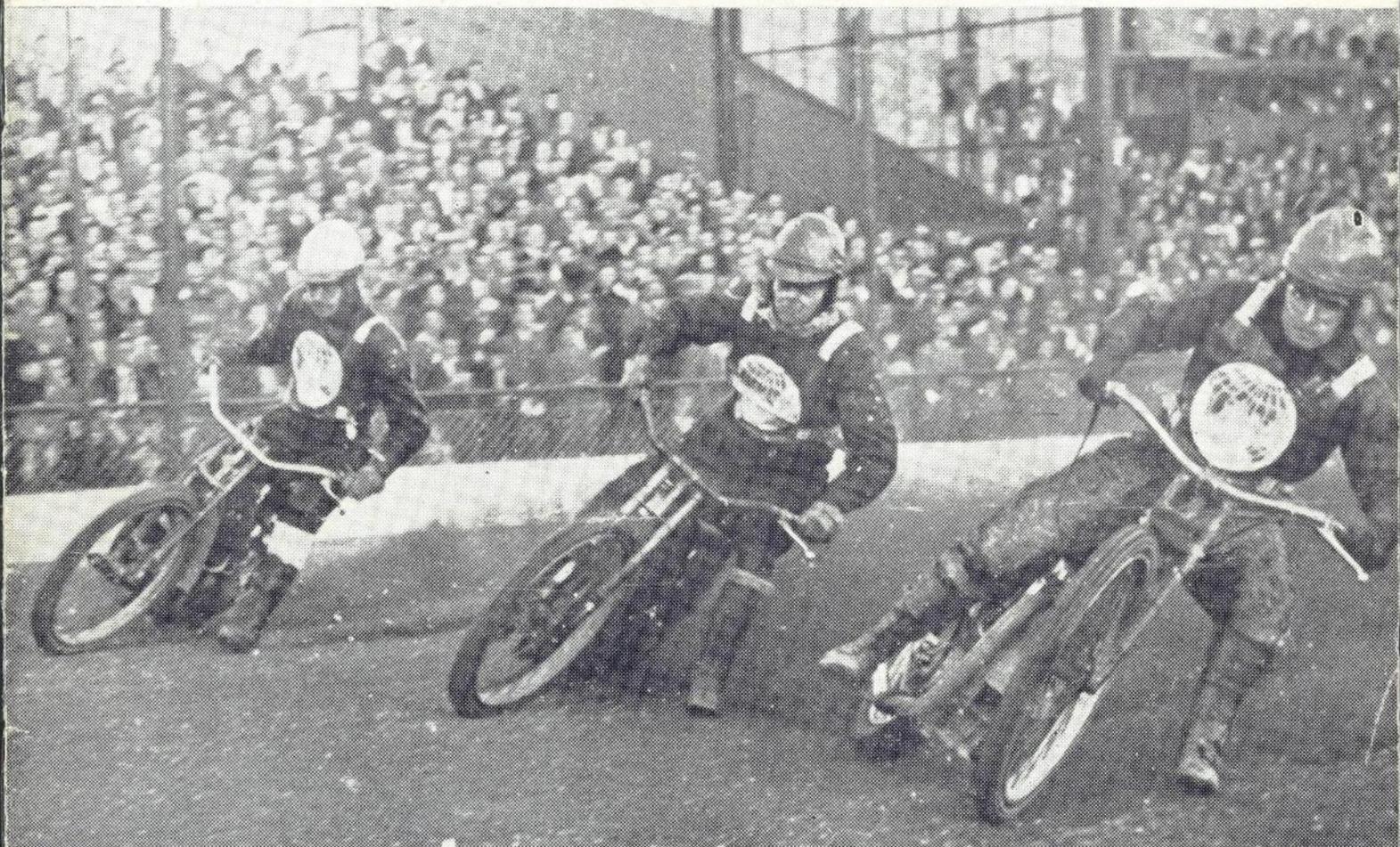


# LEICESTER

# *Speedway*

PRESENTS



# WORLD CHAMPIONSHIP

1952

INTERNATIONAL QUALIFYING ROUND

FRIDAY, JULY 11th at 7.45 p.m.

OFFICIAL SOUVENIR PROGRAMME — PRICE 9d. 10

# Introducing . . . To-night's Competitors



**LEN WILLIAMS.** Popular and brilliant captain of the Leicester "Hunters," Len has been with his present team since the early part of last season. Prior to that he had been one of Sheffield's most clever and consistent riders, having been attached to the North Country team since he first commenced racing. His debut was one which every would-be rider dreams of, trial—race—first past the post in his initial outing. He has followed up the good work ever since. Nowadays he is a very difficult man indeed to beat on any track and rides regularly for Britain and England in the Second Division International series against Overseas and Scotland. Last year he only narrowly missed appearing at Wembley in the World Final and hopes to go one better this year.

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**PETER ROBINSON.** Ex-R.A.F. pilot who made his Speedway debut in 1939 but had virtually made no headway when war broke out. Later, in 1946, he had a trial at Wimbledon but crashed and was out of action for the season. Again he made an attempt in 1947, this time with much more success at Bannister Court, the home of Southampton's Third Division team. With 227 points he was their leading scorer and rode so well that Wembley signed him the following year. Ill-health, however, forced him to ask for less strenuous tasks and he moved to Second Division Plymouth to compile another 328 points for the "Devils." This season he is assisting Liverpool in Division II and although recently injured he should be sufficiently recovered to be a live contender for to-night's honours. Peter is a man with the right temperament for the big occasion by virtue of previous selection for Britain in the Internationals.



**RON CLARKE.** Formerly an International with a natural flair for team-racing, Ron has been the victim of serious leg injury which, for the time being, has prevented a show of the form which always had the England selectors looking his way. Acknowledged one of the best captains in the game he has represented his country both in this island and Australia where he has been one of the few Englishmen who have really mastered their large, sweeping circuits. Attached to Bradford (Odsal) track he was the inspiration for his team until the accident which kept him off the track for over a season. If Ron gets through to Wembley it will be nothing strange for him as he has already appeared there in a Final before.

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**SUNE KARLSSON.** One of Sweden's most outstanding riders, Sune is attached to the Motor-sall-skapet of Stockholm and rides for the "Getingarna" club. Translated this means "The Wasps," and Sune has proved that he carries a sting which is powerful enough to take care of most of his opponents. Only twenty-nine, his experience on English tracks has been mixed, including a classic maximum at the difficult Exeter circuit and a crop of flat tyres which put paid to his progress in last year's World Championship rounds. Generally placed among the top four Swedish stars we have little to guide us when assessing his chances apart from the Continental rankings published in the press. We do believe, however, on what we saw of him last season that, given a fair chance by Lady Luck, he may go considerably further than he was able to do in the 1951 Championships.



# Squib's Survey






## OF WEEKLY EVENTS

WE ARE PLEASED to welcome at Blackbird Road this evening, the thirteen riders from various clubs, including Swedish visitor Sune Karlsson, who together with our own three boys make up the complement of riders engaged in this International Qualifying Round meeting of the 1952 World Championship.

From this Round, which is raced on Second Division tracks, sixty highest pointscorers will go forward to the Championship Round on First Division tracks. Here, they will be joined by twenty "seeded" First Division riders, and will battle for the sixteen berths for the Final at Wembley.

England has still to produce a second World Champion. So far, only Tommy Price of Wembley, has lifted the honour. Three Australians have won the title—Lionel Van Praag, "Bluey" Wilkinson, and last year's winner Jack Young. Wales has had a Champion in the 1950 winner Fred Williams of Wembley, and America provided the Champion in 1937 when Jack Milne won.

**Another Outstanding Meeting**  
**WEDNESDAY, JULY 30th, 7.30 p.m.**

### BRITAIN v. OVERSEAS

A Great Second Division  
 International Match

A SPECIAL NIGHT  
 FOR MIDLAND ENTHUSIASTS

To-day there are recognised to be four outstanding riders in the sport, the present World Champion Jack Young, England's Split Waterman another Australian Ronnie Moore, and Scotland's Tommy Miller. One of these four is expected to be favourite for this year's title.

But Big Events seldom go to favourites in speedway, and Wembley Stadium has often proved that past successes and a flawless approach to the Final doesn't mean a thing when the actual night comes around. Therein lies much of the magic of Wembley; the glamour, the anticipating,

the thrill that goes with the anticipation. All these things add up to the Speedway Supporters "must be there" night of the Year.

This evening's meeting is a vital milestone on the way to Wembley for the competitors. Fourteen of them are engaging in their second meeting and know that this evening they must get the added quota of points they need to see them through; there is no other chance.

At a rough calculation it is assessed that twenty-two points will be needed to qualify for the Championship Round—double figures for most of the hopefuls to-night in fact.

We are sure they are all going to find our track, fair, fast and easy to ride, and we wish them all the best of luck in their individual efforts to progress in pursuit of speedway's crown.

AS OUR SPECIAL GUEST to-night we have with us at Blackbird Road Mr. ERNEST BEHA famous member of the "Sunday Dispatch" team who will be presenting the special added prize of £30 to the winner of this evening's meeting. May he enjoy his evening at Leicester Speedway, and take away with him pleasant impressions on our sport and of the Home of the "Hunters."

Cheerio for now, folks,  
 SQUIB.

.....

#### SCORES OF TO-NIGHT'S COMPETITORS AT PREVIOUS MEETINGS.

(Post programme press scores will be announced at the start of the meeting).

|   |    |     |
|---|----|-----|
| Roy Craighead at White City, 9th July   | .. |     |
| Lionel Benson at Yarmouth, 8th July     | .. |     |
| Brian Crutcher at Yarmouth, 8th July    | .. |     |
| Cyril Brine at White City, 9th July     | .. |     |
| Ron Clarke at White City, 9th July      | .. |     |
| Arthur Payne at Oxford, 10th July       | .. |     |
| Bill Holden at Oxford, 10th July        | .. |     |
| Arthur Wright at Yarmouth, 8th July     | .. |     |
| Jim Gregory due at Stoke, 19th July     | .. |     |
| Peter Robinson at Liverpool, 7th July   | .. | 4 * |
| Sune Karlsson due at Coventry 19th July | .. |     |
| Len Williams at Oxford, 10th July       | .. |     |
| Terry Small at Poole, 7th July          | .. | 9   |
| Jack Hughes at Poole, 7th July          | .. | 5   |
| Louis Lawson at White City, 9th July    | .. |     |
| Jock Grierson at Poole, 7th July        | .. | 11  |

\* Meeting abandoned

# Introducing . . . To-night's Competitors



**TERRY SMALL.** First made a real impact on the Speedway scene in 1951 as a member of the all-conquering Poole "Pirates" in Division III. There were many who averred that the youngsters like Terry would find the pace too hot for them when promotion came their way, but this year has proved the fallacy of that reckoning. In fact, this slight and boyish faced young man is one very good reason why Poole are virtually leaders of the League taking into account the matches in hand of their rivals. On a previous visit to Leicester he scored an immaculate maximum in conditions which rain had rendered extremely treacherous and if repeating the display could well be among the leaders when the meeting is over. For a rider of comparatively short track experience he has certainly made his mark this year and may well progress to International grade.

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**BILL HOLDEN.** A Southampton discovery who made his presence felt in 1950, Bill broke into the team and quickly rose to the extent when he could be relied upon to notch a steady four or five points for his team. Later he profited by experience gained on various circuits to increase his points return to something like a seven point average on all tracks. This year when he joined Poole he reaped the benefit of his hard work in the past and won for himself a regular berth in a strong side. A vastly improved rider these days he displays a confidence and fighting spirit which makes it difficult to put him out of the reckoning in any event. This is his chance of joining the First Division riders in the next round and no doubt he will be all out to make the most of it.



**JIM GREGORY.** For a long time Jim was fighting his way to recognition in second half events at Wimbledon and later graduated to reserve rides on occasions. First Division racing, however, is a tough proposition for the novice and he found the going hard. Nevertheless he obviously lacked only competitive experience and this year he has gained it with Second Division Oxford. So well, in fact, has he mastered the Cowley track that he was racing for Britain on that circuit in the last International against the Overseas. With his partner, he dropped only five points out of a possible thirty-six to the opposition, and this form repeated here this evening would take him a long way towards the next Championship round. There is no reason to suppose that he cannot rise to the occasion for he has been effective on all tracks this season.

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**JOCK GRIERSON.** Dumfries-born Scot who earned himself the title "Dumfries Dynamo" by virtue of his notable consistency. Formerly with Hastings in Division III he was virtually unbeatable in that company and when the South Coast track closed down he was persuaded to join Leicester in 1949. His efforts had a great deal to do with building up his team to the striking force it is today and Jock is a team man, heart and soul. Quiet and reserved he is a man of deeds rather than words and it may be due to this natural reticence that he rarely appears to seek individual glory, concentrating instead on doing his bit in vital league matches where his steady coolness has proved so valuable. Nevertheless he has already shone in the Preliminary World Championship Round this year by taking the Winner's Cheque at Aldershot.



# LEICESTER SPEEDWAY

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

The Stadium, Blackbird Road, Leicester

Telephone: Leicester 62518

## — OFFICIALS —

A.C.U. Steward: E. G. Cope

A.C.U. Judge-Timekeeper: C. A. Coppack

Speedway Manager and Clerk of the Course: 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/R

Permit No. SP.1255

Track Length: 380 yards

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

Fastest Time this season: 68 1/5th secs., Joe Bowkis (Leicester) 27th June, 1952

**BETTING STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS**

## PROGRAMME OF EVENTS

17th MEETING (4th Season) FRIDAY, JULY 11th, 1952

### "SUNDAY DISPATCH"

## SPEEDWAY CHAMPIONSHIP OF THE WORLD 1952

### — International Qualifying Round —

EVENT 1. 7.45 p.m.

MARCH ON OF THE LEICESTER SPEEDWAY TRACK PERSONNEL

"Post Horn Gallop"

"El Abenico"

"GOD SAVE THE QUEEN"

EVENT 2. 7.50 p.m.

"ENTRY OF THE GLADIATORS"

Presentation of the Competing Riders

EVENT 3. 7.55 p.m.

INTRODUCTION OF THE RIDERS

followed by CHAMPIONSHIP GRAND PARADE

EVENT 4. 8.00 p.m.

HEAT 1. 1952 SPEEDWAY CHAMPIONSHIP OF THE WORLD

### — THE COMPETING RIDERS —

| No. | Rider             | Country   | Track           | Div. |
|-----|-------------------|-----------|-----------------|------|
| 1.  | Roy Craighead **  | England   | Poole           | II   |
| 2.  | Lionel Benson     | Australia | Leicester       | II   |
| 3.  | Brian Crutcher ** | England   | Poole           | II   |
| 4.  | Cyril Brine       | England   | Wimbledon       | I    |
| 5.  | Ron Clarke        | England   | Bradford        | I    |
| 6.  | Arthur Payne      | Australia | Birmingham      | I    |
| 7.  | Bill Holden **    | England   | Poole           | II   |
| 8.  | Arthur Wright     | England   | Bradford        | I    |
| 9.  | Jim Gregory *     | England   | Oxford          | II   |
| 10. | Peter Robinson    | England   | Liverpool       | II   |
| 11. | Sune Karlsson *   | Sweden    | Motorsallskapet | —    |
| 12. | Len Williams      | England   | Leicester       | II   |
| 13. | Terry Small       | England   | Poole           | II   |
| 14. | Jackie Hughes     | England   | Bradford        | I    |
| 15. | Louis Lawson      | England   | Belle Vue       | I    |
| 16. | Jock Grierson **  | Scotland  | Leicester       | II   |

Note—The numbers above refer to the numbers the riders will be wearing on their riding colours. Reserve riders for the meeting are: 1st reserve, Alf Parker (Leicester). 2nd reserve, Charlie Barsby (Leicester)

\* Qualified from European and Scandinavian National Qualifying Rounds.

\*\* Qualified from British National Qualifying Rounds. Others competing in their first round.

# "Sunday Dispatch" International Qualifying Round 1952 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 Riding Numbers. Full particulars of the Championship will be found on page 10. 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  | 1 Roy Craighead<br>2 Lionel Benson<br>3 Brian Crutcher<br>4 Cyril Brine   |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 2 Time  | 5 Ron Clarke<br>7 Bill Holden<br>6 Arthur Payne<br>8 Arthur Wright        |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 3 Time  | 10 Peter Robinson<br>11 Sune Karlsson<br>9 Jim Gregory<br>12 Len Williams |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 4 Time  | 15 Louis Lawson<br>14 Jack Hughes<br>16 Jock Grierson<br>13 Terry Small   |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 5 Time  | 13 Terry Small<br>1 Roy Craighead<br>5 Ron Clarke<br>9 Jim Gregory        |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 6 Time  | 14 Jack Hughes<br>10 Peter Robinson<br>2 Lionel Benson<br>6 Arthur Payne  |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 7 Time  | 11 Sune Karlsson<br>15 Louis Lawson<br>7 Bill Holden<br>3 Brian Crutcher  |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 8 Time  | 4 Cyril Brine<br>8 Arthur Wright<br>12 Len Williams<br>16 Jock Grierson   |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 9 Time  | 6 Arthur Payne<br>16 Jock Grierson<br>1 Roy Craighead<br>11 Sune Karlsson |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 10 Time | 12 Len Williams<br>5 Ron Clarke<br>15 Louis Lawson<br>2 Lionel Benson     |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |

## A SHORT INTERVAL

TIME FOR REFRESHMENTS AT BUFFET OR BAR

|         |  |  |                                 |  |                          |  |
|---------|--|--|---------------------------------|--|--------------------------|--|
| 11 Time | 8 Arthur Wright<br>9 Jim Gregory<br>3 Brian Crutcher<br>14 Jack Hughes |  | Red<br>Blue<br>White<br>Y. & B. |  | 1st<br>2nd<br>3rd<br>4th |  |
|---------|--|--|---------------------------------|--|--------------------------|--|

| Heat    | RIDERS   | Substitute | Helmet Colours                  | Points Scored by Riders | Result                   | Remarks |
|---------|--|------------|---------------------------------|-------------------------|--------------------------|---------|
| 12 Time | 13 Terry Small<br>4 Cyril Brine<br>10 Peter Robinson<br>7 Bill Holden      |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 13 Time | 7 Bill Holden<br>12 Len Williams<br>14 Jack Hughes<br>1 Roy Craighead      |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 14 Time | 2 Lionel Benson<br>13 Terry Small<br>8 Arthur Wright<br>11 Sune Karlsson   |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 15 Time | 16 Jock Grierson<br>3 Brian Crutcher<br>10 Peter Robinson<br>5 Ron Clarke  |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 16 Time | 9 Jim Gregory<br>6 Arthur Payne<br>4 Cyril Brine<br>15 Louis Lawson        |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 17 Time | 1 Roy Craighead<br>8 Arthur Wright<br>15 Louis Lawson<br>10 Peter Robinson |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 18 Time | 9 Jim Gregory<br>2 Lionel Benson<br>7 Bill Holden<br>16 Jock Grierson      |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 19 Time | 3 Brian Crutcher<br>12 Len Williams<br>13 Terry Small<br>6 Arthur Payne    |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |
| 20 Time | 5 Ron Clarke<br>14 Jack Hughes<br>11 Sune Karlsson<br>4 Cyril Brine        |            | Red<br>Blue<br>White<br>Y. & B. |                         | 1st<br>2nd<br>3rd<br>4th |         |

## INDIVIDUAL SCORE CHART.

| RIDER            | 1 | 2 | 3 | 4 | 5 | Total | RIDER               | 1 | 2 | 3 | 4 | 5 | Total |
|------------------|---|---|---|---|---|-------|---------------------|---|---|---|---|---|-------|
| 1 Roy Craighead  |   |   |   |   |   |       | 10 Peter Robinson   |   |   |   |   |   |       |
| 2 Lionel Benson  |   |   |   |   |   |       | 11 Sune Karlsson    |   |   |   |   |   |       |
| 3 Brian Crutcher |   |   |   |   |   |       | 12 Len Williams     |   |   |   |   |   |       |
| 4 Cyril Brine    |   |   |   |   |   |       | 13 Terry Small      |   |   |   |   |   |       |
| 5 Ron Clarke     |   |   |   |   |   |       | 14 Jack Hughes      |   |   |   |   |   |       |
| 6 Arthur Payne   |   |   |   |   |   |       | 15 Louis Lawson     |   |   |   |   |   |       |
| 7 Bill Holden    |   |   |   |   |   |       | 16 Jock Grierson    |   |   |   |   |   |       |
| 8 Arthur Wright  |   |   |   |   |   |       | 17 Alf Parker, res. |   |   |   |   |   |       |
| 9 Jim Gregory    |   |   |   |   |   |       | 18 C. Barsby, res.  |   |   |   |   |   |       |

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.

# "THE SUNDAY DISPATCH" WORLD SPEEDWAY CHAMPIONSHIP

BY TOM STENNER

The start of the International Qualifying round of The "Sunday Dispatch" World Speedway Riders' Championship sees excitement at fever heat. Ninety-six riders of all international class and including European challengers, survivors of eliminating meetings in Germany and Scandinavia, plus the cream of Southern League talent clash at twelve meetings on Second Division tracks in a brief fortnight.

From the opening fixtures at Poole and Liverpool on July 7th to the conclusion of the round on July 19th, thrills in abundance can be counted upon with every one of the gallant ninety-six making desperate efforts to qualify for the next and World Championship round. In all 60 qualify from the present stage and each competitor rides at two meetings.

The "Sunday Dispatch" World Speedway Riders' Championship is the Number One Competition of our sport as the one hundred thousand who will see the Wembley final and the hundreds of thousands who would wish to but simply will not be able to get in will readily agree. This national tournament owes its inception to Mr. Charles Eade, the Editor of The "Sunday Dispatch" to whom speedway racing owes a debt of gratitude it can never repay.

Mr Eade has made the success of the World Championship his great objective, and apart from £2,000 odd in prize money his newspaper presents, The "Sunday Dispatch" gives every possible inch of space to speedway racing. No greater enthusiast and realist too than Mr. Eade can be found—it was he who initiated the Speedway Riders' Championship immediately the clouds of war had rolled away, and this, in turn, became the British Riders' Championship and finally the World Championship itself. In all the "Sunday Dispatch" has presented over £12,000 in hard cash to further the cause of our sport.

The top scorer at each of the twelve meetings in this International Qualifying Round receives a cheque for £30 from the "Sunday Dispatch" and in the World Championship Round which follows, in which 20 seeded First League Stars join the 60 qualifiers, top scorers receive 50 guineas each.

And in the World Final at Wembley on September 18th in which the 16 top scorers in the World Championship round compete the winner receives £500 and becomes World Champion, runner up £300 and third £200.

## CONTINENTAL QUALIFIERS from ROUND ONE.

Olle Nygren (Sweden), Fritz Dirlt (Austria), Rune Sormander (Sweden), B. Anderson (Sweden), Leif Hveem, (Norway), Jim Gregory (Oxford), Sune Karlsson (Sweden), Stig Pramberg (Sweden).

## BRITAIN QUALIFIERS from ROUND ONE,

Goog Hoskins (Exeter), Gerald Pugh (Cardiff), Jock Grierson (Leicester), Harold Fairhurst (Edinburgh), Noel Watson (Motherwell), Benny King (Wolverhampton), Harry Bastable (Cradley Heath), Danny Malone (Swindon), Les Hewitt (Coventry), Sid Clarke (Ipswich), Norm Street (St. Austell), Cyril Quick (Wolverhampton), Charlie New (Coventry), Pete Lansdale (Plymouth), Ivor Powell (Aldershot), Alan Quinn (St. Austell), Dick Shepherd (Ipswich), Bill Holden (Poole), Gerald Jackson (Rayleigh), Roy Craighead (Poole), Charlie May (Cardiff), Ron Brett (Exeter), Brian Crutcher (Poole), Buster Brown (Swindon).

## INTERNATIONAL QUALIFYING ROUND — HOW THE FIRST MEETINGS ENDED

### Poole, Monday, July 7th.

|                                       |    |
|---------------------------------------|----|
| Terry Small (Poole) ... ..            | 9  |
| Ken Middleditch (Poole) ... ..        | 14 |
| Dick Campbell (Edinburgh) ... ..      | 11 |
| Danny Dunton (Harringay) ... ..       | 0  |
| Frank Lawrence (New Cross) ... ..     | 4  |
| Oliver Hart (Bradford) ... ..         | 5  |
| Olle Nygren (Sweden) ... ..           | 12 |
| Jock Grierson (Leicester) ... ..      | 11 |
| Charlie New (Coventry) ... ..         | 7  |
| Jeff Lloyd (Harringay) ... ..         | 9  |
| Fritz Dirlt (Austria) ... ..          | 8  |
| Jackie Hughes (Bradford) ... ..       | 5  |
| Cliff Watson (West Ham) ... ..        | 5  |
| Harry Bastable (Cradley Heath) ... .. | 8  |
| Cyril Quick (Wolverhampton) ... ..    | 0  |
| Vic Emms (Coventry) ... ..            | 9  |

### Liverpool, Monday, 7th July.

|                                     |   |
|-------------------------------------|---|
| Reg Duval (Liverpool) ... ..        | 0 |
| Fred Pawson (Norwich) ... ..        | 3 |
| Merv Harding (New Cross) ... ..     | 0 |
| Peter Robinson (Liverpool) ... ..   | 4 |
| Ron How (Harringay) ... ..          | 8 |
| Bob Oakley (Wembley) ... ..         | 9 |
| Gerald Pugh (Cardiff) ... ..        | 1 |
| Nobby Stock (Harringay) ... ..      | 3 |
| Ivor Powell (Aldershot) ... ..      | 3 |
| Pat Clarke (West Ham) ... ..        | 1 |
| Tom O'Connor (Rayleigh) ... ..      | 6 |
| Willie Wilson (Ashfield) ... ..     | 0 |
| Rune Sormander (Sweden) ... ..      | 4 |
| Alan Quinn (St. Austell) ... ..     | 2 |
| Malcolm Craven (West Ham) ... ..    | 6 |
| Harold Fairhurst (Edinburgh) ... .. | 8 |

Meeting abandoned after 10 Heats (rain). To be run on new date, the above scores being disregarded.

# Introducing . . . To-night's Competitors



**BRIAN CRUTCHER.** The "baby" of the field to-night, in years at any rate, although those who study racing records may be surprised to hear that he is only just seventeen. Although on Poole's books since he was barely sixteen it was in 1951 he really began to show his opponents the way round, and now he is an indispensable member of the team. In the later stages of the season he began to beat all comers to the "Pirates" circuit with an ease which surprised even his colleagues. To continue the marked improvement he took a stylish maximum on his first 1952 visit to Liverpool, a feat that set tongues wagging for weeks afterwards. His only previous appearance at Leicester was on a wet night when the track was totally unsuitable for his tearaway style to have its effect but given good conditions we expect to see some spectacular riding from him to-night.

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**CYRIL BRINE.** One of a family of three Speedway brothers, Cyril was recommended to the "Dons" for a trial after post-war racing was resumed. It took him a comparatively short time to graduate through the usual novice races and soon he was recognised as the most promising of Wimbledon's junior hopes. The faith which his promoters placed in him was speedily justified when his arrival in the team was followed by an ever-increasing points total. Before long he was bracketed with the best in the Division and was chosen to represent England in the Test series, an honour which still comes his way regularly. Should he reach the Wembley Final it will be no new thing for him and he is very strongly fancied to win through for a further appearance this year.



**ARTHUR WRIGHT.** Only a month or two older than young Brian Crutcher, Arthur is attached to the Odsal track. Formerly he was placed at Halifax where the experience gained with the "Dukes" proved of inestimable value to him. There are some riders who appear destined to create an overnight stir, and this youngster was, undoubtedly, one of them. With quite surprising rapidity, he mastered the technique of slide and made a great deal of headway in a very short time. With Halifax likely to close down he was moved across to Bradford where his embryo skill was pitted against riders of vast experience, and to his credit it must be said that while he has naturally found the going much harder he was in no way disgraced. Currently he is holding his own in Division I and will be the centre of much interest in his efforts to win through to-night's round.

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**LOUIS LAWSON.** Belle Vue's laughing cavalier of Speedway, fair haired Louis has proved one of the best of Manchester's post-war discoveries. The legend has it that he approached ex-rider Frank Varey for an old and decrepit frame on which no-one else would have risked his neck. Frank, more in fun than in earnest, offered it to him for thirty shillings, an offer which was accepted with alacrity. The frame, at first, was the joke of the season at Belle Vue, but for all that, it rode Louis through the novice "mill," into the reserves, from there to the team and later to a Test Match debut which ended in a blaze of glory for its owner. Louis won third place in the Wembley Final and set the seal on a career which was almost meteoric. On form this young Nottingham-born rider could well sweep the board here to-night.



# HOW THE CHAMPIONSHIP IS RUN

The Speedway Control Board of the Auto-Cycle Union is responsible for organising the 1952 Speedway Championship of the World, and administering the competition under the International Sporting Code of the F.I.M. (The International Federation of Motorcycling Clubs).

The Championship is open to any experienced speedway rider in the World, entries from British speedway teams being based on a system of nomination by the Promoters; Southern League teams are permitted four nominations, Second Division teams six, and First Division teams seven.

## Method of Running.

The Championship consists of a number of meetings comprising four rounds, including the Final round which takes place at Wembley on Thursday, September 18th.

The Control Board allocate (by means of a Draw) sixteen riders to each meeting—excepting, of course, the Final round. **The sixteen riders for the Final round are the sixteen highest point scorers in the World Championship Round. (The Round staged on First Division tracks).**

Each meeting consists of twenty heats, raced over four laps from clutch start, with four competitors in each heat. The heats are so arranged that each competitor rides five times and races against each other competitor during the meeting.

The Control Board indicate in which heats riders engage, this being done by a Draw, following a process of numbering which determines the riders' position in the programme.

Starting positions on the grid are also indicated by the Control Board, a formula being in use which provides for each rider to start once off three grid positions, twice off the remaining position. This ensures more equitable starting conditions than the old method of drawing for positions each race.

## The Rounds.

### National Qualifying Round.

Round One—the National Qualifying Round, took place in Great Britain, Scandinavia and Mid-Europe. In Britain the Round took place on Southern League tracks at Exeter, Cardiff, Ipswich, Wolverhampton, Swindon and Aldershot at which Southern League and Second Division riders met for one meeting each. The 24 highest scorers qualified for the next round.

Comparable rounds were run off at the same time in Scandinavia and Europe to decide the eight riders to join the twenty-four from Second Division and Southern League in the next round.

### International Qualifying Round.

Round Two—the International Qualifying Round takes place in Great Britain, Scandinavia and Mid-Europe and consists of a series of meetings at which eight British riders rode in the Scandinavian and European meetings, and eight riders who qualified in the Final meeting of the Scandinavian and European National Qualifying Round ride in this Round in Great Britain.

**In Britain the Round consists of meetings on Second Division tracks in which riders from First and Second Division, together with the twenty-four from the previous round and eight riders from the Scandinavian and European Rounds, compete.**

Each rider competes in two meetings and the sixty highest points scorers will qualify for the World Championship Round.

### World Championship Round.

Round Three—the World Championship Round, takes place in Great Britain and consists of a series of meetings on First Division tracks at which the sixty riders from the previous round, together with two riders from each First Division track (being the best riders in First Division and including the 1st, 2nd and 3rd in the 1951 Final) will compete.

Each rider competes in two meetings and the sixteen highest points scorers qualify for the Final.

### Final Round.

Round Four—The Final of the Speedway Championship of the World, takes place at Wembley on Thursday, September 18th, the sixteen highest points scorers from the World Championship Round being the competitors.

### Calculation of Results.

The method of scoring throughout the championship is 3 points for first place, 2 points for second place, 1 point for third place.

If a rider is unable to engage at a meeting to which he is allocated he forfeits all points for the meeting. In the International Qualifying Round and in the World Championship Round a Reserve list is established of the highest point scorers who failed to qualify from the previous rounds.

## Reserves.

**A reserve nominated to take the place of an absent rider in the first meeting of either of these Rounds will also ride in the second meeting of either Round, even if the replaced rider is available to ride in the second meeting.**

**The replaced rider is eligible to be nominated as a reserve.**

In all rounds there is a reserve rider, nominated by the Promoter of the track on which the meeting is being held, available to take the place of a rider who is present at the meeting, but who is unable to take part in a particular race. **This does not authorise the replacement by a reserve of a rider who has become excluded.**

The points scored by a reserve are ignored if he rides in two races or less. Subject thereto a reserve rider can qualify to take part in a subsequent round or in the Final, even though he may have ridden earlier in the competition.

A rider cannot ride as a reserve in a round in which he has already competed.

## Ties.

If there is a tie for first place at any meeting in the National Qualifying Round, the International Qualifying Round, or the World Championship Round, or if in the Final Round there is a tie for first, second or third place, the riders concerned will immediately race against each other, over four laps from a clutch start, to determine the winner.

If two or more riders score an equal number of points for the last place qualifying for entry into the International Qualifying Round or the World Championship Round, precedence is given to the rider scoring the highest number of first or second places in the races in which he rode. If there is still a tie the F.M.N.R. will order a run off on a neutral track.

If there is a tie for last place qualifying for entry into the Final Round a run-off on a neutral track will be ordered.

**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 Round qualifying points—the race is staged solely for the purpose of deciding the Winner of the meeting and the additional £30 in Prize Money donated by the sponsors of the event—the "Sunday Dispatch."**

## Officials of the Meeting.

The Steward of this Meeting, Mr. E. G. Cope (Burton) and the Judge-Timekeeper, Mr. C. A. Coppack (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.**

It is his duty to enforce the Regulations of the Speedway Control Board. The Steward, and only the Steward may, after such consultation as he may consider necessary, postpone, stop or cause to be abandoned, a meeting or part of a meeting.

**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.**

The Judge-Timekeeper is also responsible for the recording of the times of the winner and second of each race.

The rest of the Officials and Staff engaged in presenting this International Qualifying Round of the Speedway Championship of the World are those of the Leicester Speedway. Leicester are members of the National Speedway League, Division II.

# Introducing . . . To-night's Competitors

**ARTHUR PAYNE.** Birmingham's Australian about whose return there was much speculation in the closed season. Arthur finally answered an S.O.S. from the injury-ridden "Brummies" and dashed back to Perry Barr in time to set the Midland club back on the victory road. Originally he had announced that he would be retiring from English racing, but happily changed his mind just in the nick of time. In 1947 he was with Third Division Tamworth but soon showed that he was ready for a higher grade of racing and later accepted an offer to sign for Birmingham. In a sphere which may well have been expected to overawe him a little he made instead, such progress that he was selected for Australia in the Test match on his own track and emerged from the fray top scorer for his country. Nowadays he is a regular choice for such events. Is expected to be well in the running for tonight's Cheque.



**LIONEL BENSON.** Young Australian member of the Leicester team, Lionel joined the "Hunters" at the beginning of the 1950 season armed with more hope than experience but his natural talent soon asserted itself until, after the usual difficulty of mastering our smaller tracks had been overcome, he quickly secured a reserve berth in the team. Since then he has assured himself of a place in the first six and has compiled a very healthy points total for the club. Last year he gained recognition in the Internationals against Britain and has followed up this honour with a reserve berth this season in the Australian Test Team. Only two things remain for him to achieve, a full Test Team place and an appearance at Wembley on the Big Night. Is hoping that 1952 will bring both these ambitions to realisation.

**ROY CRAIGHEAD.** While in the R.A.F. Roy was induced to watch Speedway with the result that the impression gained led him down to Rye House where most of his leaves were spent in practice. In 1946 he made occasional appearances at Wembley and represented them in a number of matches the following year. After a spell of injuries which saw him in and out of hospital four times he moved down to Southampton to become a high scoring and valuable member of the team. Joined Poole, his present club, this year, and has made a great contribution to the successes which the "Pirates" have scored to date. In individual events he has always done well and his bustling style has been seen to good effect on Leicester's circuit on previous occasions. Is quite capable of springing a surprise in any company.



**JACK HUGHES.** One of Bradford's newest youngsters, Jack has come into First Division racing the hard way, fighting his way through from a debut with Halifax in Division III as reserve. Showing steady if not spectacular improvement he made secure a team place and held it when his side was promoted to Division II in 1950. Still on the upgrade he quietly rode his way to the forefront until the Speedway public suddenly realised that here was another first-class man ready for the highest appraisal. In 1951 Jack was sufficiently established as a "star" to merit selection for the Britain-Overseas events in which he performed with credit. Moved over to Bradford this season after the Halifax closure and has won his spurs in the premier grade with some very good shows on tracks which were quite new to him.

# HUNTERS' 1952 FIXTURE LIST AND RESULTS

| HOME. |    |       |                              |   |       |  |
|-------|----|-------|------------------------------|---|-------|--|
| April | 4  | EMB   | Coventry                     | W | 43-40 |  |
| "     | 11 | NL    | Oxford                       | W | 50-34 |  |
| "     | 14 | NL    | Cradley (2-45 p.m.)          | L | 40-44 |  |
| "     | 18 | NL    | Ashfield                     | W | 52-32 |  |
| "     | 25 | NL    | Stoke                        | W | 45-39 |  |
| May   | 2  | NL    | Poole                        | W | 49-35 |  |
| "     | 9  | NT    | Yarmouth                     | W | 71-37 |  |
| "     | 16 | NL    | White City                   | W | 48-36 |  |
| "     | 23 | NL    | Yarmouth                     | W | 54-30 |  |
| "     | 30 | NL    | Liverpool                    | L | 37-47 |  |
| June  | 2  | NL    | Motherwell (2.45 p.m.)       | W | 52-32 |  |
| "     | 6  | NT    | Coventry                     | W | 55-53 |  |
| "     | 13 | MRC   | Qualifying Round—L. Williams |   |       |  |
| "     | 20 | NT    | White City                   | L | 46-62 |  |
| "     | 27 | NL    | Edinburgh                    | W | 48-35 |  |
| July  | 4  | NL    | Coventry                     | L | 38-46 |  |
| "     | 11 | W Ch. | World Championship           |   |       |  |
| "     | 18 | NL    | Stoke                        | — |       |  |
| "     | 25 | NL    | Liverpool                    | — |       |  |
| "     | 30 | Int.  | Britain-Overseas             | — |       |  |
| Aug.  | 1  | NL    | Coventry                     | — |       |  |
| "     | 4  | NL    | Cradley (2-45 p.m.)          | — |       |  |
| "     | 8  | NL    | Edinburgh                    | — |       |  |
| "     | 15 | NL    | Poole                        | — |       |  |
| "     | 22 | MC    | Stoke                        | — |       |  |
| "     | 29 | NL    | Oxford                       | — |       |  |
| Sept. | 5  | NL    | Yarmouth                     | — |       |  |
| "     | 12 | NL    | White City                   | — |       |  |
| "     | 19 | NL    | Motherwell                   | — |       |  |
| "     | 26 | MC    | Reserved                     | — |       |  |
| Oct.  | 3  | NL    | Ashfield                     | — |       |  |

| AWAY. |    |     |                       |   |       |  |
|-------|----|-----|-----------------------|---|-------|--|
| April | 5  | EMB | Coventry              | W | 46-38 |  |
| "     | 10 | NL  | Oxford                | W | 45-38 |  |
| "     | 14 | NL  | Cradley (7-30 p.m.)   | W | 44-40 |  |
| "     | 26 | NL  | Edinburgh             | D | 42-42 |  |
| "     | 28 | NL  | Liverpool             | L | 34-50 |  |
| May   | 13 | NT  | Yarmouth              | L | 47-61 |  |
| "     | 17 | NL  | Coventry              | W | 52-32 |  |
| "     | 21 | CH  | Fleetwood             | L | 40-44 |  |
| "     | 25 | CH  | Dublin                | L | 23-49 |  |
| "     | 29 | CH  | Plymouth              | W | 46-38 |  |
| June  | 7  | NT  | Coventry              | W | 55-52 |  |
| "     | 9  | NL  | Motherwell            | L | 36-48 |  |
| "     | 11 | NL  | White City            | L | 35-49 |  |
| "     | 17 | NL  | Yarmouth              | W | 46-38 |  |
| "     | 18 | NT  | White City            | W | 55-53 |  |
| "     | 23 | NL  | Poole                 | L | 30-54 |  |
| "     | 28 | NL  | Ashfield (Rained-Off) | — |       |  |
| "     | 30 | NL  | Liverpool             | W | 44-40 |  |
| July  | 5  | NL  | Stoke                 | L | 31-53 |  |
| "     | 12 | NL  | Edinburgh             | — |       |  |
| "     | 16 | NL  | White City            | — |       |  |
| Aug.  | 2  | NL  | Stoke                 | — |       |  |
| "     | 4  | NL  | Cradley (7-30 p.m.)   | — |       |  |
| "     | 9  | NL  | Yarmouth              | — |       |  |
| "     | 11 | NL  | Poole                 | — |       |  |
| "     | 23 | MC  | Stoke                 | — |       |  |
| Sept. | 13 | NL  | Coventry              | — |       |  |
| "     | 20 | NL  | Motherwell            | — |       |  |
| "     | 23 | NL  | Ashfield              | — |       |  |
| "     | 25 | NL  | Oxford                | — |       |  |

Note.—This fixture list is subject to alteration. Should any prove necessary, a notice to that effect will appear in the programme. Abbreviations used: Int., Britain v. Overseas (3rd Match); W. Ch., World Championship; N.T., National Trophy; M.C., Midland Cup; M.R.C., Midland Riders' Championship; E.M.B., East Midlands Challenge Bowl; O.M. Open Meeting.

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

| Team          | P. | W. | D. | L. | F.  | A.   | Pts |
|---------------|----|----|----|----|-----|------|-----|
| LEICESTER     | 22 | 13 | 1  | 8  | 956 | 890  | 27  |
| Motherwell    | 23 | 13 | —  | 10 | 991 | 933  | 26  |
| Poole         | 19 | 12 | 1  | 6  | 933 | 662  | 25  |
| Coventry      | 22 | 12 | 1  | 9  | 929 | 917  | 25  |
| White City    | 21 | 12 | 1  | 8  | 879 | 883  | 25  |
| Cradley Heath | 21 | 10 | —  | 11 | 882 | 879  | 20  |
| Stoke         | 19 | 10 | —  | 9  | 833 | 760  | 20  |
| Edinburgh     | 19 | 8  | 2  | 9  | 815 | 776  | 18  |
| Ashfield      | 18 | 8  | 2  | 8  | 728 | 783  | 18  |
| Oxford        | 23 | 7  | 1  | 15 | 882 | 1043 | 15  |
| Liverpool     | 21 | 7  | 1  | 13 | 829 | 932  | 15  |
| Yarmouth      | 20 | 7  | —  | 13 | 740 | 939  | 14  |

## NATIONAL LEAGUE SCORE CHART (Up-to-Date)

| Rider          | Mchs. | Sts. | Pts | Team Ttl. Pts. | Mch. Aver. |
|----------------|-------|------|-----|----------------|------------|
| L. Williams    | 22    | 88   | 174 | 23 197         | 8-95       |
| Lionel Benson  | 22    | 79   | 157 | 4 161          | 8-15       |
| Jock Grierson  | 22    | 87   | 161 | 12 173         | 7 95       |
| Les Beaumont   | 21    | 83   | 156 | 5 161          | 7 76       |
| Joe Bowkis     | 22    | 85   | 109 | 21 130         | 6 12       |
| Harwood Pike   | 22    | 84   | 106 | 16 122         | 5 81       |
| Alf Parker     | 17    | 43   | 44  | 11 55          | 5-12       |
| Laurie Holland | 6     | 15   | 14  | 2 16           | 4 27       |
| Charlie Barsby | 16    | 35   | 24  | 9 33           | 3 77       |
| J. Carpenter   | 5     | 14   | 9   | 2 11           | 3 14       |

**NEXT  
HAPPY  
HUNTERS  
MEET:**

**FRIDAY, JULY 18th, at 7.45 p.m.**

A Terrific National League Fight against Midland Rivals

**LEICESTER v. STOKE**

" Hunters "

" Potters "

With: KEN ADAMS, LES JENKINS, REG FEARMAN,  
RAY HARRIS, RON PEACE, PETER ORPWOOD  
DEREK BRAITHWAITE and GIL BLAKE

"HUNTERS" OUT FOR VITAL MATCH POINTS!

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, re-admission tickets issued at entrances (available for any one of the next two meetings) will become valid. In no circumstances will any money be refunded. Rights of Admission Reserved.