



*Souvenir
Programme*

1/-

"Sunday Dispatch"

SPEEDWAY RIDERS

1952

**CHAMPIONSHIP
OF THE WORLD**

CHAMPIONSHIP ROUND

BRISTOL SPEEDWAY

Friday, August 29th, 1952

BRISTOL SPEEDWAY

KNOWLE STADIUM, BRISTOL 4

Phone Whitchurch 2121

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

Promoters: BRISTOL SPEEDWAY LIMITED
Track Licence 626

OFFICIALS:

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

(Appointed by the A.C.U.)

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

OFFICIAL LENGTH OF TRACK—290 YARDS

4-Lap Track Record—60½ secs.—held by DICK BRADLEY

The management reserve the right to alter this programme

Should it be necessary through any cause to abandon a meeting prior to the SIXTH event in the programme, tickets for a subsequent meeting will be issued at the exits. In no circumstances will any money be returned

Betting is absolutely prohibited at all meetings held on this Speedway.

The Staff of the St. John Ambulance Brigade are in attendance.

RIGHT OF ADMISSION RESERVED

NEXT WEEK

FRIDAY, SEPTEMBER 5th at 7.45 p.m.

NATIONAL LEAGUE MATCH

BRISTOL v. WEST HAM

“Bristol’s Night Out”

is the “Bulldogs’ at Home”



What's What

HULLO EVERYBODY,

On Thursday, 18th September, sixteen men will go to the Empire Stadium to battle for the Speedway Championship of the World. Before a crowd of close on 100,000 people the highest points scorer that night will receive the trophy which will designate him the supreme rider of 1952, in addition to which he will be presented with a cheque for £500 a, truly glittering prize, while the second will get £300 and the third £200. All of these awards are given by the Sunday Dispatch who do all they can to foster the sport week by week and spend £2,000 every year in sponsoring this competition.

For the seventh time since it started in 1936, riders from all over the world have had a chance of achieving their dearest ambition—to appear at Wembley on Final night, and for one, the greatest honour he can dream of to be proclaimed Champion of the World.

When we look at the names of those who have won the title in the past, Lionel Van Praag in 1936, Jack Milne 1937, Bluey Wilkinson 1938, Tommy Price 1949, Fred Williams 1950, and Jack Young 1951 we realize that every one of these men was a true and worthy champion. Luck in riding, chance of the draw and a hundred and one things might have put them out, but this fiery test of nerves, skill, confidence and concentration always produces in the end a rider who, by sheer ability, fully merits his place at the pinnacle of his profession.

This year, with eliminating rounds in Germany, Norway, Austria and Sweden, the entries have been more international than ever. Who the finalists will be remains to be decided on the results here and at Harringay tonight. If you turn to page 15 of this programme you will see that we have provided charts so that at the end of the meeting, when we get the scores through from Harringay, you will be able to record the sixteen names.

We all sincerely hope that the name of at least one Bristol rider will be on that list but as I am writing this before I know the outcome of the New Cross round on Wednesday it is difficult to judge how many points are going to be required to qualify. The riders here this evening will all be out to make every point they can and it will be extremely difficult for any one of them to notch a high individual score, not to speak of a maximum which is what would be needed by those who have not already got double figures in their first leg, so the competition is sure to be fierce. Anyhow whoever collects the £50 cheque which our old friend Pat Reekie, Sports Editor of the Sunday Dispatch, is here to hand over to the highest scorer, will have had a hard fight to win it whether or not it results in his going on to the Final.

Last week we collected just over £56 for the Lynmouth Relief Fund, tonight we have another collection. We try to restrict these appeals as we know how difficult it is if you are asked to give week after week, but this one is different. The St. John's Ambulance Brigade who are on duty here every Friday are an entirely voluntary and unpaid service. We, of course, give contributions from time to time to their central fund, but they have got permission this evening to try to raise a much-needed sum which will be devoted to the local Divisions, so please show your appreciation of the very fine work which they do. The extent of this work is not too apparent to the ordinary spectator, you all see them tend to the injured rider and if necessary take him to hospital in their ambulance, but that is only a small part of the whole when you realize that between March 1948 and September 1951 they dealt with 1088 cases at this Stadium alone on Speedway nights. So may I ask you to give as generously as you can to assist these, our Local Divisions, who are always here at hand to help you in cases of illness or when an accident occurs, and enable them to provide all that equipment, etc., which their efficiency and keenness so rightly deserves.

And now let us wish the best of luck to all those competing here tonight with special good wishes to our own three, Dick, Billy and Geoff.

Yours sincerely,

GEORGE ALLEN

Championship Flashback

BOB HATSELL says

THIS WAS NORMAN'S TURN

WHENEVER the Bristol management invite me to write about Championship meetings staged at the Knowle Stadium I always jump at the idea. There's nothing more interesting than combing through the records to check over the performances of some of the top men at Bristol twelve months ago. Championship speedway is the cream of the track sport . . . there is nothing to better it, especially when you find umpteen of the finest stars in the game all battling for a place in that Wembley line-up.

Bristol's championship meeting last year will always appear in my speedway records as an unlucky night for local favourites Bill Hole and Dick Bradley. True enough, Bradley eventually made the trip to Wembley Stadium and actually rode as reserve in the World Title final, but with a shade more luck in the qualifying rounds both these boys would have been with the final sixteen.

First of all let's get down to the star of the last meeting. Without doubt that great England and Wimbledon personality of the speedway, Norman Parker. The previous year it was Jack Parker who headed the points list in Bristol's World Championship qualifier. Last season Norman was the best performer and he dropped only two points throughout the meeting . . . one in the first heat to Eddie Rigg and the other to brother Jack in heat 18. Last year was Norman's turn to get among the points. Bill Hole and Dick Bradley missed a Wembley Final by an eyelash—they both had a total of 21, and as every heat was decided so the crowd was thrilled to bits with the chance of the two home riders reaching the last sixteen.

Right down to heat 20 the position was wide open and even in that race Australian ace Jack Young—now a worthy champion—was not certain of a place in the final unless he won the heat. He was first home from Jack Mountford and Eric Chitty.

To give you a true picture of this very open programme the positions after each rider had completed his fourth ride was Norman Parker 21, Bill Hole 20, Jack Young 20, Eddie Rigg 20, Jack Parker 19, Dick Bradley 18.

Bradley won his final ride, Bill Hole could only get a third. But the Bristol skipper had delighted his supporters earlier in the evening by winning his first three races and when the interval arrived he was the only rider in the pits who was unbeaten.

That was enough to send the excitement racing sky-high. Probably his best victory of the night was in heat 11 when he caught and beat Eddie Rigg, of Bradford, after the Yorkshire club ace had taken the lead over the first lap. It was in heat 18 that the Parker brothers pushed Hole into third place which just about sealed his fate.

Bradley finished up by winning two grand races and that put him way up with the leaders . . . but still not far enough to join the official sixteen.

During this qualifying night Norman Parker, who is out of the Championship this year because of injury, had never ridden the circuit with more confidence and coolness. I doubt if we shall see a better Championship fixture at Knowle for years although all the fans tell me this year is going to be a real bumper because of such a variety of new talent to Bristol . . . many boys being in the "field" who have made few appearances, some of them none at all, on the home circuit. After the Knowle meeting last year a regular Bristol follower said to me "I shall be going to Wembley for the Final and I think Jack Young will be the winner, but I doubt if we shall see a night's racing half as good as the show these boys have put up tonight". He was right both times. . . . Young proved himself a great champion and the racing

was only moderate compared with the thrills the Championship Night at Bristol produced. At the time of writing these notes it's rather early to forecast the Wembley winner this year but I'm sticking to Young to be the first rider to win the title two years in succession.

This is how the points were scored at Knowle last season in the qualifying meeting: N. Parker (Wimbledon) 13, B. Hole (Bristol) 12, J. Young (Edinburgh) 11, D. Bradley (Bristol) 11, J. Parker (Belle Vue) 11, E. Rigg (Bradford) 8, A. Forrest (Halifax) 8, F. Chitty (West Ham) 8, E. Boothroyd (Birmingham) 7, C. Boss (Bristol) 7, R. Craighead (Poole) 7, P. Clarke (Norwich) 6, J. Mountford (Bristol) 6, J. Bainbridge (White City) 2, F. Hodgson (White City) 2, T. Miller (White City) 1.

That's all for tonight, I hope my few notes have brought back some thrilling memories of championship racing at Bristol twelve months ago. After tonight's meeting I shall sit back, like so many other Bristol fans, and wait patiently for the night of nights—Wembley Stadium on September 18.



THE CHAMPION AND THE CRITICS

By BILL OTTEWILL

(*Bristol Evening Post*)

When Jack Young carried off the World Championship at Wembley last September, there were many among the 100,000 spectators who felt that the new champion was a somewhat lucky winner.

I must confess that I was one of them. The Australian, then the idol of Edinburgh, rode well; but he "got the breaks" on that memorable evening, and many Bulldog fans travelling back to Bristol with me in the Supporters' "special" maintained that he might even have difficulty in qualifying for the last sixteen in 1952.

But the quiet young Australian has effectively silenced his critics. He is a world champion who has since improved out of all recognition. He has perfected his style so that perhaps the greatest tribute to his superb skill is that he makes speedway riding look easy.

As one Bristol rider said to me when Young scored a faultless maximum for West Ham at Knowle on May 30: "He makes this game look *too* easy. If everyone rode like Jack, you'd have to turn 'em away in their thousands at the turnstiles".

Bristolians who have seen Jack Young in action at Knowle this year will not easily forget his uncanny skill and split-second timing. He does not rely on fast gating—although he can be as fast as the others at times.

I remember vividly seeing him almost dawdle off the grid, going into the first bend well in the rear. Yet he was out in front by the start of the last lap, and went on to win by twenty yards! That is the mark of a champion—especially on a track on which it is notoriously difficult to "fight from behind".

Then again, the armchair prophets forecast that tearaway Ronnie Moore would prove too much for Young in the Match Race Championship. Jack said nothing. But he beat the young Wimbledon flier in straight runs on his own track, and then repeated the feat at West Ham! What more effective answer could any rider give the critics?

Small wonder, then, that Jack Young is now firm favourite to achieve what has never been accomplished—to reign as World Champion for two successive years.

Who is likely to stop him?

Your guess is as good as mine. As colleague Jim Webber points out elsewhere, two qualifying meetings to decide the sixteen finalists makes forecasting the line-up for Wembley a very chancy business, and no doubt there will be many upsets before the survivors are known.

But at a guess I would tip Wimbledon's Ronnie Moore (no doubt anxious to avenge his Match Race defeat); former World Champion Tommy Price, always a force on his home track; Birmingham's Alan Hunt; and Harringay's Split Waterman.

Will Bristol have a representative in the last sixteen? They certainly look to have a good chance, and Dick Bradley could well earn himself a place on the track at Wembley on September 18.

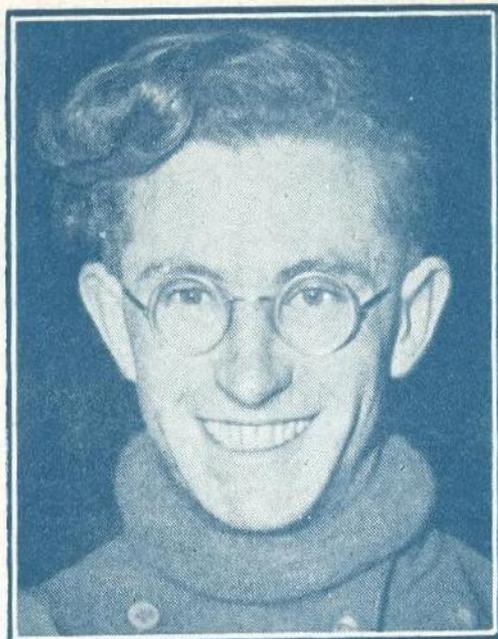
We shall see. No doubt after tonight we shall all be a lot wiser. Perhaps my forecast will be quite wrong.

But that's speedway! Its glorious uncertainty is, perhaps, its biggest attraction.



Bob Oakley (Wembley)

Brother of Bristol's popular Tom and considered one of the most successful of post-war Third Division riders. Built his first machine from spare parts. Elected captain of Southampton in 1949 and joined the Lions when many First Division clubs were after his services, including Bristol. Last time he rode at Knowle in a league match Oakley was hurt in a first-bend crash.



Phil Clarke (Norwich)

A grand sportsman and clever captain with Norwich. His team has suffered some heavy beatings during recent matches with a weakened side but nobody has a stouter heart than the bespectacled Phil. One of the most consistent scorers with Norwich and like Bristol skipper, Bill Hole; led his side in their successful promotion bid. He is 30 and Norwich born.



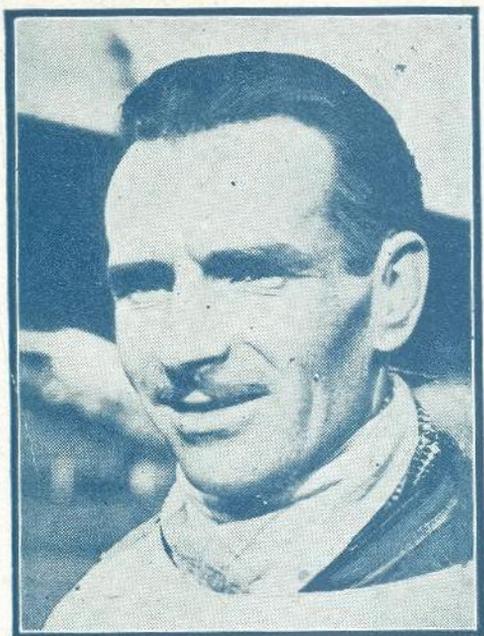
Tommy Miller (White City)

He is 25 and considered the greatest Scottish post-war discovery in the sport. Rode his first bike in 1949 and the following year was signed by Ian Hoskins. First time he went to Wembley he staggered the home fans by breaking the three-lap record. Was the first Scot to be capped for England. Rode in the corresponding Championship meeting at Bristol last year.



Bill Hole (Bristol)

Bristol's popular skipper who rode in the same meeting last year and was dead unlucky not to reach the Wembley Final. Has held the Silver Helmet and during 1948 and '49 was one of the highest scorers in the business. Up to a few weeks ago was joint holder of the Bristol track record. Has suffered some cruel luck with motor faults in recent weeks but always a fighter at Knowle.



Bill Gilbert (Norwich)

Known this season as the strong man with the Norfolk club. Norwich did a useful day's work when they signed the old England and Wembley star. Gilbert is 36 and his first machine had been the property of Morian Hansen. Spent his early practice days with Nobby Stock and Frank Hodgson. His best season—an outstanding one—was in 1948 when he rode for England and reached the British Championship Final at Wembley.



Dick Bradley (Bristol)

One of the most improved riders in the First Division and top points scorers for the Bulldogs this year. Reached Wembley last year as reserve for the Championship Final. One of his best performances this year was his 14 points in the Anniversary Best Pairs at Bristol. Bradley is 27, Swindon born. He is the new track record holder at Bristol. Has a fine chance to reach Wembley again.



Geoff Pymar (Bristol)

Considered one of the best "buys" the Bristol management ever made. His transfer fee of £1,000 from Harringay was worth every penny. Top scorer for the Bulldogs last year with 283 points. Born in Suffolk and is 40. When riding with Wimbledon teamed up with Vic Huxley and they were a great pair. Also ridden for New Cross and won the Cundy Trophy at West Ham in 1947.



Don Cuppleditch (Edinburgh)

How many Bristol supporters remember the day when Cuppleditch rode for Bristol? It was on July 17, 1948, when the Bulldogs were in Scotland without Roger Wise and Cyril Quick (both unfit). So Edinburgh loaned the visitors their reserve to complete pairings. He scored four points in that Anniversary Cup match. Don started as a Novice at Meadowbank in 1948.

FOUR LAPS
CLUTCH START
ON POINTS

PROGRAMME OF EVENTS

(Held under the Regulations of the Speedway Control Board. Permit No S.P.1315)

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

SPEEDWAY CHAMPIONSHIP OF THE WORLD 1952

(CHAMPIONSHIP ROUND)

Event No.	Rider's No.	Grid No.	Rider's No.	Grid No.
Heat 1	1 DON CUPPLEDITCH (R)	1	3 BILL HOLE (W)	3
	2 SID CLARK (B)	2	4 PHIL CLARKE (Y)	4
	RESULT 1st <i>R</i> 2nd <i>B</i> 3rd <i>W</i> Time <i>62 1/5</i>			
Heat 2	5 DICK BRADLEY (R)	1	6 HARRY WELCH (W) - FELL	3
	7 SUNE KARLSSON (B) - EX	2	8 PAT CLARKE (Y) - FELL IN RERUN	4
	RESULT 1st <i>R</i> 2nd <i>W</i> 3rd <i>-</i> Time <i>64 3/5</i>			
Heat 3	10 BILL GILBERT (R)	1	9 GEOFF PYMAR (W)	3
	11 BOB OAKLEY (B)	2	12 KEN MIDDLEDITCH (Y)	4
	RESULT 1st <i>W</i> 2nd <i>B</i> 3rd <i>Y</i> Time <i>63 4/5</i>			
Heat 4	15 BRIAN CRUTCHER (R)	1	16 TOMMY MILLER (W)	3
	14 TERRY SMALL (B)	2	13 DAN FORSBERG (Y)	4
	RESULT 1st <i>R</i> 2nd <i>Y</i> 3rd <i>B</i> Time <i>62 3/5</i>			
Heat 5	13 DAN FORSBERG (R)	1	5 DICK BRADLEY (W)	3
	1 DON CUPPLEDITCH (B)	2	9 GEOFF PYMAR (Y)	4
	RESULT 1st <i>W</i> 2nd <i>B</i> 3rd <i>BR</i> Time <i>62 1/5</i>			
Heat 6	14 TERRY SMALL (R)	1	2 SID CLARK (W)	3
	10 BILL GILBERT (B)	2	6 HARRY WELCH (Y)	4
	RESULT 1st <i>R</i> 2nd <i>W</i> 3rd <i>B</i> Time <i>64 1/5</i>			
Heat 7	11 BOB OAKLEY (R)	1	7 SUNE KARLSSON (W)	3
	15 BRIAN CRUTCHER (B)	2	3 BILL HOLE (Y)	4
	RESULT 1st <i>B</i> 2nd <i>R</i> 3rd <i>Y</i> Time <i>62 3/5</i>			
Heat 8	4 PHIL CLARKE (R)	1	12 KEN MIDDLEDITCH (W)	3
	8 PAT CLARKE (B)	2	16 TOMMY MILLER (Y)	4
	RESULT 1st <i>Y</i> 2nd <i>W</i> 3rd <i>R</i> Time <i>64</i>			
Heat 9	6 HARRY WELCH (R)	1	1 DON CUPPLEDITCH (W)	3
	16 TOMMY MILLER (B)	2	11 BOB OAKLEY (Y)	4
	RESULT 1st <i>Y</i> 2nd <i>W</i> 3rd <i>R</i> Time <i>63 1/5</i>			
Heat 10	12 KEN MIDDLEDITCH (R)	1	15 BRIAN CRUTCHER (W)	3
	5 DICK BRADLEY (B)	2	2 SID CLARK (Y)	4
	RESULT 1st <i>B</i> 2nd <i>W</i> 3rd <i>BR</i> Time <i>62 1/5</i>			

INTERVAL

Heat 11	8 PAT CLARKE (R)	1	3 BILL HOLE (W)	3
	9 GEOFF PYMAR (B)	2	14 TERRY SMALL (Y)	4
	RESULT 1st <i>R</i> 2nd <i>Y</i> 3rd <i>W</i> Time <i>63 3/5</i>			
Heat 12	13 DAN FORSBERG (R)	1	10 BILL GILBERT (W)	3
	4 PHIL CLARKE (B)	2	7 SUNE KARLSSON (Y)	4
	RESULT 1st <i>R</i> 2nd <i>Y</i> 3rd <i>B</i> Time <i>63</i>			
Heat 13	7 SUNE KARLSSON (R)	1	14 TERRY SMALL (W)	3
	12 KEN MIDDLEDITCH (B)	2	1 DON CUDDLEDITCH (Y)	4
	RESULT 1st <i>R</i> 2nd <i>Y</i> 3rd <i>B</i> Time <i>62 3/5</i>			

No.	Rider's No.	Grid No.	Rider's No.	Grid No.
Heat 14	2 SID CLARK (R)	1	8 PAT CLARKE (W)	3
	13 DAN FORSBERG (B)	2	11 BOB OAKLEY (Y)	4
	RESULT 1st <i>Y</i> 2nd <i>B</i> 3rd <i>W</i> Time <i>62 3/5</i>			
Heat 15	16 TOMMY MILLER (R)	1	10 BILL GILBERT (W)	3
	3 BILL HOLE (B)	2	5 DICK BRADLEY (Y)	4
	RESULT 1st <i>Y</i> 2nd <i>R</i> 3rd <i>B</i> Time <i>62 4/5</i>			
Heat 16	9 GEOFF PYMAR (R)	1	4 PHIL CLARKE (W)	3
	6 HARRY WELCH (B)	2	15 BRIAN CRUTCHER (Y)	4
	RESULT 1st <i>Y</i> 2nd <i>R</i> 3rd <i>W</i> Time <i>63</i>			
Heat 17	1 DON CUPPLEDITCH (R)	1	15 BRIAN CRUTCHER (W)	3
	8 PAT CLARKE (B)	2	10 BILL GILBERT (Y)	4
	RESULT 1st <i>W</i> 2nd <i>B</i> 3rd <i>-</i> Time <i>62 1/5</i>			
Heat 18	9 GEOFF PYMAR (R)	1	7 SUNE KARLSSON (W)	3
	2 SID CLARK (B)	2	16 TOMMY MILLER (Y)	4
	RESULT 1st <i>W</i> 2nd <i>R</i> 3rd <i>B</i> Time <i>62 3/5</i>			
Heat 19	3 BILL HOLE (R)	1	13 DAN FORSBERG (W)	3
	12 KEN MIDDLEDITCH (B)	2	6 HARRY WELCH (Y)	4
	RESULT 1st <i>W</i> 2nd <i>B</i> 3rd <i>Y</i> Time <i>63 1/5</i>			
Heat 20	5 DICK BRADLEY (R)	1	11 BOB OAKLEY (W)	3
	14 TERRY SMALL (B)	2	4 PHIL CLARKE (Y)	4
	RESULT 1st <i>W</i> 2nd <i>R</i> 3rd <i>Y</i> Time <i>62 4/5</i>			

GOD SAVE THE QUEEN

RIDERS' INDIVIDUAL SCORE CHART

	1	2	3	4	5	Ttl.	1	2	3	4	5	Ttl.
1 Don Cuppleditch Edinburgh-Scotland	3	2	2	2	F	9	9 Geoff Pymar Bristol-England	3	-	-	2	7
2 Sid Clark Ipswich-England	2	2	-	-	1	5	10 Bill Gilbert Norwich-England	-	1	-	-	1
3 Bill Hole Bristol-England	1	1	1	1	-	4	11 Bob Oakley Wembley-England	2	2	3	3	13
4 Phil Clarke Norwich-England	-	1	1	1	1	4	12 Ken Middleditch Poole-England	1	2	1	1	7
5 Dick Bradley Bristol-England	3	3	3	3	2	14	13 Dan Forsberg Birmingham-Sweden	2	1	3	2	11
6 Harry Welch Liverpool-England	X	X	X	X	X		14 Terry Small Poole-England	1	3	2	-	6
7 Sune Karlsson New Cross-Sweden	EX	-	2	3	3	8	15 Brian Crutcher Poole-England	3	3	2	3	14
8 Pat Clarke West Ham-England	F	-	3	1	2	6	16 Tommy Miller White City-Scotland	F	3	-	2	5
Jack Summers (Res.)	2	-	1				Roger Wise (Res.)	1	-			



Ken Middleditch (Poole)

The Poole star is 27. During the war he served with the R.A.F. for several years as a rear-gunner. Joined a speedway school at Arlington, near Eastbourne, and in 1948 gained a regular place in the Hastings side. Gained some valuable experience when going on the South African tour in winter 1948-49. His last Bristol visit was twelve months ago.



Pat Clarke (West Ham)

One of the hard-fighting type who never lets up. Partnered with World Champion Jack Young in League races Pat has improved enormously. He is 25 years of age and joined West Ham from Oxford at a transfer fee of £1,500. His hobby is fishing and shooting. He assists his father in running a hotel at West Ham and plans to race in Australia or New Zealand this winter.



Brian Crutcher (Poole)

Without doubt, the diminutive Brian is the greatest discovery since speedway came to Poole. Just 17, and a local lad, he first rode on a speedway track at Ringwood in December, 1950, and had his first ride for the Pirates in March, 1951. Since then he has made his mark in a big way. He broke the track record in July last year and notched his first maximum against Plymouth at the Stadium on September 17.



Terry Small (Poole)

First became interested in motor cycles at 10 and started grass track racing when 16. During the latter part of the war, Terry took up same in Egypt with great success. Became a Pirate in 1949 and was soon one of the finest riders in the division. With Ken Middleditch rode in all the England "C" Test Matches last season (they were the only two riders to gain this honour) and made a gallant but unsuccessful bid for the Bronze Helmet.



Dan Forsberg (Birmingham)

Forsberg is the youngest rider in Swedish speedway, having reached his eighteenth birthday during the current season. His Swedish Club is the Vargarna Wolves, Norrköping. He joined them in 1951. He was spotted by Les Marshall during the "Brummies" Swedish tour. Rode for Sweden against England last year at Poole. Equalled the Birmingham track record in Brummies/BelleVue match.



Sune Karlsson (Sweden)

The man who missed the Four-Team Tournament at Bristol the other night because of a car crash. Has ridden in this country many times, is a big favourite at New Cross and chosen for International contests in this country. One of the most experienced Swedish riders in the sport and his team performances are often outstandingly good.



Harry Welch (Liverpool)

Skipper of his club for three seasons and is the only remaining member of the "Chads" original line-up of 1949. His one ambition in speedway was to see the re-opening of the Liverpool track and lead his local team. He achieved that ambition. The name of Welch first appears in speedway records at Wigan in 1947, although he tried to break into the sport much earlier at Belle Vue and Leicester.



Sid Clark (Ipswich)

There was a time when this 28-year-old rider almost decided to get out of speedway because of the heavy maintenance costs. But he decided to give it another run this year and his decision to keep going delighted Ipswich chief Arthur Franklyn. He joined the East Anglian club at a fee of £400. Soon became a very big favourite with the Ipswich fans. Has ridden for Harringay, Walthamstow and Poole. By trade he is a welder.

THE GIANTS AND THE GREMLINS

By JIM WEBBER

(*Bristol Evening Post*)

Wembley Stadium . . . the lights, the cheers, the highlight of speedway's year . . . the pinnacle of individual fame . . . the world championship, the tussle of giants.

What is there to compare with it? Absolutely nothing. From all over the country speedway supporters make their way in thousands to this night of nights.

Organization is well-nigh as perfect as human ingenuity and planning can make it. So why, then, this mention of "gremlins" in the title?

It does seem a little fatuous for anyone to suggest that the running of the championship could be improved. But in one respect I feel it can.

My reason is this: to qualify for the Wembley sixteen, riders who have qualified from earlier rounds or have been seeded, are selected from the top scorers of the championship round. To qualify, riders get two chances. I consider that this is not enough and that there is a too great possibility of a slice of ill-fortune robbing a top-notch rider from reaching Wembley, as he should do on form.

If we go back to 1946 and the then British Riders' championship we find that riders participated in six qualifying rounds. Top qualifier, for instance, was Eric Langton, who rode at Odsal, Belle Vue, New Cross, Wimbledon, Wembley and Belle Vue again, totalling 81 pts. Consider the case of Jack Parker, fourth behind Langton, Ron Johnson and Malcolm Craven. These were five of his scores—11, 13, 15, 10, 15. Yet at Belle Vue, his own track in the July round, he scored only four points, a disastrous night.

That may have occurred through engine trouble and any other gremlin-inspired cause.

But the point I make is this: Under present day, two-chances-only rules, Parker, with that four, and even allowing the maximum fifteen from another ride, would not have qualified for Wembley.

The two-round basis is not flexible enough to allow for one small piece of bad luck. A rider may be a world beater for nine-tenths of the season. One ill-timed chain-break or similar occurrence and he won't reach Wembley. I do urge more qualifying rides to enable a more truly representative selection.

In 1947, for instance, riders in the First Division round had four rides each. That enabled a rider to overcome one or two of Dame Fortune's frowns. Norman Parker and Bill Kitchen, in 1947, scored double figures three times but less in one of their four rides. One slip—perhaps through nothing attributable to poor riding—nowadays would probably mean non-qualification.

Others point out that the Soccer cup competition is on a knock-out basis. There's no second chance. The answer to that is simple. Soccer is played by eleven men. One or two can be off form, but there are still plenty of others to keep the flag flying. The speedway world championship is an individual affair, not comparable in any way.

It may also be said with justification that the bad luck we have been talking about could happen on the actual final night to any rider. Well that IS unavoidable; at least it can be appreciated by 95,000 people. But a system which leaves no margin for reasonable error, in the shape of perhaps a slight mechanical fault, and which could mean, for example, the non-appearance of the present champion, Jack Young, at Wembley, does, I feel, need some alteration.

Six rides per man is unwieldy; perhaps four is. Couldn't we have, though, three each, giving each man a chance to recover any temporarily lost ground?



SPEEDWAY SUPPORTER'S CLUB NOTES

By E. LEGG

(*Chairman, Bristol Speedway Supporters' Club*)

Hello Everyone,

Tonight all thoughts here are in common, on Bill, Dick and Geoff. I know you will all join me in wishing them the very best of luck and sincerely hope to cheer them again on September 18th. At this stage the sixteen finalists are not known, but whoever they may be, here again, let us all say 'The Best of Luck, for we may be sure of a good night's racing at Wembley and here's hoping a Bulldog wins.

Happy Racing from the 2,000 Bristol Fans who will be there with them.

E. LEGG

By "GEOFF WYNN"

(*Bath & Wilts Chronicle*)

We're back again. And with us the fans, those rousing tunes over the loud-speakers, and the air of expectancy as the riders come up to the gate.

World championship, 1952 . . . and once again it is Dick Bradley who has the greatest chance of carrying the Bulldogs' colours round the track at Wembley on September 18.

Let's face it—short of someone collecting a maximum, Bradley is our man tonight. The good looking rider from Swindon has 11 points in the bag already, and 11 more this evening should ensure him a place on the great day. And Dick has the skill to do it. Last year at Bristol he scored as many as Jack Young—and Mr. Young, we all remember, went on to win the laurels! What is more Bradley beat Young in one heat.

The fans will be the first to agree that if we see as good a meeting as last year's, then it will be worth watching—whatever the results.

That 1951 championship round saw Norman Parker, who was top scorer, Bill Hole (runner-up), Jack Young and Dick Bradley riding against each other with grim determination. For me, at any rate, that is what makes speedway.

Perhaps there is a debit side to the season this year at Knowle. I have to admit that there were odd times—not many, but enough to spoil a match—when a rider or riders did not always give the best. Why? I can't answer that one, and I wouldn't want to; but let us remember that speedway has to be bright and interesting *all the time*. Added to this, it has also got to be highly competitive.

In too many cases, the result is a foregone conclusion, and I for one never did like foregone conclusions. I don't like these swampings, which are usually caused by a concentration of "stars".

I have often been told by fans that they stopped going to see Bristol when they were in the second division because they won every time.

The remedy? Promotion and relegation is the cry of many, and it is my cry, too. Maybe I ought not to make comparisons, but look at football. I venture to suggest there would be a great slackening of interest without promotion and relegation struggles.

Enough of faults and remedies. From the Press Box tonight I hope to see Bradley riding his way to Wembley. My only regret is that his partner, Chris Boss, could not score enough to join him, for I have always enjoyed watching these two together. The best team riders in speedway? Certainly, they would get a lot of votes any day.

The tapes are up, and they're off! And later this evening I hope to be tapping out on my typewriter: "Dick Bradley will represent Bristol in the World Speedway championship final at Wembley . . ."

With his skill, and just a little luck, he can do it!



By A. C. HAIN

(*"KIM" Bristol Evening Post*)

Only Muffin the Mule, Lassie, Danny Kaye, or Betty Grable, could be expected to attract a bigger turnstile queue to Bristol Speedway tonight than Bill Hamblin's Boys, and the twinkling stars of Speedway from Poole to Sweden.

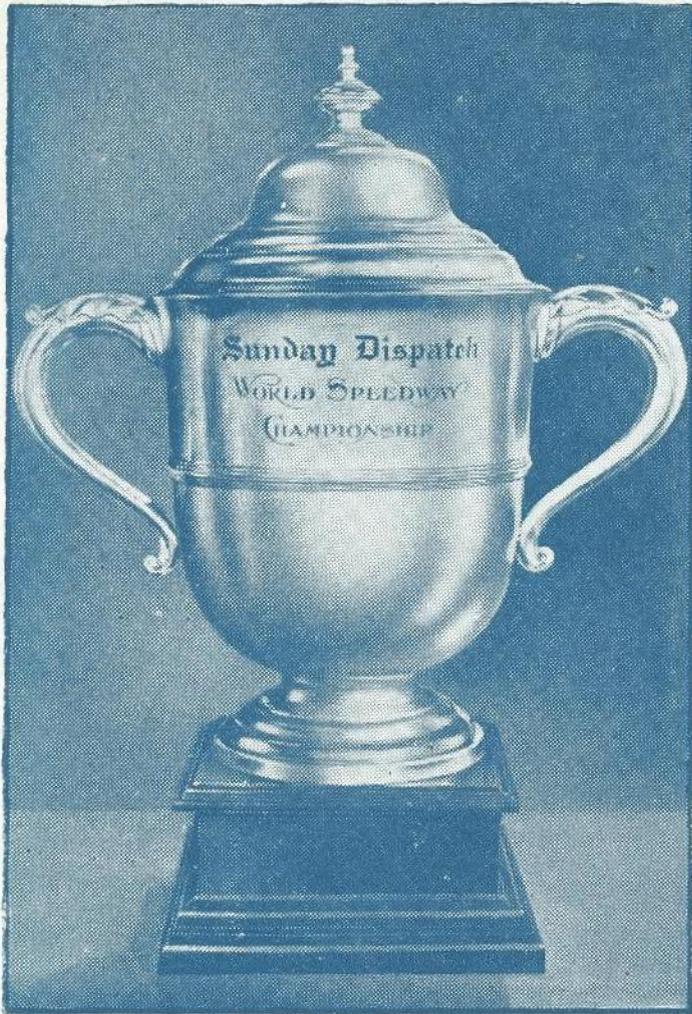
Wenvoe fans will miss the atmosphere and the excitement of the live show, which, staged here tonight, ends in a blaze of glory in a September night out which has few comparisons outside of Helsinki.

Will Dick Bradley pull something out of the bag to emulate the 10 points triumph of Chris Boss, whose visit to the Empire Stadium on August 14th brought such happy returns. Good show Chris. May this "rehearsal" bring a "return booking" to the Wembley final.

Maestros of motion. This richly prized World Championship which carries such a high rating for successful riders should provide Great Britain with an additional chance of earning a gold medal in the next Olympic Games—at Melbourne in 1956.

Obviously, with the "Aussies" and the British Riders providing most of the speedway stars of today and tomorrow, our "thrills and spills" sport deserves international recognition by its inclusion in the OLYMPIC GAMES programme in four years' time.

If this comes off, it is quite on the cards that the live-wire Bulldogs Supporters' Club, George Marquick and all, will be running a special trip "Down Under" for the occasion. Start saving, Bulldog Supporters. You have been warned. Once there, you will be sure of a grand welcome from those fast-moving old timers, Eric Collins and Bill Rogers, who thrilled you years ago. Now, "Turntables"—off, Jimmy Morris is getting impatient, and "Mr. George" is at the mike to say his piece. Good sport everybody—and happy memories.



THE
"Sunday Dispatch"
WORLD SPEEDWAY
RIDERS 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 a 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.

ACKNOWLEDGEMENT

We thank Bristol "Evening World" and "Speedway News" for providing photographs and pen-pictures of the sixteen riders competing at our meeting to night.

Rider's Score Chart

A

Riders at Bristol	Points Scored 1st Leg	Points Scored 2nd Leg	Total
Dick Bradley ..	11	14	25
Bill Hole ..	6	4	10
Bill Gilbert ..	4	1	5
Sid Clark ..	7	5	12
Ken Middleditch	6	7	13
Tommy Miller ..	5	5	10
Terry Small ..	4	6	10
Dan Forsberg ..	11	11	22
Don Cuppleditch	9	9	18
Geoff Pymar ..	6	7	13
Sune Karlsson ..	8	8	16
Bob Oakley ..	15	13	28
Brian Crutcher	10	14	24
Phil Clarke ..	10	4	14
Pat Clarke ..	8	6	14
Harry Welch ..	1	-	1

B

Riders at Harringay	Points Scored 1st Leg	Points Scored 2nd Leg	Total
Split Waterman	15		
Jack Biggs ..	2		
Jack Young ..	15		
Wally Green ..	6		
Bruce Semmens	3		
Eric Williams ..	5		
Henry Long ..	11		
Gerald Jackson	4		
Ken Adams ..	5		
Larry Lazarus ..	4		
Willie Wilson ..	5		
Dick Campbell	7		
Fritz Dirl ..	1		
Arthur Payne ..	14		
Ivor Powell ..	8		
Fred Pawson ..	3		

C

Riders at New Cross	Points Scored 1st Leg	Points Scored 2nd Leg	Total
Eric French ..	4	12	16
Bert Roger ..	9	14	23
Split Waterman	15		
Graham Warren	13	9	22
Bruce Semmens	3		
George Wilks ..	9	5	14
Ron Mountford	11	2	13
Jock Grierson ..	4	5	9
Jim Gregory ..	3	3	6
Ron How ..	14	12	26
Nobby Stock ..	6	4	10
Derek Close ..	12	11	23
Jeff Lloyd ..	14	10	24
George Wall ..	3	1	4
Vic Emms ..	6	7	13
Les Hewitt ..	5	5	10

D

Riders with completed scores:	Riders in Final at Wembley, 18th Sept.:	Total Score
Ronnie Moore 27	1	
Fred Williams 27	2	
Cyril Roger 25	3	
	4	
Arthur Forrest 24	5	
Trevor Redmond 22	6	
Basse Hveem 22	7	
Alan Hunt 22	8	
Oille Nygren 21	9	
Cyril Brine 21	10	
Ken Sharples 21	11	
Geoff Mardon 21	12	
Tommy Price 21	13	
Eddie Rigg 20	14	
	15	
	16	

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

