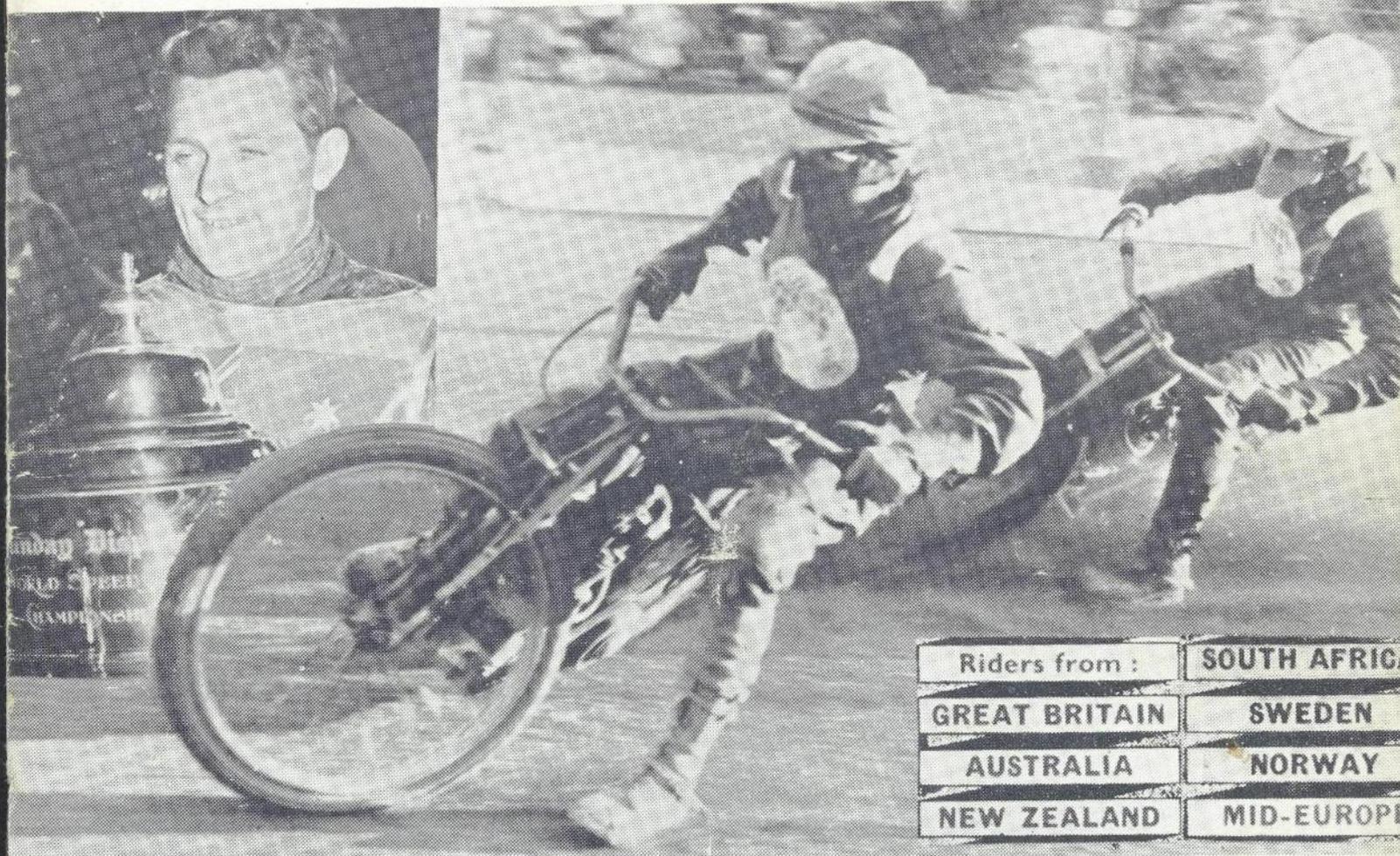


# WEST HAM SPEEDWAY

WEST HAM STADIUM

~ PROUDLY PRESENTS ~



Riders from :	SOUTH AFRICA
GREAT BRITAIN	SWEDEN
AUSTRALIA	NORWAY
NEW ZEALAND	MID-EUROPE

# WORLD CHAMPIONSHIP

1952

WORLD CHAMPIONSHIP ROUND

TUESDAY, AUGUST 12th at 7.45 p.m.

OFFICIAL SOUVENIR PROGRAMME — PRICE 9d.

# Introducing . . . To-night's Competitors

— The "Seeded" Riders —



**JACK YOUNG.** Reigning World Champion, Match Race Champion, Australian Test Man and Skipper of the "Hammers." Jack is a phenomenal post-war "ace" who makes news not when he gets a maximum score . . . but when he doesn't! Formerly with Second Division Edinburgh, who he joined in 1949, he made a brilliant debut for the "Monarchs", was stricken with appendicitis after his first match and was rushed into hospital. Since he came back to the track he has been the nearest thing ever to the perfect, unbeatable racing machine. While still in Division II he made history by winning the World Title and is strongly fancied to become the first man ever to hold the honour twice. Quiet, reserved and thoroughly likeable he has been just about the best thing that ever happened to West Ham since he joined them this year.

**WALLY GREEN.** Wally, formerly with Third Division Eastbourne was actually on West Ham's books in 1946, being signed by them after showing a great deal of promise at the Rye House training school. Went along to Eastbourne to gain competitive experience the following year and went right to the top of their scoring list in his first season. Until he broke a collar bone and had to relinquish the title he was Third Division Match Race Champion. In 1949 he was recalled to West Ham and held his own with the best in First Division, maintained steady if unspectacular improvement and then staggered everyone in the sport in 1950. It was then that he rode his way into second place in the World Championship Final with as smooth and classic display as had been seen at Wembley for many a meeting. This year he is a tower of strength for the "Hammers", his points average being bettered only by his Captain, Jack Young.



**KEN SHARPLES.** Up at Belle Vue they are proud of local boy Ken, and not without just cause. In 1948 he was very much the novice, was sent along to Coventry for second-half rides, failed to establish himself there and moved over to Cradley Heath where he fought his way into the leading scorers by the season's end. Back at Manchester the following season he began to show just how good he really can be, and nowadays he is an indispensable member of the famous "Aces" line-up. His career is just one long success story for International selection came his way shortly after winning a team berth at Belle Vue and he is a high scorer for England in the current series. Still a youngster, there is plenty of top-class racing in Ken and when on peak form he is quite capable of beating the best riders in the game.

**ALAN HUNT.** Yet another post-war product who reached the top in brilliant fashion, Alan started his career with Cradley Heath in 1947. Shortly after joining them he was riding so well that he took over the Captaincy and his tearaway style helped his team to second place in his first season of League racing. He remained with the Cradley side through their promotion to Division II, continuing to ride brilliantly until the end of the 1950 season when Birmingham signed him in their bid to strengthen the team. An instant success in senior grade he quickly made International ranking and won his way through to the World Final last September. His never-give-up spirit was seen then to its full effect, for after a heavy tumble in his first ride when challenging for first place he doggedly kept on racing although he knew full well that his chance had gone. This year he deserves better luck.



# Johnnie Gittings



We at West Ham will be watching the performance of our two star riders in their journey once again to Wembley and the grand final for the Championship of the World.

That's a big title. Ever sit and think what it means?

The winner of the World Championship is proclaimed the greatest speedway rider in the wide, wide world.

What a title to be proud of. What a comforting thought in one's old age, to be able to say "I was once Champion of the World. I won it at Wembley in 1952." No wonder that great national newspaper the "Sunday Dispatch" thinks it worth while to devote columns of valuable space and £2,000 in prize money to the staging of this event.

Charles Eade the brilliant Editor of the "Sunday Dispatch" has realised that this competition which stretches in interest far beyond the confines of the British Isles, is worth while — very worth while.

Almost every day this week there have been calls from Norway and Sweden wanting facilities to get first hand news of tonight's contest.

Away up in the mountains and down by the lakes and the fiords people who know nothing of our language will want to know how Basse Hveem upheld Norway's prestige, how Olle Nygren rode for Sweden.

People who have never seen a speedway meeting are interested because this is an International event as great in its way as those Olympic contests which have just taken place at Helsinki.

Wireless waves and television recordings take our sport into homes far removed from the scenes of the actual contest.

Speedway racing is a live sport, a grand sport and clean all the way through.

That is why families away in the Islands to the far North, in the great cities and the remote villages and also in the far distant places of the earth read with interest the changing fortunes of those who aspire to the supreme title of World Champion.

We welcome with great pleasure Charles Eade and his Sports Editor Pat Reekie who have done so much for the sport.

Another old friend of Speedway visiting us tonight is Tom Stenner who has worked

with zeal, enthusiasm and faith over all the years to put speedways over to the public.

Everyone of the sixteen riders here tonight is keyed up to fighting pitch because he knows that on his score at this meeting rests his chance of a coveted place among the finalists.

Fight on, my hearties, and when the match is over and the points added up, let there be no regrets. Tonight is your night and may all of you go through without mishap to yourself or your machines.

JOHNNIE HOSKINS.

\* \* \*

## "HAMMERS" NEWS AND VIEWS

Next week we have the old rivals over from Wembley, and what a match we can expect.

Last time Wembley were here the Hammers went for them good and hard and plenty. We beat them fair square and handsome by fifteen points.

Our riders have been a bit off form, but they're getting into their stride again as they always do when the "Lions" come roaring round the camp. This West Ham v Wembley match is noted for hard wheel-to-wheel racing. Its up and at 'em all the way with excitement from first race to last and then some.

We are finishing our League fixtures a bit early this year. This is what we propose to fill up those three dates on your programme with.

On September sixteenth we shall take on that cheeky challenge from the Scots.

They reckon they can dig out eight native Scots headed by the redoubtable Tommy Miller and beat anything the Hammers can put against them.

We shall book in the Dagenham Girl Pipers and pipe them on and then we'll see something we've never seen before. That is a team of all Scots against the "Hammers"

Then on the 23rd, we shall have the time-honoured West Ham Cup with as many of the top line World Champion riders as are available.

Then for our Final night the London foursomes, between the Hammers and two London tracks, plus a grand fireworks show.

For this, "Brocks" are making us a

(cont. on page 10, col. 2)

# Introducing . . . To-night's Competitors

— International Round Qualifiers —



(Qual. 26 points)

**OLLE NYGREN.** Here is the boy who made such an impact on English Speedway with his brilliant riding for Harringay last year. Over here for the World Championship meetings, and already rated Sweden's No. 1 rider, he did nothing but enhance his already considerable reputation. The "Racers" were swift in their application for his signature and once he was on their books their fortunes took a sudden upward swing until he left them for his native country. Even then he came back to help them in the London Cup and scored 33 points in the competition out of a possible 36. Starting in Speedway in 1948 after a spell on grass or road work, blond haired Olle made the sort of headway which has been matched over here by few riders, and his effortless mastery of English tracks is little short of amazing.

**HARRY SAUNDERS.** Genial "Cheetah" Harry joined Wimbledon as a novice in 1946 on the advice of brother George, formerly with Wembley, and was promptly loaned out to the Eastbourne "Eagles" in 1947 when he helped them to win the Third Division Title at the first time of asking. Later the South Coast Club closed down and Harry moved into the Midlands to throw in his lot with Tamworth again in Division III. Apart from a spell on loan to injury-stricken Wombwell he remained with the "Hounds" until they too "sold-out" at the end of 1949, by which time he had established himself as one of the leading scorers in the League. 1950 saw him with the Oxford club, where he has been ever since although a pre-season practice accident prevented him from doing much racing until 1951. A fast rider with an unusual style, he is a very difficult man to overhaul once he gets in front.



(Qual. 23 points)



(Qual. 21 points)

**HENRY LONG.** South African star from Belle Vue, Henry has been hailed for some years as a champion in his own country, as he undoubtedly deserves to be. Over here he is admittedly in tougher company but this has in no way prevented him from making a secure team place for himself in First Division racing and his fast starts have left many a more experienced man behind. What is more important they have discovered that all their wiles are of no avail against this smart young Colonial. Used to the sweeping Belle Vue circuit it is to be expected that he will shine tonight on our large, fast track and beat more than beat him. Has been instrumental in keeping the flag flying for the "Aces" during that testing time when three of their leading men were on the injured list.

**BASSE HVEEM.** Among the season's highlights in 1949 was a World Championship round at Tamworth. Not because it supplied the ultimate winner of the contest, or even because of the thrilling racing, but because it introduced a few thousand English fans to the most skilful demonstration of riding yet seen at the Staffordshire stadium. A shocking night, a track like a millpond and greasy enough to frighten the most hardy . . . and there was Basse compiling an immaculate maximum to win the cheque for the meeting. His times were almost equal to the track record all night, four seconds faster than even the best of Second Division stars there could manage. He went on to qualify for the next round but was unable to fulfil the engagement. Since then his few English appearances have been every bit as brilliant and this year's qualifying points find him with as many as such experienced campaigners as George Wilks and Geoff Pymar.



(Qual. 20 points)

# WEST HAM SPEEDWAY

(Promoters: John S. Hoskins, A. D. Sanderson)

West Ham Stadium, London, E.16.

Telephone: ALBerl Deck 2441

## — OFFICIALS —

Clerk of the Course: John S. Hoskins

Team Manager: Ken Brett, A.M.Inst.B.E.

A.C.U. Steward: A. G. Pickering

A.C.U. Judge-Timekeeper: A. L. Ebblewhite

Announcer: Eric Chitty

Machine Examiner: Colin Watson

Starting Marshal: Ken Matthews

Lap Scorer: H. Hopwood

Pit Marshal: Jim Mans

Medical Officer: Dr. Eugene Kelly

Ambulance Service by arrangement with the St. John's Ambulance Brigade

Held under the Regulations of the Speedway Control Board.

Track Length: 440 yds. Permit No. S.P. 1233.

Track Record: 4 Laps, Clutch Start, JACK YOUNG (West Ham) 73.4 secs., 49.04 m.p.h., 29/7/52

Track Record: 3 Laps, Clutch Start, JACK YOUNG (West Ham) 56.2 secs., 48.08 m.p.h., 15/7/52

Track Record: 1 Lap, Flying Start, JACK YOUNG (West Ham) 18.00 secs., 50 m.p.h., 29/4/52

Track Graded by Jessups (Stratford) Ltd., the Vauxhall and Bedford Distributors

Floral Decorations by Len Andrews, 374, Prince Regent Lane, Victoria Dock, E.16.

## PROGRAMME OF EVENTS

18th MEETING, TUESDAY, AUGUST 12th, 1952

### “SUNDAY DISPATCH”

## SPEEDWAY CHAMPIONSHIP OF THE WORLD 1952

— World Championship Round —

#### EVENT 1. 7.45 p.m.

“Royal Air Force March Past”

MARCH ON OF THE WEST HAM SPEEDWAY TRACK PERSONNEL

#### EVENT 2. 7.50 p.m.

“Entry of the Gladiators”

ENTRY OF THE COMPETITORS

#### EVENT 3. 7.55 p.m.

Presentation of the Riders to Visiting Guests, followed by  
INTRODUCTION AND GRAND PARADE

#### EVENT 4. 8.00 p.m.

HEAT 1. 1952 SPEEDWAY CHAMPIONSHIP OF THE WORLD  
World Championship Round Meeting

### — THE COMPETING RIDERS —

No.	Rider	Country	Track	Division	Team Name
1	Olle Nygren **	Sweden	Norkopping	—	“Wolves”
2	Harry Saunders **	England	Oxford	II	“Cheetahs”
3	Larry Lazarus **	England	Ashfield	II	“Giants”
4	Jim Gregory **	England	Oxford	II	“Cheetahs”
5	Henry Long **	South Africa	Belle Vue	I	“Aces”
6	Lionel Benson **	Australia	Leicester	II	“Hunters”
7	Wally Green *	England	West Ham	I	“Hammers”
8	Jack Young *	Australia	West Ham	I	“Hammers”
9	Ron Johnston **	New Zealand	Belle Vue	I	“Aces”
10	Harold Fairhurst **	New Zealand	Edinburgh	II	“Monarchs”
11	Alan Hunt *	England	Birmingham	I	“Brummies”
12	Charlie New **	New Zealand	Coventry	II	“Bees”
13	Basse Hveem **	Norway	Oslo	—	“Phantoms”
14	Len Williams **	England	Leicester	II	“Hunters”
15	Ken Sharples *	England	Belle Vue	I	“Aces”
16	Harry Edwards **	England	Belle Vue	I	“Aces”

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, Howdy Byford (West Ham), 2nd reserve, Wal Morton (West Ham).

\* Seeded Rider. See Page 10, column 1.

\*\* Qualified from International Qualifying 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 8. For your remarks column: F-Fell; M.T.-Machine Trouble; X-Excluded; N.S.-Non Starter. Keep the Score Chart on Page 7. After the meeting mark up the Progress Record on the Back Cover.

Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
1 Time 48-13	1 Olle Nygren 2 Harry Saunders 3 Larry Lazarus 4 Jim Gregory		Red Blue White Y. & B.	3 1 2 0	1st R 2nd W 3rd B 4th Y	
2 Time 44-17	5 Henry Long 7 Wally Green 6 Lionel Benson 8 Jack Young		Red Blue White Y. & B.	1 2 0 3	1st Y 2nd B 3rd R 4th W	
3 Time 47-74	10 Harold Fairhurst 11 Alan Hunt 9 Louis Lawson 12 Charlie New		Red Blue White Y. & B.	0 3 2 1	1st B 2nd W 3rd Y 4th R	
4 Time 48-39	15 Ken Sharples 14 Len Williams 16 Harry Edwards 13 Basse Hveem		Red Blue White Y. & B.	2 0 1 3	1st Y 2nd R 3rd W 4th B	
5 Time 48-52	13 Basse Hveem 1 Olle Nygren 5 Henry Long 9 Louis Lawson		Red Blue White Y. & B.	3 2 1 0	1st R 2nd B 3rd W 4th Y	
6 Time 47-37	14 Len Williams 10 Harold Fairhurst 2 Harry Saunders 6 Lionel Benson		Red Blue White Y. & B.	2 3 1 0	1st B 2nd R 3rd W 4th —	
7 Time 47-87	11 Alan Hunt 15 Ken Sharples 7 Wally Green 3 Larry Lazarus		Red Blue White Y. & B.	3 2 1 0	1st B 2nd B 3rd W 4th Y	
8 Time 47-37	4 Jim Gregory 8 Jack Young 12 Charlie New 16 Harry Edwards		Red Blue White Y. & B.	0 3 1 2	1st B 2nd Y 3rd W 4th R	
9 Time 47-36	6 Lionel Benson 16 Harry Edwards 1 Olle Nygren 11 Alan Hunt		Red Blue White Y. & B.	1 0 3 2	1st W 2nd Y 3rd R 4th B	
10 Time 48-0	12 Charlie New 5 Henry Long 15 Ken Sharples 2 Harry Saunders		Red Blue White Y. & B.	1 3 2 0	1st B 2nd W 3rd R 4th Y	

### A SHORT INTERVAL

TIME FOR REFRESHMENTS AT BUFFET OR BAR

1 Time 47-37	8 Jack Young 9 Louis Lawson 3 Larry Lazarus 14 Len Williams		Red Blue White Y. & B.	3 1 2 0	1st R 2nd W 3rd B 4th Y	
--------------------	--	--	---------------------------------	------------------	----------------------------------	--

Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
12 Time 47-61	13 Basse Hveem 4 Jim Gregory 10 Harold Fairhurst 7 Wally Green		Red Blue White Y. & B.	3 2 1 0	1st R 2nd B 3rd W 4th Y	
13 Time 46-87	7 Wally Green 12 Charlie New 14 Len Williams 1 Olle Nygren		Red Blue White Y. & B.	2 1 0 3	1st Y 2nd R 3rd B 4th W	
14 Time 48-38	2 Harry Saunders 13 Basse Hveem 8 Jack Young 11 Alan Hunt	Byford	Red Blue White Y. & B.	1 0 3 2	1st W 2nd Y 3rd B 4th B	
15 Time 47-49	16 Harry Edwards 3 Larry Lazarus 10 Harold Fairhurst 5 Henry Long		Red Blue White Y. & B.	2 0 1 3	1st Y 2nd R 3rd W 4th B	
16 Time 46-58	9 Louis Lawson 6 Lionel Benson 4 Jim Gregory 15 Ken Sharples		Red Blue White Y. & B.	2 1 0 3	1st Y 2nd R 3rd B 4th W	
17 Time 47-57	1 Olle Nygren 8 Jack Young 15 Ken Sharples 10 Harold Fairhurst		Red Blue White Y. & B.	2 3 0 1	1st B 2nd R 3rd Y 4th W	
18 Time 47-41	9 Louis Lawson 2 Harry Saunders 7 Wally Green 16 Harry Edwards	Currie	Red Blue White Y. & B.	2 0 1 3	1st Y 2nd R 3rd W 4th B	
19 Time 46-75	3 Larry Lazarus 12 Charlie New 13 Basse Hveem 6 Lionel Benson		Red Blue White Y. & B.	0 2 1 3	1st Y 2nd B 3rd W 4th —	
20 Time 4	5 Henry Long 14 Len Williams 11 Alan Hunt 4 Jim Gregory		Red Blue White Y. & B.	3 0 2 1	1st B 2nd W 3rd Y 4th B	

### INDIVIDUAL SCORE CHART.

RIDER	1	2	3	4	5	Tot.	RIDER	1	2	3	4	5	Tot.
1 Olle Nygren	3	2	3	3	2	13	10 H. Fairhurst	0	3	1	1	1	6
2 H. Saunders	1	1	0			2	11 Alan Hunt	3	3	2	2	2	12
3 Larry Lazarus	2	0	2	0		4	12 Charlie New	1	1	1	1	2	6
4 Jim Gregory	0	0	2	0	1	3	13 Basse Hveem	3	3	3	0	1	10
5 Henry Long	1	1	3	3	3	11	14 Len Williams	0	2	0	0	0	2
6 Lionel Benson	0	0	1	0	3	4	15 Ken Sharples	2	2	2	3	0	9
7 Wally Green	2	1	0	2	1	6	16 H. Edwards	1	2	0	2	3	8
8 Jack Young	3	3	3	3	3	15	17 H. Byford, rs	1					1
9 Louis Lawson	2	0	1	2	2	7	18 W Morton, rs	0					0

Note.—Marking your programme. As riders finish, enter initial letter of Helmet Colour in Result Column, viz., R. B. W. or Y. In Points scored by Riders Column, credit each rider with appropriate number, later transferring to Score Chart above.

# YOUR CHAMPIONSHIP GUIDE

## 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 now being staged).

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 took place in Great Britain, Scandinavia and Mid-Europe and consisted 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 rode in this Round in Great Britain.

In Britain the Round consisted 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, competed.

Each rider competed in two meetings and the sixty highest points scorers qualified 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 50 Guineas in Prize Money donated by the sponsors of the event—the "Sunday Dispatch."

#### Officials of the Meeting.

The Steward of this Meeting, Mr. A. G. Pickering (London) and the Judge-Timekeeper, Major A. L. Ebbelwhite (London) 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 World Championship Round of the Speedway Championship of the World are those of the West Ham Speedway. West Ham are members of the National Speedway League, Division I.

# Introducing . . . To-night's Competitors

— International Round Qualifiers —



(Qual. 20 points)

**JIM GREGORY.** First Division followers will no doubt have seen Jim in action before as he was a reserve on Wimbledon's books as recently as 1951. Nowadays, however, they are likely to see a vastly more accomplished rider now that his confidence has been built up in Division II racing. Currently with Oxford he is probably the most successful rider on their books at the time of writing, and has already made himself conspicuous enough to be chosen for Britain against the Overseas team. In this, his first International, he rode with great dash and with his partner dropped only five points out of thirty-six. With the little Division I experience that he possesses and the additional skill which he has demonstrated this campaign the young "Cheetah" is likely to spring more than one surprise tonight.

**LARRY LAZARUS.** A young Scot who was ploughing his way through the hard Second half field at Ashfield in 1949, Larry has now graduated with honours and holds a regular place in the "Giants" line-up. No doubt he would have been in that position long ago but for his appalling misfortune through a succession of injuries. Hardly had he recovered from one spill before he was out of the team through a further tumble and the "bogey" persisted until 1951 when he was again off the track with a broken leg. Happily 1952 has allowed him to show his paces without further troubles and he has certainly made the most of his opportunities. A steady scorer, he is not among the "sensational" class but contrives to be just as valuable to his team in a less conspicuous way.



(Qual. 17 points)



(Qual. 17 points)

**HAROLD FAIRHURST.** Edinburgh "Monarch" and currently one of the top scorers for the Scottish Club, Harold has been with his team since 1949. Prior to that he was attached to the Glasgow "Tigers", but made in the ordinary way only reserve appearances. In the last two seasons he has made a great deal of progress which this year has culminated in his selection for Scotland and also for Overseas in the Division II Internationals. Particularly has he come out of his shell this season and has set tongues wagging throughout the Second Division by virtue of his high-scoring consistency. Although he is believed to be Wigan-born he is generally accepted as a New Zealander by virtue of very early migration and was indeed brought up in that country. New Zealand have called upon him to ride for them on a number of occasions in the unofficial "Tests."

**CHARLIE NEW.** Coventry's New Zealand star, and a former Sheffield rider, Charlie arrived in this country with a home-made frame and little else but an ambition to make the grade. Calling at Wembley for further equipment he was advised to apply to Belle Vue for a trial, and the Manchester folk were impressed by his consequential appearance. They in turn sent him along to their "nursery," Second Division Sheffield, where Charlie quickly settled down to become a great asset to them. At Oxford in the World Championship round there he lifted the cheque from a strong field of riders and has never looked back since. The Sheffield track closed in May last year and Coventry immediately stepped in with an offer for his services. He is riding very well just now and is among the leading scorers for the Brandon "Bees."



(Qual. 16 points)

# "THE SUNDAY DISPATCH" WORLD SPEEDWAY CHAMPIONSHIP

BY TOM STENNER

The Sunday Dispatch World Speedway Riders' Championship reaches the vital stage with the all absorbing Championship round staged on our ten First Division tracks. Sixty qualifiers, some of whom have won through from the opening round, join twenty seeded First Division stars to decide the elect sixteen to ride in the grand final at Wembley on September 18.

The galaxy of talent competing is worthy of the final itself. With British, Australian, South African, New Zealand, Swedish and Norwegian riders engaged the entry for this championship round is world wide indeed and far more representative than ever before. So well matched are the contestants, so keen is the competition, that it is hard indeed to suggest who will reach Wembley next month.

The Sunday Dispatch and its popular editor, Mr. Charles Eade, deserve well of speedway racing. Apart from presenting over £2,000 in cash awards and the magnificent championship trophy for the world title competition, this great newspaper has backed speedway racing with an enthusiasm and tenacity that has put our sport on a higher plane than ever before. To Mr. Eade and The Sunday Dispatch we say "Thank you" for all you have done, are doing, and will do, for the people's number one sport.

This year we saw for the first time an European round in which all the star continental riders competed at Norwegian, Swedish, Danish and German tracks. Such famous riders as Ollie Nygren and Stig Pramberg of Sweden and Basse Hveem of Norway have won the right to compete in the present round. Nygren in particular is fancied to go through to the final and if so would be the first ever Swedish rider to qualify.

The top scorer at each of the ten meetings in the present round receives a cheque for 50 guineas from The Sunday Dispatch and for the final the newspaper presents £500 and the handsome championship trophy to the winner, £300 to the runner-up and £200 to the third finalist.

"HAMMERS" NEWS AND VIEWS—(cont.)  
huge picture of our late beloved Bluey Wilkinson, one-time World Champion.

The figure will be about twenty feet high and thirty feet wide.

Of course, there will be the usual crazy night stunts, presentations, farewells, and fun and games galore.

For your interval entertainment next week we have something different.

We have eight grass track champions all mounted on B.S.A., J.A.P., Velocette, Matchless and other makes of motor-cycles.

Bill Merritt is the winner of the 1949 International grass track championship, and every man is a member of a championship team. Well, all you motor-cycle wallahs who fancy yourselves just take a dekho at this lot next week.

They call themselves Chingford Grasshoppers and Barking, East Ham District M.C. We can't wait.

Here's Stanley H. Jones 1022404, Mess 30, H.M.C.S. Quebec, c/o F.M.O., Halifax, Nova Scotia, Canada, wanting a Hammerette aged 17 to 20 to write him some news of the "Hammer."

He used to live at Elm Park, but emigrated to Canada. He gets to England about three times a year.

Dozens of post-cards again from Hammers on happy holidays. Poems good, bad and awful were not up to standard. Try again, Poets.

**Found.** Child's raincoat and pair of lady's gloves.

Cliff Watson is taking hold of himself and getting his form back. He returns to Australia in October.

Pat Clarke didn't like riding with Jack Young at first. Now he reckons its marvellous. "Jack gives you plenty of room and I'm learning things, but he goes so fast I can't read my lessons," says Pat.

**NEXT**

**MERRY**

**MEETING**

**TUESDAY, AUGUST 19th, at 7.45 p.m.**

**National League Match**

**WEST HAM v. WEMBLEY**

"Hammers"

"Lions"

With :

**Bill Kitchen  
Bob Oakley  
Eric Williams**

**Freddy Williams  
George Wilks**

**Tommy Price  
Trevor Redmond  
Jimmy Gooch**

When Old Rivals meet it's always a Hard Fight and Fast  
**Interval — 2 Races on Road Machines**

# Introducing . . . To-night's Competitors

— International Round Qualifiers —



(Qual. 16 points)

**LIONEL BENSON.** Another young Australian who is attached to a Midland Club, Lionel has been a one-team man since he landed in this country in 1950. Recommended to the Leicester "Hunters" by Jack Parker, he took quite a time to adapt himself to the smaller English circuits but before the season was out he made team status and began to make his mark in the Division. 1951 saw him returning after a Winter "down under" and this time he was soon in demand for the Division II Internationals besides being a top scoring heat-leader for his team. Currently he is having his best-ever season and his other achievements have been topped by selection for Australia in the Test Matches against England.

**HARRY EDWARDS.** Formerly a "Wolf" who rode for nearby Walthamstow, Harry was transferred to Belle Vue when the London Club closed down at the beginning of this year. This thirty-year-old Londoner trained at the "Speedway World" School at Rye House after seeing Army Service in the Far East. Signed after impressive trials in 1949 he was soon in the "Wolves" line-up and rapidly climbed out of reserve berth into the team proper where his "terrier" tactics and fast gating made him a heat leader of top class. His team debut was a happy one indeed; in his first match he went out to collect a vital two points which won the match for his club. Signed by Belle Vue this season his experience in Second Division Internationals has fitted him well for racing in the best company.



(Qual. 13 points)



(Qual. 13 points)

**LEN WILLIAMS.** Len, a Leicester-born rider who formerly rode for Sheffield is now a Leicester rider who lives in Sheffield. No doubt the anomaly looks less surprising when one remembers that he was on the Northern club's books from his novice days in 1947 until they closed down in 1951. His first rides were under the watchful eye of brother Stan also with Sheffield at the time, and so fast did he learn that he was a heat leader of the highest standard by 1948. A regular choice for Internationals and the foremost "Individual" events he made a name for himself by his astonishing consistency and his ability to ride all tracks with ease. When Sheffield closed he was signed by Leicester and now captains the team. Narrowly missed qualifying for the World Final last year and hopes that he can do even better and line up with the select sixteen on the Big Night this time.

## — LATE CHANGE —



**LOUIS LAWSON** (Belle Vue)(left) from the Reserve List, rides No. 9 to-night in place of **RON JOHNSTON** (Belle Vue) (right) who has been injured. (See page 8, column 2, paragraph 1).



(Qual. 11 points)



(Qual. 26 points)

# Follow their Progress to the Final . . .

The complete List of Championship Round contestants

HERE IS THE complete list of Qualifiers and "Seeded" Riders (first eighteen in the List) for the World Championship Round, together with an indication of the meetings at which they are due to compete. Keep this record up to date by filling in the scores as each full meeting results are published in the "Daily Mail." You won't have to guess about the final sixteen then, YOU'LL KNOW WHO'S FOR WEMBLEY!

RIDER (Track)	MEETINGS and SCORES		RIDER (Track)	MEETINGS and SCORES	
R. Moore (Wimb.)	Wimb	Brad	B. Hveem (Norway)	W. Ham	B. Vue
J. Young (W. Ham.)	W. Ham	Harr.	J. Gregory (Oxf.)	W. Ham	New X
W. Green (W. Ham.)	W. Ham	Harr.	J. Lloyd (Harr.)	Wem.	New X
T. Price (Wem.)	Wem.	Norw.	K. Adams (Stoke)	Wimb.	Harr.
F. Williams (Wem.)	Wem.	Birm.	T. Oakley (Bris.)	Wimb.	B. Vue
J. Parker (B. Vue)	B. Vue	Wem.	D. Dirlt (Austria)	Birm.	Harr.
K. Sharples (B. Vue)	B. Vue	W. Ham.	G. Jackson (Ray.)	Wem.	Harr.
E. Rigg (Brad.)	Brad.	Wimb.	B. Bales (Norw.)	Norw.	Bris.
A. Forrest (Brad.)	Brad.	Wimb.	N. Stock (Harr.)	B. Vue	New X
A. Hunt (Birm.)	Birm.	W. Ham.	B. Oakley (Wem.)	Norw.	Bris.
G. Warren (Birm.)	Birm.	New X	B. Brand (Yarm.)	Wimb.	Birm.
B. Gilbert (Norw.)	Norw.	Bris.	B. Baker (Yarm.)	Wemb.	Norw.
E. French (New X)	New X	Birm.	E. Williams (Wem.)	Norw.	Harr.
B. Roger (New X)	New X	Norw.	S. Pramberg (Swed.)	Wimb.	Brad.
S. Waterman (Harr.)	Harr.	New X	J. Grierson (Leic.)	Brad.	New X
J. Biggs (Harr.)	Harr.	Wem.	H. Bastable (C.H.)	Brad.	Birm.
D. Bradley (Bris.)	Bris.	B. Vue	L. Lazarus (Ashf.)	W. Ham	Harr.
B. Hole (Bris.)	Bris.	B. Vue	H. Fairhurst (Edin.)	W. Ham	Wem.
T. Miller (W. Cy.)	Birm.	Bris.	S. Karlsson (Swed.)	Norw.	Bris.
Olle Nygren (Swed.)	W. Ham	Brad.	C. New (Cov.)	Wimb.	W. Ham.
L. Lawson (B. Vue)	W. Ham	Brad.	I. Powell (Ald.)	B. Vue	Harr.
K. Middleditch (Ple.)	Birm.	Bris.	C. Boss (Bris.)	Wem.	B. Vue
C. Brine (Wimb.)	Wimb.	Brad.	B. Crutcher (Ple.)	Birm.	Bris.
D. Campbell (Edin.)	Wimb.	Harr.	L. Benson (Leic.)	W. Ham.	Brad.
B. Semmens (Ashf.)	New X	Harr.	P. Clarke (Norw.)	Bris.	Norw.
V. Emms (Cov.)	Wimb.	New X	R. Duval (Livp.)	Brad.	Norw.
D. Close (Moth.)	B. Vue	New X	W. Wilson (Ashf.)	Wemb.	Harr.
G. Mardon (Wimb.)	Wem.	Norw.	T. Redmond (Wem.)	Wimb.	Wem.
H. Saunders (Oxf.)	W. Ham	B. Vue	L. Hewitt (Cov.)	Wimb.	New X
R. Mountford (Birm.)	Norw.	New X	T. Small (Ple.)	Birm.	Bris.
D. Forsberg (Birm.)	Norw.	Bris.	P. Clarke (W. Ham.)	Birm.	Bris.
A. Payne (Birm.)	Birm.	Harr.	R. Sormander (Swed.)	Wimb.	Wem.
L. Tolley (C.H.)	Brad.	Norw.	G. McGregor (Moth.)	Wimb.	B. Vue
C. Roger (New X)	Wimb.	Brad.	H. Edwards (B. Vue)	W. Ham.	Brad.
H. Long (B. Vue)	W. Ham.	Harr.	F. Pawson (Norw.)	Birm.	Harr.
P. Robinson (Livp.)	Wemb.	B. Vue	L. Williams (Leic.)	W. Ham	Brad.
R. How (Harr.)	B. Vue	New X	P. Malpass (C.H.)	Brad.	Norw.
G. Wilks (Wem.)	Birm.	New X	H. Welch (Liv.)	B. Vue	Bris.
D. Cuppleditch (Edin.)	Wem.	Bris.	G. Wall (Ply.)	Norw.	New X
G. Pymar (Bris.)	Birm.	Bris.	R. Craighead (Ple.)	Norw.	New X
J. Bainbridge (W. Cy.)	Wem.	B. Vue			

## GREYHOUND RACING

every

**Wednesday and Friday**  
7.30 p.m. 8 Races

**THE LARGEST  
AND FASTEST  
TRACK IN  
THE COUNTRY**

**Admission: 2/3, 4/-, 8/-.**  
(including race card)

"Newmarket of Greyhound Racing"



**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. Re-admission tickets, issued at the entrances (available for any one of the next two meetings) will be valid. In no circumstances will any money be refunded. Rights of Admission reserved. Reserved Enclosure Patrons should retain their transfer tickets. In the event of re-admission tickets being valid the Transfer Tickets will be needed to reclaim seats at subsequent meeting.

**BETTING AND UNAUTHORISED PHOTOGRAPHY STRICTLY PROHIBITED**