SOUTHAMPTON CYCLE SPEEDWAY 50TH ANNIVERSARY - *Monday, May 27, 2013*

Colin Wheeler, Ricky Longman, Andy Weston, Keith Chambers, Clive McCormick, Kenny Angell, Jim Cutler, Gary Makepeace, Barry Jannaway, Peter Robinson, Paul Wilson, Dave Butcher, John Heward, Dave Waterhouse, Terry Day, Andy Day, Mark Living, Pat Cousins, Ian Conway, Bob Barrow, Mick Vernam, Paul Weston

The resplendant Winchester Road Raceway now with Clubroom, toilets, dressing room and showers, grandstand, full refreshment bar and floodlights - **Southampton's home for 50 years**

Colin and Sandy Wheeler presented with an engraved clock by Brian and Pat Makepeace In recognition of their wonderful service in maintaining the Club to its 50th Anniversary

British Veterans Team Final.

The VCSRA (Veteran Cycle Speedway Riders Association) had a presence at the British Veteran Team Finals at Harford Park on Saturday, with Bill Gill (the newly elected association secretary), and Dave Hunting (newly elected assistant membership/promotional officer) manning the associations gazebo. A total of 22 new members were signed on from across the UK, making this a very successful days accomplishment.

Thanks must be given to the Norwich Club for allowing the VCSRA to be present, and in particular to Gary Colby for his assistance in the matter.

Many of the original members were present, including such well known names as Len Adams, Mick Jeffery, Terry Porter & Derek Wills, amongst others who were there.

The consensus of opinion amongst the elder statesman was an exceptionally well prepared track, and a slick presentation, with much of the racing of a very high standard. On the downward side were the very poor starting tapes, causing numerous problems throughout the meeting, and some of the refereeing decisions which baffled these elite gentlemen, including myself at times.

One of the surprises to these veterans was the racing format, with only one rider from each team in each race, as they were expecting 'team' racing, not an 'individual' style format.

The most important factor however was that they all enjoyed the event very much, enabling a get together to chat about the past, and a meet-up with Bill Gill after all these years. Bill's last visit to this venue was over forty years ago, when he raced against the Tuckswood Stars riding for the infamous Thurrock Racers.

The icing on the cake for three of these vets was to be allowed to do a few laps of the track on borrowed machinery, no doubt rekindling old memories of their visits to this track in the past. Thanks must be given to Bob Prince, the Senior Final Referee, and to Gary Colby for allowing the youngsters of yester-year to stretch their ageing legs.

National Individual Finals Day.

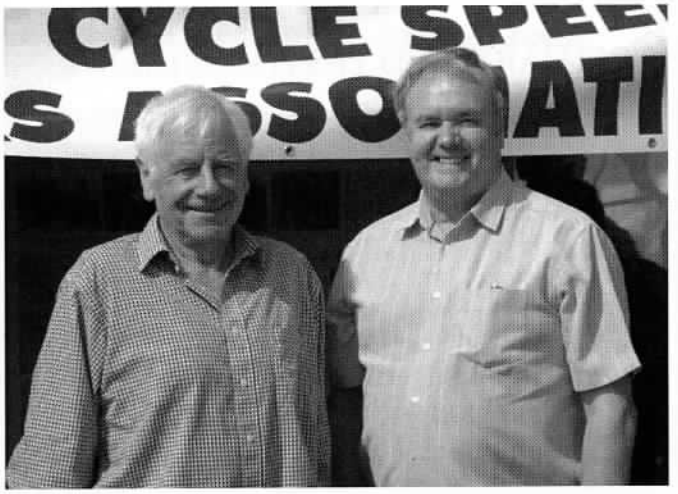
On Bank Holiday Monday the Men's National Senior Individual Final plus the Women's Individual Final took place at Hearsal Common, Coventry. With the sun beaming down on the exceptionally well prepared track, the scene was set for an extravaganza of exciting racing. With the girls final, which started at 12.00pm, setting a very high standard, one wondered whether the main course could be as good as the aperitif. The winner of the Women's British Championship was Lauren Davies of Leicester, who reeled off the perfect score of 20 points. Runner up was Danielle Riley of Hethersett with 18 points, and third was the defending champion Lauren Jacobs of Ipswich on 16.

At 3.00pm came the Men's Final, with all the riders being presented to the Lord Mayor of Coventry, who duly presented the riders with their finals memento's. In front of a breathtaking crowd Tom Reed of Exeter rose to the occasion, with some electrifying gating and perfect bike control, he took the title for the first time, scoring 18 well deserved points. In runners-up spot was former four times champion Lee Aris of Wednesfield on 17, after a run-off with Chris Timms of Birmingham. The defending champion Andy Angell of Hull, who had won the championship on two consecutive years, was unfortunately excluded in his third ride when he moved under starters orders, ending the meeting on 13 points. The pre meeting favourite Paul Heard of Wednesfield fell to the ground in heat 12 when challenged from behind by Chris Timms, his final score being a very creditable 16 points. Steve Harris of Poole, the veteran of 23 Finals, struggled with the age gap of the younger riders, scoring just 8 points.

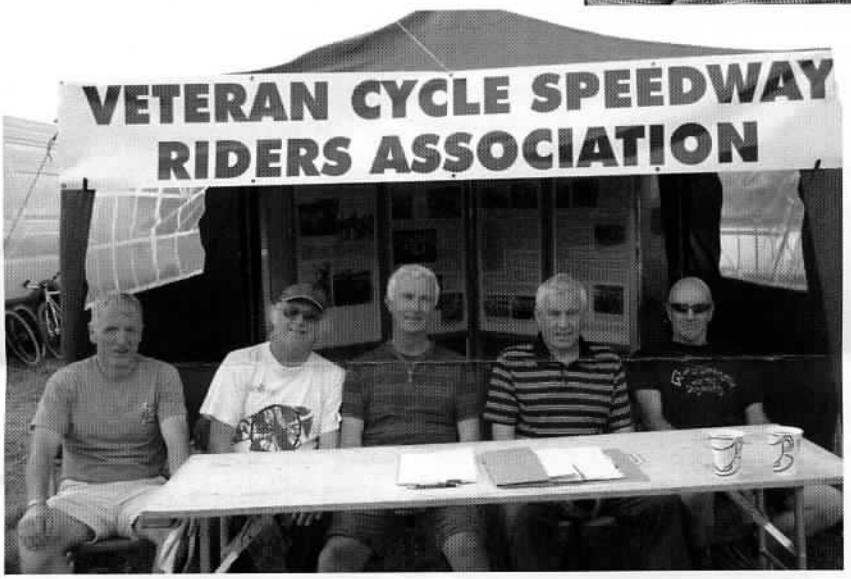
The VCSRA were in attendance at the meeting, and with Bill Gill unable to attend due to the untimely accident of his wife Joan, Paul Bodley kindly helped Dave Hunting in the associations tent, signing on another 32 full members. These new members came from afar afield as Scotland, and included several former British Champions. With the 22 new members who joined earlier in the month at Norwich, this means that 54 former riders have now joined the association in August which bodes well for the future.

DAVE HUNTING

National Individual Finals Day.



Dave Hunting & Paul Bodley attend the VCSRA stand.



The Blackley Panthers in attendance.
L/R Les Bowden, Josh Gleave, Kevin Greenhaigh, Dave Wilson & John Watchman

The Edinburgh Connection—all except John Murphy joined on the day.
L/R. Jackie Pinkerton, Ian McKinlay, John Murphy & Dave Baxter.

FROM "THE SPOKESMAN-ONLINE

OBITUARY AND TESTIMONIALS

TED GEE DIES — posted 12 July 2013

It is with great sadness that we announce the death of Ted Gee who rode for Walthamstow Wolves. He leaves behind his wife Lydia and children. Ted's funeral took place last week in Bournemouth.

Together with his wife Lydia, Ted moved to Bournemouth and ran a very successful hotel, where many of his ex Wolves team mates stayed, enjoying a very friendly and home-like atmosphere. Over the past few years he suffered health problems which restricted his freedom but was well looked after by his wife.

KEN FRASER

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.

Picture from "Track Record" November 2012

Akeley Acorns

Dick Staley recalls the fun the lads had as members of the Akeley Acorns.

"The boys of the village started up a cycle speedway team. It was limited to bike owners and many of the boys scoured the tip for broken bikes, which they could rob for parts and build into serviceable bikes although eventually we did have new wheels and tyres. Originally the track was in the field owned by Mr. Glendenning near Chackmore turn. The corners were laid out using about one inch and a quarter diameter hosepipe held down with hooks that Ken Staley had made at Messrs. Harris's of Maids Moreton. Nothing marked the track between corners – you just aimed for the next bit of pipe!

Often the bikes were taken to away matches in Billy Akers' lorry or Bernard Welch's van, which was an ex-army jeep, which had a van body, built on the back.

Later on a piece of land became available in what is now Manor Road and at the same time Stowe School were having their tennis courts re-surfaced. The old red shale was begged and Fred Staley borrowed Billy Akers' Bedford lorry and the lads all armed with shovels, moved the shale from Stowe to Akeley and laid it round their new track. The Acorns had the only proper Speedway track in the league, because most of our rivals raced on grass and many of our opponents had proper Speedway bikes, but that didn't stop us winning with our homemade specials!"

The Akeley Acorns c. 1957

Dick Staley Jimmy George Gordon Cook John Tibbetts Reg Ridgway
John Glendenning Reg Jones Ken Staley Bill Rossiter Michael Griffen

This article was given to Pete Saunders by Pete Seaton (former Braifield Speedway Capt.)

THE SKIPPER

London beat Home Counties in F.O.S.

WHAT is happening to Wembley? A few years ago there were about fifteen teams in the Wembley league. Now, instead of growing and attracting more clubs as other leagues have done, they have only six teams competing!

They have an active organiser in Mr. T. A. White, who succeeded in putting Wembley on the cycle speedway map. He not only looked after the affairs of the league and staged international "Ghost" matches, but he also ran his own magazine on cycle speedway. Unfortunately, the sport was not in a position at that time to give enough support to his magazine. Shortly afterwards he resigned from the league.

Without his leadership Wembley began to lose its grip and sink into obscurity. Then they staged a come back! The Wembley test team were winning their matches at home and away, and it looked as though they were out to regain their former glory. Until recently! The Acton Acorns were taken over by a new manager. He immediately signed on other riders who were in the regular test team, and this crack outfit inflicted heavy defeats on the other clubs.

Many of the teams who had lost their best riders to the Acorns were not long in getting fed-up, and gradually they disbanded, leaving only six teams.

You may be asking yourself, "What's the good of a team that is always winning, there's no fun in that?" I agree. But I wonder if the reason for Acorns' recent behaviour is because they have their eyes on the National Trophy?

With the fans on their feet and yelling encouragement to their respective teams, London beat the Home Counties by 50-46 in a thrilling finish in the Festival Of Sport, at the Empress Hall last Thursday (May 4).

This was the first time that cycle speedway had been held indoors, and we saw some good riding, considering that the riders were racing on a strange surface—on wooden floorboards! The pace was fast, but without the loose surface to which we are accustomed, there were few thrills on the bends.

For the London team, Tozer and George Stevens rode well and contributed to their side's narrow victory.

The London team wore white breastplates with the head of a beefeater printed in the centre, and the Home Counties' breastplates contained the head and shoulders of a farmer in green and grey.

Reg Harris, world's professional sprint champion and "Sportsman of the Year," presented medals to the winning team.

The teams were as follows:—

London: J. Wilson, G. Stevens, T. Vinter, B. Laroo, T. Clifton, S. Gamage, J. Fortune, J. Tozer.

Home Counties: P. Leckey, R. Russel, J. Henderson, L. Dean, T. Cooper, J. Outem, D. Clemment, Hockerday.

Poser

I have received a complaint from Mr. Syndercombe of Kent. He hotly denies that the two Kent leagues are united (this column, 29-4-50). He goes on to say that, although both leagues are in the N.A.C.S.A., they are still divided.

I maintain that if two leagues are members of the national board then they are united; they are no longer two separate bodies but members of a big association, and the aim of that association is—UNITY!

Puzzle that one out, chaps

Last night (Wednesday, May 10), the Whipps Cross Comets (London) opened their new track. It is another of those modern ones, with electric starting gates, etc.

DIRECTORY

OXFORD

"Sandford Monarchs," Mr. M. Reynolds, 1, Milton-road, Oxford. Tel.: Oxford 2913.

WALTHAM AND ENFIELD

"Clay Hill Aces," Mr. B. Hart, 1, The Chase, Godes Oak, Waltham Cross, Herts. Tel.: Cuffley 2939. "Cheshunt Devils," Mr. N. S. Malster, 177, Windmill-lane, Cheshunt, Herts.

WEST ESSEX

"Chingford Falcons," G. Blanks, 107, Winchester-road, E.4. Tel.: Lar. 2567.

CHANDLER'S FORD "STARS"

Memories of the Cycle Speedway Team 1949-1963

Chandler's Ford Cycle Speedway team was founded and promoted by the Smith Family. When motorcycle speedway racing in Southampton recommenced shortly after the Second World War, Peter Smith and his parents became keen supporters of the Saints speedway team. They used to regularly attend the Tuesday night meetings at the long gone, but not forgotten, Bannister Court stadium, which was located next door to the old Hampshire County Cricket ground and nearby to the Dell, then home of the football team. Occasionally they would also go to meetings at Poole Stadium on a Monday evening to watch the Poole Pirates.

Like other teenagers at that time Peter was also keen to emulate his heroes and decided to take up the rapidly growing sport of cycle speedway.

In August 1949, aged 14 and after riding in several matches for the Ampfield Eagles team, whose track was located on the North side of Hook Road near its junction with Hursley Road, he decided to start up his own team the Chandler's Ford Stars', with team colours of five red stars on a white background.

Initially a rough track was marked out in the Hiltingbury woods among the chestnut trees just off Hocombe Road, located approximately where Woodlands Close is now and a 100 metres or so East of Nichol Road, also developed since. A few friendly matches took place there, but most were at away tracks until a new and more suitable site could be found.

The Smith family lived at 5 Hursley Road, opposite the railway station — now the premises of Williams Roofing Contractors Ltd - and owned the greengrocer's shop at the same address. Next-door, on the Eastern side of their property, was the builder's yard operated by Mr Stanley Wheatley in the former premises of J S White & Co., previously goods and parcel agents to the railway. Bordered between these buildings, the main Southampton to Winchester road, Hursley Road and Monks Brook stream was a rough piece of meadow, part of which Peter's father, decided to lease and so provide a permanent location for the Chandler's Ford Cycle Speedway track. (In 2005 the site was cleared and has now become Barrett's Chandlers Gate development)

Peter and a number of other boys took on the task of digging out the track and covered it with a few lorry loads of brickdust from a local brickyard, which looked just like the red shale surface used on motorcycle speedway tracks. Starting gates were obtained and a pits area created next to the stream, alongside the first bend.

After a lot of hard work, construction of the new track was completed in the spring of 1950, just in the time for the start of that year's cycle speedway season.

As part of the lease, an old shed at the top of the steep embankment, some three or four metres in height from the track up to pavement level in Hursley Road, was used for bike storage and minor repairs. It was an unusual structure, with photographic evidence of its existence in local history books, dating it back to at least the 1 920s. The shed was supported on the side, nearest to the track's third and fourth bends, by two tall metal pillars and on the opposite side it rested on a narrow foundation adjacent to the pavement. Virtually the whole floor area was suspended on the pillars and with literally nothing else underneath, it often gave cover for a few of the spectators during damp or very hot and sunny match days.

Situated on the west side of the storage shed were a series of steps, leading down the embankment to the track. Although these were the most commonly used form of access, the lease did also allow a right of way through the builder's yard.

Chandler's Ford Stars at Hursley Road Track - 10th September 1950

Left to right: - Terry ' Tosh' Bevan; Pete Manning; Johnny Haley; John Forder; Peter Smith (capt); Allen West; Don Marriner; Brian Bacon; Reg Bevan (manager). Seated in front is team mascot Johnny Blyth.

Cycle speedway in Chandler's Ford - Joining the league...

For their first full season in 1950, Chandler's Ford Stars joined the Southampton and District League, which consisted of about twelve teams. Harry Smith became the promoter, Peter Smith was captain and another adult helper, Reg Bevan, became team manager. Reg, who like many of the riders was a keen Southampton Speedway fan and lived in nearby Mead Road, had previously lived in the London area where he had been a member of the famous Wembley motor cycle speedway supporters club, which at that time boasted a huge and officially registered membership of over 60,000 people!

The Stars' race meetings took place on Sunday afternoons, official practice was on Wednesday nights and additional meetings often occurred on other evenings. The season ran from Easter until October, but such was the number of matches taking place during early years of the club's formation, the team sometimes raced almost up until Christmas.

In 1950 the team rode a total of fifty-seven matches, (37 friendly, 20 league). During the course of the season, a total of twenty-six riders were given the chance to wear the Stars' colours for at least one meeting or more. There was no shortage of local boys wanting to join the club; they came from all around the Chandlers Ford area. Such was the interest, that they were able to field a second team, named Chandler's Ford Flyers, which used the same Stars colours and competed in friendly matches during the later part of 1950 and was officially entered into the league for the 1951 season. However, as it consisted mainly of the junior and reserve riders, within a year or so the team structure was changed and with fewer riders the Flyers normally only took to the track after the main team event, although there were still some occasions when they had a complete meeting to themselves. The Flyers did not compete in the league after 1951.

Despite being newcomers, by their second season the Stars were able to record victories against longer-established and more experienced Southampton teams such as the Milibrook Turfs and the Shirley Bombers. In addition Peter Smith and a few other Stars riders were selected to ride for Southampton in matches against Plymouth, the New Forest and other representative teams.

Cycle speedway in Chandler's Ford - On their travels.....

The team initially rode their track bikes to away matches but soon for practical and safety reasons motor transport was used, initially a lorry hired from local businessman, Mr Len Haskell. Subsequently they travelled by coach, taking supporters with them, hired from Mr Jones of Hursley Coaches.

As well as participating in local Southampton League fixtures, after awhile the team also entered the Hampshire League and travelled all over the county for their racing. Friendly and inter-county cup meetings also took place as far away as Bristol, Hellingly (Eastboume), Swindon and the London area.

Cycle speedway in Chandler's Ford - Down the track...

In the early to mid 1950s very few families owned television sets or cars, so Sunday afternoon down at the Hursley Road track was quite popular entertainment. On a good day 50 — 100 spectators were present, standing or sitting mainly around the third and fourth bends, under the shadow of the bike storage shed and along the back straight in front of Mr Wheatley's outbuildings. A few people whilst out taking their Sunday afternoon stroll, used to watch the racing from the Monks Brook Bridge on the main Southampton to Winchester Road.

Racing got underway at 3 pm and although the 'Stars' track did not have the luxury of a public address system (some of the big city and council built tracks did) and only a few race day programmes were available, the watching public seemed well able to keep in touch with the proceedings taking place in front of them.

The riders dressed in every day clothes, (jeans were still not readily available until the mid fifties, but soon became the norm), stout footwear.... heavy shoes, army boots or motorcycle boots were essential. Left hand shoes wore out very quickly! Gloves, canvas team jackets/breastplates, fastened at the waist and red, blue, white or yellow coloured armbands worn on the upper part of the left arm for identification, were compulsory. Crash helmets were not a statutory requirement at the time.

The officials present on the inner track island were normally the Steward, Flag Marshal and the Starter. Harry Smith usually took on the role of starter as well as working tirelessly on track preparation, administration and general up-keep of the site, without getting the full appreciation that he deserved from the boys who only wanted to get out there and race. Spectators and riders were not allowed into this area.

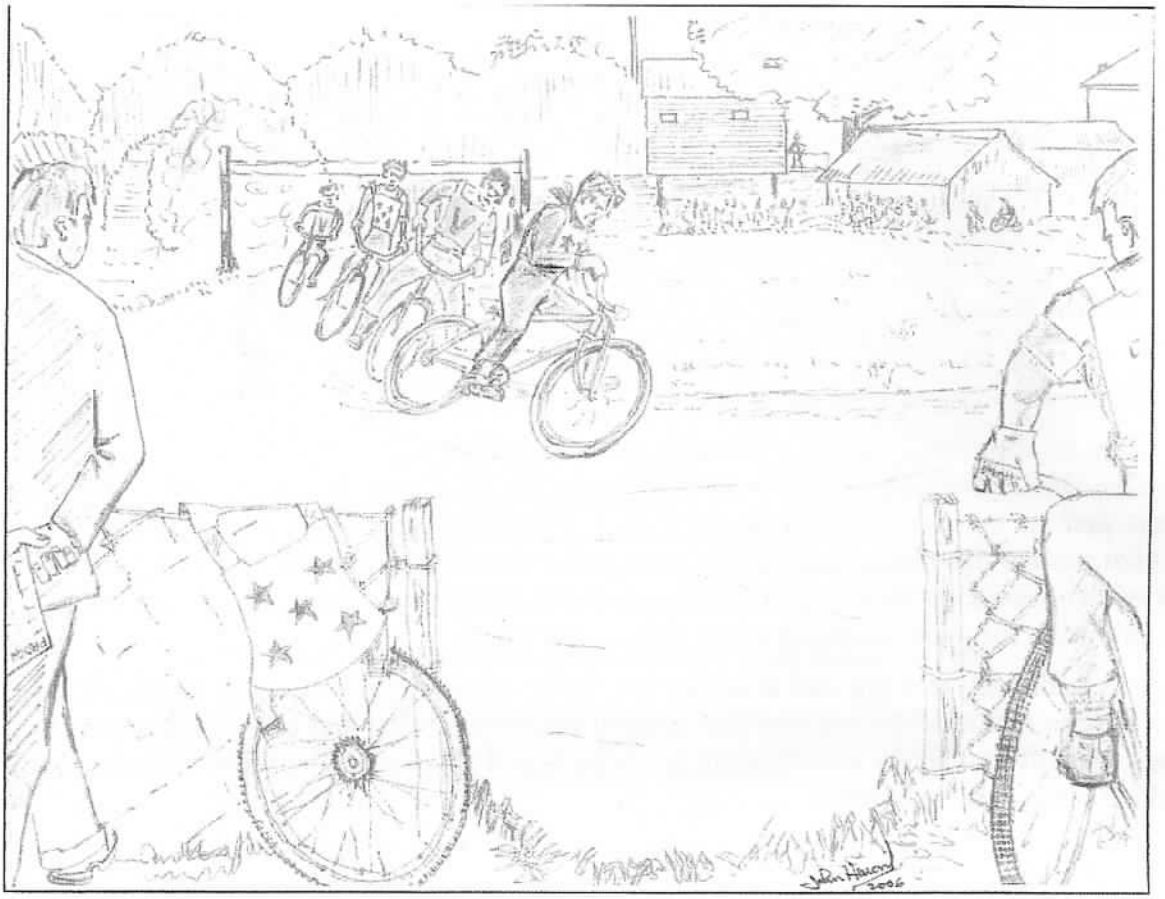
From the 1952 season onwards the main 16-heat meeting was followed by a 'Flyers', team match consisting of 4 heats against the opposing team's juniors.

The meetings were normally team events, but individual rider competitions would also take place at certain times during the season.

An afternoon's racing would take some two to three hours to complete and often the away teams riders, if from the Southampton area, would then have put brakes etc. back on to their track bikes to make them road legal, before riding six or seven miles back to their homes. Unlike the Chandler's Ford Stars, very few of these teams used motor coaches for transport on away travels.

Team & Rider Honours

Peter Smith won the Southampton League Individual Championship, held at Totton in 1950. The team continued to prosper through the fifties with varying degrees of success and became one of the top teams in the Southampton and Hampshire Area. They won the Hampshire League title in 1955 and retained it in the 1956 season. Tommy Webber had trials for the England team. John Jennings won both the Hampshire and Southampton Junior Titles in 1959 and also became British under 18 Individual Champion in 1960 .



Track action circa 1956 - "Stars" v Bitterne "Vikings"
View from pits looking towards Hursley Road

Sketch by John Heward

Cycle speedway in Chandler's Ford - The Demise...

National Service was still in force until the early 1960s and when many of the lads in the team reached their eighteenth birthday, they left the area, either to do their compulsory eighteen months stint in the armed forces at a military establishment somewhere else in the country, or others, like Peter, left to go to university.

At first there was no shortage of boys willing to replace them, but when both national and local interest in all forms of speedway racing — motorised and cycle - started to decline around 1960, it became more and more difficult to recruit enough new riders to make up a full team each week, let alone get them into a junior side which would have helped provide for the team's future. This situation was also affected by the many other new activities, which were becoming available. New sports, such as skate boarding, BMX and cross-country cycling events, which eventually emerged as mountain biking - with machines developed from cycle speedway - were tempting the younger boys to try something different.

There was more money about. "You've never had it so good" was the political slogan at the time! Most teenagers left school at 15 or 16 and went out to work. Some went to sea with one of the big shipping companies who were operating regular routes to South Africa and the U.S.A from Southampton Docks.

Other school leavers obtained apprenticeships in the engineering industry or building trade. The late 1950s and early 1960s was a boom time for housing development; particularly on many of the new building sites that were springing up, in and around the Chandler's Ford area. This allowed those youngsters, with more spending power to purchase motorbikes or old cars. It gave them newfound independence and mobility. They were now able to get out and about much more easily than their predecessors, who only had bicycles or public transport to rely on.

This situation created a dilemma for these older lads.. .should they spend Sunday afternoon at the cycle speedway track. . . or. . . should they make good use of their own transport to get out and about with their mates or girlfriends for the day?

The craze that had been so popular after the war was being challenged by all of these new factors and was starting to lose out in favour to them.

Although the team completed all of their 1963 fixtures, there had been a constant struggle with rider availability during the season and failure to recruit a full team squad for 1964, unfortunately resulted in the team dropping out of the league.

It was the end of an era... The Chandler's Ford Stars cycle speedway team that had been in existence for 15 years (14 years at the Hursley Road track) and had given so much pleasure to its many participants during that time, was sadly, never to race a league match again.

Cycle speedway — National demise and situation today...

In is now some 60 years since cycle speedway became an organised sport in the UK and although it will probably never reach the same heady heights of popularity it achieved in the late 1940s and early 1950s, it continues to flourish under the auspices of British Cycling. There are still a good number of teams in operation across the country, including Southampton and Poole locally. (Both are top premier league teams) Enthusiastic riders young and old are still participating in meetings that now take place in mini stadiums with facilities that would have been unheard of in the days of the basic bombsite and woodland track locations.

Although still an amateur sport it is very professionally run and not only includes regional, national and international meetings, but also a World Individual Senior and Junior Championship competition, with riders from countries as far away as Australia, taking part.

"Stars" at Burley "Broadsiders" Track (New Forest)
for a Hampshire League fixture – August 1957
Left to right: - Sid Dowdy; Mike Denham; Trevor Kenchington; Keith Frampton; Derek Spencer; Dick Card; John Heward and Graham White.

EDITORS NOTES.

I'm still here! Apparently the article in the "Spokesman" asking for articles for the Track Record to be sent to Dave Hunting was a mistake. Although that has meant that apart from Dave's reports and Brian Makepeace's excellent "50 Years of Southampton Cycle Speedway", I have not received any new contributions for this issue. This has allowed me to include excerpts from the History of The Chandlers Ford Stars by John Heward, this is a 26 page book that John produced in 2006. It contains many pictures and illustrations, newspaper reports of reunions, copies of programmes, a complete list of riders and even its own pedals to power.

John won an award for his publication from Eastleigh and District Local History Society competition for a literary project on the borough's proud past.

Peter Lipscomb phoned from Thailand, to say that the unknown rider in the 1957 Bushey Aces photo in the last issue was Mark Thatcher. He also said how sorry he was that I was giving up as editor of the magazine. I also had a card from Terry Porter saying the same thing.
I had intended to finish with the last issue, but I felt that if Colin is right and that most members only renew to get the Track Record, I should carry one until next year. Then the committee can decide if they want to continue with the magazine (if they can find an editor) or use the VCSRA section of "The Spokesman on line". This would save on the cost of printing and posting the magazine, so the fee for membership could be reduced. Then again how many members would renew if there was no magazine.

I did receive an email from Bill Gill, to say that he was upset about my article in the last issue, I am not sure why, as nothing that I wrote was a criticism of him. In fact I agree with him, in some ways the Track Record is very repetitive, I try to find something new of interest on the "web", but the History of one team is similar to that of others. Trying to find something about modern teams, I logged on to the Heathersett Hawks site, but when I went to Club History, there was nothing there. It did say founded in 1966, but some years back we stopped at a church at Heathersett, on the way to Cromer. There was a carpenter working there, we got talking he said was retired and only now did work for that church. When I mentioned Cycle Speedway, he said that he rode for the Hethersett Hawks in the 40s & 50s.

You will have read in Dave Hunting's report on the National Finals Day that Bill Gill was unable to attend due to an accident to his wife Joan. I understand that she has a quite serious back injury, I am sure that everyone will join me in hoping that she will soon make a full recovery and send our best wishes to Bill & Joan.

10 YEARS AGO IN THE TRACK RECORD.

There were five pages of obituaries, **Vic Cowell** had tributes from Mick Jeffery, Terry Porter and Roy Delany. **Den Winch** had a tribute from Eric Hemsley and Vic Duffy and there was one for **Pete Rides** from Peter Page.
Also reports of Social Events:-
RYE HOUSE Another successful evening was enjoyed by our members on a beautiful sunny and warm night at the Hoddesdon race track. Over 70 people turned up to to see some good racing and to renew acquaintances of old friends and rivals.
GOLF DAY. A report on the event, held at Uxbridge Golf Club by Stan Brown.
NOSTALGIA TIME AT THE EXMOUTH CLUB,STEPNEY.
Our regular nostalgia evening was once again a great success. About eighty of our members and their friends met again for this yearly social occasion in convivial atmosphere.

Also a reminder to book for the annual Dinner & Dance at Ye Olde Plough House Hotel Bulphan.

Had a welcome visit from Peter Courts, he brought with him the original copy of The Times, for Oct 28 1963, which contained this photo, under the heading "Some Ways of Spending Sunday". With the caption:-
"One of the Senior heats seen through the pits when Wembley Cycle Speedway Club and Home Counties Cycle Speedway League held Senior & Junior individual finals at the Wembley Club's track yesterday"
Peter has named most of the riders, the ones on track are from the inside,
Mick Honour (Wembley) & Keith Harris (Wembley) Johnny Unsworth (Uxbridge) & Roger Kirk (Tolworth)
The Steward is Bonnie Edwards (Wembley) Gerry Wallis (Hendon & Wembley) is in the left hand corner of the picture.
Standing on the left of the picture are Ron Waters (Wembley) Bill Punter (Uxbridge) & Roger Seymour (Uxbridge) Seated Glyn Brimsom (Tolworth) & Peter Courts (Wembley.)
Standing (No 5) Fred Lawrence (Raynes Park) & Bob Saunders (Wembley)

Note. You can buy a copy of the original paper, in a presentation box for just £39.99!

Picture left.
1949 Cyril Brine presents Eric Hockaday with the Thames Valley Trophy.

Back Page:-
Eric holding the Trophy, with riders from:-
Greenford Aces, Walton Swans, Feltham Racers & Yiewsley Racers.