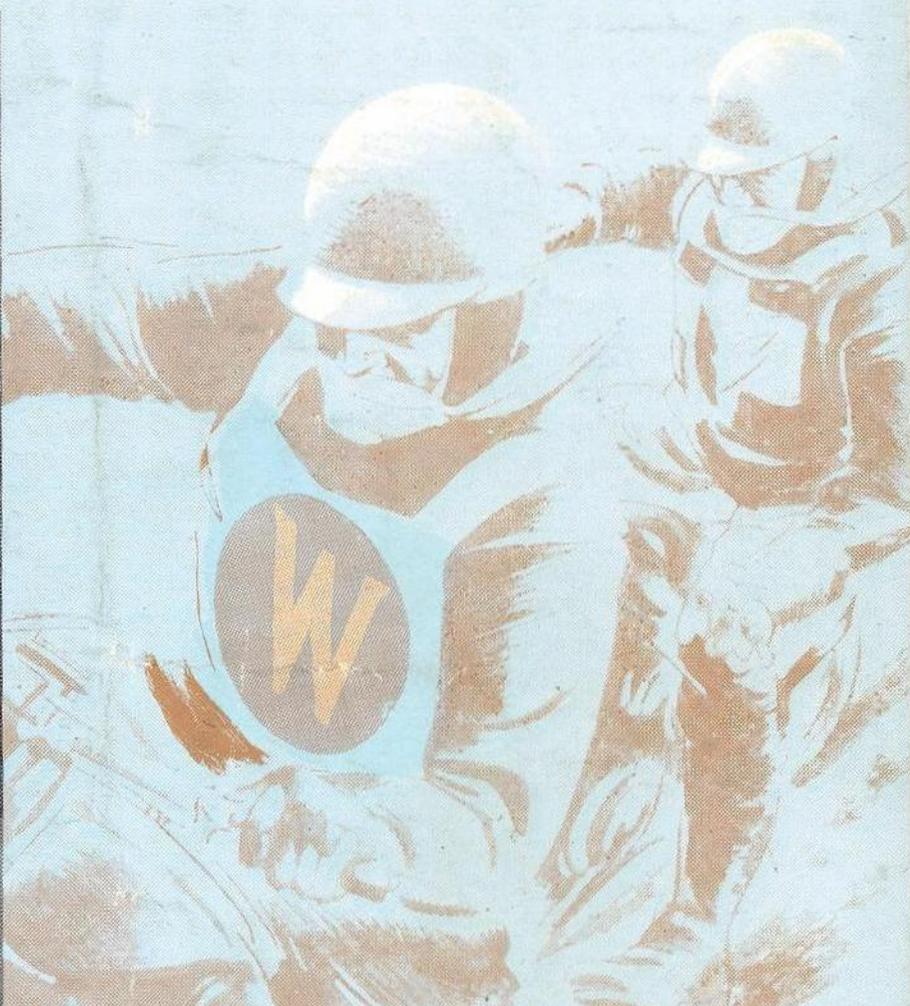
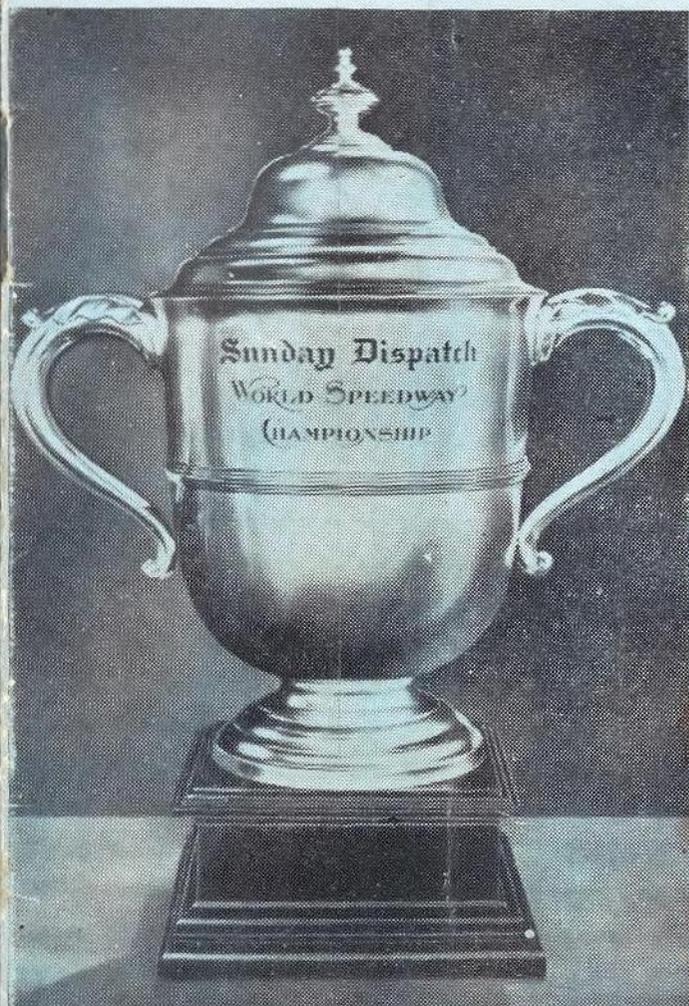


WORLD'S SPEEDWAY CHAMPIONSHIP

NATIONAL ROUND.



WOLVERHAMPTON SPEEDWAY

FRIDAY, MAY 30th, 1952

at 7-30 p.m.

OFFICIAL SOUVENIR PROGRAMME

1/-

The Sunday Dispatch Speedway Riders Championship

by TOM STENNER ("Sunday Dispatch" Speedway Representative)

The Sunday Dispatch World Riders' Championship, the greatest Speedway Competition of all time, opens this month with the start of the Southern League section of the Tournament. From then until the grand Final at Wembley on September 18th, excitement will be piled on excitement, as this great individual contest continues throughout the length and breadth of the country.

A year ago Jack Young of Edinburgh, then a Second Division rider, beat all comers, to carry off the World Title. Will the chance of a Southern League star come this season—it may well do so for courage and skill play the dominant part in the struggle for survival. 56 Southern League riders compete in this opening National Qualifying Round and is it too much to hope that some will go through to the Final, and one even carry off the great prize? History tells us that Davids have beaten Goliaths many a time, so here's to the challenge of the Southern League!

This great competition would never have attained its present success without the terrific support given to the competition by the sponsoring "Sunday Dispatch," to whose Editor, Mr. Charles Eade, speedway racing not only here, but throughout the world owes a real debt of gratitude. Mr. Eade is a real enthusiast and the Number One supporter of speedway racing, determined to do all in his power to encourage our great sport. In 1946, the "Sunday Dispatch" initiated the Speedway Riders Championship, later to become the British Riders Championship, and finally the World Championship. In all this great newspaper provides a total of £2,005 for the competition, a notable sum indeed.

The World Title takes on an even wider aspect today with a Continental Round in which leading European Riders compete, the semi-finals of which will take place at Munich and Falkoping (Sweden) next month, and the 8 highest scorers in this Continental section qualify for further meetings in this country.

Apart from Wolverhampton there are meetings at Cardiff, Ipswich, Exeter, Swindon and Aldershot in the present round. 40 Second Division riders and the 56 Southern League competitors make a total entry of 96. A rider competes at one meeting only, so he has to be on tip top form to have a chance of reaching the select 24 who qualify for the next stage. Thus the thrills will be there in plenty and the racing should provide the sensation of the year.

The "Sunday Dispatch" presents a cheque for £20 to the top scorers at each meeting in the present round. In the International Qualifying round which follows, top scorers get £30 each and in the Championship round 50 guineas each.

The winner of the Final becomes World Champion, is handed a cheque for £500, the runner up has £300 and the third £200.

SIGNALS IN USE.

The Green Light—

Is used to start "rolling start" races, or as an instruction to the riders to come up to the tapes for a "gate start."

Red Light— Stop.

Yellow Flag with Black Diagonal Cross— One more Lap to go.

Black Flag— This is a signal for a particular rider to withdraw.

Black and White Check Flag. Finish.

The coloured lights suspended in front of the Starting Line indicate disqualification of any rider by the Steward.

The management reserve the right to alter the programme without notice.

NOTICE.—Should it be necessary through any cause whatsoever to abandon a meeting prior to the SIXTH event in the programme, tickets for a subsequent meeting will be issued at the exit. NO MONEY WILL BE REFUNDED UNDER ANY CIRCUMSTANCES WHATSOEVER.

BETTING IS PROHIBITED AT ALL SPEEDWAY MEETINGS.

Wolverhampton Speedway

Promoted by Parkside Speedways Ltd., Monmore Green Stadium, Wolverhampton
Telephone : Wolverhampton 21648/9

OFFICIALS

A.C.U. Steward : H. P. ELLIS. A.C.U. Judge-Timekeeper : S. A. NICHOLLS.
Medical Officer : Dr. I. H. CAMERON. Announcer : C. H. JOHNSON.
General Manager and Clerk of the Course : E. A. SIMCOCK.
Meeting held under the Regulations of the Speedway Control Board.
Permit No. S.P.1259. Track Licence No. 299.

FOUR LAP TRACK RECORD :

Track Measurement : 1 lap = 329 yards.

TERRY SMALL, GOOG HOSKIN. Time 67.8 secs.

Programme

7-30 p.m. PARADE OF OFFICIALS.

7-35 p.m. NATIONAL ANTHEM.

7-37 p.m. PARADE AND INTRODUCTION OF RIDERS.

Riding Number	Name	Country and Track
1	TOM O'CONNOR	Rayleigh
2	BENNY KING	Wolverhampton
3	RON HOWES	Rayleigh
4	DICK HOWARD	Glasgow Ashfield
5	PETER DYKES	New Zealand and Glasgow White City
6	JIMMY GRANT	Wolverhampton
7	GIL BLAKE	Stoke
8	CHARLIE NEW	New Zealand and Coventry
9	NORMAN STREET	St. Austell
10	JOHNNY FITZPATRICK	Stoke
11	STAN WILLIAMS	Coventry
12	CHARLIE HAYDEN	Wolverhampton
13	CYRIL QUICK	Wolverhampton
14	TED MOORE	Southampton
15	JOHNNIE CHAMBERLAIN	Australia and Yarmouth
16	RAY HARRIS	Stoke
	Reserve	
	ERIC IRONS	Wolverhampton

THE DRAW FOR THE HEATS AND STARTING POSITIONS WAS MADE
IN ADVANCE BY THE SPEEDWAY CONTROL BOARD.

TONIGHT'S



DICK HOWARD. A Londoner, he is 30 years old, and before taking up Speedway was mainly interested in boxing, a sport in which he met with some success during his Army service. He first started Speedway at Tiger Stevenson's Training School at Stoke in 1947, and joined up with Poole in 1949. He met with a fair measure of success during the 1949-1950 seasons, but lost his place in the Poole line up because of a foot injury during 1951. He was transferred to Ashfield late last season and is proving a promising addition to the "Giants" array of riders. Dick is a very high spirited type, and has quite a reputation as a practical joker.



NORMAN STREET. Ex-Army parachutist Norman Street first entered speedway as a raker at the ill-fated Hastings track in 1948. He did a little winter practice, and at the outset of the 1949 season was signed by St. Austell. In little less than two weeks he made the team proper, and when the "Gulls" entered the Third Division of the League in 1951, he was signed to captain the team. With his consistent point scoring, and unselfish riding, he has proved beyond doubt to be a worthy captain. Last year he ended as his team's highest point scorer at both home and away matches. Holds the Wolverhampton three lap record.



TED MOORE. Commenced riding in 1947 with Exeter, a serious accident almost finished his career as soon as it had started, and it was thought that he would not be able to ride again, but after persevering for something like two years, his form and confidence returned. Last season he was in the very strong Exeter line up, although his home being at Wembley necessitated him doing a lot of travelling. This decided him to apply for a transfer, and he joined Southampton at the opening of this season. Up to date he has done fairly well, scoring 60 points from 8 matches.



CYRIL QUICK. Taunton born Cyril Quick was a pre-war grass track rider and did not make his speedway debut until 1947 when he joined a training school and was subsequently signed up by Bristol. He moved to Poole the following season and averaged 9.3 points in his three League Matches with them. He later broke a leg whilst grass track racing and was out of the sport for some time. He reached peak form in 1950 and was then subsequently transferred to Oxford. Not producing his best form he moved on to Yarmouth where he spent the 1951 season. Wolverhampton obtained his services from Oxford at the commencement of this season, and he has proved a great asset to the Wolverhampton side. He is great friends with Charlie Hayden with whom he is generally paired to ride.

RIDERS

TOM O'CONNOR. This Rayleigh rider is 23 years old. He is a product of the West Ham Training School which was run during the winter of 1949. He showed great promise, and when the present Management took over the Rayleigh track he was an automatic choice, together with his team mate, Gerald Jackson, for the newly formed "Rockets." He did not settle down for some time, and learned speedway the "hard way" in that he had numerous bad spills. At the outset of the 1950 speedway season he had decided not to carry on, but was persuaded to change his decision. He did so and is now one of Rayleigh's best riders. Was one of their highest point scorers last season. He is a car dealer by trade.



JIMMY GRANT. Jimmy Grant caused a minor sensation when he first commenced his speedway career in 1948. This rather dour, determined rider was speedily signed by Harringay and pressed into services for their first League Match. The north London track's opponents were the mighty Wembley, but Jimmy scored 8 points. Following the death of Steve Ison he was promoted to the Harringay team proper, but his form was not consistent and he was transferred to Walthamstow. He proved to be a decided asset to the Walthamstow team, being amongst their highest point scorers for the 1951 season. With the closing down of the Walthamstow track he was transferred to Wolverhampton, and speedily settling down, has become a consistent point scorer. He rides hard and is very popular with the local supporters as he never gives up trying whilst the race is on.



GIL BLAKE. Coventry born Gil Blake has always been with the Stoke team. During the War he served as a flight engineer in the R.A.F., and completed 30 bombing missions over Germany and other enemy held territory. Is a good, steady, consistent point scorer, and on occasions has shown signs of possessing real championship form. This is his first appearance on the small, tight, Monmore Green circuit.



CHARLIE HAYDEN. At 34 years of age, is one of the older members of the present Wolverhampton team, whom he joined on loan from Poole at the commencement of this season. He is one of the founders of the Bournemouth Motor-cycle Club, and his interest in grass track racing led him to try his hand at Speedway when, in 1947, he was given a contract by Exeter. He showed considerable promise despite bad luck throughout that year, and the following season he joined Poole where he was elected captain. Last year he had a very good average with the Poole team, and this season is riding consistently and steadily with his new team. He is a hard trier, and on certain occasions his riding has bordered on the brilliant.



1952 WORLD SPEEDWAY CHAMPIONSHIP NATIONAL ROUND

Points will be awarded: 3—1st; 2—2nd; 1—3rd. Individual Score Chart on page 10. The number after each rider's name indicates his Starting Position, Number 1 being the inside position.

Event	Helmet No. Co'our	Riders	Starting Position	Points Scored	Remarks
1st Race Time 69 2/5	1 Red 2 Blue 3 White 4 Yel & Blk	Tom O'Connor (Rayleigh) ... Benny King (Wolverhampton) ... Ron Howes (Rayleigh) ... Dick Howard (Ashfield) ...	1 2 3 4	3 2 1 2	FELL CHAIN SEIZED
2nd Race Time 69 4/5	5 Red 6 Blue 7 White 8 Yel & Blk	Peter Dykes (Glasgow White City) ... Jimmy Grant (Wolverhampton) ... Gil Blake (Stoke) ... Charlie New (Coventry) ...	1 3 2 4	2 1 3 3	
3rd Race Time 69 2/5	9 Red 10 Blue 11 White 12 Yel & Blk	Norman Street (St. Austell) ... Johnny Fitzpatrick (Stoke) ... Stan Williams (Coventry) ... Charlie Hayden (Wolverhampton) ...	3 1 2 4	3 2 1 1	
4th Race Time 69	13 Red 14 Blue 15 White 16 Yel & Blk	Cyril Quick (Wolverhampton) ... Ted Moore (Southamp'on) ... Johnnie Chamberlain (Yarmouth) ... Ray Harris (Stoke) ...	4 2 1 3	3 1 2 2	
5th Race Time 69 1/5	1 Red 5 Blue 9 White 13 Yel & Blk	Tom O'Connor (Rayleigh) ... Peter Dykes (Glasgow White City) ... Norman Street (St. Austell) ... Cyril Quick (Wolverhampton) ...	2 3 4 1	1 3 3 3	
6th Race Time 69 1/5	2 Red 6 Blue 10 White 14 Yel & Blk	Benny King (Wolverhampton) ... Jimmy Grant (Wolverhampton) ... Johnny Fitzpatrick (Stoke) ... Ted Moore (Southampton) ...	3 4 2 1	3 2 1 1	EXCLUDE VERY UNFAIR
7th Race Time 71 3/5	3 Red 7 Blue 11 White 15 Yel & Blk	Ron Howes (Rayleigh) ... Gil Blake (Stoke) ... Stan Williams (Coventry) ... Johnnie Chamberlain (Yarmouth) ...	4 3 1 2	3 2 1 1	
8th Race Time 71	4 Red 8 Blue 12 White 16 Yel & Blk	Dick Howard (Ashfield) ... Charlie New (Coventry) ... Charlie Hayden (Wolverhampton) ... Ray Harris (Stoke) ...	1 2 3 4	1 3 2 2	
9th Race Time 69 2/5	1 Red 6 Blue 11 White 16 Yel & Blk	Tom O'Connor (Rayleigh) ... Jimmy Grant (Wolverhampton) ... Stan Williams (Coventry) ... Ray Harris (Stoke) ...	3 1 4 2	3 2 1 1	
10th Race Time 69 3/5	2 Red 5 Blue 12 White 15 Yel & Blk	Benny King (Wolverhampton) ... Peter Dykes (Glasgow White City) ... Charlie Hayden (Wolverhampton) ... Johnnie Chamberlain (Yarmouth) ...	4 2 1 3	3 1 2 2	

Event	Helmet No. Co'our	Riders	Starting Position	Points Scored	Remarks
11th Race Time 69	3 Red 8 Blue 9 White 14 Yel & Blk	Ron Howes (Rayleigh) ... Charlie New (Coventry) ... Norman Street (St. Austell) ... Ted Moore (Southampton) ...	3 1 2 4	1 3 2 2	
12th Race Time 69 4/5	4 Red 7 Blue 10 White 13 Yel & Blk	Dick Howard (Ashfield) ... Gil Blake (Stoke) ... Johnny Fitzpatrick (Stoke) ... Cyril Quick (Wolverhampton) ...	2 4 3 1	1 3 3 3	
13th Race Time 70	1 Red 7 Blue 12 White 14 Yel & Blk	Tom O'Connor (Rayleigh) ... Gil Blake (Stoke) ... Charlie Hayden (Wolverhampton) ... Ted Moore (Southampton) ...	4 1 2 3	2 1 2 2	
14th Race Time 68 3/5	2 Red 8 Blue 11 White 13 Yel & Blk	Benny King (Wolverhampton) ... Charlie New (Coventry) ... Stan Williams (Coventry) ... Cyril Quick (Wolverhampton) ...	1 3 4 2	3 2 1 1	
15th Race Time 71	3 Red 5 Blue 10 White 16 Yel & Blk	Ron Howes (Rayleigh) ... Peter Dykes (Glasgow White City) ... Johnny Fitzpatrick (Stoke) ... Ray Harris (Stoke) ...	2 4 3 1	1 4 2 3	STUMBLE
16th Race Time 70 3/5	4 Red 6 Blue 9 White 15 Yel & Blk	Dick Howard (Ashfield) ... Jimmy Grant (Wolverhampton) ... Norman Street (St. Austell) ... Johnnie Chamberlain (Yarmouth) ...	3 2 1 4	2 3 3 3	
17th Race Time 70	1 Red 8 Blue 10 White 15 Yel & Blk	Tom O'Connor (Rayleigh) ... Charlie New (Coventry) ... Johnny Fitzpatrick (Stoke) ... Johnnie Chamberlain (Yarmouth) ...	1 2 4 3	3 2 1 1	
18th Race Time 69 3/5	2 Red 7 Blue 9 White 16 Yel & Blk	Benny King (Wolverhampton) ... Gil Blake (Stoke) ... Norman Street (St. Austell) ... Ray Harris (Stoke) ...	2 3 1 4	2 3 3 3	JUMPED AT START
19th Race Time 70 7/5	3 Red 6 Blue 12 White 13 Yel & Blk	Ron Howes (Rayleigh) ... Jimmy Grant (Wolverhampton) ... Charlie Hayden (Wolverhampton) ... Cyril Quick (Wolverhampton) ...	1 4 2 3	1 2 3 3	
20th Race Time 72	4 Red 5 Blue 11 White 14 Yel & Blk	Dick Howard (Ashfield) ... Peter Dykes (Glasgow White City) ... Stan Williams (Coventry) ... Ted Moore (Southampton) ...	4 1 3 2	2 3 3 1	

INTERVAL

PRESENTATION TO WINNING RIDER

For Score Chart please refer to page 10.

TONIGHT'S

RIDERS



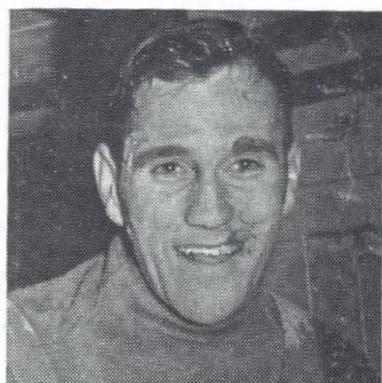
BENNY KING. Most people associate Benny King with post-war racing at West Ham, Middlesborough, Newcastle and Walthamstow, because it is a little known fact that the good looking Wolverhampton captain was signed by New Cross prior to the War. He is essentially a steady type of rider and was one of the mainstays of the Walthamstow side, especially on his own track. Last year he had the high league average of 7.6. He is an "arm chair" type of rider and never appears to be hurried or flustered. He is captain of the Monmore Green side and extremely popular with his team mates because of his unassuming manner. This same friendly helpful manner, always displayed by this rider, has made him one of the best liked men in the sport.



STAN WILLIAMS. A protege of the late "Bluey" Wilkinson, the brilliant pre-war Australian rider and 1938 World Champion, Stan Williams has not had the best of luck in speedway racing. An unfortunate knee injury which caused him to drop out of the Coventry team in 1950, probably cost his team League honours that year. He is a rider who is always watching for the slightest fault on the part of the man in front of him, and let that opponent make the slightest mistake and Williams is through, and away, neatly into the lead. He possesses a first class racing brain, and is always "cool, calm and collected." Is having a moderate 1952 season to date, but is still one of the strongest members in the Coventry line up. Tonight is his first appearance at Monmore Green.



JOHNNIE CHAMBERLAIN. At 4ft. 9½ins., Johnnie Chamberlain, 20 years old former apprentice electrician, is speedway's smallest rider. He comes from Perth, Western Australia, where he was trained by Wally Higgs, another Australian who rode for Yarmouth two years ago. Until joining Yarmouth this year, he had never owned his own machine but had always borrowed machines, paying the owners two-thirds of his winnings. Is credited with a victory over Jack Parker at the Perth Speedway. He is still having trouble in obtaining a machine small enough, but when he does so, he should be able to display the obvious talent he possesses. Owing to team injuries he was put straight into the Yarmouth team this season, and started scoring points in his first ride.



CHARLIE NEW. Started his speedway racing career in his home team of Auckland, New Zealand, in 1947. He had a moderate first year, but was much more successful in 1948 and 1949. Deciding to chance his luck in England, he first had trials at Swindon but was not signed. He then approached Alec Jackson of Wembley fame, who gave him further trials at Rye House. He subsequently signed up at Sheffield, and at the closing down of the Sheffield track, joined his present team at Coventry.

RAY HARRIS. He has been one of the stalwarts of the Stoke "Potters" for some time, and is generally one of the fastest "gaters" in the Second Division. On occasions he is capable of beating all comers. Ray Harris was born in Hereford, and has always been with the Stoke team. He is a thick set, tough type of rider, and can always be relied upon to put forth his utmost effort from the rise of the tapes until receiving the finishing flag.



PETER DYKES. Born in Wellington, New Zealand, Peter Dykes' age is 24. He first came to this country in 1950 and rode with considerable success for the Glasgow Tigers. He returned to New Zealand the following winter and raced on New Zealand tracks with some success, achieving third place in the New Zealand championships. He did not return to England for the 1951 speedway season but remained in his own country where he married his boyhood sweetheart. He returned to England at the commencement of this season and was again signed up by the Glasgow Tigers. He has run into good form and is one of his teams highest point scorers. He is a great trier and has a very likeable personality.



JOHNNY FITZPATRICK. Is a Londoner and an ex-bus driver. He has periods of real brilliance, and although offered opportunities at other tracks has preferred to remain with Stoke who first gave him his chance. Actually he was trained at the Hanley Speedway, receiving his tuition from the genial captain of the Potters, Ken Adams. This is his first appearance at Monmore Green.



RON HOWES. Ron is the father of his team (the Rayleigh Rockets) both in age and experience. Was captain of the Rockets in 1948. Has been associated with speedway for many years, and prior to taking up riding was mechanic to the world famous Vic Huxley. Ron's influence and advice to other members of the "Rockets" team is invaluable. Formed one of the "Young England" team which rode so well at Monmore Green last season. Is riding very consistently this season, and looks like having another successful year.



SUPPORTERS' CLUB PAGE.

30th May, 1952.

Hello Supporters,

Owing to the South-West Wolverhampton Conservative Party requiring the Central Hall for their "Young Britons League" on Wednesday evenings, and the room being fully booked otherwise, the Wolverhampton Area will, in future, hold its weekly meetings on **Thursday** evenings from 8-0 p.m. to 11-0 p.m. at "The Co-operative Society Guildhall, Dudley Road. The entrance is in Wanderers Avenue and members travelling from town should catch the 9, 9A, or 9B bus from Bilston Street to the Fighting Cocks. Buses run every 4 minutes.

Wanderers Avenue is approximately 100 yards prior to this stop.

Coach Trips.

The Aldershot Coaches are now fully booked and no more applications can be entertained. Members are reminded that the time of departure is 9-0 a.m. and the first stop will be at Windsor for lunch. Approximately three hours will be available for sightseeing in Windsor before the journey is continued to Aldershot Stadium.

Coaches leave Freeth Street, Oldbury, every Friday at 7-0 p.m. for this Speedway. Return Fare 2/3d., returning immediately after the meeting.

Membership.

Members may re-new their membership for a fee of 1/-. 1952 date-bars are optional and cost 9d. each. New members will be accepted at a fee of 3/- inclusive for badge and membership card.

New photographs of the riders are now available at 6d. each. Cycle Pennants 2/6 each. Stenners Speedway Annual 3/- each.

The Track Spare.

The total amount collected to date is £124. 11s. 9d. Tickets are on sale at **one penny each**, and a prize of 10/- will be given to the holder of the ticket with the lucky number, and this will be announced during the meeting.

HARRY PARLOR.

Let us know if you are having difficulty in reaching the Speedway. It is more than possible that coaches from your area, particularly if it lies well outside Wolverhampton, can be arranged to bring you and your friends to Wolverhampton every Friday night.

OUR NEXT BIG DATE :-

MIDLAND RIDERS CHAMPIONSHIP

ARTHUR PAYNE, ERIC BOOTHROYD (Birmingham)

LES HEWITT, JOHNNIE REASON (Coventry)

GUY ALLOTT (Cradley Heath), GIL BLAKE (Stoke)

etc., etc.

and the "WASPS"

Tuesday, June 17th. at 7-30 p.m.

SPEEDWAY RACING TAKES PLACE HERE EVERY FRIDAY.

THE 1951 WORLD CHAMPION



THE 1951 SPEEDWAY CHAMPIONSHIP OF THE WORLD

93,000 people saw one of the most exciting finals at Wembley when three riders tied with 12 points each, and a deciding heat was necessary. The riders were Jack Young, Jack Biggs and Split Waterman.

Left to Right: Jack Biggs (Australia and Harringay), third.
Jack Young (Australia and Edinburgh), Winner.
Split Waterman (England and Harringay), second.

NEXT FRIDAY, JUNE 6TH
WOLVERHAMPTON

VERSUS

IPSWICH
(SOUTHERN LEAGUE)

also **THE WOLVERHAMPTON SCRATCH RACE**
AT 7-30 P.M.