

COVENTRY

Speedway

PRESENTS

INTERNATIONAL

QUALIFYING

ROUND 1952

Riders from :

GREAT BRITAIN

AUSTRALIA

NEW ZEALAND

AMERICA

SCANDINAVIA

MID-EUROPE

WORLD CHAMPIONSHIP

SATURDAY, JULY 19th, 1952, at 7.30 p.m.

OFFICIAL SOUVENIR PROGRAMME

PRICE 9d

Introducing . . . To-night's Competitors



VIC EMMS. Vice-Captain of the Coventry team, Vic originally rode in 1948 for the non-League Halifax "Nomads" but spent the latter half of the season on loan to the "Bees." His arrival did a great deal to lift the struggling new team to a respectable League position and it was a serious blow when Halifax were granted Third Division status and reclaimed him to lead their side. This he did with such brilliance that promotion followed after one year only in the minor division, and Vic proved himself more than ready for Second Division racing by a sparkling run of successes against men of great experience. His impact on the higher grade was such that he was a regular selection for Britain against Overseas and is now invariably wanted for all such events. This year he is riding better than ever and heads the list of Coventry points scorers.



MALCOLM CRAVEN. Possibly the "turning down" of Malcolm by Norwich in 1937 was the biggest mistake the "Stars" ever made, but that was their verdict after he had ridden a trial for them. Undismayed he practised at Dagenham, to be spotted by Wembley's Manager, and subsequently was loaned out, ironically to Norwich once more, and later to Birmingham. In 1939 he rejoined the "Lions" but war cut short his career. With the resumption of sport in 1946 he was allocated to West Ham and has been with them ever since. So brilliant was his riding that he raced for England, then suddenly a spell of indifferent form caused a temporary eclipse but this season he has again found his old touch and now his average at West Ham can only be bettered by that of his Captain, World Champion Jack Young. Once before he visited Coventry last season with no great success. This time we may well have a very different result.



HENRY LONG. Henry might prove to be the surprise man to-night judged by his performances on this track on previous occasions. He has already a "maximum" to his credit at Brandon and there is no doubt that our circuit suits the South African star. Attached to the famous Belle Vue "Aces" he has been a powerful asset to the Manchester First Division club since joining them and rides in his own country with perhaps even more notable results, being Captain of their "Test" team and has won the National Championships out there. At the beginning of this season he was injured and for some time felt the effects, but recent performances suggest that he is now fully fit once more and capable of extending anyone in this round.



SUNE KARLSSON. We were hoping to be able to assess Sune's chances after his appearance at Leicester a week ago, but unfortunately the meeting was abandoned through rain after he had taken part in one race only. Consequently he remains to some extent the "dark horse" of the meeting and we have only last year's championship form on which to calculate his potentialities. This, and his Scandinavian racing record leads us to believe that he may be a force with which everyone must reckon for he is in the leading group of Swedish riders and they have so far done very well over here as a whole. His Championship appearances last year were the signal for a number of machine failures which spoiled his scoring. In Sweden he is attached to the Motorskallkapet Club and rides for the "Wasps" (Getingarna) team. Scored a maximum in his first ride on the Exeter track last season.



It's TALKING TIME

around the Hive



“UPWARDS AND ONWARDS!”

GREETINGS TO ALL VISITORS to Brandon this evening, along to take part in or perhaps to watch this vital meeting in the 1952 World Title event—the sport's greatest individual tournament.

At least eight of to-night's competitors assembled from Britain, Australia, New Zealand, South Africa and Sweden, appear to hold chances of progress to the next stage of this giant competition, which started at Exeter in May, and culminates at Wembley in September.

They will need double figures, and the exciting scrap likely for them holds promise of making this an outstanding meeting in an outstanding series. For fifteen of them it is the last chance, only Sune Karlsson of Sweden has a second meeting still to come.

Last year Coventry had a rider in the Championship Round and very nearly in the Final itself—Johnnie Reason, who this season loses his opportunity as a result of an injury sustained at Stoke in early May.

Home hopes are centred this time on “Smiler” Vic Emms, Birmingham born Vice-Captain of the team; Australian member of the side, Les Hewitt, and the “Arrow” from Auckland, New Zealand, Charlie New. This trio head the home score charts and regularly are chosen for the sections' International matches.

Five senior league riders compete in the meeting, favourites among whom the press expect the cheque winner to be found being Belle Vue, Manchester's, South African, Henry Long, and Wembley's veteran International, George Wilks.

The unknown quantity of the meeting: Sune Karlsson from Stockholm. Last season this fair-haired Swedish star drew Coventry in his World Championship rounds. Sune was third in his first race behind Harry Edwards and the eventual meeting winner, Tommy Miller; won his second race, won his third race; and was out in front in both his remaining races when having to withdraw with flat tyres.

On that showing Sweden's representative must be considered likely to be there at the finish.

SCORES OF TONIGHT'S COMPETITORS AT THEIR PREVIOUS MEETINGS

	Pts.
Les Hewitt at Motherwell ...	5
Les Beaumont at Motherwell ...	3
Charlie New at Poole ...	7
Sid Clarke at White City ...	9
Harry Bastable at Poole ...	8
Bob Baker at Yarmouth ...	10
Nobby Stock at Liverpool ...	9
Eric Salmon at Oxford ...	7
Sune Karlsson at Leicester ...	*
Tom Oakley at Oxford ...	8
Reg Duval at Liverpool ...	11
Henry Long at Motherwell ...	11
Malcolm Craven at Liverpool ...	5
George Wilks at Yarmouth ...	9
Tom O'Connor at Liverpool ...	5
Vic Emms at Poole ...	9
* Rides Friday, July 25th ...	

We are more than pleased to have with us to-night former Mayor of the City, Councillor Harry Weston, J.P., accompanied by Mrs. Weston. Harry Weston is carrying out the pleasant task for the “Sunday Dispatch”—sponsors of the tournament—of handing over to the meeting winner the cheque for an additional £30 prize-money, so kindly donated by this great newspaper.

Harry Weston, who has done much for the civic life of Coventry, has always been keen on sport, and on no sport more keen than speedway—the Sport the Whole Family Enjoys.

We express the hope that he and his party enjoy a happy evening in Brandon's cheerful atmosphere and that he has the pleasure of presenting the cheque to a worthy winner of yet another grand International meeting in the Hive.

For me personally, my greatest hope is that the meeting will see us sending a trio of wearers of the Black and Gold further on the way to Wembley. A “Bee” in the line-up on speedway's Big Night is a wish we've cherished for a long time!

This year it could be!

CHAS. OCHILTREE.

Introducing . . . To-night's Competitors



HARRY BASTABLE. The surprise man of the Midlands this season. For quite some time Harry has been with the "Heathen" at Cradley but was accepted as no more than a useful reserve until towards the latter end of last season. Then he won a regular place in the team and was generally considered good for six points or so at home and maybe not quite that number away from his own stadium. Then came 1952 and Harry surprised everyone with his sudden mastery of all tracks, his dash and his complete confidence at all times. One of his first acts this year was to break the Cradley Track Record which had stood for some considerable time. After that he proved that this was no isolated hour of glory by heading their score chart for match after match, a feat which included a very good score at this track. Still riding as well, he could trouble any of tonight's competitors.



LES BEAUMONT. Coming in for the injured Dennis Gray, Les should feel quite at home on our track as in League matches and other events he has always been a free scorer. Has been a regular visitor here ever since he rode for Cradley Heath in 1948 with such success. In 1946 he won the West of England Grass Track Championship which fired his ambition for an attempt at Speedway. A natural stylist he was quickly given trials and rides at Birmingham and rode a few matches with the "Brummies" before taking the Captaincy of the Cradley side. A troublesome leg injury later kept him from riding for a time but he recovered just at the right moment for Leicester to sign him for their new team. A reliable and steady rider, he is always among the points on any track and is noted as one of Speedway's gentlemen for his conduct both on and off the shale.



NOBBY STOCK. Hard work and intense saving brought Nobby's Speedway ambitions to realisation in 1937 when he had bought his first machine and applied at a London Training School for tuition. Later he took odd rides at Dagenham and subsequently graduated to a team place in the Hackney Wick side which won the Second Division Championship in 1938. Came the war and he spent four years in the Army during which time he organised Army Speedway Racing in Italy and helped in building the tracks on which many of our present stars first rode. Signed by Harringay in 1947 he was, in 1948 loaned to Bristol for whom he raced with great success, scoring 166 points out of roughly 250 possible. The "Racers" recalled him after a season and now he is a regular member of the side which currently leads Division I.



GEORGE WILKS. Formerly South Midlands Grass Track Champion for several years, George first rode the cinders with Harringay in 1934 and was transferred to Hackney Wick the following year. Three years later he joined the Wembley "Lions" and except for a spell on loan to West Ham has been with them ever since. An experienced and steady rider, he has always been of great value to his team and although he had the ill-fortune to break a thigh in 1948 recovery being slow, he is now hitting top form again. A man of International experience and with a temperament for the big occasion he may be among the leaders tonight. It is interesting to know that as long ago as 1929 George rode in the Isle of Man T.T. race.



COVENTRY SPEEDWAY

(Promoter : Mrs. Jack Parker)

Grandon Stadium, Rugby Road, Brandon, Nr. Coventry. Phone : Wolston 395-7 (Night 31111)

— Officials : —

Speedway Manager and Clerk of the Course: Charles Orhiltree
A.C.U. Steward : E. G. Cope A.C.U. Judge-Timekeeper : S. A. Nicholls
Announcer : Roy Baker Pit Marshal: Jack Morphet Starting Marshal : Ray Underhill
Machine Examiner: Cyril Lord Colour Marshal : Reg Bray
Medical Officers : Dr. Harry Kenyon and Dr. Edward Lee
St. John's Ambulance Brigade (Wyken Division) in attendance
Meetings held under the Regulations of the Speedway Control Board
Track Licence No 514/R. Permit No. SP.1332 Track Length : 375 yards
Track Record : (4 Laps, Clutch Start) 69 1/5th secs., Tommy Miller (W. City) July 14th, 1951
Equalled by Johnnie Reason (Coventry) July 21st, 1951
Fastest time this season : 69 2/5th secs., Tommy Miller (W. City) June 16th, 1952
BETTING STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS

PROGRAMME OF EVENTS

19th MEETING (5th Season) SATURDAY, JULY 19th, 1952

“SUNDAY DISPATCH”

SPEEDWAY CHAMPIONSHIP OF THE WORLD 1952

— International Qualifying Round —

EVENT 1.

7.30 p.m. “Flight of the Bumble Bee” “Entry of the Gladiators”
March on of the Coventry Speedway Track Personnel
“GOD SAVE THE QUEEN”

EVENT 2.

7.35 p.m. INTRODUCTION OF THE RIDERS
followed by CHAMPIONSHIP GRAND PARADE

EVENT 3.

7.45 p.m. HEAT 1. 1952 SPEEDWAY CHAMPIONSHIP OF THE
WORLD

— THE COMPETING RIDERS —

No.	Rider	Country	Track	Division	Team Name
1	Les Hewitt**	Australia	Coventry	II	“Bees”
2	Les Beaumont**	England	Leicester	II	“Hunters”
3	Charlie New**	New Zealand	Coventry	II	“Bees”
4	Sid Clarke**	England	Ipswich	III	“Witches”
5	Harry Bastable**	England	Cradley Heath	II	“Heathen”
6	Bob Baker	England	Yarmouth	II	“Bloaters”
7	Nobby Stock	England	Harringay	I	“Racers”
8	Eric Salmon	England	Bristol	I	“Bulldogs”
9	Sune Karlsson*	Sweden	Motorsallskapet		“Wasps”
10	Tom Oakley	England	Bristol	I	“Bulldogs”
11	Reg Duval	England	Liverpool	II	“Chads”
12	Henry Long	South Africa	Belle Vue	I	“Aces”
13	Malcolm Craven	England	West Ham	I	“Hammers”
14	George Wilks	England	Wembley	I	“Lions”
15	Tom O'Connor**	England	Rayleigh	III	“Rockets”
16	Vic Emms	England	Coventry	II	“Bees”

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, Peter Brough (Coventry), 2nd reserve, Jack Wright (Coventry)

* Qualified from Scandinavian National Qualifying Rounds.

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

STADIUM CLUB MEMBERS PLEASE NOTE : Extension To-night 11.0 p.m.

"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.

	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
1 Time	1 Les Hewitt 2 Les Beaumont 3 Charlie New 4 Sid Clarke		Red Blue White Y. & B.		1st 2nd 3rd 4th	
2 Time	5 Harry Bastable 7 Nobby Stock 6 Bob Baker 8 Eric Salmon		Red Blue White Y. & B.		1st 2nd 3rd 4th	
3 Time	10 Tom Oakley 11 Reg Duval 9 Sune Karlsson 12 Henry Long		Red Blue White Y. & B.		1st 2nd 3rd 4th	
4 Time	15 Tom O'Connor 14 George Wilks 16 Vic Emms 13 M. Craven		Red Blue White Y. & B.		1st 2nd 3rd 4th	
5 Time	13 M. Craven 1 Les Hewitt 5 Harry Bastable 9 Sune Karlsson		Red Blue White Y. & B.		1st 2nd 3rd 4th	
6 Time	14 George Wilks 10 Tom Oakley 2 Les Beaumont 6 Bob Baker		Red Blue White Y. & B.		1st 2nd 3rd 4th	
7 Time	11 Reg Duval 15 Tom O'Connor 7 Nobby Stock 3 Charlie New		Red Blue White Y. & B.		1st 2nd 3rd 4th	
8 Time	4 Sid Clarke 8 Eric Salmon 12 Henry Long 16 Vic Emms		Red Blue White Y. & B.		1st 2nd 3rd 4th	
9 Time	6 Bob Baker 16 Vic Emms 1 Les Hewitt 11 Reg Duval		Red Blue White Y. & B.		1st 2nd 3rd 4th	
10 Time	12 Henry Long 5 Harry Bastable 15 Tom O'Connor 2 Les Beaumont		Red Blue White Y. & B.		1st 2nd 3rd 4th	

A SHORT INTERVAL

TIME FOR REFRESHMENTS AT BUFFET OR BAR

11 Time	8 Eric Salmon 9 Sune Karlsson 3 Charlie New 14 George Wilks		Red Blue White Y. & B.		1st 2nd 3rd 4th	
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Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
12 Time	13 M. Craven 4 Sid Clarke 10 Tom Oakley 7 Nobby Stock		Red Blue White Y. & B.		1st 2nd 3rd 4th	
13 Time	7 Nobby Stock 12 Henry Long 14 George Wilks 1 Les Hewitt		Red Blue White Y. & B.		1st 2nd 3rd 4th	
14 Time	2 Les Beaumont 13 M. Craven 8 Eric Salmon 11 Reg Duval		Red Blue White Y. & B.		1st 2nd 3rd 4th	
15 Time	16 Vic Emms 3 Charlie New 10 Tom Oakley 5 Harry Bastable		Red Blue White Y. & B.		1st 2nd 3rd 4th	
16 Time	9 Sune Karlsson 6 Bob Baker 4 Sid Clarke 15 Tom O'Connor		Red Blue White Y. & B.		1st 2nd 3rd 4th	
17 Time	1 Les Hewitt 8 Eric Salmon 15 Tom O'Connor 10 Tom Oakley		Red Blue White Y. & B.		1st 2nd 3rd 4th	
18 Time	9 Sune Karlsson 2 Les Beaumont 7 Nobby Stock 16 Vic Emms		Red Blue White Y. & B.		1st 2nd 3rd 4th	
19 Time	3 Charlie New 12 Henry Long 13 M. Craven 6 Bob Baker		Red Blue White Y. & B.		1st 2nd 3rd 4th	
20 Time	5 Harry Bastable 14 George Wilks 11 Reg Duval 4 Sid Clarke		Red Blue White Y. & B.		1st 2nd 3rd 4th	

Winner of this Meeting Total Points

INDIVIDUAL SCORE CHART.

RIDER	1	2	3	4	5	Total	RIDER	1	2	3	4	5	Total
1 Les Hewitt							10 Tom Oakley						
2 Les Beaumont							11 Reg Duval						
3 Charlie New							12 Henry Long						
4 Sid Clarke							13 Malcolm Craven						
5 H. Bastable							14 George Wilks						
6 Bob Baker							15 Tom O'Connor						
7 Nobby Stock							16 Vic Emms						
8 Eric Salmon							17 P. Brough (res)						
9 Sune Karlsson							18 Jack Wright (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.

CONTINENTAL QUALIFIERS from ROUND ONE.

Olle Nygren (Sweden), Fritz Diru (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 Barrett (Exeter), Brian Crutcher (Poole), Buster Brown (Swindon).

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.

NATIONAL LEAGUE DIVISION II

(Up to and including July 15th)

Team	P.	W.	D.	L.	F.	A.	Pts
COVENTRY	25	14	1	10	1069	986	29
Poole	21	13	1	7	1029	734	27
Leicester	23	13	1	9	985	943	27
Motherwell	23	13		10	991	933	26
White City	23	12	1	10	937	993	25
Cradley Heath	22	11		11	933	911	22
Edinburgh	21	9	2	10	907	850	20
Stoke	20	10		10	865	811	20
Ashfield	19	9	2	8	771	824	20
Yarmouth	22	9		13	845	1003	18
Oxford	23	7	1	15	882	1043	15
Liverpool	22	7	1	14	852	993	15

MIDLAND RIDERS' CHAMPIONSHIP, 1952

Final Qualifying Round Meeting will be held at

Birmingham Speedway, Monday, July 21st, 7.30 p.m.

— The Competitors —

Alan Hunt * Ron Mountford * Graham Warren * Arthur Payne
 Charlie New * Les Beaumont * Harry Bastable * Jim Gregory
 Ivor Davies * Dan Forsberg * Brian Shepherd * Charlie Barsby
 Harry Saunders * Ron Peace * Eric Boothroyd * Geoff Bennett

This Meeting decides the Final Sixteen Contenders

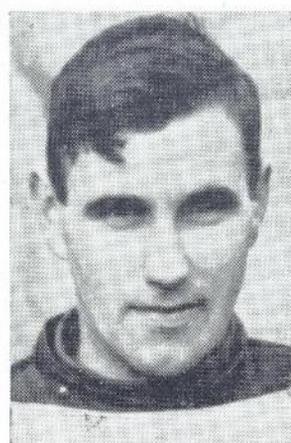
Introducing . . . To-night's Competitors



SID CLARKE. Now riding for the new Southern League team the Ipswich "Witches," Sid was at one time attached to Poole. With the South Coast team in 1948 he had an extremely successful first season with a total of no less than 269 points to his credit. Unfortunately for Poole Harringay claimed him in 1949 and he made a grand debut for them with an eight point score at Birmingham. Subsequently though he failed to quite cope with First Division racing and signed instead for Walthamstow where he remained until the "Wolves" closed down. Has won through from the first round, defeating many Second Division men on the way, and it will be interesting to see if he can reproduce his home form when in opposition to the hard-to-beat company which we have here tonight from all grades.



CHARLIE NEW. A New Zealander who arrived in this country three years ago with a home made frame and a determination to make the grade in English Speedway. With no geographical knowledge of the country he took the easiest course and went along to the track he had heard of most, in this case, Wembley. They recommended him to Belle Vue who were sufficiently impressed by this young Colonial to add him to the books and send him out on loan to the sister-track at Sheffield to gain experience. After initial trouble (a broken ankle in his first away match) he settled down to become a leading scorer for the Northern club and won the World Championship round at Oxford in 1950. When Sheffield closed last season Coventry stepped in and secured him with much ultimate benefit. A high scoring, safe rider, he is a fully fledged International in status and a most valuable member of the side as his average shows.



ERIC SALMON. Fair-haired member of the "Family" team, Bristol, Eric married his skipper's sister thus adding one more link to a chain of relatives who help to make up the West Country side. Previously a well-known figure in local grass-track circles and a keen motor-cycling Clubman he had Speedway trials with Birmingham in their Winter Training School of 1946-7. His first Speedway contract was signed for Bristol for whom he has appeared ever since. A comparative novice in 1949 he progressed so rapidly that when the "Bulldogs" forced their way into Division I with some of the biggest wins on record he was among their most consistent scorers. Although his team is now faced with much stiffer opposition he is still doing his bit towards keeping the team a forceful combination in the highest grade.



REG DUVAL. A comparative newcomer to Speedway, Reg has nevertheless made a great deal of headway in the last two seasons. His initial training was undertaken at Rye House and when it was felt that the time was ripe for a league debut it was Liverpool who reaped the benefits. Before he actually joined the "Chads," however, he felt the need for a few more actual races in good company and took himself to the Buffalo Stadium in Paris. From that base he rode on most of the Continental circuits and picked up very valuable experience. Finally lining up with the Liverpool team, he soon acquired a place as reserve and steady improvement took him right into the chosen six. Rarely has he lost his place since unless it be through injury and although he has yet to show his true worth at Coventry he could be a big danger on top form.



1952 SPEEDWAY CHAMPIONSHIP OF THE WORLD

— HOW THE COMPETITION 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. S. A. Nicholls (Birmingham) 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 Coventry Speedway. Coventry are members of the National Speedway League, Division II.

Introducing . . . To-night's Competitors

TOM OAKLEY. A robust type of rider who can bustle his way through the toughest of matches, Tom has lately joined Bristol from the London Club, New Cross, where a tricky track certainly did not help his particular mode of riding. Prior to that he was attached to Second Division, Southampton where he rode first in 1948 under the eye of brother Bob, now with Wembley. Although his progress was steady and his points returns very good it was not until his brother left the team that he really obtained the deserved recognition when his great efforts did much to fill the resultant gap in the team's scoring power. Last season Southampton closed down and Tom accepted a First Division offer. Here a number of times in League matches he has ridden the track very well.



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BOB BAKER. In his spare time Bob was wont to frequent such well-known centres as Rye House and West Ham watching his favourites in action. In due course he decided to take a hand himself and began practising at Rye House. It was there that folk began to take notice of him, particularly the New Cross management who eventually added him to their strength and let him go to the Hull track for competitive experience. Up North, he soon rode himself among the leading points scorers and eventually won through to the Second Round of the Speedway Riders' Championship, distinguishing himself by almost lifting the cheque at Walthamstow. With Hull's closing he returned to New Cross but found First Division hard going. In 1951 he went to Yarmouth for whom he still rides and is among the top scorers regularly.



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TOM O'CONNOR. Young, cheerful and haven't-a-care-in-the-world racer Tom may lack the finesse of the established track veteran but he lacks nothing in fighting spirit. A tearaway stylist he asks for nothing more than to fly off the gate and turn on everything his motor can give. After that it is the other fellows' worry to catch him. Currently with Southern League Rayleigh he would possibly have qualified fully except for his impetuous style. As it is he comes in from the reserve list to take Coventry rider, Johnnie Reason's place and no doubt will be out to give a good account of himself. Last year he was again in the second round but spoiled his chances by falling twice at Oxford after tearing through the field and crashing just as he was in a position to win his races. Let us hope that he stays on board tonight; a lad of his dash and fearlessness deserves some better luck.



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LES HEWITT. Boy with the biggest grin in Speedway and one of the most spectacular styles, too. This young Australian star arrived in this country from Newcastle, N.S.W. in 1949 destined to go to the now defunct Walthamstow club but a last minute switch found him lining up with the Coventry "Bees" instead. Initially he found mastery of our circuits a major headache but after a couple of months near-heartbreak he began to show that his Australian reputation was well deserved. By 1950 he was a regular team member and steadily climbed to the top of his team's score chart. His riding was by then brilliant enough to merit selection for the "Overseas" team against Britain and later a reserve position in the Test Matches came his way. Has certainly justified the faith which pre-war Test Star, Max Grosskeutz placed in him when "schooling" him in the arts of slide.



How the Meetings are going . . .

Poole, Monday, July 7th

K. Middleditch (Poole) ..	14
Olle Nygren (Sweden) ..	12
J. Grierson (Leic.) ..	11
D. Campbell (Edin.) ..	11
Vic Emms (Coventry) ..	9
Terry Small (Poole) ..	9
J. Lloyd (Harringay) ..	9
H. Bastable (Cradley) ..	8
Fritz Dirl (Austria) ..	8
Charlie New (Coventry) ..	7
C. Watson (West Ham) ..	5
O. Hart (Bradford) ..	5
J. Hughes (Bradford) ..	5
F. Lawrence (New Cross) ..	4
D. Dunton (Harringay) ..	0
C. Quick (Wolverhampton) ..	0

Oxford, Thursday, July 10th

H. Saunders (Oxford) ..	15
Olle Nygren (Sweden) ..	14
B. Semmens (Ashfield) ..	13
R. Johnston (Belle Vue) ..	12
B. King (Wolverhampton) ..	10
G. Pymar (Bristol) ..	9
A. Payne (Birmingham) ..	8
T. Oakley (Bristol) ..	8
E. Salmon (Bristol) ..	7
J. Mountford (Bristol) ..	7
I. Davies (Birmingham) ..	5
Bill Osborne (Oxford) ..	3
Noel Watson (Motherwell) ..	3
B. Holden (Poole) ..	2
I. Boyd (Oxford) ..	1
L. Williams (Leic.) ..	0

Ashfield, Sat. July 19th

B. Semmens (Ashfield) ..	
W. Wilson (Ashfield) ..	
G. Mardon (Wimbledon) ..	
Ivor Davies (Birmingham) ..	
Cyril Brine (Wimbledon) ..	
R. Johnston (Belle Vue) ..	
D. Dunton (Harringay) ..	
Fred Brand (Yarmouth) ..	
L. Tolley (Cradley Heath) ..	
Charlie May (Cardiff) ..	
A. Smith (Plymouth) ..	
G. Pugh (Cardiff) ..	
N. Street (St. Austell) ..	
B. Oakley (Wembley) ..	
S. Pramberg (Sweden) ..	
H. Edwards (Belle Vue) ..	

Yarmouth, Tues. July 8th

C. Roger (New Cross) ..	11
Fred Brand (Yarmouth) ..	11
Bob Baker (Yarmouth) ..	10
George Wilks (Wembley) ..	9
Chris Boss (Bristol) ..	9
D. Cuppleditch (Edinburgh) ..	9
G. Jackson (Rayleigh) ..	9
T. Redmond (Wembley) ..	8
H. Edwards (Belle Vue) ..	8
T. Courtnell (Yarmouth) ..	6
B. Crutcher (Poole) ..	6
H. McNaughton (Ipswich) ..	6
Arthur Wright (Bradford) ..	5
Charlie May (Cardiff) ..	4
L. Benson (Leicester) ..	4
Bosse Anderson (Sweden) ..	3

Motherwell, Fri. July 11th

T. Miller (W. City) ..	15
D. Forsberg (Birmingham) ..	12
D. Close (Motherwell) ..	11
G. Mardon (Wimbledon) ..	11
H. Long (Belle Vue) ..	11
K. Middleditch (Poole) ..	11
E. Roccio (Wimbledon) ..	10
E. Williams (Wembley) ..	10
R. Mountford (Birmingham) ..	8
L. Hewitt (Coventry) ..	5
S. Pramberg (Sweden) ..	5
N. Street (St. Austell) ..	4
L. Beaumont (Leicester) ..	3
G. McGregor (Motherwell) ..	2
D. Shepherd (Ipswich) ..	1
A. Smith (Plymouth) ..	1

Stoke, Saturday, July 19th

Ken Adams (Stoke) ..	
Ron Peace (Stoke) ..	
Pat Clarke (West Ham) ..	
J. Mountford (Bristol) ..	
Chris Boss (Bristol) ..	
Eric Williams (Wembley) ..	
T. Redmond (Wembley) ..	
G. Pymar (Bristol) ..	
G. McGregor (Motherwell) ..	
B. Osborne (Oxford) ..	
Ivor Powell (Aldershot) ..	
Goog Hoskin (Exeter) ..	
D. Shepherd (Ipswich) ..	
A. Quinn (St. Austell) ..	
J. Gregory (Oxford) ..	
B. Anderson (Sweden) ..	

White City, Wed., July 9th

T. Miller (W. City) ..	15
C. Brine (Wimbledon) ..	13
Basse Hveem (Norway) ..	13
J. Bainbridge (W. City) ..	12
B. Bales (Norwich) ..	10
Ron Clarke (Bradford) ..	9
Sid Clarke (Ipswich) ..	9
L. Lazarus (Ashfield) ..	8
G. Wall (Plymouth) ..	6
P. Clarke (Norwich) ..	6
R. Craighead (Poole) ..	5
H. Welch (Liverpool) ..	5
K. Adams (Stoke) ..	4
L. Lawson (Belle Vue) ..	2
F. Rogers (Norwich) ..	2
B. Brown (Swindon) ..	1

Liverpool, Mon., July 14th

P. Robinson (Liverpool) ..	14
B. Oakley (Wembley) ..	14
Ivor Powell (Aldershot) ..	13
Ron How (Harringay) ..	12
Reg Duval (Liverpool) ..	11
Nobby Stock (Harringay) ..	9
H. Fairhurst (Edinburgh) ..	9
W. Wilson (Ashfield) ..	7
G. Pugh (Cardiff) ..	6
T. O'Connor (Rayleigh) ..	5
R. Sormander (Sweden) ..	5
M. Craven (West Ham) ..	5
F. Pawson (Norwich) ..	4
Pat Clarke (West Ham) ..	2
A. Quinn (St. Austell) ..	2
H. McNaughton (Ipswich) ..	1

Edinburgh, Sat., July 19th

D. Campbell (Edinburgh) ..	
D. Cuppleditch (Edinburgh) ..	
F. Lawrence (New Cross) ..	
J. Lloyd (Harringay) ..	
E. Roccio (Wimbledon) ..	
Ron How (Harringay) ..	
R. Mountford (Birm.) ..	
D. Forsberg (Birmingham) ..	
P. Malpass (Cradley) ..	
Derek Close (Motherwell) ..	
C. Quick (Wolv.) ..	
Noel Watson (Motherwell) ..	
Benny King (Wolv.) ..	
H. Welch (Liverpool) ..	
R. Sormander (Sweden) ..	
G. Wall (Plymouth) ..	

**Next
Meeting**

NEXT SATURDAY, JULY 26th, at 7.30 p.m.

— National League Match —

COVENTRY v. YARMOUTH
"Bees" "Bloaters"

With:

Fred Brand Bob Baker Terry Courtnell
Stan Page Reg Morgan Roy Bowers Vic Ridgeon
and Johnny Chamberlain

"BEES" AFTER MORE LEAGUE POINTS

NOTICE. The Management reserve the right to alter this Programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme, tickets issued at the 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. Grandstand Patrons should retain the halves of their 1/- Transfer Tickets. In the event of re-admission tickets being valid the halves will be needed to reclaim seats at subsequent meetings. Betting and unauthorised photography strictly prohibited. Unauthorised vendors will be prosecuted.