

SOUVENIR



PROGRAMME

“Sunday Dispatch”

SPEEDWAY RIDERS

1951
CHAMPIONSHIP
OF THE WORLD

CHAMPIONSHIP ROUND

BRISTOL

SPEEDWAY

F R I D A Y

AUGUST 31ST

ONE SHILLING

BRISTOL SPEEDWAY

KNOWLE STADIUM, BRISTOL 4

Phone Whitchurch 2121

Directors: E. P. ALLEN, G. A. ALLEN, H. J. H. APPLETON, P. H. APPLETON.

Promoters: BRISTOL SPEEDWAY LIMITED.

Track Licence 601

OFFICIALS:

Steward ..	..	..	..	..	..	..	..	C. H. KING
Timekeeper	..	..	..	..	..	..	..	V. C. ANSTICE

(Appointed by the A.C.U.)

Manager	..	..	..	..	..	..	..	G. A. ALLEN
Clerk of the Course	..	..	..	..	..	..	..	E. FELLOWS
Team Manager	..	..	..	..	..	..	..	W. J. HAMBLIN
Machine Examiner	..	..	..	..	..	..	..	E. FELLOWS
Announcer	..	..	..	..	..	..	..	J. MORRIS
Medical Officer	..	..	..	..	..	..	..	W. BARRY WILLIAMS
Flag Steward	..	..	..	..	..	..	..	W. MORTIMER
Starting Line Marshal	..	..	..	..	..	..	..	W. LATCHEM
Pit Marshal	..	..	..	..	..	..	..	P. HUMPHREY

OFFICIAL LENGTH OF TRACK—290 YARDS

4-Lap Track Record—61 2/5th secs.—held by **DICK BRADLEY**
Equalled by **BILLY HOLE**

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.

RIGHT OF ADMISSION RESERVED

Next Saturday's Meeting

At 7.30 p.m.

NATIONAL LEAGUE MATCH

BRISTOL v. HARRINGAY

SATURDAY, SEPTEMBER 8th.



What's What



HULLO EVERYBODY,

The 1951 Speedway Championship of the World has already produced plenty of surprises and there may be yet a few more in store for us before the victor is handed his cheque for £500 and the *Sunday Dispatch* Cup, which is the ultimate ambition of every rider.

The last two meetings of the Championship round take place to-night, one here, and the other at Harringay, and on the results of these will depend who are to be the sixteen riders to contest for the supreme prize at Wembley on September 20th.

It looks as though the younger generation will be well represented and many shrewd observers think that one of these will be able to snatch the coveted crown. A Final Night, however, is much more than just a test of skill and ability: it is a trial of nerves to even the most seasoned rider, and it is usually the man who can rise to a great occasion who battles through to win. So it remains to be seen whether youth can prevail against experience in an ordeal, which is quite unlike anything they have come up against in the preliminary rounds.

The sixteen riders here to-night are on the second leg of trying to score as near the maximum of 30 points as they can on the aggregate of two meetings. To be sure of qualifying it will probably need well over 20 points and you will see from the tables on page 15 that only those who can score double figures this evening have much hope. We will therefore be witnessing a terrific contest in which the loss of one point may make the difference as to whether or not a rider achieves the honour of appearing before a crowd of close on 100,000 people and many distinguished guests at the Empire Stadium. It always requires a stout heart, much skill and hard riding to get to Wembley, but whoever emerges as top point scorer from the galaxy of talent here to-night will have proved himself of outstanding ability regardless of where he may be in the Final, even though he might still fail to qualify.

We must wish special luck to our own four, Bill, Jack, Dick and Chris, and keep our fingers crossed in the hope that, in spite of the quality of the opposition, at least one of them will score enough points for us to have a Bristol representative on September 20th.

Mr. Pat Reekie is here to present the cheque for £50 on behalf of the *Sunday Dispatch* to the top point scorer to-night, and I would not like to make any attempt to forecast who that will be, but as I have already said, whoever it is, he most certainly will have put up a really brilliant performance to come out top in this company.

Next week, all being well, and if there are not further changes in the Fixture List, we will be entertaining Harringay here on Saturday, instead of Friday, at the usual time in a League match. If there should be any alteration to that we should be able to let you know to-night, otherwise that is a definite date for Saturday, September 8th, at 7.30 p.m. It will be quite a change to see League racing again on our own track after a lapse of six weeks!

I hope to be able to stage the final of our Bristol Speedway Queen Competition that night; with such a bevy of beauty and talent which we have to choose from it is not going to be easy to decide the winner to receive the £25 prize.

We may be able to get the results at Harringay to-night before you go home, in which case we can complete the score charts and work out who will be in the sixteen in the Final, if not you will be able to fill them in from your paper to-morrow morning.

Yours sincerely,

GEORGE ALLEN.

Championship Flashback

BOB HATSELL says . . . VETERAN JACK WAS A GREAT WINNER

THERE'S always something different about Championship speedway. Its hard riding . . . every man for himself . . . a big reward for top scorers . . . and most important of all . . . the chance of winning the greatest prize in the sport.

So to-night I want to "re-stage" in my column what happened at Bristol's Championship meeting exactly twelve months ago.

Remember the occasion? A crowd of 18,469 watched some sparkling speedway with veteran Jack Parker a great winner in all his races.

It was the night when I asked the Belle Vue skipper when he was going to retire. He replied: "Maybe the end of the season, or perhaps in another ten years. Who knows?" Jack is saying the same thing to-day, and he is among the cream of the speedway world drawn for the Bristol round to-night.

Bill Hole, Dick Bradley and Jack Young were also in Championship racing at Bristol last year, and so was that Australian ace, Vic Duggan, who rode a new machine and was hoping to improve his gate-work on the Knowle circuit, but finished five points behind Parker.

Here are some "flashbacks" from my report of that famous Bristol meeting:

The fortune of the Bristol riders did not run too high. Geoff Pymar scored nine points—he was the only Bristol competitor to win any heats—but Bill Hole, a plucky trier after his Dublin accident, and given a big ovation by the crowd, was unable to strike his top-grade exhibitions. He scored four points and suffered two nasty spills. It is going to take the Bristol captain several outings to get that supreme control and pace he showed before the Irish trip.

The fastest time last night was 64 sec., clocked by Australian ace, Vic Duggan.

Parker's speed off the concrete was terrific. He never had to fight from behind. Craven also blazed into a first corner lead three times in a row and the climax of the meeting was heat 17 when Parker and Craven met for the first time and led the "field" with 12 and 11 points respectively.

But drawn inside, the Belle Vue star literally rocketted out of the gate—and that was that. It gave him his maximum and the £50 cheque, presented by Mr. Pat Reekie, Sports Editor of the *Sunday Dispatch*. The crowd was alarmed to see Bill Hole come crashing down at the second turn when in the lead (in heat 16). Team colleague Geoff Pymar did some quick thinking to miss his fallen captain, and then in heat 19 the race was stopped because of a serious pile-up.

Bill Hole and Les Hewitt collided coming out of the first corner, and Dent Oliver "collapsed" his machine in a desperate effort to avoid running over the Bristol skipper.

The long-awaited Parker v. Duggan clash occurred in Heat 2—Bill Hole's first public ride since his injury—and this was the start of Parker's five in a row.

The dynamic Jack Young, who had scored 29 points in his first two meetings, won his only Bristol heat when dashing from last to first in heat 3, a remarkable pits corner burst.

This is how the points were scored: J. Parker (Belle Vue) 15, M. Craven (West Ham) 12, J. Young (Edinburgh) 10, V. Duggan (Harringay) 10, A. Payne (Birmingham) 10, K. Sharples (Belle Vue) 10, G. Pymar (Bristol) 9, B. Longley (New Cross) 8, D. Oliver (Belle Vue) 8, C. Cullum (Belle Vue) 6, B. Roger (New Cross) 6, L. Mitchell (Hanley) 5, G. Wilks (Wembley) 4, B. Hole (Bristol) 4, J. Hole (Bristol) 1, D. Bradley (Bristol res.) 1, L. Hewitt (Coventry) 0.

* * * Well, there it is. That's what happened at this track in the last World Championship meeting. I want to make one odds-on forecast. After to-night's meeting Bill Hole and Dick Bradley will have more than a total of five points between them . . . as we saw last year!

NEW FACES AT WEMBLEY

By BILL OTTEWILL

(*Bristol Evening Post Speedway Correspondent*)

Not since 1938 has Bristol been represented at the World Speedway Championship final at Wembley.

Thirteen years ago, Bristol's famous American captain, Cordy Milne, was top scorer with 14 points at the Knowle meeting, and went on to finish joint fifth in the final at Wembley, which was won by the late Bluey Wilkinson.

Will Bristol's skipper, Billy Hole, follow in Milne's footsteps tonight? Last year, Hole pluckily rode in the Bristol round with his leg—broken in a crash at Dublin a few weeks earlier—in a specially strengthened and padded boot. He scored only four points.

But tonight, after scoring 9 points at Birmingham, against very tough opposition, he stands a good chance of reaching the last 16 at Wembley.

So does the Bulldogs' Dick Bradley, who rode brilliantly at New Cross to notch 10. Another dozen to-night should ensure him of a place in the Wembley line-up. Good going for the young man who told team manager Bill Hamblin at the start of last season that he would like a transfer as he did not feel he was up to First Division standard!

But, irrespective of whether our own Bill Hole and Dick Bradley reach the final, there are sure to be some new faces at Wembley this year. Many of the old favourites will still be in the last 16, but the young post-war discoveries are putting up a fierce challenge.

Last year, 'teenager Ronnie Moore startled the veterans by becoming the youngest rider ever to win through to the final, while the Second Division was represented by Edinburgh's Jack Young.

Just take a look at the 16 who were at Wembley last season: F. Williams (Wembley), J. Young (Edinburgh), R. Moore (Wimbledon), W. Green (West Ham), A. Payne (Birmingham), S. Waterman (Harringay), T. Price (Wembley), D. Dunton (Harringay), G. Warren (Birmingham), C. Brine (Wimbledon), V. Duggan (Harringay), A. Lawson (West Ham), J. Parker (Belle Vue), R. Clarke (Bradford), J. Biggs (Bradford), and Dent Oliver (Belle Vue).

Who will be the "new boys" this time? Bob Leverenz? Bruce Semmens? Alan Hunt? If they don't make it this year, their turn must surely come.



By A. C. HAIN

(*"Kim"*, *"Bristol Evening Post"*)

To-night's the night. Bristol's "Little Wembley" switches the Turpin-Sugar Ray World Championship spotlight from Broadway to the Bulldogs' Festival Night, as West Country speedway supporters get a chance of picking their fancy for the Big Line-up at the Empire Stadium. B.R.I.S.T.O.L., marching along together with Jack Parker, (fourth behind Jack Milne, former Bristol Bulldog, Wilbur Lamoreaux and Cordy Milne in the All-American one-two-three in 1937), will be the "orange and blacks", Billy Hole, Dick Bradley, Jack Mountford and Chris Boss.

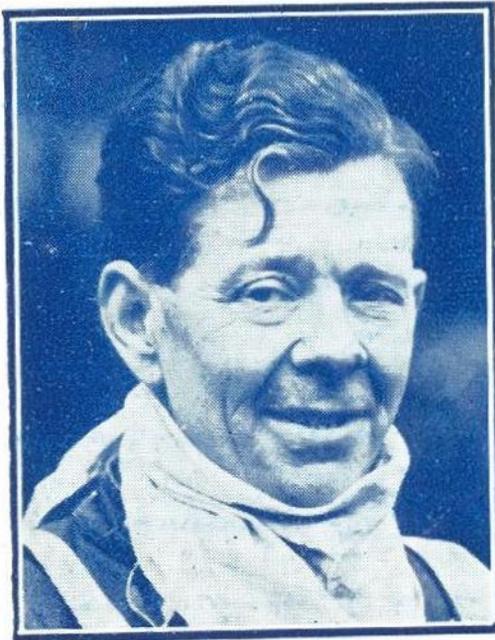
Norman Parker, fourth with 10 points when "big brother" Jack missed the championship two years ago by a point (15—14) to Tommy Price, will also share these Big-Night thrills. Jack Young, the rising young star from Edinburgh, an outsider fancied to win at Wembley, and a hot-tip north of the Border, heads a popular Scottish contingent.

Conversation piece: Will Billy Hole make the grade, and so give his thousands of fans a personal interest in the Wembley Final, a thrill as yet denied Bulldogs' supporters. Eleven points against such opposition as to-night's is a big proposition, but the Bristol captain is not likely to be overawed by the Great Occasion on September 20th. Dick Bradley, too, has a sporting chance. Can he pull it off? One thing is certain, that should either of these post-war discoveries of the cinder track get through, Maestro Jack Parker will be the first to offer congratulations.



ON the following pages we introduce our visitors and home riders for the Championship meeting, giving brief details of each rider's career and some of their outstanding achievements on the track.

This is an opportunity for the supporters to meet the boys, thanks to the efforts of *Bristol Evening World* in providing photographs and riders' pen-pictures.



Jack Parker (Belle Vue)

Comes from Birmingham, and Jack says he was born in 1908. One of the greatest riders the sport has ever produced. Has won everything there is to win in speedway . . . except the World Championship Crown. Recently lost his Match Race title to Split Waterman. Signed his first contract with Southampton in 1931. Won the British title in 1947. Scored 272 league points last season.



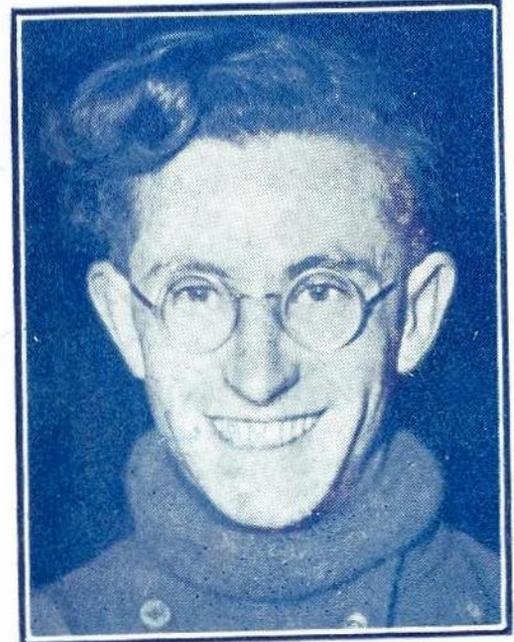
Frank Hodgson (White City)

Born in Middlesbrough in 1911. Was formerly a sign-writer at Hackney Wick Stadium. Watched the riders in action and decided to try the sport himself. First rode at Dagenham 15 years ago. Was with Nottingham the following year and then captained Hackney Wick. Served with the R.A.F. during the war and came back to skipper Middlesbrough in 1946.



Eric Boothroyd (Birmingham)

Age 24 and Halifax-born. During the war served with the Parachute Regiment and made several landings. His speedway career started in Germany where he was "attached" to the Saints Hanomag Club, Hanover. Demobbed in December, 1949, and joined Tamworth. That was at the start of the 1950 season. Later he moved to Cradley Heath and at present with the Brummies.



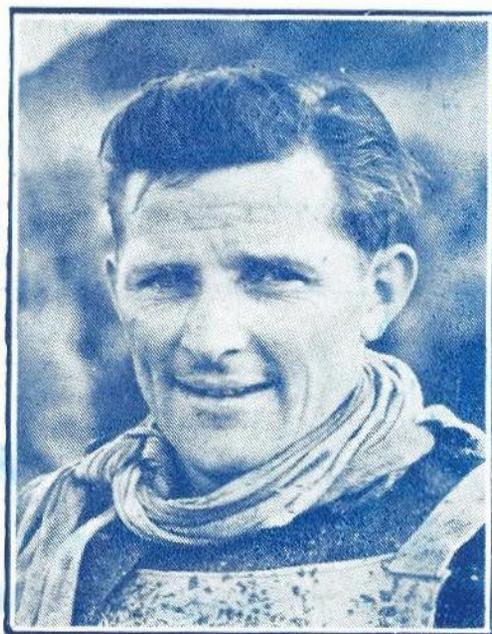
Phil Clarke (Norwich)

Norwich-born, and is 29. One of the few riders to race in spectacles. Really got a big chance with the Norwich club in 1947 when taking the place of an injured rider and scored half a dozen points. Last season netted 258 league points for Norwich and in 1949 it was 356. Former holder of the Silver Helmet Championship. Riding particularly well this year.



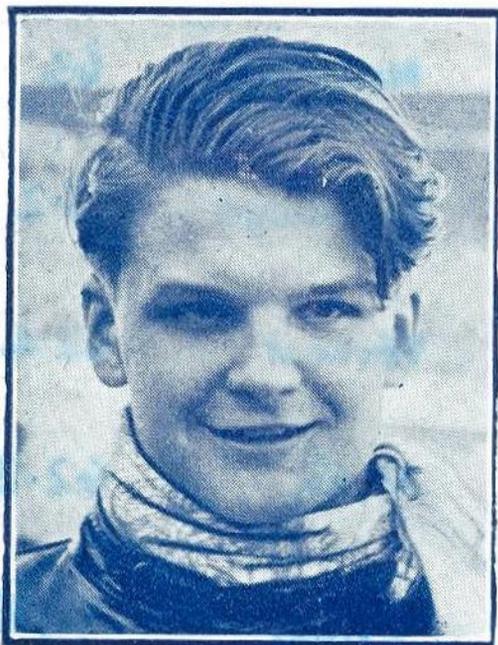
Dick Bradley (Bristol)

Born Swindon 1925 and already tipped as one of the top boys of the future. Has scored well over 200 league points for the Bulldogs this season, and was two behind Bill Hole last year. Started his career as a grass-track specialist and old Bristol favourite Roger Wise brought Bradley to Bristol. Since that day he has made one hundred per cent. progress. A great fighter, home and away.



Jack Young (Edinburgh)

Born Australia 1926, and one of the finest riders in speedway to-day. Outstanding in Test racing for the Aussies and has already been tipped as a Wembley champion. Jack knows his way round the Bristol circuit and last year was top of the Second Division league points list with 282. Only arrived in England two years ago and is worth his weight in gold with Edinburgh.



Arthur Forrest (Halifax)

Age 19, born in Bradford, and one of the most likeable youngsters in speedway. Has ridden at Bristol before. Was given his chance in second-half events at Odsal in 1948 and is said to have used prize-money won at horse-trotting racing to buy his first machine. Was with Halifax in 1949. Scored 205 league points last year and 420 the year before. England Test rider.



Bill Hole (Bristol)

Born Bath 1919 and Bristol's popular captain who is right back in his best form. Member of the well-known speedway family, and former holder of the Silver Helmet title. Was with the Bulldogs in 1946, led them to Second Division Championship honours two years in succession and then into the senior section. Joint holder of the Bristol track record with Dick Bradley.

FOUR LAPS
CLUTCH START
ON POINTS

PROGRAMME OF EVENTS

(Held under the Regulations of the Speedway Control Board. Permit No S.P.950)

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

SPEEDWAY CHAMPIONSHIP OF THE WORLD 1951

(CHAMPIONSHIP ROUND)

No.	Riders No.	Grid No.	Riders No.	Grid No.
Heat 1	1 NORMAN PARKER (R)	1	3 ERIC BOOTHROYD (W)	3
	2 EDDIE RIGG (B)	2	4 JACK YOUNG (Y)	4
RESULT 1st <i>Rigg</i> 2nd <i>Parker</i> 3rd <i>Young</i> Time <i>61.8</i>				
Heat 2	5 JACK HODGSON (R)	1	7 BILL HOLE (W)	3
	6 CHRIS BOSS (B)	2	8 ARTHUR FORREST (Y)	4
RESULT 1st <i>Hole</i> 2nd <i>Forrest</i> 3rd <i>Sainsbridge</i> Time <i>62.4</i>				
Heat 3	9 ROY CRAIGHEAD (R)	1	11 ERIC CHITTY (W)	3
	10 FRANK HODGSON (B)	2	12 TOMMY MILLER (Y)	4
RESULT 1st <i>Chitty</i> 2nd <i>Craighead</i> 3rd <i>Hodgson</i> Time <i>63.8</i>				
Heat 4	13 PHIL CLARKE (R)	1	15 DICK BRADLEY (W)	3
	14 JACK MOUNTFORD (B)	2	16 JACK PARKER (Y)	4
RESULT 1st <i>Bradley</i> 2nd <i>Mountford</i> 3rd <i>Clarke</i> Time <i>62.2</i>				
Heat 5	2 EDDIE RIGG (R)	1	9 ROY CRAIGHEAD (W)	3
	5 JACK HODGSON (B)	2	13 PHIL CLARKE (Y)	4
RESULT 1st <i>Craighead</i> 2nd <i>Clarke</i> 3rd <i>Sainsbridge</i> Time <i>64</i>				
Heat 6	1 NORMAN PARKER (R)	2	10 FRANK HODGSON (W)	3
	6 CHRIS BOSS (B)	1	14 JACK MOUNTFORD (Y)	4
RESULT 1st <i>Parker</i> 2nd <i>Boss</i> 3rd <i>Mountford</i> Time <i>63</i>				
Heat 7	3 ERIC BOOTHROYD (R)	3	11 ERIC CHITTY (W)	4
	7 BILL HOLE (B)	2	15 DICK BRADLEY (Y)	1
RESULT 1st <i>Hole</i> 2nd <i>Chitty</i> 3rd <i>Boothroyd</i> Time <i>63.2</i>				
Heat 8	4 JACK YOUNG (R)	1	12 TOMMY MILLER (W)	3
	8 ARTHUR FORREST (B)	2	16 JACK PARKER (Y)	4
RESULT 1st <i>Parker</i> 2nd <i>Young</i> 3rd <i>Forrest</i> Time <i>62.4</i>				
Heat 9	2 EDDIE RIGG (R)	3	11 ERIC CHITTY (W)	2
	6 CHRIS BOSS (B)	4	16 JACK PARKER (Y)	1
RESULT 1st <i>Parker</i> 2nd <i>Boss</i> 3rd <i>Rigg</i> Time <i>62.8</i>				
Heat 10	1 NORMAN PARKER (R)	3	12 TOMMY MILLER (W)	1
	5 JACK HODGSON (B)	4	15 DICK BRADLEY (Y)	2
RESULT 1st <i>Parker</i> 2nd <i>Bradley</i> 3rd <i>Miller</i> Time <i>62.8</i>				

INTERVAL

Heat 11	2 EDDIE RIGG (R)	4	12 TOMMY MILLER (W)	2
	7 BILL HOLE (B)	1	14 JACK MOUNTFORD (Y)	3
RESULT 1st <i>Hole</i> 2nd <i>Rigg</i> 3rd <i>Mountford</i> Time <i>63.2</i>				
Heat 12	4 JACK YOUNG (R)	3	10 FRANK HODGSON (W)	1
	7 BILL HOLE (B)	4	13 PHIL CLARKE (Y)	2
RESULT 1st <i>Young</i> 2nd <i>Hole</i> 3rd <i>Clarke</i> Time <i>61.8</i>				
Heat 13	3 ERIC BOOTHROYD (R)	4	9 ROY CRAIGHEAD (W)	2
	8 ARTHUR FORREST (B)	3	14 JACK MOUNTFORD (Y)	1
RESULT 1st <i>Forrest</i> 2nd <i>Boothroyd</i> 3rd <i>Mountford</i> Time <i>63.8</i>				

Craighead

No.	Riders No.	Grid No.	Riders No.	Grid No.
Heat 14	1 NORMAN PARKER (R)	2	11 ERIC CHITTY (W)	3
	8 ARTHUR FORREST (B)	1	13 PHIL CLARKE (Y)	4
RESULT 1st <i>Parker</i> 2nd <i>Chitty</i> 3rd <i>Forrest</i> Time <i>63.2</i>				
Heat 15	3 ERIC BOOTHROYD (R)	1	10 FRANK HODGSON (W)	4
	5 JACK HODGSON (B)	3	16 JACK PARKER (Y)	2
RESULT 1st <i>Boothroyd</i> 2nd <i>Parker</i> 3rd <i>Hodgson</i> Time <i>65.2</i>				
Heat 16	4 JACK YOUNG (R)	2	9 ROY CRAIGHEAD (W)	4
	6 CHRIS BOSS (B)	3	15 DICK BRADLEY (Y)	1
RESULT 1st <i>Bradley</i> 2nd <i>Young</i> 3rd <i>Craighead</i> Time <i>63.2</i>				
Heat 17	2 EDDIE RIGG (R)	1	10 FRANK HODGSON (W)	3
	8 ARTHUR FORREST (B)	2	15 DICK BRADLEY (Y)	4
RESULT 1st <i>Bradley</i> 2nd <i>Rigg</i> 3rd <i>Forrest</i> Time <i>63.4</i>				
Heat 18	1 NORMAN PARKER (R)	4	9 ROY CRAIGHEAD (W)	1
	7 BILL HOLE (B)	2	16 JACK PARKER (Y)	3
RESULT 1st <i>J. Parker</i> 2nd <i>N. Parker</i> 3rd <i>Hole</i> Time <i>63.4</i>				
Heat 19	3 ERIC BOOTHROYD (R)	2	12 TOMMY MILLER (W)	1
	6 CHRIS BOSS (B)	4	13 PHIL CLARKE (Y)	3
RESULT 1st <i>Boss</i> 2nd <i>Clarke</i> 3rd <i>Boothroyd</i> Time <i>6</i>				
Heat 20	4 JACK YOUNG (R)	4	11 ERIC CHITTY (W)	1
	5 JACK HODGSON (B)	2	14 JACK MOUNTFORD (Y)	3
RESULT 1st <i>Young</i> 2nd <i>Mountford</i> 3rd <i>Chitty</i> Time <i>3</i>				

GOD SAVE THE KING

RIDERS' INDIVIDUAL SCORE CHART

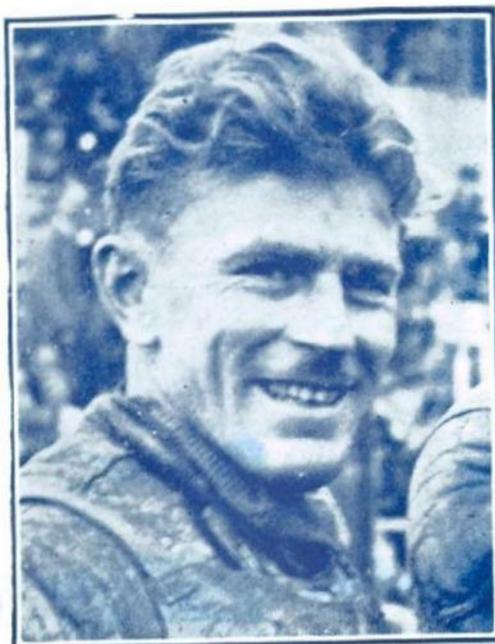
	1	2	3	4	5	Ttl.	1	2	3	4	5	Ttl.	
1 Norman Parker Wimbledon-England	2	3	3	3	2	13	9 Roy Craighead Poole-England	2	3	1	1	0	7
2 Eddie Rigg Bradford-England	3	0	1	2	2	8	10 Frank Hodgson White City-England	1	0	0	1	0	2
3 Eric Boothroyd Birmingham-Eng.	0	1	2	3	1	7	11 Eric Chitty West Ham-Canada	3	2	0	2	1	8
4 Jack Young Edinburgh-Australia	1	2	3	2	3	11	12 Tommy Miller White City-Scotland	0	0	1	0	0	1
5 Jack Hodgson White City-England	1	1	0	0	0	2	13 Phil Clarke Norwich-England	1	2	1	0	2	6
6 Chris Boss Bristol-Wales	0	2	2	0	3	7	14 Jack Mountford Bristol-England	2	1	1	0	2	6
7 Bill Hole Bristol-England	3	3	3	2	1	12	15 Dick Bradley Bristol-England	3	0	2	3	3	11
8 Arthur Forrest Halifax-England	2	1	3	1	1	8	16 Jack Parker Belle Vue-England	0	3	3	2	3	11

Res. Johnny Hole



Roy Craighead (Poole)

Is 35 and born at Eltham. Was a Sergt.-Pilot with the R.A.F. during the war, and with Fred Williams and Bill Gilbert spent many "off duty" hours practising at Rye House. Made occasional appearances with Wembley in 1946 and two years later had a regular place with the Lions. Went to Southampton and then Poole. League points last year totalled 202.



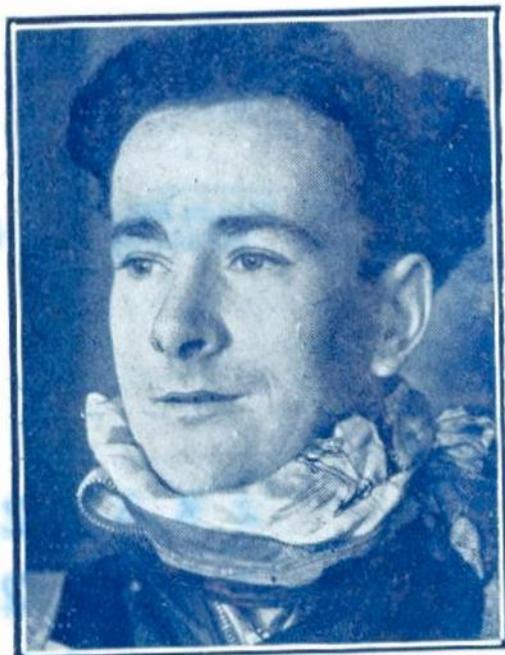
Eric Chitty (West Ham)

Born Toronto, Canada, and is now 42. The most successful Canadian rider to visit this country. Started speedway in 1933 and won the Canadian title the following year. Came to England in 1936, rode for West Ham, and his first victory over here was on Good Friday of that year. Won the London Riders' Championship, toured with ENSA team during the war.



Jack Mountford (Bristol)

Born Salisbury 1923 and it was trial riding and grass meetings that originally attracted him to speedway. One of the "founder" members of the post-war Bristol team in 1946, and although injuries and poor health often kept him from the top of the ladder, he gradually proved one of the Bulldogs' stalwart riders. Best season ever was 1949 when he played a great part in Bristol's record-breaking year with 382½ league points.



Tommy Miller (White City)

He is 24, was born at High Blantyre, and is the greatest Scottish post-war discovery. Rode his first machine in 1949 and was signed by Ian Hoskins the following year, when riding at the Bothwell training track. Completed 1950 as White City's top scorer, broke the Wembley 3-lap record with his first visit, holds records at Motherwell, Coventry, and Edinburgh. First Scot to be capped for England.



Norman Parker (Wimbledon)

Born Birmingham 1909. Brother of the Maestro Jack and first rode with Coventry in 1929. A great tactician and fine leader who has been with Harringay. His partnership with brother Jack for England in the 1948 Test matches was one of the high spots of post-war racing. Could not take the Match Race crown from Jack, but in First Division racing last year was again over the 200 mark.



Chris Boss (Bristol)

Born Barry Island. Age 23. One of the post-war boys who has pulled out some splendid performances in the First Division this year. Won the Junior League Championship for Bristol with Johnny Hole and also claimed 50 league points last year in First Division league racing. One of those plucky newcomers to speedway who has the spirit of a lion.



Eddie Rigg (Bradford)

Born Burnley 1919, and going better than ever this season. Chosen for England and did well at Bristol last month with the Odsal team. Was with the R.A.F. in Italy during the war and rode at Bari. Was given plenty of encouragement by old-timers Eric and Oliver Langton and midway through 1948 was offered a place in the Bradford line-up. League points last year, 193.



Jack Hodgson (White City)

Born Middlesbrough, age 36, one of the famous Hodgson brothers who have a big following all over the country. Was with the R.A.F. during the war and when demobilised in 1946 asked Middlesbrough for a trial. Quickly became one of their most consistent scorers. Ridden at Bristol many times and one of his best league racing achievements was to score 323 points in 1949.

BRISTOL SPEEDWAY SUPPORTERS' CLUB NOTES

By J. H. GOVIER

(Chairman, Bristol Speedway Supporters' Club)

HELLO CLUB MEMBERS,

Having been given this opportunity to write a few words, I would, on behalf of you all, like to wish Billy and Dick success in to-night's vital match which means so much to them both. To see someone in Bristol Colours riding at Wembley in the World Final Championship is the wish of all members. It seems this season we have had more applications than ever for Wembley Final tickets and we hope we can accommodate you all. It is also pleasing to note how strong the application for tickets was from our Branches. Applications for tickets will be taken in strict rotation of booking in fairness to everyone. When the tickets arrive, the dates of issue will be printed in the programme and all local papers. I would like members who have booked for Wembley tickets and not stated how they intend to travel, i.e. train, coach, or own transport, to let us know to-night at the latest, so we can put the final touches to all arrangements.

Thanking you for your co-operation.



THE BOYS DESERVED A BIGGER SHARE OF LUCK

By BILL HAMBLIN, *Bristol Team Manager*

I'm not the sort of fellow who looks for excuses when things go wrong. Far from it, but I do want to use this space to tell you supporters that it has not been a Bristol year with luck running the right way every week—you must have a certain amount of luck to get among the honours list—this happens in every type of sporting entertainment—but for some reason or another Bristol have never been able to claim a liberal supply of good fortune.

Take this season, for instance. Crowds have been down, badly down, far too many meetings have started with dull skies and threatening rain (some of them in a downpour), and the biggest drawback of all has been illness and injuries. I refer to the cases of Jack Mountford, Eric Salmon, Dick Bradley and now Geoff. Eric has been through a pretty tough time. Few supporters realise that besides ill health he has been very worried about the poor health of his wife. At one time he was warned by his doctor that a rest was essential. That was the reason for his short holiday in Cornwall. The doctor told me: "I want Eric Salmon out of racing for a week at least, otherwise he may have a bad time." Naturally we didn't mind him going. Then Jack Mountford had a full share of tonsillitis which kept him below his form for many weeks and the worst trouble of the lot was Dick Bradley's injury. Here again he was ordered a complete rest, otherwise the injury could have developed into a far more serious one. Dick stood down several races, took great care of his damaged knee until it had reached a recovery point. I still think that injury of Bradley's kept him out of the England side. Thank goodness he has staged a fine comeback. Just when we all thought Dick would have to take a long rest he came back with some wonderful riding, and I think this lad has a very fine future in Speedway. While on the subject of illness we must not forget Mike Beddoe's attack of mumps! The boys had a good laugh about this complaint, but it was pretty painful, and, of course, he had to keep out of the saddle for a while.

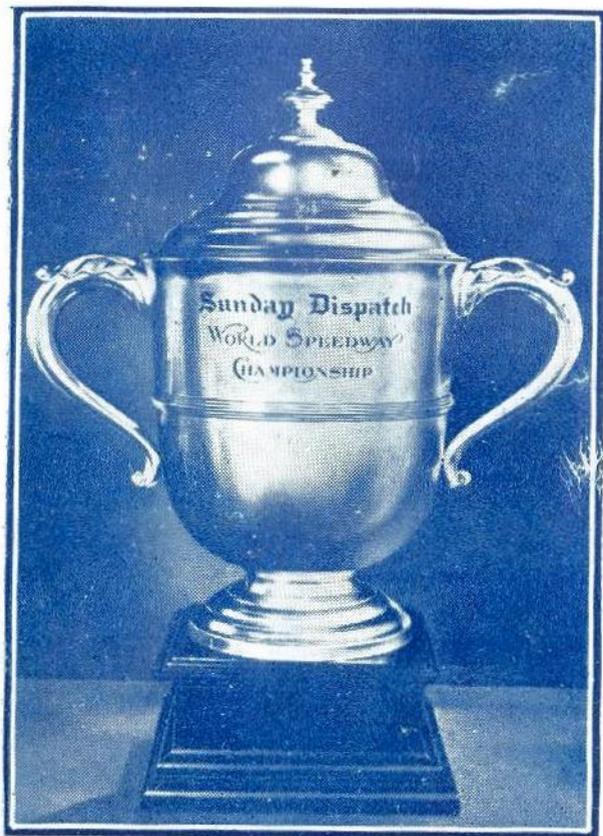
Well, these are just a few of the handicaps we had to face. Then came our unlucky spell in Ireland, after a fine meeting at Shelbourne Park, when Bill Hole scored a maximum. The next day we had gone to a lot of trouble to get bookings arranged at Chapelizod when down came the rain and the match was "off". The same thing at Norwich when the second leg of our Trophy match had to be postponed after four heats. But I have one complaint here: I don't think it was necessary to stop the fixture. The boys were all ready to keep going, whatever the weather, but the steward said "No", so that finished it!

Now over to the other side of the story—when the luck ran with us. This was undoubtedly the draw of the World Championship Rounds for Bill Hole and Dick Bradley. They both told me weeks before the draw was even made that they hoped they would get a chance at Birmingham and New Cross. That was the draw—Birmingham for Bill and New Cross for Dick. By this time we know how they got

on at their away meetings. I would like to wish these two boys, also Jack and Chris Luck to-night against some of the finest riders in the world.

Speedway is a funny game. One minute you are right on top of the world, the next minute something goes haywire and you are well and truly up against it. But whatever the run of the game with luck running for or against, I still think this Speedway of ours has something the other sports can never have—it's different, fascinating, and will always have its following whatever the Entertainment Tax launched against us.

In conclusion, just a word of thanks to all our many friends and Bristol supporters who come along with a pat on the back for the boys when things go wrong. That's what we like . . . the supporter with us all along the line.



THE "Sunday Dispatch" WORLD SPEEDWAY RIDERS CHAMPIONSHIP

By TOM STENNER

With the championship round, the gateway to the final, the *Sunday Dispatch* World Speedway Riders' Championship reaches its most exciting stage. Seventy-two riders compete, fifty-one qualifiers from the previous round and twenty-one seeded First Division stars, including Fred Williams, the title holder, and Wally Green and Graham Warren, second and third respectively in last year's final.

Everything points to racing of the highest standard with every competitor out to qualify for the great final at Wembley on September 20th. This year riders com-

pete at two meetings each instead of three as last season, a move that should mean a sharpening of interest and a sharpening of effort too on the riders' part.

The *Sunday Dispatch* World Speedway Riders' Championship provides an all absorbing topic wherever speedway clans are gathered and the prospects of each and every rider are canvassed and argued over throughout the country. The *Sunday Dispatch* deserves full marks for its unfailing support of speedway racing and this world title competition provides a rare fillip in these difficult days.

Our sport has no more loyal friend than Mr. Charles Eade, the Editor of the *Sunday Dispatch*, who spares nothing in his efforts to keep the speedway flag flying. Apart from the valuable space allotted in the columns of this great newspaper, Mr. Eade and the senior members of his staff personally visit tracks in all parts of the country, centres as far apart as Glasgow and Exeter and from Norwich cross country to Fleetwood.

The top scorer at each meeting in the championship round receives £50 from the *Sunday Dispatch* which presents a sum total of £2,000 in prize money.

The sixteen highest scorers in this round qualify for the final, of which the winner becomes World Champion and receives £500 and the world trophy, the runner-up gets £250 and the third and fourth £140 and £50 respectively.

WHERE IS SPEEDWAY HEADING?

By GRAHAM RUSSELL

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

A year ago at Bristol's World Championship meeting I flicked back through the leaves of the calendar to the early days of Speedway, to August 25th, 1928, when the strident infant sport from Australia bowed in at Knowle.

To-night let us look ahead to the speedway of the future. Let me quote from a letter I had recently from Professor A. M. Low, who, besides being an internationally known scientist, is vice-chairman of the Speedway Control Board.

He wrote: “Even cricket has altered almost out of recognition and I do feel we must be prepared to see progress in some form (in speedway) if the sport is to retain its full interest.”

Professor Low was replying to a scheme I put forward in the *Bristol Observer* for reorganising the sport. Briefly the five points were:

Six-a-side league matches over 12 heats.

A Reserve League over five heats.

An all-in-the-hat National Trophy.

A bigger first division with promotion and relegation.

A world team cup.

If you are a close follower of the sport you will have read many other suggestions since that plan was first published. Why? Because of the feeling that the sport has lost its impetus. As Stanley James of the *Sporting Record* wrote me: “The public are bored.”

The same old competitions have been run in the same way for years and the initial impact of a return to speedway after the wartime shutdown has worn away. The competitive element just is not there any more and unless something is done the same teams will be riding in the same watertight compartments before crowds growing smaller and smaller with each passing year.

It's impossible to get away from the picture that here in 1951 we are on the eve of another 1931. Please don't think I number among those who claim that speedway has “had it”.

Fundamentally the sport is sound, but it often lacks the needle atmosphere that promotion and relegation has brought to football. The time is ripe for speedway to step into line. Racing standards between the divisions have shrunk year by year—take a look at the qualifiers for this year's World title if you doubt me—and there is not much separating the average first division gate from the second. And, more than one third division club is drawing bigger weekly attendances than we are at Bristol. So why should there not be a general rate of pay with an increased allowance for the heavier maintenance costs of first division racing?

For promotion-relegation, team strengths would have to be levelled, not by general re-pooling, but by teams agreeing to release riders to strengthen weaker teams. A Utopian scheme? Well, it got to the discussion stage last winter, this close-season there may be action.

Clubs and the Riders' Association would need to set up a committee to weigh the points potential of every team and fix a datum line. Teams above this line would have to transfer a rider to a weaker club. That way there is no reason why five teams should not be promoted from division two for next season.

Objections come mainly from the London clubs who complain that “star-less” provincial teams have no box-office attraction. Can anyone honestly say that the present limited variety is much of a draw?

I expect there are many here to-night, no longer regular supporters, but drawn by the glamour of the World Championship. Thirteen years ago the late Bluey Wilkinson rode in the Bristol round, finished joint second (with Jack Parker) behind local skipper Cordy Milne, then went on to win the world title.

History could repeat itself, for it's an open points-hungry meeting. Milne was the last Bristol club-rider to reach a Wembley final—he finished fifth—and thirteen years is a long time to wait.

You name to-night's winner, I wouldn't like to guess, but I can see no one to repeat Jack Parker's performance of last year when he rode unbeaten.

A

Riders at Bristol	Points Scored 1st Leg	Points Scored 2nd Leg	Total
Eddie Rigg ..	14	8	22
Jack Young ..	12	11	23
Tommy Miller ..	11	1	12
Jack Parker ..	11	11	22
Eric Boothroyd ..	11	7	18
Norman Parker ..	10	13	23
Dick Bradley ..	10	11	21
Eric Chitty ..	9	8	17
Billy Hole ..	9	12	21
Arthur Forrest ..	8	8	16
Jack Mountford ..	6	6	12
Phil Clarke ..	6	6	12
Roy Craighead ..	3	7	10
Chris Boss ..	2	7	9
Jack Hodgson ..	1	-	-
Frank Hodgson ..	1	2	3

B

Riders at Harringay	Points Scored 1st Leg	Points Scored 2nd Leg	Total
Alan Hunt ..	15		
Split Waterman ..	15		
Ronnie Moore ..	14		
Jack Biggs ..	14		
Bruce Abernethy ..	13		
Lou Lawson ..	13		
Geoff Lloyd ..	12		
Ron Mountford ..	11		
Vic Emms ..	10		
Don Gray ..	9		
Ken Sharples ..	7		
Ken Adams ..	7		
Fred Brand ..	5		
Bob Baker ..	3		
Dick Campbell ..	0		
Guy Allott ..	0		

C

Riders with completed scores:

Aub Lawson ..	25
Fred Williams ..	24
Bob Leverenz ..	23
Ernie Roccio ..	23
Eric Williams ..	23
Cyril Brine ..	22
Geoff Mardon ..	21
Bill Kitchen ..	20
Len Williams ..	20
Johnny Reason ..	19
Bob Oakley ..	19

D

Riders in Final at Wembley, 20th September:

	Total Score:
1. J. BIGGS	
2. S. WATERMAN	
3. A. HUNT	
4. L. LAWSON	
5. R. MOORE	
6. F. WILLIAMS	
7. E. RICCIO	
8. E. WILLIAMS	
9. B. LEVERENZ	
10. J. YOUNG	
11. N. PARKER	1
12. A. ..	
13. L. LAWSON	
14. C. BRINE	
15. E. RIGG	
16. J. LLOYD	

Riders with the highest aggregate in Tables A, B and C will ride at Wembley.

BRISTOL BULLDOGS 1951

