

COVENTRY

Speedway

PRESENTS



Riders from :

GREAT BRITAIN

AUSTRALIA

SWEDEN

NORWAY

SOUTH AFRICA

U.S.A.

AUSTRIA

CANADA

NEW ZEALAND

WORLD CHAMPIONSHIP

ROUND II. SAT. JULY 21st at 7.30 p.m.

OFFICIAL SOUVENIR PROGRAMME

PRICE 9^d

CHAMPIONSHIP GALLERY

Your Individual WHO'S WHO of To-night's Entrants



BOB FLETCHER. Now riding better than at any time in his distinguished career with Coventry, the "Skipper" is getting his reward for the brilliant way in which he led the Coventry team when its fortunes were at a low ebb in 1949. A Belle Vue novice in 1947, he was awarded the Trophy for the most improved Junior of the year, and arrived at Brandon to lead the "Bees" when they commenced racing in 1948. His great work in those early days did much towards knitting the new team together, and again in the following season it was Bob who bore the brunt of the opposing attacks and did most of the scoring. Recognition of his fine work was made this year when he was selected for Britain in the Internationals at Leicester at Coventry, but illness caused him to miss the latter. During the Winter he toured Australia and rode for England in the unofficial "Tests."

JOHNNIE REASON. The most outstanding junior discovery of the last three seasons, Johnnie is still under 21, yet races with the skill and dash that would do credit to many an experienced "veteran." A Product of Brandon's Car Park Training School, 1948/9, he spent most of the 1949 season steadily gaining experience in Second Half events, but still made the grade in time to join the team before the end of that same campaign. Booked as reserve the following season he rode with such great brilliance and skill that he was a full team member long before the promotion was anticipated, winding up as one of the highest of Coventry's scorers. Has several times represented Britain in the Division II Internationals, and after an early season injury is now riding as well as ever. He should go very well to-night.



STAN WILLIAMS. Numbered among the most stylish riders in the game, Stan has not had the best of luck since he joined Coventry in 1950, being hampered by a troublesome knee injury that caused him to miss a number of matches both last season and this. Now, however, he has had a brace made to hold the leg while racing and has recently climbed back among the top scorers. Formerly with Sheffield, he was considered the "find" of the season in 1939, but war marred his chances of making the top grade, and he had to wait until 1946 before hitting the headlines as Sheffield Captain. One of the finest team men in the game, he wins his races by smooth style and brilliant head-work rather than tearaway tactics, with an effortless display that has been a tremendous asset to his club. A rider who delights the student of track-craft.

LES HEWITT. Arriving to race for Coventry in 1949, Les displayed far more speed than skill for a month or two before he settled down, and many considered that he would never find his way round the small English tracks. They were wrong, though, for before the season was half over he made the grade with some very fine displays both home and away that gave some inkling of what he could do with a little more experience behind him. A former Australian Junior Championship runner-up he fulfilled that promise in 1950 by topping the "Bees" scorers, gaining a place in the Overseas team and collecting as many as three Championship cheques at Leicester, Halifax and Yarmouth. Later, at Fleetwood, he broke the "Fliers" track record no less than three times in one night. His spectacular two-wheel slides have made him a great favourite wherever he rides.



It's TALKING TIME

around the Hive

“UPWARDS AND ONWARDS!”

WARMLY WE WELCOME this evening our many guests. From Sweden, Australia, Scotland and the home country they come to line up for a tilt at progress to the next round of this giant competition. On Thursday, September 20th at the Empire Stadium, Wembley, over 90,000 eager, excited followers of the sport will pack the vast arena to watch the final sixteen engage for the last Round of a competition which started in May at Cardiff, when our own Derrick Tailby led the competitors with a maximum fifteen points and became the first World Championship cheque winner of the 1951 series.

Whereas in the past only those riders who finished first and second in the Round 3 meetings (14 riders from 7 meetings) could obtain entry into the Championship Round, 1951 sees 51 riders going forward. Further, the right to go forward is not governed by placings at meetings, but by total points. Previously the Luck of the Draw often allocated as many as half-

dozen top line riders to one meeting, and just one of such grade to another. In consequence, where four worthy contenders were deprived of the opportunity of progressing, a rider of less ability was able to qualify.

The greatest feature of the revised method is that instead of First Division riders being over 80% “seeded” through to the Round on their own tracks, they have this year had to race against the Kemsley riders on Kemsley tracks. The progress chart on the back page of this programme indicates that of the leading twenty entrants at the moment only 50% are First Division riders.

The chances are that this year's Final will be the most Open ever, and that it will be of at least equal interest to provincial supporters as it will be to London. Past Championships have really been dominated by London track riders. This year the Provinces are likely to create some surprises.

Our Distinguished Visitors

WE ARE very happy indeed to have with us to-night as our guests, The Worshipful the Mayor of Coventry, Councillor Harry Weston, J.P. accompanied by the Mayoress, Mrs. Weston.

Known and respected throughout the county, the Mayor has done much for the Civic life of Coventry. In private life he is connected with quite a number of Engineering Companies, foremost of which is Modern Machine Tools Limited, a concern of which he is Managing Director. Harry Weston started his working life at the age of 14 when he commenced an Engineering Apprenticeship with Alfred Herbert Limited. He served in the Army during the first World War and in 1919 commenced the development of his business interests.

To-day he is worthily Mayor of a city of which he is immensely proud; is a Freeman of the City of Coventry, and also holds the freedom of the City of London.

And to-night we are truly honoured by the presence of the Mayor and Mayoress of our City. We hope they



CHAMPIONSHIP GALLERY

Continuing your WHO'S WHO of the World Title contenders



DERRICK TAILBY. A "Bee" who has given of his best for Coventry ever since he first rode here in 1948, Derrick can lay claim to one of the biggest followings in Division II. A raw novice when Brandon opened, he demonstrated that he had unlimited courage and the will to make the grade right from his first meeting. His equipment, however, in that first season was well below standard and it was not until 1949 that he appeared on a more suitable machine and really made spectacular progress. After that he became a natural choice for the team, his fearless neck-or-nothing style making him the idol of the crowd. There is no greater trier in the game, and Derrick never knows when he is beaten. Even a crop of broken bones failed to damp his ardour last year; he just goes on fighting all the time.

GORDON MCGREGOR. Now with the new Motherwell club, and proving his worth in no uncertain manner, Gordon was formerly one of the star men in the Glasgow "Tigers" line-up. Born in Dunfermline, 1921, he learned his Speedway on the Army tracks in Germany, and learned it so fast that inside six weeks he was appointed Captain of the Hanomag "Saints." When Gordon returned to Civvy Street his reputation had preceded him and the White City Management were already searching for him. When they finally located this Speedway Scot he was offered a trial which he accepted and performed so convincingly that a contract came his way at once. Since then, 1948, he has risen to the front rank, among other honours to come his way was the award of the Captancy in last year's Scotland v. England Tests and he is a regular performer in this series.



SUNE KARLSSON. A member of the Swedish Club, Motorsallskapet of Stockholm, Sune is a leading scorer for the "Getingarna" (Wasps) and has rapidly developed into one of his country's best riders in the last three years. Twenty eight years of age, he is no stranger to this country, giving a sample of his best riding last year at Exeter when he rode in a challenge match against the Home team which included Arthur Forrest as "guest." He scored a faultless maximum, a fact that was not accorded the publicity it merited. In last year's Swedish Championships Sune was considered a favourite for the event, but his chances were spoiled by a fall. At the end of the season the various rankings were published, and in no case was he rated below seventh in the whole of Scandinavia, mostly the critics place him in the top three.

TOMMY MILLER. Rated universally as one of the greatest riders ever likely to be produced in Scotland, Tommy was undoubtedly the sensation of the 1950 season. Two months before the opening of the campaign he was practically unheard of—the only hint of his existence coming from some advance publicity issued by the White City management. When he did put in an appearance he demonstrated in no mean fashion that this preliminary "boost" was no myth. Almost at once he broke into the "Tigers" team, within a few weeks he had smashed the track record and by the end of the season easily headed the list of White City scorers. His first booking at Wembley found him the new holder of the Three-lap record, and honours continue to come his way. Chosen for the Britain v. Overseas series and appointed Captain in the Scotland v. England matches, he may well reach full Test status before long.



COVENTRY SPEEDWAY

(Promoter : Mrs. Jack Parker).

Brandon Stadium, Rugby Road, Brandon, Nr. Coventry. Phone : Wolston 395-7 (Night 3111)

— Officials : —

Speedway Manager & Clerk of the Course : Charles Ochiltree

A.C.U. STEWARD : A. B. Taylor.

A.C.U. JUDGE-TIMEKEEPER : J. E. Shaw.

ANNOUNCER : Roy Baker. PIT MARSHAL : Jack Morphet. STARTING MARSHAL : Ray Underhill.

MACHINE EXAMINER : Cyril Lord. COLOUR MARSHAL : Reg. Bray.

MEDICAL OFFICERS : Dr. Harry Kenyon and Dr. Edward Lee.

St. John's Ambulance Brigade (Wyken Division) in attendance.

Meetings held under the Regulations of the Speedway Control Board.

Track Licence No. 514. Permit No. SP.1055/R Track Length : 375 yards.

Track Record : (4 laps, clutch start) 69 1/5 secs., Tommy Miller (W. City) July 14th, 1951.

BETTING STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS

PROGRAMME OF EVENTS

21st MEETING (4th Season) SATURDAY, JULY 21st, 1951

“ Sunday Dispatch ”

1951 SPEEDWAY CHAMPIONSHIP OF THE WORLD

— ROUND TWO —

EVENT 1.

7.30 p.m. “FLIGHT OF THE BUMBLE BEE”

“ENTRY OF THE GLADIATORS”

March on of the Coventry Speedway Track Personnel

“GOD SAVE THE KING.”

EVENT 2.

7.35 p.m. PRESENTATION OF THE RIDERS

to Visiting Guests, followed by Introductions and

GRAND PARADE OF COMPETITORS

EVENT 3.

7.45 p.m. SPEEDWAY CHAMPIONSHIP OF THE WORLD 1951, HEAT 1

— THE COMPETING RIDERS —

No.	Rider	Country	Track	Division	Team Name
1.	Gordon McGregor	Scotland	Motherwell	II	“Eagles”
2.	Derrick Tailby	England	Coventry	II	“Bees”
3.	Cliff Watson	Australia	Harringay	I	“Racers”
4.	Johnnie Reason	England	Coventry	II	“Bees”
5.	Harold Fairhurst	England	Edinburgh	II	“Monarchs”
6.	Jack Biggs	Australia	Harringay	I	“Racers”
7.	Ron Johnson	Australia	New Cross	I	“Rangers”
8.	Eric Boothroyd	England	Birmingham	I	“Brummies”
9.	Sune Carlsson	Sweden	Motorsallskapet	—	“Wasps”
10.	Tommy Miller	Scotland	Glasgow White C.	II	“Tigers”
11.	Joe Crowther	England	Motherwell	II	“Eagles”
12.	Harry Edwards	England	Walthamstow	II	“Wolves”
13.	Les Hewitt	Australia	Coventry	II	“Bees”
14.	Stan Williams	England	Coventry	II	“Bees”
15.	Bob Fletcher	England	Coventry	II	“Bees”
16.	Phil Malpass	England	Cradley Heath	II	“Heathen”

Note.—The numbers above refer to the numbers riders will be wearing on their racing colours. Reserve Riders for the meeting are 1st, John Yates (Coventry) 2nd, Jack Wright (Coventry).

"SUNDAY DISPATCH" - 1951 - ROUND TWO Speedway Championship of the World

Four Laps. Clutch Start. Meeting decided on Race Points: 1st—3, 2nd—2, 3rd—1. Riders are identified by Helmet Colours and Waistcoat Numbers. Full particulars of the Championship will be found on page 8. For your remarks column: F, Fell; M.T., Machine Trouble; X, Excluded; N.S., Non Starter. Keep the Score Chart on page 7.

Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
1 Time 69.5	1. G. McGregor 2. Derrick Tailby 3. Cliff Watson 4. Johnnie Reason		Red Blue White Y. & B.	2 1 3	1st Y 2nd R 3rd W 4th	
2 Time 70.3	5. H. Fairhurst 6. Jack Biggs 7. Ron Johnson 8. E. Boothroyd	J. YATES	Red Blue White Y. & B.	3 1 2	1st B 2nd Y 3rd W 4th	
3 Time 70.3	9. Sune Karlsson 10. Tommy Miller 11. Joe Crowther 12. H. Edwards		Red Blue White Y. & B.	1 3 2	1st B 2nd R 3rd R 4th	
4 Time 71.3	13. Les Hewitt 14. Stan Williams 15. Bob Fletcher 16. Phil Malpass		Red Blue White Y. & B.	1 3 2	1st B 2nd W 3rd W 4th	
5 Time 71.5	2. Derrick Tailby 5. H. Fairhurst 9. Sune Karlsson 13. Les Hewitt		Red Blue White Y. & B.	5 2	1st W 2nd Y 3rd B 4th	
6 Time 70.5	6. Jack Biggs 1. G. McGregor 10. Tommy Miller 14. Stan Williams		Red Blue White Y. & B.	2 3 1	1st W 2nd R 3rd Y 4th	
7 Time 72.3	15. Bob Fletcher 7. Ron Johnson 3. Cliff Watson 11. Joe Crowther	J. YATES J. WRIGHT	Red Blue White Y. & B.	2 3 1	1st B 2nd R 3rd Y 4th	
8 Time 70.5	4. Johnnie Reason 8. E. Boothroyd 12. H. Edwards 16. Phil Malpass		Red Blue White Y. & B.	3 1	1st R 2nd B 3rd B 4th	
9 Time 71.3	16. Phil Malpass 11. Joe Crowther 2. Derrick Tailby 6. Jack Biggs	J. WRIGHT	Red Blue White Y. & B.	1 3	1st W 2nd R 3rd R 4th	
10 Time 72	12. H. Edwards 15. Bob Fletcher 1. G. McGregor 5. H. Fairhurst		Red Blue White Y. & B.	1 3	1st R 2nd Y 3rd B 4th	

A SHORT INTERVAL

11 Time 73.5	7. Ron Johnson 12. H. Edwards 14. Stan Williams 2. Derrick Tailby	J. YATES	Red Blue White Y. & B.	2 3 1	1st R 2nd B 3rd Y 4th	
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Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
12 Time 70.5	10. Tommy Miller 13. Les Hewitt 4. Johnnie Reason 7. Ron Johnson	J. YATES	Red Blue White Y. & B.	2 3	1st R 2nd W 3rd B 4th	
13 Time 72.5	14. Stan Williams 9. Sune Karlsson 8. E. Boothroyd 3. Cliff Watson		Red Blue White Y. & B.	2 3	1st B 2nd Y 3rd W 4th	
14 Time 72.5	8. E. Boothroyd 1. G. McGregor 11. Joe Crowther 13. Les Hewitt	J. WRIGHT	Red Blue White Y. & B.	2 3	1st Y 2nd R 3rd R 4th	
15 Time 71.3	3. Cliff Watson 16. Phil Malpass 5. H. Fairhurst 10. Tommy Miller		Red Blue White Y. & B.	2 3	1st W 2nd B 3rd W 4th	
16 Time 71.5	15. Bob Fletcher 4. Johnnie Reason 6. Jack Biggs 9. Sune Karlsson		Red Blue White Y. & B.	1 3	1st B 2nd R 3rd R 4th	
17 Time 72	2. Derrick Tailby 8. E. Boothroyd 10. Tommy Miller 15. B. Fletcher		Red Blue White Y. & B.	2 3	1st W 2nd B 3rd B 4th	
18 Time 71.5	9. Sune Karlsson 7. Ron Johnson 16. Phil Malpass 1. G. McGregor	J. YATES	Red Blue White Y. & B.	1 3 2	1st W 2nd R 3rd R 4th	
19 Time 71.5	12. H. Edwards 3. Cliff Watson 13. Les Hewitt 6. Jack Biggs		Red Blue White Y. & B.	2 3	1st W 2nd R 3rd R 4th	
20 Time 72.5	11. Joe Crowther 5. H. Fairhurst 14. Stan Williams 4. Johnnie Reason	J. WRIGHT	Red Blue White Y. & B.	1 3	1st W 2nd W 3rd B 4th	

WINNER OF THIS MEETING..... Total..... Points

INDIVIDUAL SCORE CHART.

RIDER	1	2	3	4	5	Total	RIDER	1	2	3	4	5	Tot.
1. G. McGregor	2	0	0	2	2	6	10. Tommy Miller	3	3	3	3	3	15
2. Derrick Tailby	0	0	2	1	0	3	11. Joe Crowther	0	0	0	0	0	0
3. Cliff Watson	1	0	0	0	0	1	12. Harry Edwards	2	0	3	3	2	8
4. Johnnie Reason	3	2	2	3	3	14	13. Les Hewitt	1	2	1	2	1	8
5. H. Fairhurst	0	1	2	1	0	4	14. Stan Williams	3	1	2	2	2	10
6. Jack Biggs	3	2	3	2	3	13	15. Bob Fletcher	2	2	1	1	1	7
7. Ron Johnson	1	3	2	2	2	10	16. Phil Malpass	0	1	1	2	3	7
8. E. Boothroyd	2	2	1	1	2	8	17. J. Yates (res.)	1	0	0	0	0	1
9. Sune Karlsson	1	3	3	3	0	10	18. J. Wright (res.)	0	0	0	0	0	0

Note.—Marking your programme. As riders finish, enter initial letter of Helmet Colour in Result Column, viz., R. B. W. or Y. In Points scored by Riders Column, credit each rider with appropriate number, later transferring to Score Chart above.

HOW THE CHAMPIONSHIP IS RUN

The Speedway Championship of the World, 1951 is a Championship held by the Speedway Control Board of the Auto-Cycle Union under the International Sporting Code of the F.I.M., and is open to any experienced Speedway rider in the World. Entries from British Speedway teams are limited to Three nominations from Division III clubs, Six nominations from Division II clubs and Eight nominations from those in the First Division.

The Championship consists of a number of meetings comprising four rounds, including the Final round. The Speedway Control Board allocate, by means of a Draw made in their offices, sixteen riders to ride at each meeting—excepting of course, the Final round, which takes place at Wembley on Thursday, September 20th.

Each meeting consists of twenty heats, raced over four laps from a clutch start, with four competitors in each heat. The heats are so arranged that each rider will ride in five heats and during the course of the meeting will ride once against each other rider.

The Control Board, when allocating riders to meetings will also indicate in which heats riders will take part. This again is done by a Draw, which following a process of numbering, determined the rider's position in the programme.

In past Championships, Starting Grid positions have been determined in each race by means of the Ballot Box—a box containing four appropriately coloured balls which drop into position under starting grid numbers on the box after the box has been shaken. The Ballot was carried out by the Pits Marshal whose duty it was to shake the box in full view of the four riders as they prepared to leave the Pits Gate on their way to the Starting Line.

As however the Luck of the Draw sometimes decreed that one rider drew the most favoured position on the track as many as four times, whilst others were denied the opportunity of the best berth from the grid, the Speedway Control Board drew up a formula for starting positions which provides for each rider to start once off three grid positions, twice off the remaining grid. This formula is in use to-night, ensuring more equitable starting for all riders in the meeting.

As an example it will be seen that Rider No. 1, (Gordon McGregor), starts off from No. 1 grid in his initial ride. Next time he starts from No. 2 grid, Third ride he starts from No. 3 grid, fourth ride No. 2., and the final ride from No. 4 berth.

The Championship Rounds.

Round One consisted of a series of meetings on Division III tracks at Exeter, Cardiff, Aldershot, Swindon and Rayleigh, at which the Third Division nominations together with Second Division riders rode at one meeting each. The 18 highest scorers, less foreign riders "seeded" to Round 2, came forward.

In the current Round, divided into two sections, 2A and 2B, meetings total seventeen in number on Division II tracks, and the riders from Round One are joined by Foreign Riders, 68 riders from Division II tracks and 51 from Division I tracks—a total competition list at this stage of 136 riders. Each rider competes in two meetings and the 51 highest scorers go forward to the next Round.

The next stage then takes place on the nine First Division Tracks when the 51 riders who have progressed from Round 2, meet the 21 Division I riders making their initial entry in the Championship, to engage in two meetings each. The "seeded" 21 includes the Winner, Runner-Up and Third of the 1950 Championship Final, and the two riders from each Division I track nominated for acceptance direct into the Championship Round.

The sixteen riders with the highest aggregate of points in this Round will qualify for the Final at Wembley.

Calculation of Results, Reserves, Ties

The method of scoring throughout the Championship is Three points for first place, Two points for second place, and One point for third place. It is estimated that from the current Round a rider will need a minimum of twenty points to progress to the Championship Round.

If a rider is unable to engage at a Round 2 meeting to which he has been allocated he forfeits all points for the meeting, and his place is taken by a rider nominated by the Board. The nomination will be the next available highest point scorer who failed to qualify from Round 1.

In all rounds a reserve rider is made available by the track staging the meeting, to take the place of a rider who is present at the meeting but who is unable to start in a particular race. This of course does not authorise the replacement by a reserve of a rider who has become excluded. The points scored by a reserve will be ignored if he rides in two races or less. If however a reserve has three or more rides in a meeting he may qualify to take part in the next Round even though he may have ridden earlier in the competition. A rider cannot ride as reserve however, in a round in which he has already competed.

If there is a tie for first place to-night, a decision will be made by the riders concerned racing a further race against each other over four laps from a clutch start, immediately after the 20th race. Points scored in this "decider" do not count as Championship qualifying points—the race being staged solely for the purpose of deciding the Winner of the Meeting and the additional £30 Prize Money so kindly donated by the proprietors of the "Sunday Dispatch."

If two or more riders score an equal number of points for the last place qualifying for entry into the Championship Round, precedence will be given to the rider scoring the highest number of first or second places in the races in which he rode, i.e., a rider scoring 3-2-3-1-2 total 11, would receive preference over a rider scoring 2-2-3-2-2 total 11, because he won two races as opposed to one race. If there is still a tie the Control Board will order a run off between the riders concerned on a neutral track.

Officials of The Meeting.

The Steward of this Meeting, Mr. A. B. Taylor (Birmingham) and the Judge-Timekeeper, Mr. J. E. Shaw (Leicester) are Officials appointed by the Auto-Cycle Union through the Speedway Control Board.

The Steward has supreme control of the carrying out of a meeting, although he is in no way responsible for the organisation. The Judge-Timekeeper is responsible for declaring the order in which the riders pass the finishing line. His decision is final and absolutely without appeal, although he may, if he considers he has made a mistake, correct his decision subject to the approval of the Steward. The Judge Timekeeper is responsible also for the recording of the times of the winner and second of each race.

The remainder of the Officials and Staff engaged in presenting this Round 2 Meeting of the Speedway Championship of the World are those of the Coventry Speedway, members of the National League, Division II.

SOUVENIR PROGRAMME COSTS

WE ARE EXTREMELY SORRY that it was not possible to make this Special World Championship programme available at 6d., but owing to the now enormous costs of good grade paper and the price increases generally in the many branches of the printing trade, a programme of this size and nature could not be produced for that sum.

It was felt that even though a small extra charge might be necessitated, everyone would wish to have a Bigger, Better programme for the occasion, containing pictures of all the riders, interesting information on their careers, complete details of the new method of operating the World Championship competition this season, and also details of the meetings staged to date, with riders' progress.

This we have done, in 12 page, instead of the usual 8 page form, for the price of 9d.

CHAMPIONSHIP GALLERY

Third section of your KNOW THE RIDER feature

ERIC BOOTHROYD. One of the foremost of the younger school of riders Eric has begun to make his mark in the top-class already after a mere couple of seasons experience. Early last year he was a novice on the books of the Birmingham Promoter, riding for Tamworth where he had been placed to gain experience. Third Division racing became quite easy for him as did Second Division struggles when he was later moved to Cradley Heath. His average there was only bettered by that of Alan Hunt, and when the latter moved to Birmingham this year Eric went along with him. So far in his young life he has not won any big individual event, but this is hardly surprising since he is a comparative newcomer. This is his first nomination for any major tournament but he is expected to acquit himself very well despite his lack of experience in large-scale solo racing.



HAROLD FAIRHURST. Big, burly, Harold is this year proving himself to be a strong man in the Edinburgh "Monarchs" line-up, showing vastly improved form which helped the Scots to land the Kemsley Shield honours. Usually classed as a New Zealander, he was actually born in Wigan, but migrated with his family before he was out of the cradle. It was in the Dominion that he learned to slide a Speedway machine, making such good progress that he returned to this country in 1947 with the object of gaining further experience. This he did in no mean fashion with the Glasgow "Tigers," and proved how much he had learned by returning home to win the New Zealand Championships the same Winter. The following season he again rode for Glasgow, but joined his present club in 1949 to prove a most dependable scorer and a popular favourite of the Edinburgh supporters.



JOE CROWTHER. Man of many parts, wee Joe has been in turn footballer, comedian, and butcher, still taking an interest in the latter trade besides finding time to be a successful Speedway rider. Born in County Durham in 1913 he first rode in Junior events at Newcastle in 1936, then at West Ham for a time, eventually returning to Tyneside in 1939. Later he went on to Glasgow and rejoined them after the war to wind up as their second highest points scorer. The following season he bettered even this record and was firmly ensconced at the top of the White City averages. This season he has sought a change, moving along the Clyde to the new track at Motherwell where the "Eagles" are now operating and has already proved his worth with the latest Scottish club.



JACK BIGGS. Regular choice for the Test Match battles, Jack has acquitted himself with great distinction in post-war Speedway. Born in Melbourne, 1922, he began riding in 1945, but a serious road accident held up his progress. Consequently, when he arrived in England in 1947 he was scarcely out of the novice class, but profited by his season over here so much that he went back home to win the Melbourne Championship and gain a place in the Second Test Match. He arrived here again the following season to join Harringay making such great progress that he won through to the position of First Reserve in the 1948 Riders' Championship at Wembley. Last year he improved upon the effort by gaining a full Final place, and before leaving for home was one of the leading riders in the premier Division. He joined Bradford in 1949, staying with them until this year when he again signed for Harringay.



"THE SUNDAY DISPATCH"

WORLD SPEEDWAY CHAMPIONSHIP

By **TOM STENNER**

With the Second Division round of the "Sunday Dispatch" World Speedway Riders' Championship the competition reaches its most exciting stage. The 136 competitors include First Division stars, Second Division leading lights, 18 qualifiers from the opening round and five seeded foreign riders—Olle Nygren, Bertil and Eskil Carlsson and Sune Karlsson from Sweden and the Norwegian champion Basse Hveem.

With this wealth of talent and each rider competing at two meetings the fun should be fast and furious and produce some of the best racing this great competition has seen. The incentive is there indeed for apart from the special awards of £30, presented by the "Sunday Dispatch" to the top scorer at each of the 17 meetings, the great goal will be to qualify for the championship round. And the qualifiers are limited to 51!

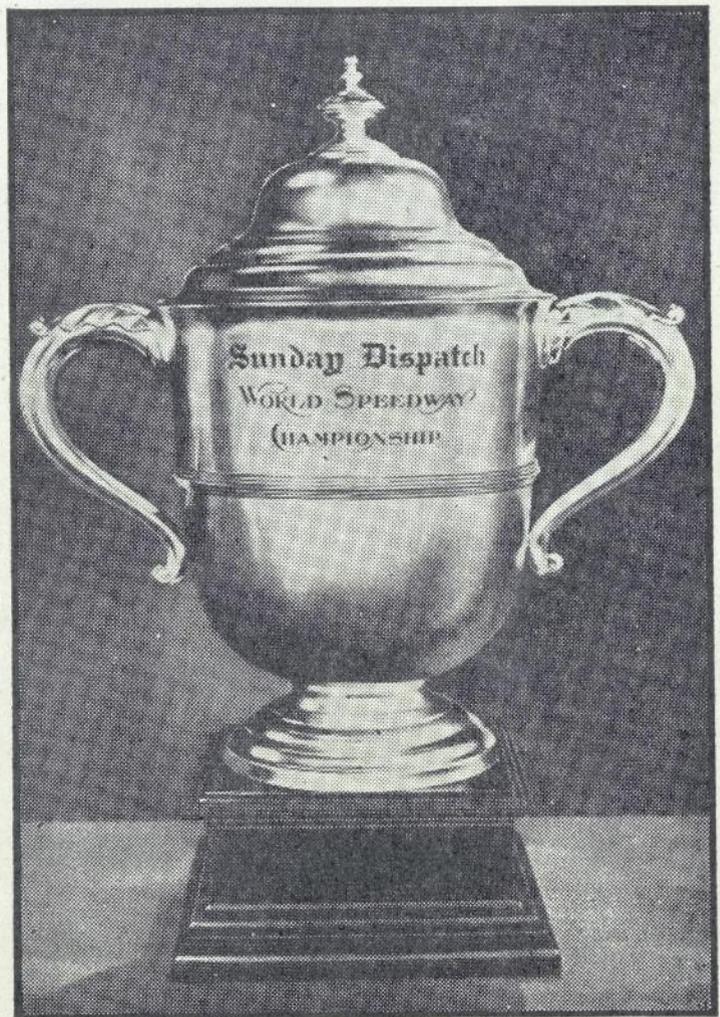
The "Sunday Dispatch" World Speedway Riders' Championship, the greatest speedway competition of all, is the brain-child of Mr. Charles Eade the Editor of this great newspaper. Though attendances may not be what they were in the golden days of 1947 '48 and '49, the enthusiasm of Mr. Eade has never waned. The Editor of the "Sunday Dispatch" is no fair weather friend of speedway racing but an all weather comrade.

The "Sunday Dispatch" presents a total of £2,000 in prize money. The top scorers at each meeting in the first round received £20 each and in the championship round leading scorers at each of the nine fixtures receive £50 each. In the great final at Wembley on September 20th, the winner, who becomes world champion, is presented with the valuable trophy and a cheque for £500, the runner-up is handed £250 and the third and fourth £140 and £50 respectively. This is prize

money on the very highest scale. And, apart from its financial support the "Sunday Dispatch" goes flat out for speedway racing by devoting every possible inch of space to our sport.

When it is realised that the present round attracts practically every rider of note in this country and on the Continent too, excitement must be at feverpitch from start to finish. A mere 21 First Division riders are seeded to the championship round and these include Fred Williams, the title holder, Wally Green, runner-up and Graham Warren, third in last year's final.

So this Second Division round has everything!



TALKING TIME—cont'd from page 3.

will enjoy their evening with us in the "Hive," and that they will find it convenient to fit in another visit to see the city's speedway team in action as a complete unit.

Now for the start of our Round 2 Meeting of the world event with its glittering prizes for the successful entrants, and to decide who will win the cheque for

this meeting, so kindly donated by the "Sunday Dispatch" and to be presented by that famous sports columnist of this great newspaper, Tony Horstead. World Championship Prize Money covering the competition, track payments and those donated by the "Sunday Dispatch," total over £12,000! No wonder competition is keen!

Yours sincerely,
CHAS OCHILTREE.

CHAMPIONSHIP GALLERY

Completing To-night's Pen and Picture Portraits

RON JOHNSON. Generally considered an Australian, and a regular performer for that country in Test Matches, Ron's real birthplace was Scotland in 1907. He emigrated at the tender age of five, took up the sport of Speedway at Claremont in 1927, and was one of the original band of pioneers who introduced the sport to this country in 1928. As long ago as 1932 he won the Stamford Bridge Championship, following up this by holding the British Individual Championship twelve months later. At that time he was associated with Crystal Palace and moved with them to New Cross where he has stayed ever since. Has made over fifty Test Match appearances and topped the New Cross score chart for years. Other successes include Second place in the 1948 Riders' Championship Final, winner of the London Riders' Championship and numerous Individual contests all over the country.



CLIFF WATSON. Harringay's newest Australian signing, Cliff was for a long time associated with West Ham whom he first joined in 1947. His racing experience actually dates back to a few rides in Sydney in 1939, but it was not until after the war that he took up serious racing. He set off for America in search of experience in 1947, later arriving in this country in time to obtain a trial with the "Hammers." The first race he rode in resulted in a win, so that he was soon promoted to a team position, where his pairing with Aub Lawson was one of the most prolific in the Division. He was subsequently a regular selection for the Australian Test Team, turning in some brilliant performances, but an off-form spell took much of his confidence, making him feel that a change of track might prove the turning point. This proved to be the case, and he is now reaching his best form again with the "Racers."

HARRY EDWARDS. When Harry returned from military service no-one ever expected to see him roaring around Speedway circuits, for he had been a sufferer from malnutrition in a Japanese prison camp. A rest, however, plus the will to make the shale fly found him at Rye House school in the Winter of 1948/9 where he showed natural aptitude that landed him a contract with the Walthamstow "Wolves." Pitchforked straight into Second Division racing he put up some fine performances against riders with years of experience behind them. In his very first match he had the unenviable task of collecting a vital two points which meant all the difference between victory or defeat. Undismayed, he went out and got them with a display of fighting spirit that is characteristic of his riding. Honours have come his way in the shape of selection for the Britain v. Overseas series.



PHIL MALPASS. Birmingham born, and at one time about to make a career of Journalism, Phil first rode at the Perry Barr, Birmingham, track in 1946. Later he was given trials with Cradley Heath where he eventually settled down to become a very useful man in the team that occupied runner-up berth in the newly formed Third Division. Each year since then he has made steady progress and can always be found notching a steady points total home or away. So far no major individual honours have come his way, but he can mostly be considered among the men with a chance on the strength of his consistent riding and safe style. Still with the Dudley Wood team, he has been to Brandon on many previous occasions and rides the track well. If getting a lead from tapes this experience should make him a difficult man to overhaul.

CHAMPIONSHIP CONTENDER'S PROGRESS

WHO'S FOR THE NEXT ROUND? ONLY 51 OF THESE RIDERS CAN QUALIFY!

Below are listed the Riders from whom will come the eventual 51 qualifiers for the Championship Round on Division 1 Tracks. Some have completed their engagements, others complete theirs to-night at Coventry and at Hanley, Norwich and Edinburgh. A second list is provided showing Riders (including Reserve competitors who have failed to gain enough points from their two engagements or have scored insufficient number from their single engagement to be able to qualify for inclusion in the top 51.

THE TOP 51 WILL QUALIFY

Ken Sharples	12-15	27	Bill Kemp	7-10	17	Bob Leverenz	9-	9
Ron Mountford	13-13	26	Frank Hodgson	10-6	16	Harry Edwards	9-	9
Arthur Forrest	11-15	26	Tommy Miller	15-	15	Charlie May	8-	8
Wilf Jay	10-15	25	Jack Young	15-	15	Jackie Gates	8-	8
Roy Craighead	12-13	25	Dick Campbell	15-	15	Eric Boothroyd	8-	8
Jeff Mardon	11-14	25	Tom Oakley	15-	15	Don Hardy	8-	8
Jack Mountford	12-13	25	Gordon McGregor	14-	14	Sune Karlsson	8-	8
Junr Bainbridge	13-11	24	Derek Close	14-	14	Phil Malpass	8-	8
Trevor Redmond	10-13	23	Ernie Roccio	14-	14	Cliff Watson	8-	8
Cyril Brine	12-11	23	Phil Clarke	13-	13	Les Beaumont	7-	7
Vic Emms	9-13	22	Len Williams	12-	12	Norman Lindsay	7-	7
Mike Erskine	10-12	22	Bill Kitchen	12-	12	Les Hewitt	6-	6
Eric Salmon	10-12	22	Bruce Abernethy	12-	12	Jack Biggs	6-	6
Jim Squibb	12-9	21	Noel Watson	12-	12	Derrick Tailby	6-	6
Geoff Pymar	13-8	21	Merv Harding	11-	11	Charlie New	5-	5
George Smith	10-11	21	Joe Crowther	11-	11	Les Jenkins	5-	5
Peter Robinson	9-12	21	Don Cuppleditch	11-	11	Jack Hughes	5-	5
Eric Williams	15-6	21	Johnnie Reason	11-	11	George Wilks	5-	5
Olle Nygren	14-7	21	Fred Curtis	10-	10	Art Atkinson	5-	5
Fred Brand	15-5	20	Jack Hodgson	10-	10	Howdy Byford	5-	5
Bruce Semmens	10-9	19	Ron Peace	10-	10	H. Fairhurst	5-	5
Harry Saunders	8-10	18	Son Mitchell	10-	10	Lindsay Mitchell	5-	5
Bob Baker	13-5	18	Bill Crosland	9-	9	Harry Welch	5-	5
Dennis Gray	12-6	18	Joe Bowkis	9-	9	Bob Fletcher	4-	4
Len Read	8-10	18	Eric Chitty	9-	9	Les Tolley	4-	4
Henry Long	7-11	18	Ken Adams	9-	9	Nobby Stock	4-	4
Chris Boss	7-10	17	Frank Lawrence	9-	9	Jack Freeman	4-	4

THESE HOPES ARE GONE

Pete Lansdale	15	Jack Unstead	11	Bill Osborne	6
Jim Boyd	15	Bob Jones	11	Alan Smith	6
Benny King	15	Arthur Payne	10	Bob Lovell	6
Reg Duval	15	Eric Irons	10	Lloyd Goffe (NS1)	5
Guy Allott	15	Gil Craven	10	Eskil Carlsson	4
Laurie Schofield	14	Cyril Cooper	10	Tom O'Connor	3
Danny Dunton	14	Al Allison (RI)	10	Ken Walsh	3
Norm Hargreaves	14	Cyril Page	9	Jimmy Gooch (NS1)	3
Maurice Dunn	14	Tony Lewis	9	Mike Beddoe	2
Oliver Hart	13	Ron How	9	Stan Williams	2
Alf Parker	13	Ron Johnston	8	Bertil Carlsson	2
Rees Reeves	13	Bill Longley	8	Bob Mark	1
Jim Tolley	13	Cyril Quick	8	Hugh Geddes	1
Jock Grierson	12	Terry Small (RI)	8	Vic Gent	1
Arthur Bush	12	L. Watling (NS1)	8	Ray Moore	1
Doc Potter	12	Will Lowther (NS1)	7	Pete Moore	1
Herby King	11	Ron Wilson	7	John Sargeant	0
Reg Morgan	11	Bert Croucher (RI)	7	B. Burrow	0

NEXT MEETING	SATURDAY, JULY 28th, at 7.30 p.m.
	A fierce National League Fight!
	COVENTRY v. LIVERPOOL Brandon "Bees" "Mersey Chads"
	With: PETER ROBINSON, HARRY WELCH, LEN READ GEORGE NEWTON, TOMMY ALLOTT, REG DUVAL BILL GRIFFITHS and ALF WEBSTER
	It's a Grand Night Out at Brandon every Saturday— watching the Sport the Whole Family Enjoys!

NOTICE. The Management reserve the right to alter this Programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme tickets available for any one of the next two meetings will be issued at the exits. In no circumstances will any money be refunded. Rights of admission reserved. Grandstand Patrons should retain the halves of their 1/- and 2/3 Transfer Tickets. In the event of re-admission tickets being issued the halves will be needed to reclaim seats at subsequent meetings.