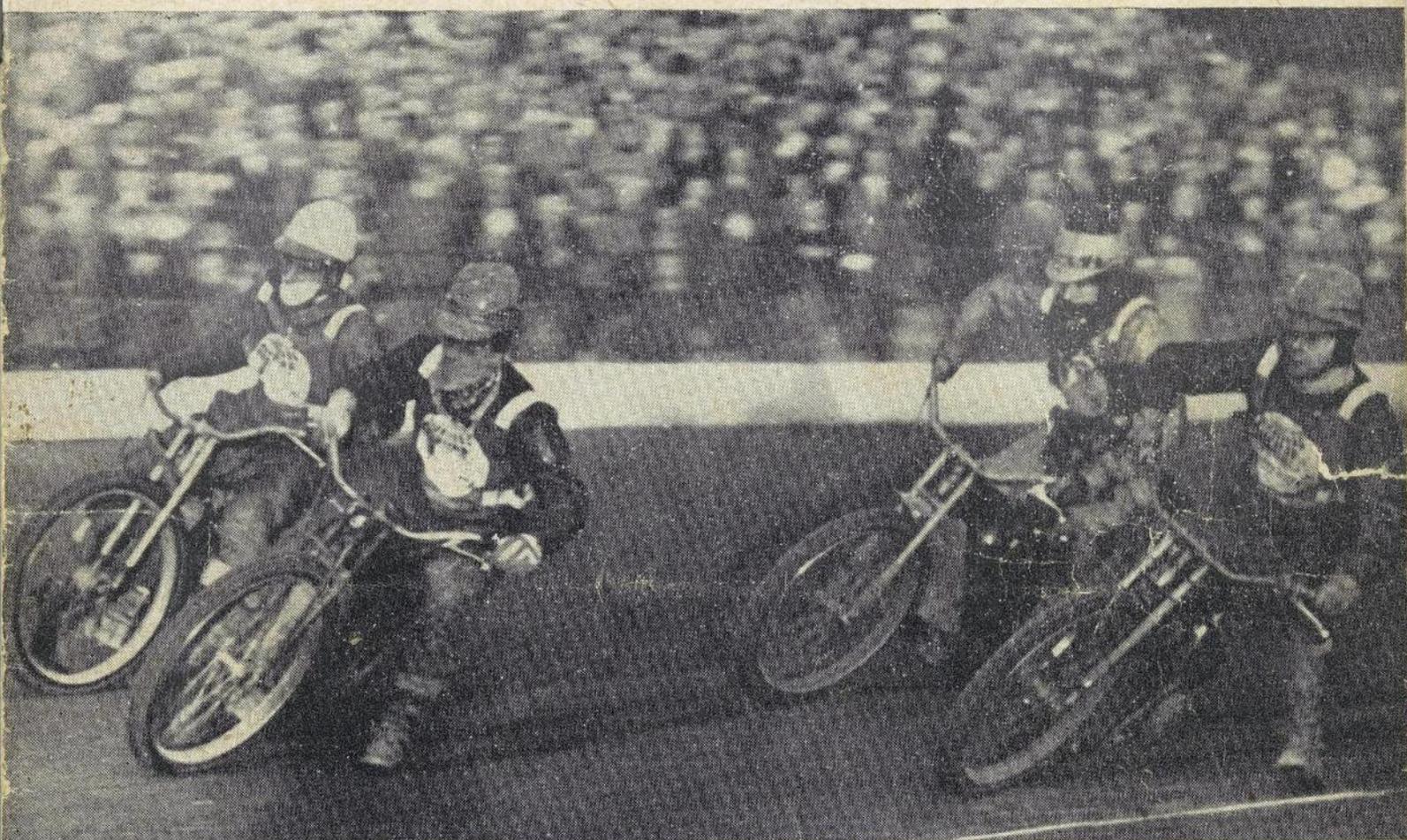


LEICESTER

Speedway

PRESENTS



WORLD CHAMPIONSHIP

ROUND 2

FRIDAY, JULY 13th at 7-45 p.m.

OFFICIAL SOUVENIR PROGRAMME — PRICE 9d.

On Parade

To-night's Competitors—in Pen Picture



ERIC CHITTY. Captain of the famous "Hammers" and recognised as the possessor of a brilliant racing brain, Eric has always been considered without peer in the finer arts of team-riding. Born in Toronto, 1909, he first made headlines in winning the Canadian Championship in 1933. His English debut in 1936 was very discouraging and he was all ready to return home when his luck changed for the better. In 1938 he won the New Cross open Cup, and the London Riders Championship, and has been scoring in league and Individual events consistently since that date, apart from an enforced break here and there by reason of injury. Has several times appeared in the World Championship Final and substitute events where his white-line skill has taken him high in the final scorers.

BRUCE ABERNETHY. The chief joker of present day Speedway, Bruce's first claims to fame were quite frankly due to his irrepressible fooling, for though he was a good prospect for the future he was certainly feared rather for his dressing-room pranks rather than for his racing ability. A spell with Rayleigh brought him on as far as the latter was concerned and his parent club, Wembley recalled him in 1949 when he began to display a tenacity and skill that augured well for the future. Now this twenty-four year old New Zealander is one of Division One's outstanding men, has broken track records right and left this season, and is almost top of the averages irrespective of Division. Has the Wembley Final stamp and will go a long way if maintaining his current brilliant form.



KEN SHARPLES. Manchester born Ken learned his Speedway in the hard way by cleaning Belle Vue machines after his friends had finished the racing, but he eventually graduated to novice class himself in 1948 when he had odd trial runs at Coventry at the age of 20. Later he appeared with Sheffield and Cradley Heath where he made great forward strides which resulted in a recall to Belle Vue in 1949. Now he is one of the highest scorers for the Mancunians, riding with distinction in the toughest company that the premier grade has to offer, ranking in addition as a star of the future destined for many of the sport's major honours.

ARTHUR PAYNE. Among the most popular of the "Brummies," Arthur hails from Sydney N.S.W. where local experience gave him ideas about heading for England in 1947. His first stop was Tamworth for whom he rode soundly for the first part of the season and with great success in the latter half. So well was he going at that time that several First Division Clubs displayed no small interest and eventually Birmingham claimed him for a record fee as far as Division Three was concerned. With the "Brummies" he settled down well, striking a form which he maintained with their promotion, form which earned him his first "Test Cap" in 1949. After a lean spell at the beginning of the season this 28-year old Aussie is now striking his very best level again.



Squib's Survey

OF WEEKLY EVENTS



TO-NIGHT, in presenting this Round 2 meeting of the Speedway Championship of the World, 1951, we do so in happy frame of mind. Happy, because we feel the new-style Championship, which gives a fairer opportunity for riders of our own Division to qualify for the Championship Round and the Final itself, is a great step forward in this greatest of all Competitions. We are happy too, because the revised method gives us a greater than ever interest in our Meeting—the inclusion of home riders.

Previously entry into the Championship Round was available only to the riders who finished first and second in each Round 3 meeting—a total of fourteen from seven meetings. Sometimes the Luck of the Draw put as many as five top-class riders in one meeting, and only one elsewhere. This meant three riders who would normally qualify for progress were deprived of the chance to take on the Big Boys of Division I on their own tracks, but a rider of lower calibre got through.

The 1951 method, with each rider taking part in two meetings, obviates also the chances of a man being out of the even: because of losing a chain in one race, a fall, a flat tyre even. Now, with a second meeting, he can overcome any loss of points through such ill luck.

Only One Englishman!

ONLY one Englishman has ever won the World Title—Tommy Price of Wembley, who lifted the Trophy in 1949 when Jack Parker was a firm favourite to carry off the award. As a matter of fact favourites always seem to fail in the Wembley Finals for in addition to Parker, a year later Graham Warren, expected to win the big prize, finished third behind Freddie Williams and Wally Green.

In 1947 before the World Championship had been re-started, Vic Duggan was a firm favourite to win the British "Riders' Championship at Wembley, having gone through to the Final unbeaten. But it was Jack Parker who won the award! Duggan had his reward though a year later

when he won the title at a Wembley final which found Wilbur Lamoreaux (then a "Lion") favourite for the event.

This season, although the Round 2 meetings have only just commenced, there is already a firm favourite—certainly in Division II circles anyway—the man who shattered our track record last Friday—JACK YOUNG of Edinburgh.

This wonderfully consistent Australian actually led the Finalists to Wembley last September with a total of 39 points (Warren was second on the list with 37) but being a stranger to the Empire Stadium he scored only seven points, finishing last in his first ride, but first in his last ride. This season it may well be that a favourite will come home.

Welcome to Distinguished Visitors

We are immensely happy to welcome as our Guests this evening, the Rt. Hon. LORD CROMWELL, D.S.O., M.C., J.P., Lord Lieutenant of the County of Leicester, accompanied by LADY

We very much regret that it was found necessary to charge 9d. for the special programme on sale this evening, but owing to the enormous increases recently in the costs of good quality paper and in printing itself, it was impossible to obtain a programme of special nature for 6d.

It was felt that a Souvenir Programme to mark the event, and containing pictures of all the competitors together with details of their racing careers and details of the World Championship itself, would be the desire of everyone attending the meeting even though it involved a small extra cost.

Instead of the usual 8 page programme therefore, a special 12 page edition,—a Bigger, Better, programme, with a special cover,—has been produced for the price of 9d.

On Parade

To-night's Competitors—a Pen Picture



STAN WILLIAMS. While the famous Bluey Wilkinson was steering the fortunes of the Sheffield track in 1939 there was no newcomer whom he regarded more highly than Stan and he set about imparting some of his considerable knowledge to the latter. It was only the outbreak of war that prevented the present Coventry star from reaching the top of the tree within twelve months of his first rides but he soon made up for lost time when Speedway re-commenced. Still attached to Sheffield he was appointed Captain and rode with great brilliance for them until moving to join the "Bees" at the beginning of 1950. With the Brandon outfit he has not so far had the best of luck, a troublesome knee injury having kept him off the track for two spells, but now he is completely fit again and collecting the points with all the smooth style that one associates with him at his best.

LES HEWITT. Another representative of the "Bees" Les arrived from Australia in 1949 and rode with more courage than success for some time before getting his team chance. Once he had mastered the English circuits his great speed and dash asserted itself and took him right to the top of the Coventry scorers. Several times selected for the Britain - Overseas series in which he has ridden very well and regarded as on the fringe of full Test honours, he should trouble all the competitors tonight. Last year he took the cheque in Leicester's round, going on to win two more at Yarmouth and Halifax and hopes to do even better this year. A Speedway newly-wed, he was married two weeks ago.



ESKIL CARLSSON. In his thirty fourth year, Eskil is one of Sweden's best known riders who was already in the sport by 1939 and established as a leading exponent by them. Since racing resumed he has consistently been chosen by his country for representative matches in which he has a very good record. In his home City of Stockholm he rides for a club bearing the name of Svenska Motorklubbens Stockholmsavdelning, the team name being "Monarkerna." Briefly, the team concerned is the Stockholm "Monarchs," and Eskil is one of the most valued members of the books.

JIM BOYD. Captain of the London Second Division club, the Walthamstow "Wolves," Jim commenced racing at Rye House and Dagenham just prior to the war, gaining experience that was to lead to a contract with Belle Vue. The "Aces" placed him in their side after hostilities, but the tough battles of Division 1 found him just short of the necessary experience to hold his own. Walthamstow secured his services in 1949, first on loan, later on full transfer, adding a high scorer to their books when Jim took to Kemsley racing with big scores almost at once. The same year he won the Championship round on his own track. A fast starter, he is still scoring freely for his club and has proved a fine investment.



LEICESTER SPEEDWAY

Promoter : Allan D. Sanderson (Midland Sports Stadiums Ltd.)

The Stadium, Blackbird Road, Leicester.

Telephone : Leicester 62518

— Officials : —

CLERK OF THE COURSE : Charles Ochiltree.
A.C.U. STEWARD : A. B. Taylor
SPEEDWAY & TEAM MANAGER : Squib Burton.
ASSISTANT MANAGER : Ted Flanagan
MACHINE EXAMINER : Ted Flanagan
ANNOUNCER : Ken. Mason.
STARTING MARSHAL : Ray Underhill.
PIT MARSHAL : Jack Morphet.

MEDICAL OFFICER : Dr. W. Whitelaw.

St. John's Ambulance Brigade (Leicester City) in attendance.

Meetings held under the Regulations of the Speedway Control Board.

Track Licence No. 513

Permit No. SP.1056.

Track Length : 380 yards.

Track Record : (4 laps, clutch start) : 67 secs. Jack Young (Edinburgh) July 6th, 1951

BETTING STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS.

PROGRAMME OF EVENTS

19th MEETING (Third Season) FRIDAY, JULY 13th, 1951

“Sunday Dispatch”

1951 SPEEDWAY CHAMPIONSHIP OF THE WORLD

— ROUND TWO —

EVENT 1.

7.00 p.m. THE CITY OF LEICESTER SPECIAL CONSTABULARY BAND

(under the direction of Special Inspector C. A. Anderson)

will play Selections before the Meeting

(Performance by kind permission of the Chief Constable of Leicester, O. J. B. Cole, C.B.E.)

EVENT 2.

7.45 p.m. “POST HORN GALLOP” “EL ABENICO”

March on of the Leicester Speedway Track Personnel

“GOD SAVE THE KING.”

EVENT 3.

7.50 p.m. “ENTRY OF THE GLADIATORS”

Presentation of the Riders to Visiting Guests, The Rt. Hon. LORD CROMWELL, D.S.O., M.C., J.P., Lord Lieutenant of the County of Leicester, accompanied by LADY CROMWELL and Mr. PAT REEKIE, celebrated Sports Editor of the “Sunday Dispatch.”

EVENT 4.

7.55 p.m. INTRODUCTION OF THE RIDERS

followed by GRAND PARADE

EVENT 5.

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

— THE COMPETING RIDERS —

No.	Rider	Country	Track	Div.
1.	Trevor Redmond	New Zealand	Aldershot	III
2.	Arthur Payne	Australia	Birmingham	I
3.	Ron Wilson	England	Leicester	II
4.	Cyril Page	England	Leicester	II
5.	Les Hewitt	Australia	Coventry	II
6.	Stan Williams	England	Coventry	II
7.	Bill Kitchen	England	Wembley	I
8.	Jim Boyd	England	Walthamstow	II
9.	Jeff Mardon	New Zealand	Aldershot	III
10.	Joe Bowkis	England	Leicester	II
11.	Eskil Carlsson	Sweden Svenska Motorklubbens	Stockholmsavdelning	
12.	Ken Sharples	England	Belle Vue	I
13.	Eric Chitty	Canada	West Ham	I
14.	Vic Gent	England	Exeter	III
15.	Jock Grierson	Scotland	Leicester	II
16.	Bruce Abernethy	New Zealand	Wembley	I

Note.—The numbers above refer to the numbers riders will be wearing on their racing colours. Reserve Riders for the meeting are 1st, Harwood Pike (Leicester) 2nd, Lionel Benson (Leicester).

"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 68 3/8	1. T. Redmond 2. Arthur Payne 3. Ron Wilson 4. Cyril Page		Red Blue White Y. & B.	3 0 5 0	1st Red 2nd Y.B. 3rd W. 4th	A
2 Time 69 3/8	5. Les Hewitt 6. Stan Williams 7. Bill Kitchen 8. Jim Boyd		Red Blue White Y. & B.	2 1 3 0	1st White 2nd Red 3rd Blue 4th	
3 Time 69 5/8	9. Jeff Mardon 10. Joe Bowkis 11. Eskil Carlsson 12. Ken Sharples		Red Blue White Y. & B.	2 1 0 3	1st Y.B. 2nd Red 3rd Blue 4th	
4 Time 68 3/8	13. Eric Chitty 14. Vic Gent 15. Jock Grierson 16. B. Abernethy		Red Blue White Y. & B.	7 0 3 3	1st Y.B. 2nd Red 3rd 4th	
5 Time 69 3/8	2. Arthur Payne 5. Les Hewitt 9. Jeff Mardon 13. Eric Chitty		Red Blue White Y. & B.	3 0 3 1	1st White 2nd Red 3rd Y.B. 4th	
6 Time 70 5/8	6. Stan Williams 1. T. Redmond 10. Joe Bowkis 14. Vic Gent		Red Blue White Y. & B.	1 3 3 0	1st Blue 2nd White 3rd Red 4th	
7 Time 70 3/8	15. Jock Grierson 7. Bill Kitchen 3. Ron Wilson 11. Eskil Carlsson		Red Blue White Y. & B.	2 3 3 1	1st Blue 2nd Red 3rd Y.B. 4th	
8 Time 70 5/8	4. Cyril Page 8. Jim Boyd 12. Ken Sharples 16. B. Abernethy		Red Blue White Y. & B.	0 1 2 3	1st Y.B. 2nd W. 3rd Blue 4th	
9 Time 69 3/8	16. B. Abernethy 11. Eskil Carlsson 2. Arthur Payne 6. Stan Williams		Red Blue White Y. & B.	3 1 3 0	1st 2nd 3rd 4th	
10 Time 70 5/8	12. Ken Sharples 15. Jock Grierson 1. T. Redmond 5. Les Hewitt		Red Blue White Y. & B.	2 0 3 1	1st 2nd 3rd 4th	

A SHORT INTERVAL

11 Time 69 3/8	7. Bill Kitchen 12. Ken Sharples 14. Vic Gent 2. Arthur Payne	Pike	Red Blue White Y. & B.	3 2 1 0	1st 2nd 3rd 4th	
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Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
12 Time 70 5/8	10. Joe Bowkis 13. Eric Chitty 4. Cyril Page 7. Bill Kitchen		Red Blue White Y. & B.	2 1 0 3	1st 2nd 3rd 4th	
13 Time 70 3/8	14. Vic Gent 9. Jeff Mardon 8. Jim Boyd 3. Ron Wilson	Pike	Red Blue White Y. & B.	2 3 0 1	1st 2nd 3rd 4th	
14 Time 70 5/8	8. Jim Boyd 1. T. Redmond 11. Eskil Carlsson 13. Eric Chitty		Red Blue White Y. & B.	0 3 1 3	1st 2nd 3rd 4th	
15 Time 70 3/8	3. Ron Wilson 16. B. Abernethy 5. Les Hewitt 10. Joe Bowkis		Red Blue White Y. & B.	1 3 1 2	1st 2nd 3rd 4th	
16 Time 71 3/8	15. Jock Grierson 4. Cyril Page 6. Stan Williams 9. Jeff Mardon		Red Blue White Y. & B.	2 1 0 3	1st 2nd 3rd 4th	
17 Time 70 3/8	2. Arthur Payne 8. Jim Boyd 10. Joe Bowkis 5. Jock Grierson		Red Blue White Y. & B.	3 0 1 2	1st 2nd 3rd 4th	
18 Time 70	9. Jeff Mardon 7. Bill Kitchen 16. B. Abernethy 1. T. Redmond		Red Blue White Y. & B.	3 1 2 2	1st 2nd 3rd 4th	
19 Time	12. Ken Sharples 3. Ron Wilson 13. Eric Chitty 6. Stan Williams		Red Blue White Y. & B.	3 1 2 0	1st 2nd 3rd 4th	
20 Time	11. Eskil Carlsson 5. Les Hewitt 14. Vic Gent 4. Cyril Page	Pike	Red Blue White Y. & B.	1 3 0 2	1st 2nd 3rd 4th	

INDIVIDUAL SCORE CHART.

RIDER	1	2	3	4	5	Total	RIDER	1	2	3	4	5	Tot.
1. Trevor Redmond	3	3	3	2	2	13	10. Joe Bowkis	1	2	2	2	1	8
2. Arthur Payne	0	2	2	0	3	7	11. Eskil Carlsson	0	1	1	1	1	4
3. Ron Wilson	1	0	1	1	1	4	12. Ken Sharples	3	2	2	2	3	12
4. Cyril Page	2	0	0	1	2	5	13. Eric Chitty	2	1	1	3	2	9
5. Les Hewitt	2	0	1	0	3	6	14. Vic Gent	1	0	0	0	0	1
6. Stan Williams	1	1	0	0	0	2	15. Jock Grierson	0	2	0	2	2	6
7. Bill Kitchen	3	3	3	2	1	12	16. B. Abernethy	3	3	3	3	0	12
8. Jim Boyd	0	0	0	0	0	0	17. H. Pike (res.)	0	1	2	0	0	3
9. Jeff Mardon	2	3	3	3	3	14	18. L. Benson (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, (Trevor Redmond), 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 Leicester Speedway, members of the National League, Division II.

SOME CHAMPIONSHIP FACTS

Six of to-night's competitors took part in the Championship Round last year—Arthur Payne, Ken Sharples, Eric Chitty, Bill Kitchen, Les Hewitt and Jim Boyd. Payne reached the Final at Wembley. Hewitt won cheques in 1st, 2nd and 3rd Rounds at Leicester Halifax and Yarmouth.

Only one Division II rider reached the Final last year. Under a fairer method of running this year at least a third of the Finalists are expected to come from the Kemsley Section.

PAST TITLE WINNERS: 1936 Lionel Van Praag (Australia). 1937 Jack Milne (U.S.A.) 1938 "Bluey" Wilkinson (Australia). 1949 Tommy Price (England). 1950 Freddie Williams (Wales).

Competitors to-night who have come through from Round One are Trevor Redmond (14 points, Aldershot); Jeff Mardon (10points, Aldershot); Vic Gent (12 points, Exeter).

On Parade

To-night's Competitors—a Pen Picture



JOE BOWKIS. A product of the Army Speedways and one of the most popular "Hunters," Joe followed up his war-time experience with trials at Rye House where Harringay representatives were impressed sufficiently to give him a contract. In 1948 he was loaned out to Poole with the object of gaining further experience, notching 15 points at Yarmouth in his first outing in "Pirates" colours. From then on progress was so rapid that he became one of the most feared riders in Division III and was nominated for the Division Match Race Championship. Unfortunately he was injured in a Round at Hanley and spent the balance of the season with an arm in plaster. Joined Leicester in 1950.

JOCK GRIERSON. Former Hastings star, Jock rode his first track race in 1946 at a Rye House Sunday meeting. Although not very impressed at the time, he later had odd rides with Birmingham and Eastbourne, joining the South Coast "Eagles" in 1947. Right away he became a top-ranking rider, moving with his team when they transferred to Hastings. With them he put up a remarkable record of over twenty maximums in 1948, creating a great stir in doing so. Following this he reached the Second Round of the British Riders Championship. A Scot, born in Dumfries, Jock has been out of action recently with cartilage trouble and resumed riding only last week.



RON WILSON. Another product of Rye House, Ron spent best part of a season training at the Hertfordshire track before he began to find his way round the circuit, and was once considered unlikely to make the grade. Perseverance paid dividends in the end, however, and a further spell of tuition found him leaving the "school" wearing the tag of one of their best prospects. Straight away he joined the Leicester team in 1949 and has been a most useful man to the "Hunters" ever since. His Central Shield record this season was most impressive and for a long time he headed the "Hunters" score chart.

CYRIL PAGE. Captain of the Leicester team, a position he has filled with distinction, Cyril is one of the most likeable riders in the game. Originally he had a few rides with Birmingham as reserve in 1946, but moved to Hanley when the "Potters" commenced racing in 1947. He was made Captain, serving them very well indeed until he moved to Tamworth the following year. With the "Hounds" his stylish riding paid big dividends and Leicester were very happy to obtain his signature in 1949. Throughout the sport he is noted for the immaculate manner in which he turns up for a meeting, and his gleaming spotless machine is only matched by the cleanliness with which he fights out events on the track.



"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!

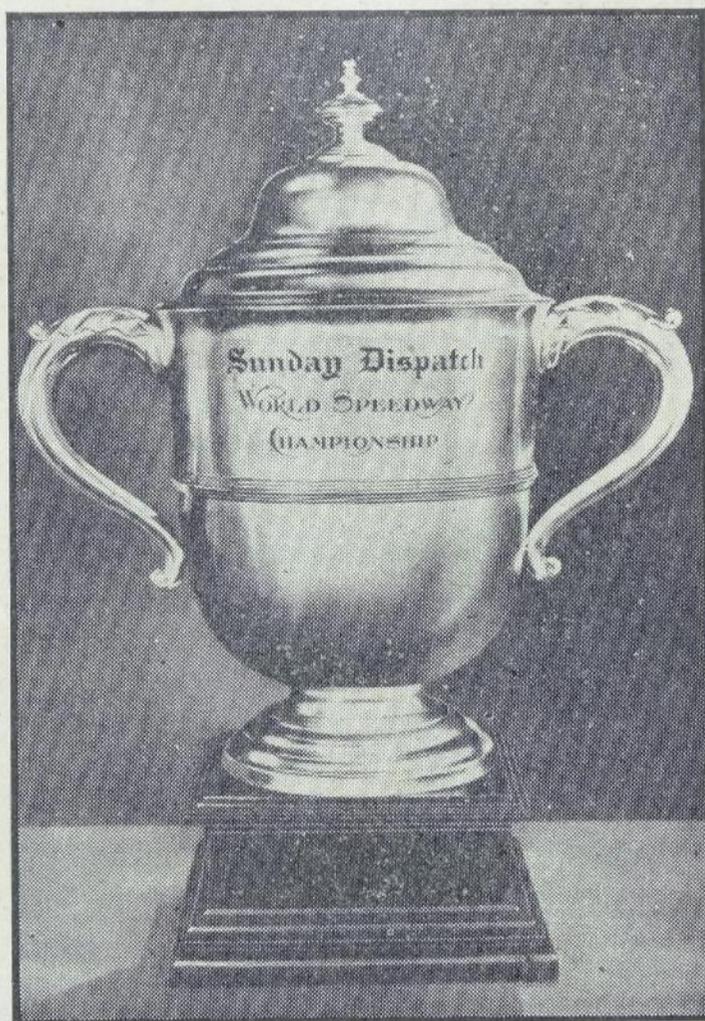
The "Sunday Dispatch" World Speedway Riders' Championship, the greatest speedway competition of all, is the brain-child of Mr. Charles Eade the Editor of this great newspaper. Though attendances may not be what they were in the golden days of 1947 '48 and '49, the enthusiasm of Mr. Eade has never waned. 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!



SQUIB'S SURVEY (cont'd from page 3)

CROMWELL, who will be witnessing their first-ever speedway meeting, and also that very well known journalist from Fleet Street—PAT REEKIE, Sports Editor of the "Sunday Dispatch," the great newspaper sponsoring this World event and donating the handsome sum of £2000 in additional prize money.

We are honoured to have them with us, and express the sincere wish that their evening in the home of the "Hunters" will be one of much enjoyment.

And now we're ready for the first notes of the familiar "Post Horn Gallop" which signals the commencement of this outstanding meeting.

Cheerio for now Folks. SQUIB.

On Parade

To-night's Competitors—in Pen Picture

BILL KITCHEN. No man can aspire to greater honour than skippering the "Lions" through as many campaigns as Bill, and no-one deserves more this measure of fame. Now in the veteran class, he started racing in 1933 with Belle Vue where he was a strong link until war broke out. After hostilities he joined the Wembley team to show he had lost none of his former dash by becoming second highest scorer in the Division in 1947. Individual feats have been many including the holding of the British Match Race title until Jack Parker annexed it, second in the 1946 and 1947 Wembley Finals, the latter only after a run-off when he had tied with Jack Parker, and cups and trophies from many tracks adorn his home. Was injured last year, but is now among the leading "Lions" where he belongs.



TREVOR REDMOND. Architect of so many Aldershot victories, Trevor is one of the finest riders yet to come from New Zealand, with a natural style that brings him many race points wherever he rides. The "Shots" took a chance on him in 1950 by completing his contract forms before they had even seen him. The gamble must surely have been one of the most successful ever, for this young and rising star has amply repaid the trust reposed in him. Apart from being almost unbeatable on the Tongham circuit he is infrequently bettered away from home and now holds the Third Division Match Race Championship. There are many First and Second Division teams who would like to add him to their books, but Trevor is happy to linger awhile where he is.

JEFF MARDON. A newcomer to English racing, this is the first season that Jeff has ventured outside his native New Zealand, but his form over here leaves him with no regrets that he took the step. He rode regularly at Christchurch against the established Kiwi stars and often met visiting English Test men who were touring the Dominion, and Australians spending part of their racing season out there. His final ranking of No. 11 was therefore a very good show which justified Aldershot's anxiety to sign him. For the "Shots" he has ridden with great promise and bids fair to rival Trevor Redmond for high scores before this season is out.



VIC GENT. Born in the port that produced so many of our old-time mariners, Plymouth, Vic sought to emulate their deeds on the track rather than on the ocean, gaining experience on the Army speedways with the B.A.O.R. After war service that occupied seven years of his life he returned to England and gave up his old job of signwriting to join Plymouth in the Third Division of 1947. He soon advanced to the position of a leading scorer with them, staying there until he moved to Exeter in 1949. With the "Falcons" he has done very well, having a good deal to do with the Devon club's high position in the current league tables.

HUNTERS' 1951 FIXTURE LIST AND RESULTS

HOME				AWAY.					
Mar.	23	EMB	Coventry	W44-40	Mar.	24	EMB	Coventry	L 33-51
"	26	Ch.	Oxford (2.00)	W62-22	"	26	Ch.	Oxford	W55-28
"	30	CS.	Liverpool	W61-23	Apl.	5	CS.	Sheffield	L 40-44
Apl.	6	CS.	Halifax	W57-27	"	9	CS.	Cradley Heath	W46-36
"	13	CS.	Cradley Heath	W54-30	"	16	CS.	Liverpool	L 38-46
"	20	CS.	Hanley	W52 1/2-31 1/2	"	18	CS.	Halifax	L 30-54
"	27	CS.	Sheffield	W50-34	"	28	CS.	Hanley	L 39-45
May	4	Ch.	Americans	W52-32	May	12	NT.	Edinburgh	L 29-78
"	11	NT.	Edinburgh	L46-62	"	23	NL.	Fleetwood	L 36-48
"	14	NL.	Motherwell (2.30)	W52-32	"	27	Ch.	Americans (Dublin)	L 32-52
"	18	NL.	Oxford	W50-34	Jun.	4	NL.	Newcastle	W47-36
"	25	Int.	Britain v Overseas	O 59-48	"	6	NL.	White City	L31-53
Jun.	1	NL.	Newcastle	W60-24	"	23	NL.	Hanley	L 34-50
"	8	NL.	Halifax	L40-44	"	30	NL.	Coventry	L 41-43
"	15	NL.	Liverpool	W58-26	July	9	NL.	Walthamstow	L 25-59
"	22	Ch.	New Zealand Eight	L 36-48	"	18	NL.	Halifax	—
"	29	Ch.	Southampton	W55-29	"	28	NL.	Norwich	—
July	6	NL.	Edinburgh	W47-37	Aug.	6	NL.	Cradley (7.45)	—
"	13	Rd. 2	World Championship	—	"	7	NL.	Yarmouth	—
"	20	Ch.	Coventry	—	"	13	NL.	Liverpool	—
"	27	NL.	Yarmouth	—	"	14	NL.	Ashfield	—
Aug.	3	NL.	Walthamstow	—	"	16	MC.	Long Eaton	—
"	6	NL.	Cradley Heath (2.30)	—	"	25	NL.	Edinburgh	—
"	10	MC.	Long Eaton	—	"	27	NL.	Motherwell	—
"	17	NL.	White City	—	Oct.	4	NL.	Oxford	—
"	24	NL.	Ashfield	—					
"	31	NL.	Coventry	—					
Sep.	7	OM.	Open Meeting	—					
"	14	MC.	Midland Cup	—					
"	21	NL.	Fleetwood	—					
"	28	NL.	Hanley	—					
Oct.	5	OM.	Open Meeting	—					
"	12	NL.	Norwich	—					

Note: This fixture list is subject to alteration. Should any prove necessary, a notice to that effect will appear in the programme. Abbreviations used: NL, National League; NT, National Trophy; CS, Central Shield; MC, Midland Cup; EMB, East Midlands Bowl; Ch., Challenge Match; OM, Open Meeting.

NATIONAL LEAGUE DIVISION II (Up to and including July 6th)

Team	P.	W.	D.	L.	F.	A.	Pts.
Norwich	9	7	—	2	446	309	12
LEICESTER	11	6	—	5	498	425	12
Halifax	10	6	—	3	434	406	12
Cradley Heath	8	6	—	2	404	256	12
Coventry	6	5	1	—	275	228	11
Liverpool	13	5	—	8	491	593	10
White City	11	5	—	6	474	450	10
Hanley	8	5	—	3	367	304	10
Edinburgh	7	5	—	2	341	246	10
Oxford	12	4	1	7	480	527	9
Fleetwood	12	4	1	7	416	580	9
Walthamstow	9	4	—	5	402	353	8
Yarmouth	9	4	—	5	339	416	8
Motherwell	9	3	1	5	371	385	7
Newcastle	12	3	—	9	412	594	6
Ashfield	6	2	—	4	218	286	4

NATL. LEAGUE AND CENTRAL SHIELD SCORE CHART

(Up to and including July 7th).

Rider	Mchs.	Sts.	Pts.	Team Ttl. Pts.	Match Aver.
Len Williams	10	39	82	6 88	8-26
Harwood Pike	20	78	144B	15 159B	8-18
Lionel Benson	21	70	129	9 138	7-89
Jock Grierson	15	53	86	18 104	7-85
Les Beaumont	21	84	133	29 162	7-71
Cyril Page	21	75	124	13 137	7-31
Rob Wilson	19	58	89	14 103	7-10
Joe Bowkis	21	82	124	14 138	6-73
Mick Mitchell	1	3	4	1 5	6-25
J. Carpenter	14	35	40	6 46	5-26
Vic Pitcher	5	11	10	2 12	4-36

FRIDAY, JULY 20th, 1951, at 7.45 p.m.

A Great Local Challenge Match

**NEXT
HAPPY
HUNTERS
MEET:**

LEICESTER "Hunters"

v.

COVENTRY "Bees"

Challenging the 43-41 Victors
of June 30th to a return encounter

NOTE.—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.