. We were emboldened to enter our Trow Lea Mariners team in the 1967 event after a full-team visit to the town a couple of months earlier, when our heat-leaders showed they could mix it with the locals. Our quartet (shown in the photograph below) were (left to right) Mike Dobson, Frank Auffret, Ray Turner and Keith Dyer (the latter being one of the main participants in the current Newcastle revival). The event was held in Akroyd Park, on the track of Woodside Diamonds. We got as far as the Quarter-Finals and came up against the home side, who disposed of us and went on to win the trophy (as described in the clipping from the Halifax Courier of June 1967).

We entered again in 1968, with three of the riders from the previous year (Jim Graham came in instead of Keith Dyer as the 4th member) and fought our way to the Semi-Final, but were again drawn against Woodside who put us out yet again and retained the trophy. I think we pioneered outside participation in the event (other than teams from Halifax/Bradford) but in 1969 Eddie Fordham's Stradbroke Arrows from Sheffield followed our example and made it as far as the Final, which they won. I'm not sure they were allowed to take the massive trophy beyond the town limits however.

The main mover in Halifax was Mike Cockcroft, who had also ridden in Bradford earlier in the decade. He figures in a photo on the front of the Match Programme for an England v Scotland match at Horley Green Aces track on a hill somewhere in Halifax in 1967 (everywhere in Halifax is on a hill or so it seemed), but he didn't actually take part in the meeting.

Maybe Frank Auffret could figure some time in the 'Pedals to Power' section, as he progressed to Speedway with Middlesbrough and then Hull



THE charity four-a-side Halifax Cycle Speedway Association meeting at Woodside over the Bank Holiday period was won by one of the home club's entries, a team composed of Cam Ormondroyd, John Law, Dennis Stott and Granville Cox. They swept all before them until the final when they met the shock side of the event, Dodgeholme Devils, with Dave Burnett, Steve Cornwell, Les Smith and Alan Watson.

For a time, with Burnett in scintillating form, it looked as if the formbook would be blown to pieces by a Dodgeholme victory, but after drawing the first three heats, a Stott-Cox 4-2 over Cornwell clinched the Infirmary Cup for Woodside.

The four Diamonds were acclaimed by the large crowd and went up to receive the magnificent trophy from Coun. Raymond Talbot, chairman of the Akroydon Old Folk's Association.

They will keep the trophy for a year. They also received a plaque each to commemorate their victory.

Throughout the competition, the racing was generally of a very high standard, and it was a pity that on Sunday poor weather conditions affected both the track and the

Cycle team asks for fixtures

A cycle speedway team at Hebden Bridge is wanting home and away challenge matches and also an experienced rider to act as coach and also race for the side. The management have applied to the national association for registration.

Anyone interested should contact Brian Skinner, West Bowling Golf Club, Rooley Lane, Bradford 5.

size of the crowd. Trow Lea Mariners, of South Shields, entered a team, and the form of this quartet was a revelation. They weren't expected to be a real threat, but they fought their way through to the quarter-finals and it took Woodside, the eventual winners, to knock them out.

Halifax Revival

Halifax Speedway rider Vic Lonsdale who once rode Cycle Speedway has built a track near his home in Halifax, and one or two of the Bradford riders who have been over to try it out have had nothing but praise for Vic's hard work. The track is rather on the small side, but both bends are banked and racing is, to say the least, very fast. Already about 20 youngsters are taking a keen interest in the project, and it is hoped before long to stage a "Junior Inter-City Match" at the new track.

From
Cycle Speedway Record
August 1965

SOUTH SHIELDS SIDE 1968 DOES WELL AT HALIFAX

SOUTH SHIELDS maintained their ascendancy in Cycle Speedway circles with good performances in Halifax on Whit Sunday and Monday.

Trow Lea reached the semi-finals of the Halifax Four-a-Side Charity Cup, only to lose to the home team, and the eventual winners, Woodside Diamonds—the team who defeated the Mariners in the quarter-finals last year.

The Trow Lea quartet of Jim Graham, Frank Auffret, Ray Turner and Mike Dobson, defeated Dodgeholme Devils in Round One by the overwhelming score of 18-5, with maximums for Turner and Graham, and then beat Furness Flyers in the quarter-finals 16-8 with Graham again scoring maximum points.

In the semi-finals Trow Lea made a bad start when Graham bent his pedal, and Woodside took the opportunity to score a 5-1 heat win. They followed this with two 4-2 wins over Turner and Dobson, and a drawn last heat saw the Mariners go down by 16-8.

HALIFAX CHARITY FOURS
Round one: Trow Lea (Graham 6, Turner 6, Dobson 4, Auffret 2), 18; Dodgeholme, 5.

Quarter-finals: Furness, 8; Trow Lea (Graham 6, Turner 4, Auffret 3, Dobson 3), 16.

Semi-finals: Trow Lea

Left.

WOODSIDE WIN TROPHY, BUT ONLY JUST
From Halifax Courier June 1967.

Below

From Halifax Courier June 1968

CYCLE SPEEDWAY

(Dobson 4, Auffret 3, Graham 1, Turner 0), 8; Woodside 16.

Trow Lea also raced two full-team challenge matches in Halifax, the first at Copley against Copley Crusaders, whom they crushed 65-31, with Dobson scoring a maximum, and Auffret and Chris Hughes (a Bradford rider borrowed for the match) scoring paid maximums.

son 10, Auffret 8, Gustafson 7, Aveyard 6, Noutch 5, Turner 3), 52; Buttershaw (Hughes 10, Jagger 9), 44.

Photo Below

CHALLENGES

Trow Lea led right from heat one, the score standing at 33-15 at the halfway stage.

The second match, against Buttershaw Panthers, was much closer, ending in a Trow Lea victory of 52-44, although the Mariners led 48-36 until the Panthers scored a 5-1 in heat 15.

Top for Trow Lea were Graham with 13 points and Dobson with 10 points.

Trow Lea (Dobson 12, Auffret 11, Graham 11, Hughes 9, Turner 8, Noutch 7, Gustafson 6, Woods 1), 65; Copley (Rothwell 10), 31.

Trow Lea (Graham 13, Dob-

Newcastle Vikings v
West Vale Wolves (Halifax)
At Monkchester Recreation
Ground Newcastle in 1967.
The two Newcastle riders
are Ray Turner &
Ernie Kirkup.

From 50 years of Cycle
Speedway.



Unfortunately the name of the author has become detached from this article. Anonymous articles would not normally be considered for publication but this is too good to miss.

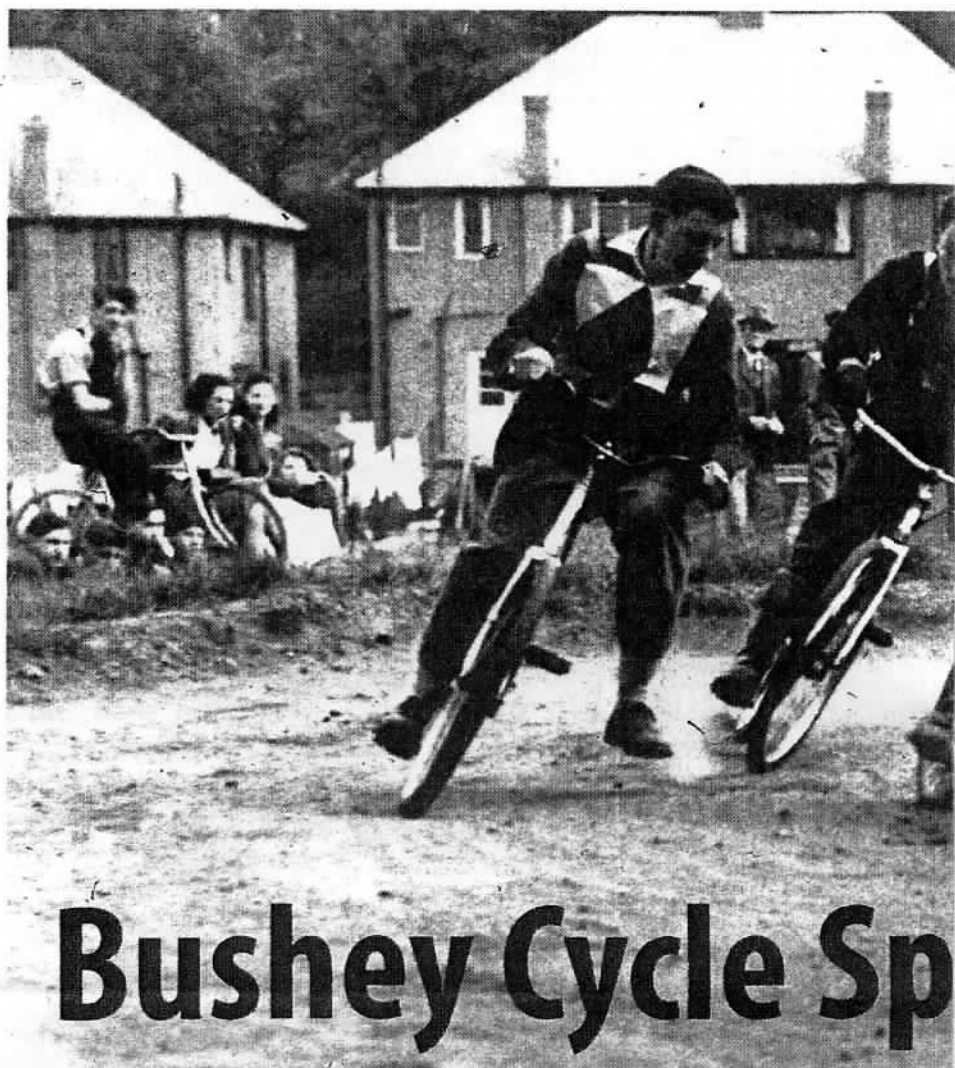
During the summer of 1946 a group of lads returned from watching a motor-cycle speedway meeting at Wembley Stadium and assembled at the local recreation ground in Windmill Lane where they tried to imitate their heroes' skills on bicycles. After a few weeks practice, the small group took up challenges with other groups from Bushey and Watford. In the following year matches were arranged between the Bushey Heath representative side and teams from Water Lane and Radlett Road, Watford. From those early beginnings Bushey Heath Aces was formed by Frank Males and Bill King. They persuaded Mrs Idris Males to become manager and Miss Joan Males to act as team secretary, who approached Bushey Urban District Council, the owners of the land where the track was situated, for permission to use the site on a permanent basis. With much support from Councillor Frank Collins and the local residents, the Council agreed.

In 1948 Bushey Aces registered with the North West Middlesex Cycle Speedway League and the National Amateur Cycle Speedway Association and became an official cycle speedway club. Matches were of 16 heats for league matches and 18 heats for cup and test matches. Each heat consisted of four laps of the track with four riders taking part, two from the home team and two from the visiting team. The captains from the two teams tossed a coin to see who claimed the prime starting positions at the commencement of the match; then each team alternated their position every other race. Each team consisted of eight riders and competed in matches on home and away basis. The very first riders to represent Bushey Aces were as follows:

1. Johnny Sparrow 2. Terry Brabant
3. Frank Males 4. Bill King
5. Peter Thorne 6. Tommy Day
7. Dave Stuart 8. Albert Males

The Bushey Aces achieved third place in the League table that year at the first attempt. The League consisted of Northwood Broadsiders, Harefield Pirates, Hillingdon Racers, Iver Heath Eagles, Hillingdon Phoenix, and Harefield Hornets.

The NW Middlesex League also organised individual championships and four-a-side and cup competitions. However the National Amateur Cycle Speedway Association Individual and Team Championships were sponsored by the *News Chronicle* newspaper. Mars Confectionary Ltd sponsored the National Gold Helmet and Silver Helmet for County winners, which were competed for monthly.



Terry Brabant (first left) and Tommy Day (third left) in action for Bushey Aces against a Hillingdon team in 1950.

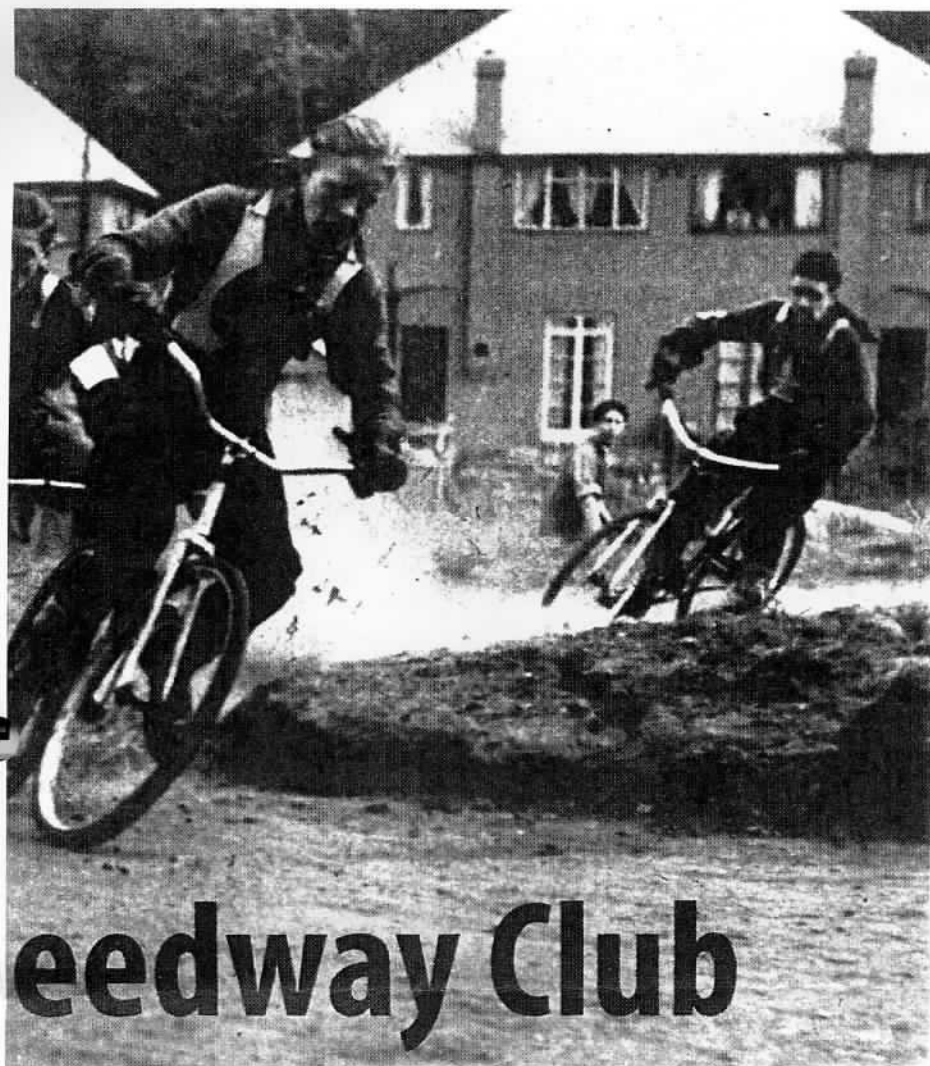
One of the sport's biggest handicaps was that, when riders began to show potential, their careers were interrupted by the call of National Service for over two years. Because of the loss of some riders, Bushey Aces management recruited Terry O'Connor from Stockwell Aces and Dennis Manucci and Harry Teasdale from Northwood. The Bushey management team also encouraged the expansion of the Watford and District League with the view to using it as a nursery for future riders. That League consisted of

Water Lane Rockets, Riverside Rookies, North Watford Wasps, North Watford Black Panthers, Oxhey Eagles, Paddock Road Pirates, Mill End Tudors (Rickmansworth). From then on Bushey went from strength to strength, with many of Watford and District League riders appearing for Bushey in the higher levels of the sport.

With a surplus of riders wishing to ride for Bushey, a second team was formed, known as Bushey Bulldogs, which entered the second division of the NW Middlesex



Left to right Joan Males, Terry Brabant, Frank Males, Johnny Sparrow, Harry Teasdale, Brian Birch, Albert Males, Bert Dearman, Cliff Wise. Mrs Idris Males at the speedway track.



League. Bushey was represented at county and area level in competitions.

As very few teenagers owned their own motor vehicles, the Bushey management hired Garrads, a Radlett Road removal firm, to transport riders and machines to away fixtures. The bikes were stacked at the rear of the van with the riders, etc, sitting in a canopy above the driver's area. At the rear of the van there was a tail board with canvas curtains, which was left open for ventilation. They also hired a double-decker bus from Elm Coaches, Kenton. During this period Bushey Aces never finished below 3rd position in the NW Middlesex League and monopolised the Watford and District League Championships, with their riders winning individual honours. The Club also had a Match Race Individual Championship, held monthly, with the highest points scorer of the month challenging the Match Race Champion.

Bushey Aces also competed in the 1951 Festival of Britain Cup held at Battersea Park and the 1953 Coronation Cup.

* Bushey Aces fortunes reached the low ebb following the death of the manager, Mrs Males. Frank Males acted as temporary manager until the end of the racing season when he went into hospital to have an operation.

In 1957 he negotiated with Bob Saunders,

manager of Bricket Wood Kangaroos, to make use of the Windmill Lane track. This was the end of Bushey Aces, but Frank and a couple of local riders joined the Kangaroos as riders in the London and Home Counties League, consisting of teams from Uxbridge, Hendon, Raynes Park, Chessington, Tolworth and Weston Stars, and also competing in the County and National competitions.

In 1958 the club changed the name to Bushey Kangaroos. During this period Bushey Kangaroos engaged in tours of counties with successful results, visiting Essex, Surrey, Suffolk, Berkshire, Oxfordshire, Warwickshire, Hampshire, Sussex, Wiltshire, Buckinghamshire. It was during one of these tours to Swindon and Cleverton that Frank's and Bob Saunders's transport failed to arrive, so they had to travel by a London Black Taxi with their bikes strapped on the roof-rack over the Wiltshire Downs – a very unusual sight in those days. Many amusing and strange stories could be written of happenings within the Cycle Speedway Community.

Many county and area honours were being won by the Kangaroos. New electric operated starting gates came in to operation and the track and surrounding area were upgraded. There was better presentation and wider publicity. There was insurance of the track, riders and machines against damage

during official meetings. New jumpers, two breast plates were purchased and a 6ft x 4ft team flag was also purchased.

In 1964 Bushey Kangaroos were renamed Bushey Saints and entered the British Federation of Cycle Speedway, which was the Premier League of Cycle Speedway, consisting of Tottenham Kangaroos, South London Rangers, Broad Oak Aces, Hellingly Lions, and Bushey Saints.

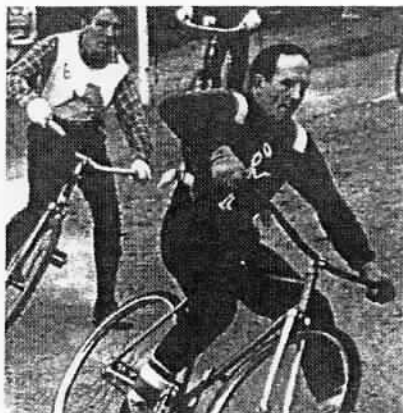
Owing to heavy financial commitments and the long travelling distances involved the club was forced to resign from the Premier League and to rejoin the London and Home Counties League. The Saints had to start from the bottom again and entered the 2nd division of the League, consisting of Bushey Saints, Uxbridge Lions, Chessington Aces, Hackney Aces, Hendon Stars, Tolworth Tudors. Bushey Saints won the 2nd division on first attempt, being unbeaten in the League. It also won the four-a-side championship. The successful season meant automatic promotion to division one of the League. Frank Males announced his retirement from the sport at the end of the season of 1965 and also resigned as manager and, although a replacement was sought, one could not be found. So a very successful Cycle Speedway Club came to an end, one which was widely hailed as the 'Aces' of Herts, with the riders winning national, area, county and local awards throughout this period.

Editor's note

Cycle speedway became popular after the WW II when young people raced on tracks cleared through the rubble on bomb sites on bikes not otherwise roadworthy. The sport today is organised by British Cycling. Each race is contested by up to four riders racing round four laps of the track in an anticlockwise direction. Competitors use a lightweight single-speed bicycle equipped with a free-wheel but no brakes. Riders slide their left foot along the track as they negotiate curves. Physical contact is legal and often necessary!

Further information, including some of the information in this article may be found on the website:

www.cyclespeedwayhistory.org.uk



Pete Saunders in action for Bushey Saints

CYCLE SPEEDWAY ON FROZEN POND



Cycle Speedway Match was held on the frozen Hollow pond Whipps Cross, between Leyton Aces and Whipps Cross Comets. The Comets won.

Leading rider is Dave Brown, followed by John Brown, then Harry Taylor and Bertie Scott of Leyton Aces



Johnny Brown's daughter came across this photo from a web site on old Walthamstow in 1948. They wanted to know if anyone knew anything about the Walthamstow Wolves Cycle Speedway team. Ted Gee has managed to name all but one rider:-

L-R standing Len Finch, Ted Gee, on the bike Charlie Kaufman (real name Charlie Shelley) on his Shoulder Ken Halesworth, On front wheel Bluey Wilkinson (real name not known) extreme right Alf Russell. In suit Howdy Gamble.

From Fred Pallett.

The article about the Whipps Cross Comets reminded me of when my team the Welling Wings rode an away friendly match against the Comets in May 1951. For the occasion we hired a furniture lorry to take us and our bikes from Bexleyheath/Welling in Kent, through Blackwell Tunnel to darkest East London, which we found an adventure in itself. I have little recollection of the racing, but suspect that the Comets ran out winners.



Back row L to R. Jack Ellis, Roy Welch, Colin Thompson & Don Baldry.
Front row L to R. Bill Forsyth, Barry West (Captain) Derek Brown & Fred Pallett.



Barry West



Derek Brown



Comets Tony Aston (centre) flanked by Wings Fred Pallett (left) & Jack Ellis



NAILSEA(North Somerset) CYCLE SPEEDWAY SOUTHFIELD ROAD 1949/50

L to R. Back Row not known, Ray Lewellyn, Donald Alsopp, Tom Gooding, John Perry, Gerald Tendale & Gordon Gillard.

Middle Row, Adge Cutler, not known & Bill Horler.

Front Row, John Lewellyn, Terry Elred, Roy Cutler & Cliff Lewellyn.



At the starting tape, L to R Roy Cutler, not known, Ray Lewellyn & not known .
The unnamed riders are from the visiting team, Knowle (Bristol).