

SOUVENIR



PROGRAMME

“Sunday Dispatch”

SPEEDWAY RIDERS

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1950

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*Championship  
of the World*

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CHAMPIONSHIP ROUND

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BRISTOL SPEEDWAY

Friday, 25th August, 1950

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PRICE 9d.

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# BRISTOL SPEEDWAY

KNOWLE STADIUM, BRISTOL, 4.

Phone Whitchurch 2121

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Promoters: BRISTOL SPEEDWAY LIMITED

Track Licence 518

OFFICIALS:

Steward ..... C. H. KING  
Timekeeper ..... V. C. ANSTICE  
(Appointed by the A.C.U.)  
Clerk of the Course ..... F. FELLOWS  
Team Manager ..... W. J. HAMBLIN  
Machine Examiner ..... P. HUMPHREY  
Announcer ..... J. MORRIS  
Medical Officer ..... W. BARRY WILLIAMS  
Flag Steward ..... W. MORTIMER  
Starting Line Marshal ..... W. LATCHEM

OFFICIAL LENGTH OF TRACK—290 YARDS

4-lap Track Record—61 4/5th secs.—held by LOU LAWSON  
Equalled by FREDDIE WILLIAMS

: The management reserve the right to alter this programme :  
Should it be necessary through any cause to abandon a meeting prior  
to the SIXTH event in the programme, tickets for a subsequent  
meeting will be issued at the exits. In no circumstances will any  
money be returned.

Betting is absolutely prohibited at all meetings held on this Speedway.  
The Staff of the St. John Ambulance Brigade are in attendance.

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: RIGHT OF ADMISSION RESERVED :

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*Next Friday's Meeting*

AT **7.30** P.M.

FOUR TEAM TOURNAMENT

BETWEEN

BULLDOGS · LIONS · ACES · BRUMMIES



# What's What



HELLO EVERYBODY,

To-night's meeting is a major event and another great occasion in the history of Bristol Speedway. As you will read on another page this is the Twenty-Second Anniversary of the opening of our original "dirt-track", and there could be no more suitable fixture to celebrate the passing of another milestone.

As a family we have been associated with Knowle Stadium and connected with its progress right from those early days of Speedway Racing when the long-frame horizontal twin Douglas's churned up the cinders and every rider was a leg-trailer. I myself was churning up the ocean rather than the cinders in 1928, so I must leave it to abler hands to tell you about the beginnings of track racing, though my own interest in motor-cycling started long before that on an old Sun during the 1914 War and went right on until during the last conflict, when my riding career was terminated by express order of my Admiral, due to the suicidal tendencies of an anonymous machine purchased, believe it or not, from no other than our own Billy Hole! I, therefore, take particular pride this evening in presenting a programme which marks another step forward in the history of our track.

The World Championship is the crowning episode of the Speedway year, and here to-night we have a considerable proportion of those names which we are confidently expecting to see among the sixteen in the line-up at Wembley.

We Bristol supporters would naturally be very thrilled to see our own team represented by at least one Bulldog in the Final—whether or not this is to be this year no one can say, but we are certainly wishing them all success.

The competition is fierce, and it is every man for himself. It takes a stout heart, good riding and a share of the luck to win through to be among the sixteen with the highest aggregate scores from three Championship meetings such as this. So let us give a real Bristol welcome to all those riders competing here to-night and say that we hope to see them again on September 21st at the Empire Stadium.

As you probably know, we have an "Open Date" next Friday, and we have come to the conclusion that it is a suitable opportunity to try out what we believe is a new idea. Pairs competitions of one sort and another we have had, they gave us good racing, but lacked the thrill of a team event, also it is late in the season to find a challenge match or friendly which would provide much excitement, so we have decided to arrange a four-cornered contest. Teams of four riders each from four different Clubs—Bristol, Wembley, Belle Vue, and Birmingham—will compete over twenty heats, each rider getting five rides, and the winning team to receive £20 added to their ordinary prize money.

The teams will be provisionally:

<i>Bulldogs</i>	<i>Lions</i>	<i>Aces</i>	<i>Brummies</i>
Billy Hole	Fred Williams	Jack Parker	Graham Warren
Jack Mountford	Bob Oakley	Louis Lawson	Geoff Bennett
Geoff Pymar	George Wilks	Dent Oliver	Arthur Payne
Dick Bradley	Bill Kitchen	Charles Cullum	Doug McLachlan

with a Bristol man acting as reserve to each team.

In twelve out of the twenty heats a pair from one team meets a pair from another, and in the remaining eight heats there is one rider from each team.

This should be an extremely interesting experiment, and might even serve as a pointer to a possible future solution of some of the anomalies in the present system of League racing. Anyhow, I am sure it is going to provide us with an excellent evening's entertainment as well as being something a bit different. Points will be awarded on the usual 3, 2, 1, 0 basis, and I, for one, would not care to forecast the winning team.

Now on with the championship, and may the best man win the £50 cheque which our old friend Pat Reekie, the Sports Editor of the *Sunday Dispatch*, will present to the highest points scorer after the meeting.

Yours sincerely,

GEORGE ALLEN

## FLASHBACK TO 1938 CHAMPIONSHIP AT BRISTOL

By BOB HATSELL

(Bristol "Evening World" Speedway Correspondent)



The last time a First Division World Championship Round was held at Bristol, on August 5th, 1938, we saw sixteen of the world's greatest aces competing before a 10,500 crowd. Just glance for a moment at some of these famous names: Eric Langton (Belle Vue), Wally Lloyd (Wimbledon), Bluey Wilkinson (West Ham), Vic Duggan (Bristol), Cordy Milne (Bristol), Jack Parker (Harringay), Tommy Price (Wembley). . . . Yes, it was a meeting I shall never forget. I had the actual programme before me as I compiled this story—a special programme of sixteen

pages introducing the Seventy-eighth Bristol Meeting.

I shall always remember that particular Championship Round because it was the occasion when the great Tommy Price, now holder of the World title, had the unusual experience of mistaking a photographer's flashlight for the start of the race! This incident occurred in the fourth heat. As soon as the flash took place Tommy drove clean through the tapes. The Steward that night—Mr. G. R. Allan—realised Price was not to blame for the break in regulations and the Wembley star was not excluded, and took his place in the re-run.

The Championship Round at Bristol in 1938 was described as "one of the most brilliant meetings ever seen at the track".

Top scorer for the night was Bristol's famous American captain, Cordy Milne. He scored 14 points with four victories and second place to Jack Parker in Heat 11. Two points behind Bristol's captain of that year came the late Bluey Wilkinson, who went on to win the World Crown.

Jack Parker also scored 12 points, and then came Tommy Croombes (11), George Newton (10), Eric Langton (10), Bill Kitchen (9), Geoff Pymar (8), Vic Duggan (7), Les Wotton (6), Frank Varey (5), Wally Lloyd (5), Jimmy Gibb (5), Morian Hansen (3), Tommy Price (3), Bert Spencer (0).

It may surprise many present-day fans to know that Geoff Pymar, who is riding so brilliantly for Bristol these days, was one of the best men in the sport as long ago as 1938. Geoff qualified to reach the World Final at Wembley that year and 90,000 people saw him score seven points. One London writer, commenting on the Championship Final, stated, "What a crowd, incredible, amazing, stupefying!" He added: "George Newton was a failure because he found all the bad luck that was going, and bad luck also knocked the heart out of Pymar."

Now back to the 1938 Bristol meeting when Cordy Milne gave such a polished and brilliant performance, probably one of the finest championship performances he ever achieved. He had the beating of Wilkinson in Heat 2, also accounted for Gibb in Heat 7, and his third victory of the night saw him finish well ahead of Croombes and Lloyd. In Heat 18 we saw Geoff Pymar matched against Cordy Milne, Bill Kitchen, and Tommy Price. What a race!

They blazed a terrific trail for three laps and then Price had to drop out of the battle because his motor blew up. Milne was streaking away in the lead with Pymar hot on his trail and Kitchen taking third place. The fastest time of the meeting was 67.4 seconds, clocked by Jack Parker when he won a strenuous duel against Milne.

To-day, the Bristol track record stands at 61½ seconds—and yet many supporters suggest to me that Speedway has made no progress, and the grand old days were the best. Somehow, I can't agree.

In the Bristol Club programme of August 5th, 1938, I wrote: "I think track advantage will play an important part in the favour of the Bristol Club riders to-night. It will be a great surprise to me if they don't produce something outstanding." **CORDY MILNE WAS THE WINNER!**

If to-night's meeting produces the same "fireworks" and outstanding riding of that First Division Championship meeting twelve years ago, then the "customers" will go home well satisfied, and I hope the crowd will be bigger than 10,500.

## SPEEDWAY'S HIDDEN ATTRACTION

By BILL OTTEWILL  
(*"Bristol Evening Post"*)



Speedway, the "baby" of British sport, has grown up fast.

Those who have sufficiently long memories to recall the inauspicious beginning which it made in the late 'twenties must marvel at the health and popularity it enjoys to-day.

Few sports could have survived such a disappointing inauguration. It was derided as a "circus show", labelled as an Australian-born "stunt" amusement. Even those who had the faith and enthusiasm to sponsor those early meetings could scarcely have visualised what they were starting.

Yet the *enfant terrible* has survived and prospered. From a despised beginning, it has come through its teething troubles like any healthy child, until to-day it is a major sport in Britain, with a following of millions.

What is it that has caused this transformation since the old "dirt track" days of 1928, when tens of thousands of complimentary tickets were given away in an effort to attract big crowds to meetings?

To answer that question fully would require a whole book. Thrills?—Of course. The fact that it is a "family" sport, appealing equally to young and old, men and women?—Certainly. The spectacle of highly-skilled riders racing on perfectly-tuned machines?—Yes. Showmanship by astute promoters?—Perhaps.

All these things are part of the appeal of speedway. But the main reason is that it offers a form of intense competition, free from any form of betting. Take away the competitive element in speedway, and it immediately loses its principal attraction.

It was not until league racing was introduced into Speedway—in 1929—that it really began to gain in popularity. Then, when the success of inter-team racing had been firmly established, Test matches between England and Australia were introduced. They caught the public imagination. "Dirt track racing" became speedway—and the corner was turned. Speedway's appeal has grown ever since.

That is why the various competitions in speedway racing are so vitally important. The National League is the backbone of British Speedway. The National Trophy competition is speedway's equivalent of soccer's F.A. Cup. But it is the World Championship which makes speedway unique among sports which are normally contested between teams.

Here is an event which pits the individual skill of the world's finest performers against one another; a championship which sorts out the mediocre from the brilliant, until only the sixteen finest riders are left to battle at Wembley for the coveted title.

This is the second year that the championship has been held since the war. In three seasons before the war it proved a tremendous success. The holder (Tommy Price) will be all out to retain his title in 1950.

To-night, sixteen top-line riders—including three of our own Bristol "Bulldogs"—vie with one another at Knowle for the vital points which can earn them a place among the last sixteen at Wembley. Among the "field" are Jack Parker, and Vic Duggan, who won the British Riders' Championship in 1947 and 1948 respectively.

Competition will be fierce. That is what makes speedway such a great sport—and keeps the turnstiles clicking!

# WHO'S WHO AT BRISTOL TONIGHT

Compiled by  
Bristol Evening World



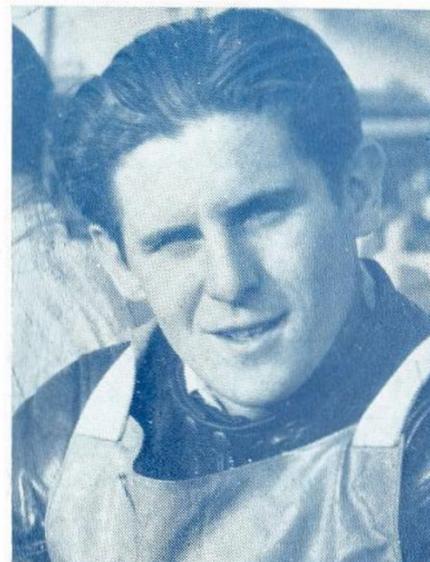
**Malcolm Craven (West Ham)**

Was introduced to speedway at Norwich in 1937. When the pooling system was introduced in 1946 Malcolm was claimed by the Hammers. Has gained England honours this year and in 1949 scored 319 league points for the London ride.



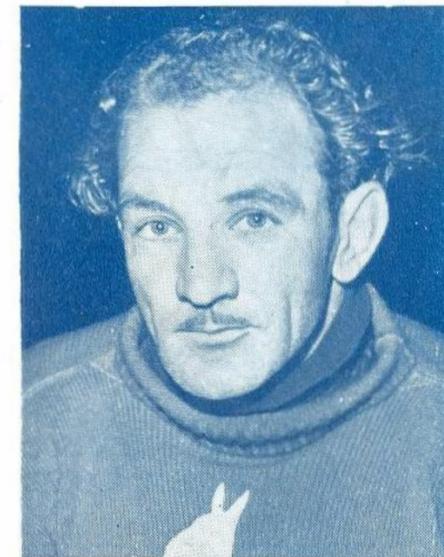
**Jack Parker (Belle Vue)**

The Champion of Champions. Has ridden for England well over forty times and won the British Championship Trophy, but has yet to land the biggest prize in speedway—the World title. Had his first trials when 19 and joined Southampton in 1931. Last season Jack totalled 393 league points.



**Johnny Hole (Bristol)**

Is Bill's young brother. Has a proud record in the Junior League this season, in partnership with Chris Boss, and finds himself in the Championship Round without riding in the qualifying stages . . . thanks to Fred Tuck retiring and Johnny's name filling the vacancy.



**Vic Duggan (Harringay)**

Was born at Maitland, Australia, in 1910, and started his motor-cycling as a P.O. messenger boy. Has ridden for Hackney Wick, Bristol, Wimbledon, and in 1947 created a sensation by reaching the final of the British Championship competition without dropping any points.



**Ken Sharples (Belle Vue)**

Comes from Manchester and is 24. Was with the Royal Navy during the war and his total league points during 1949 amounted to 133. In 1948 was loaned to Cradley Heath, and has ridden for Sheffield. Started the game as a mechanic to Fred Farnley.



**Geoff Pymar (Bristol)**

Joined the "Bulldogs" this season at a transfer fee of £1,000. He is riding at the top of his form and scored more than 230 league points last year. Geoff has ridden for England and scored his first triumphs on the cinders at Norwich in 1933.



**Bill Hole (Bristol)**

Has jumped into speedway fame at short notice. It was a bitter disappointment to the Bristol fans when the Dublin crash put him out of action at a vital time during the season. In 1949 he scored more than 650 points for the "Bulldogs", compared with 24 in his first season! A typical Bristol fighter.



**Bill Longley (New Cross)**

The flying Australian. At one time he wanted to become a professional wrestler, but, fortunately for speedway, changed his mind. Bill joined the Old Kent Road Club in 1937, and after the re-pooling had one spell at Bradford before returning to his London Club. A popular Test star.

FOUR LAPS.  
CLUTCH START.  
ON POINTS.

PROGRAMME OF EVENTS  
(Held under the Regulations of the Speedway Control Board. Permit No. S.P.850)

1st 3 POINTS  
2nd 2 POINTS  
3rd 1 POINT

# SPEEDWAY CHAMPIONSHIP OF THE WORLD, 1950

(CHAMPIONSHIP ROUND)

Heat 1	1 BILL LONGLEY (R) V	3 LES HEWITT (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	2 CHARLES CULLUM (B)	4 ARTHUR PAYNE (Y)	
Heat 2	5 JOHNNY HOLE (R) V	7 VIC DUGGAN (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	6 BILLY HOLE (B)	8 JACK PARKER (Y)	
Heat 3	9 GEORGE WILKS (R) V	11 JACK YOUNG (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	10 MALCOLM CRAVEN (B)	12 LINDSAY MITCHELL (Y)	
Heat 4	13 DENT OLIVER (R) V	15 GEOFF PYMAR (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	14 KEN SHARPLES (B)	16 BERT ROGER (Y)	
Heat 5	2 CHARLES CULLUM (R) V	9 GEORGE WILKS (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	5 JOHNNY HOLE (B)	13 DENT OLIVER (Y)	
Heat 6	1 BILL LONGLEY (R) V	10 MALCOLM CRAVEN (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	6 BILLY HOLE (B)	14 KEN SHARPLES (Y)	
Heat 7	3 LES HEWITT (R) V	11 JACK YOUNG (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	7 VIC DUGGAN (B)	15 GEOFF PYMAR (Y)	
Heat 8	4 ARTHUR PAYNE (R) V	12 LINDSAY MITCHELL (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	8 JACK PARKER (B)	16 BERT ROGER (Y)	
Heat 9	2 CHARLES CULLUM (R) V	11 JACK YOUNG (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	6 BILLY HOLE (B)	16 BERT ROGER (Y)	
Heat 10	1 BILL LONGLEY (R) V	12 LINDSAY MITCHELL (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	5 JOHNNY HOLE (B)	15 GEOFF PYMAR (Y)	

INTERVAL

Heat 11	2 CHARLES CULLUM (R) V	12 LINDSAY MITCHELL (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	7 VIC DUGGAN (B)	14 KEN SHARPLES (Y)	
Heat 12	4 ARTHUR PAYNE (R) V	10 MALCOLM CRAVEN (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	7 VIC DUGGAN (B)	13 DENT OLIVER (Y)	
Heat 13	3 LES HEWITT (R) V	9 GEORGE WILKS (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	8 JACK PARKER (B)	14 KEN SHARPLES (Y)	

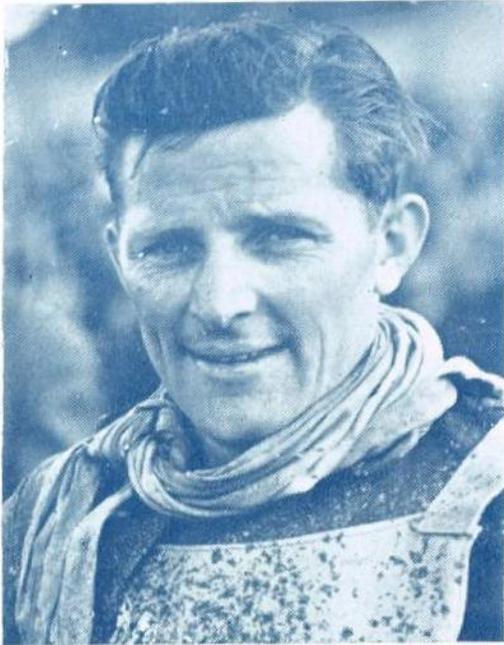
Heat 14	1 BILL LONGLEY (R) V	11 JACK YOUNG (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	8 JACK PARKER (B)	13 DENT OLIVER (Y)	
Heat 15	3 LES HEWITT (R) V	10 MALCOLM CRAVEN (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	5 JOHNNY HOLE (B)	16 BERT ROGER (Y)	
Heat 16	4 ARTHUR PAYNE (R) V	9 GEORGE WILKS (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	6 BILLY HOLE (B)	15 GEOFF PYMAR (Y)	
Heat 17	2 CHARLES CULLUM (R) V	10 MALCOLM CRAVEN (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	8 JACK PARKER (B)	15 GEOFF PYMAR (Y)	
Heat 18	1 BILL LONGLEY (R) V	9 GEORGE WILKS (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	7 VIC DUGGAN (B)	16 BERT ROGER (Y)	
Heat 19	3 LES HEWITT (R) V	12 LINDSAY MITCHELL (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	6 BILLY HOLE (B)	13 DENT OLIVER (Y)	
Heat 20	4 ARTHUR PAYNE (R) V	11 JACK YOUNG (W)	RESULT 1st..... 2nd..... 3rd..... Time.....
	5 JOHNNY HOLE (B)	14 KEN SHARPLES (Y)	

GOD SAVE THE KING

RIDERS' INDIVIDUAL SCORE CHART

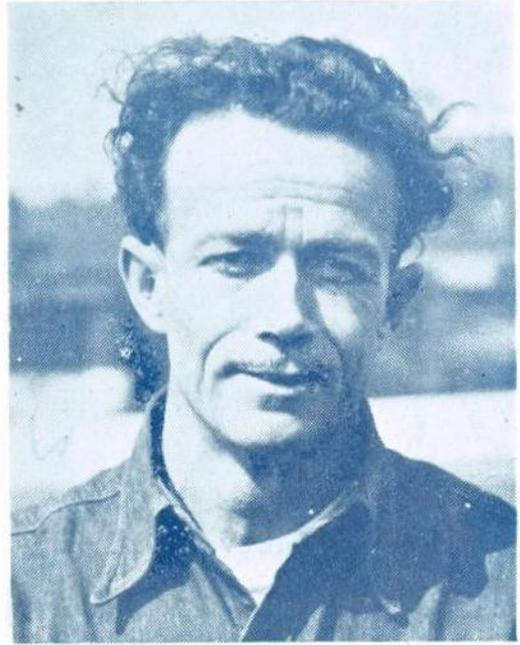
	1	2	3	4	5	Total	1	2	3	4	5	Total
1 Bill Longley	2	2	2	2	2	10	2	2	2	2	2	10
2 Charles Cullum	2	2	2	2	2	10	2	2	2	2	2	10
3 Les Hewitt	2	2	2	2	2	10	2	2	2	2	2	10
4 Arthur Payne	2	2	2	2	2	10	2	2	2	2	2	10
5 Johnny Hole	2	2	2	2	2	10	2	2	2	2	2	10
6 Billy Hole	2	2	2	2	2	10	2	2	2	2	2	10
7 Vic Duggan	2	2	2	2	2	10	2	2	2	2	2	10
8 Jack Parker	2	2	2	2	2	10	2	2	2	2	2	10
9 George Wilks	2	2	2	2	2	10	2	2	2	2	2	10
10 Malcolm Craven	2	2	2	2	2	10	2	2	2	2	2	10
11 Jack Young	2	2	2	2	2	10	2	2	2	2	2	10
12 Lindsay Mitchell	2	2	2	2	2	10	2	2	2	2	2	10
13 Dent Oliver	2	2	2	2	2	10	2	2	2	2	2	10
14 Ken Sharples	2	2	2	2	2	10	2	2	2	2	2	10
15 Geoff Pymar	2	2	2	2	2	10	2	2	2	2	2	10
16 Bert Roger	2	2	2	2	2	10	2	2	2	2	2	10
1st Res. D. Bradley												
2nd Res. C. Boss												

Betting on this Speedway is Strictly Prohibited.



**Jack Young (Edinburgh)**

Is the new "discovery" of 1950. Created a very useful impression for Australia in the Test. Holds the track records at Meadowbank, Walthamstow and Norwich, and scored 278 league points in the Second Division last season. In his first match at Edinburgh he won all his heats.



**Charles Cullum (Belle Vue)**

Is an American, one of the few U.S.A. boys allowed over here, and he has greatly improved since the days when he appeared in Bristol before the war. He came to England with the famous Putt Mossman motor-cycle stunt team. Started speedway in California eighteen years ago.



**George Wilks (Wembley)**

George rode his first motor-cycle when 12. Made his speedway debut with Harringay, who sold him to Hackney Wick for £25. His next move, three years later, was to the Lion Den . . . for £350! Ridden regularly for England, and scored more than 200 league points in 1949.



**Bert Roger (New Cross)**

Hails from Ashford, Kent. He is the younger brother of Cyril Roger. Was loaned to Exeter in 1948 and captained the Devonians. Qualified for the Second Round of the British Championship meeting that year. In league racing last season scored 184 points.



**Dent Oliver (Belle Vue)**

Is a grand rider, who was born in County Durham and started the sport in novice events at Sheffield and Belle Vue. Collected 363 league points last season. Was signed by Belle Vue in 1946, and within a month was in their league side. Won all his races for England against Australia at Belle Vue in 1948.



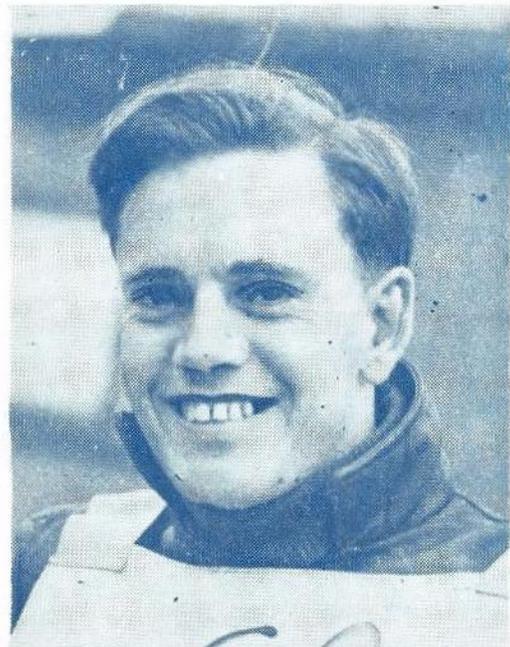
**Arthur Payne (Birmingham)**

A great favourite in the Midlands. Made a name for himself when joining Tamworth in 1947. Joined the Brummies the following season for a £500 transfer deal. Made his Test match debut last year when he scored 228 league points for Birmingham.



**Lindsay Mitchell (Stoke)**

Is Australian born and hails from Adelaide. He is 26, and after joining New Cross went on loan to Stoke. Went through the qualifying round at Newcastle last month with an unbeaten record. Has a total of 331 league points last year.

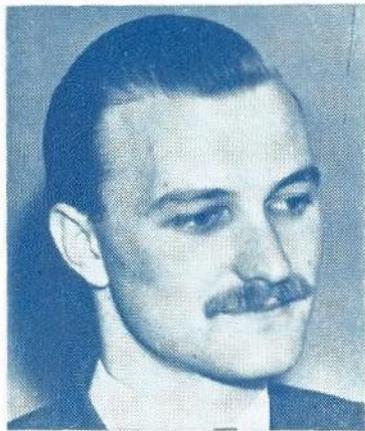


**Les Hewitt (Coventry)**

Is a "mystery rider" at Bristol. Very few fans down this way know a great deal about his performances, but at Coventry this 23-year-old Australian takes some holding. Was top scorer in the Yarmouth qualifying round with 13 points.

## HAPPY BIRTHDAY

says GRAHAM RUSSELL



(“Pit Marshal” of the “Western Daily Press” and  
“Bristol Observer”)

Twenty-two years ago to-day, speedway, the sport which was sweeping England, arrived in Bristol. From the bottom of the hill where the old tram cars left them, several thousand curious people climbed the slope to Knowle Stadium.

As they queued to pay their 1s. 2d. or their 3s. 6d., they read the colourful posters advertising this “new thrilling spectacular sport”. Within the next year every large town up and down the country was to have its own speedway—only they called it Dirt Track Racing in those days.

Dirt Track! Hardly an auspicious title, was it? Two days later my predecessor suggested in the *Western Daily Press*: “Speedway is a much better term than Dirt Track. Dictionaries describe the term ‘Dirt’, the name so thoughtlessly given to the new Knowle track and others, as ‘excrement, any foul or filthy substance’. This is not a good foundation upon which to build a popular Saturday afternoon recreation.”

It was some time before the name speedway came into universal use, and meanwhile the boom sport of 1928–29 was to fade and almost die. That same article went on: “The broadsiding style of turning corners is not so full of thrills as some people seem to think.” What a pity more of the people running the new tracks did not realise this obvious fact, for the “ballyhoo” which surrounded the sport gained a stranglehold.

Everything was super . . . colossal . . . nerve-wracking. Riders found themselves tagged with such names as “Cyclone”, “Daredevil”, “Wizard”, and so on. The best or worst example I have found was a young rider named Player. By some brainwave his nickname was “Cigarette”. No wonder the cinder sport was looked upon as a circus affair. Home of the famous “Duggies”, Knowle became one of the main dirt-tracking centres. All the stars rode here, and the local boys at the first meeting included Len Parker, Les Wotton, Bill Clibbett, Jack Douglas, and Bill Latchem, while our own Bill Hamblin finished second in a sidecar event.

The track, which followed the line of the dog track more closely, was more than a hundred yards longer than it is to-day, with long narrow straights and tight bends. It was here that Len Parker first experimented with a foot forward style.

As the riders swirled round the corners, the “Duggies” sent up a spray rather like a destroyer ploughing through the sea. Many say the spectacle died when the Douglas dirt machine went out and tracks lost their deep layers of cinders. Bill Hamblin, incidentally, remembers riding at Swindon in ’29 or ’30, when the dirt was so deep that when his engine stalled and he climbed off, the bike remained standing.

I wonder if Jack Parker remembers his first visit to Knowle? It was on July 23rd, 1929, and Jack, who was Midland champion, carried all before him. He beat Gus Kuhn and all the local cracks to win his handicap races, the Flying Sixteen, and the Bristol Golden Gauntlet.

The track record stood at 1 min. 38 $\frac{2}{5}$  sec. when he arrived, and 1 min. 34 $\frac{1}{5}$  sec. when he left.

The record breaking habit still sticks, doesn’t it, Jack?



By A. C. HAIN  
 ("Kim", "Bristol Evening Post")

World champs, whether Joe Louis or Jack Parker, are always Number One priority for the British sporting public, and to-night's turnover of the Bristol Speedway to the World Championship is the latest highspot in the twenty years' record of the sport in Bristol.

Speedway racing has done what Big Bill Campbell—picture him riding Billy Hole's bike instead of his bucking broncho—would call "mighty fine", since the dirt-track days of 1928 at High Beech, Essex, when Cardiff, reopening next season, Preston—not the North End—and, of course, Wembley, were the pioneer teams

of the sport whose World Championship stars line up to-night.

Only the Bristol boys, Les Wotton, rider on three continents, and Ted Bravery, now remind us of those days when teams won their matches on the high scoring of their individual riders, before the present-day pairings were introduced, and speedway bikes, specially constructed for the track were unheard of, as was the now familiar B.R.I.S.T.O.L war-cry, the Turntable Club, and the berets, scarves, ties, and rattles of the Supporters' Club.

The old tag, the novice of to-day is the star of to-morrow, has been proved by the progress of the "Bulldogs", all of whom, except Roger Wise, were new to the thrill of cinders and red shale, four years ago. To-night, with triple championship honours—Division II, 1948-49, and the Provincial League, 1937—to inspire the Bristol boys, they ride full of confidence against those maestros, Jack and Vic.

With your support and encouragement, and that bit of luck always necessary in speedway racing, they should go places on the road which ends, in a blaze of glory, at the Empire Stadium, Wembley, next month.



By B. M. ROGERS  
 The "Bath & Wilts Chronicle & Herald"

No one can say that 1950 has not been an eventful season for speedway in general and Bristol in particular.

First and foremost, 1950 will go down in the history of Knowle Stadium as the year the "Bulldogs" made their well-earned return to top-line racing.

No one will say it was too soon, for their performance against all the great speedway clubs of England surely brands them as the one team which has learned most and used their knowledge to full advantage during the past five months.

At the beginning of the season I commented that Bristol would need to ride more as a team if they wished to collect points. To my mind, this is the department in which they have most improved. With few exceptions, the "Bulldogs" have really stuck into this team-riding business.

And what a season to move into Division I. The "Bulldogs" have been dogged with bad luck all through. Eric Salmon's early crash and smashed collar-bone has undoubtedly kept this fine rider from striking form; then Fred Tuck joined the ranks of the retired; and to top the lot skipper Billy Hole and Mike Beddoe got themselves a hospital bed apiece in Ireland after a friendly match in Dublin. And how sad we all were when Mike announced that he would be out for the rest of the season.

All this against a club criticised when the season opened as not being sufficiently strong. Already this season they have recorded home wins over Wembley—acknowledged as the finest team in the world—West Ham and Belle Vue.

Bristol have answered that criticism in true "Bulldog" style. I venture to prophesy that we shall hear far more of this team of triers in the First Division in 1951.

The management's move to strengthen the team when signing Geoff Pymar from Harringay was much appreciated by the supporters.

I am sorry that the attendances are not as one would anticipate for such a high standard of riding.

# BRISTOL SPEEDWAY SUPPORTERS' CLUB NOTES



HELLO CLUB MEMBERS,

Here are a few items to date of what has happened up to now concerning the Supporters' Club. We are nearing the end of our first season in Division One, which, from a Club point of view, has been a very good one, many new tracks have been visited and many new friends made. During the summer evenings many pleasant hours have been spent on the centre green, partaking of games, etc. The close season will soon be upon us and we hope to see many of you at the Club-room during same. The Clubroom is open on Monday evenings for games; Friday evenings, concerts and socials; Saturday evenings, dancing. Any members interested in darts, skittles or table tennis, please apply for details at the Clubroom.

We now have branches in Bath, London, Thornbury and Chipping Sodbury, also a honorary branch at the Ham Green Sanatorium. The Bath branch is well established, having been started last season; the London branch promises to become a fairly large one by next season, according to letters received from Mr. Harris, the organiser. Thornbury (Mr. D. Lansdown) and Chipping Sodbury (Mr. W. Brown) are two more which have started this season, and we hope both will prove very valuable assets to the Club. Now, referring to our honorary branch at Ham Green Sanatorium, one of their members is acting as organiser and distributor. Through the generosity of some of our supporters, badges have been given to these members, but the subscription list is still open, as we hope in time to expand to Winford and Charterhouse. Gifts of speedway books, periodicals and toys, etc., are welcomed and can be left at any kiosk or the Clubroom. We thank Billy and the boys for the grand racing this season, despite several injuries, and a special word here for Mike Beddoe, hoping to see him in the saddle again; Fred Tuck for his acceptance of the Presidency of the Supporters' Club, not forgetting the Press with their "Speedway Specials", a boon to any track, and lastly, all Club members for their co-operation. Now, in conclusion, don't forget our annual dance at the Victoria Rooms on October 20th, when we hope to see you all there.

"Up the 'Bulldogs'!"

On behalf of the Committee,

J. H. GOVIER, (*Chairman*)

## THE PROBLEMS OF A TEAM MANAGER

By BILL HAMBLIN, of the "Bulldogs"

I wonder how many people have stopped to think for a moment during the last few weeks and considered the problems we have faced in the First Division?

When I heard the "Bulldogs" had been promoted to the senior division for 1950 I was delighted, but never once did I imagine that my team would have to face first division opposition without Bill Hole, Mike Beddoe, Jack Mountford and Fred Tuck.

That was the hopeless task we had at Bradford recently, and, believe me, it was a painful duty to be at the Bradford stadium in capacity of team manager and get so many cracks about a poor performance in the national competition. The Bristol Club has never experienced such a period of injury, so please, you supporters, don't be too hard on the boys with your criticism, and remember that fate has struck a cruel blow to a newly-promoted team of young riders.

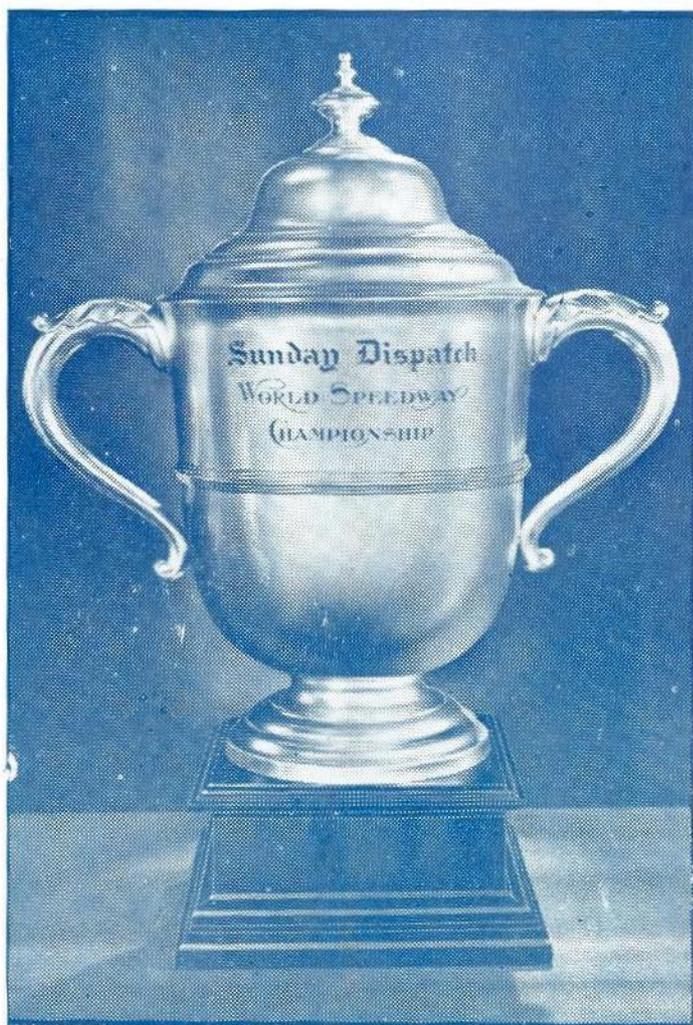
Several times I have had members of the team with pulled muscles, broken bones, illness, and a dozen other ailments that should have been given consideration for a "rest cure". But it was just impossible, and the boys themselves realised that if they did not turn out Bristol would be in a hopeless state as a first division team.

There have been cases of the Bristol team being incomplete within a couple of hours of the party travelling for an away fixture. Sometimes we have not known if eight riders would be fit enough for duty or not, and this has proved a most gruelling experience for Messrs. George and Edgar Allen and myself.

If gameness counts for anything then the "Bulldogs" have a record second to none in the First Division.

Finally, I would ask you supporters to give all these problems your closest thought before being too harsh about the performances of my lads in the First Division this year.

Some people may think it's all very simple to ride a speedway bike, whether or not you have a broken leg, pulled muscle, tonsillitis, or a dislocated shoulder . . . but they are wrong, very wrong. Unless a rider is one hundred per cent. fit he cannot hope to make a success in Speedway.



## THE "Sunday Dispatch" WORLD SPEEDWAY RIDERS CHAMPIONSHIP

By TOM STENNER

The *Sunday Dispatch* World Speedway Riders' Championship is now at its most vital and fascinating stage. For in this Championship round, forty-eight star riders, cream of the world's speedway talent, and survivors of a record entry of 252, compete for the proud right to be numbered among the elect sixteen who race in the final at Wembley on September 21st.

Mr. Charles Eade, the Editor of the *Sunday Dispatch*, to whose foresight and initiative we owe this great world title competition, his famous Sports Editor, Pat Reekie, and the nationally-known columnist, Tony Horstead, have not spared

themselves in the service of speedway racing. Mr. Eade and his enthusiastic colleagues have travelled thousands of miles to present cheques to the various winners and seen to it that every possible inch of space has been devoted to speedway racing in their newspaper.

A star-studded entry at Bristol includes ten riders who have gained international recognition. Billy Hole and his brother John provide local colour, whilst the immaculate styles of Jack Parker and Vic Duggan will contrast pleasantly with the dashing riding of Jack Young, Les Hewitt, two Second Division stars, and another local favourite, Geoff Pymar. Charles Cullum, America's only representative, is a further attraction.

The *Sunday Dispatch* presents a cheque for £50 to the top scorer at each of the nine meetings in this round, and in all expends the record total of £2,030 on behalf of speedway racing. To-night's winner will receive the prize from Mr. Pat Reekie, who makes a welcome return to Bristol.

The winner at Wembley becomes World Champion, holds the championship trophy, and receives £500 with the runner-up getting £250, the third £100 and fourth £50.

# BRISTOL BULLDOGS 1950



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