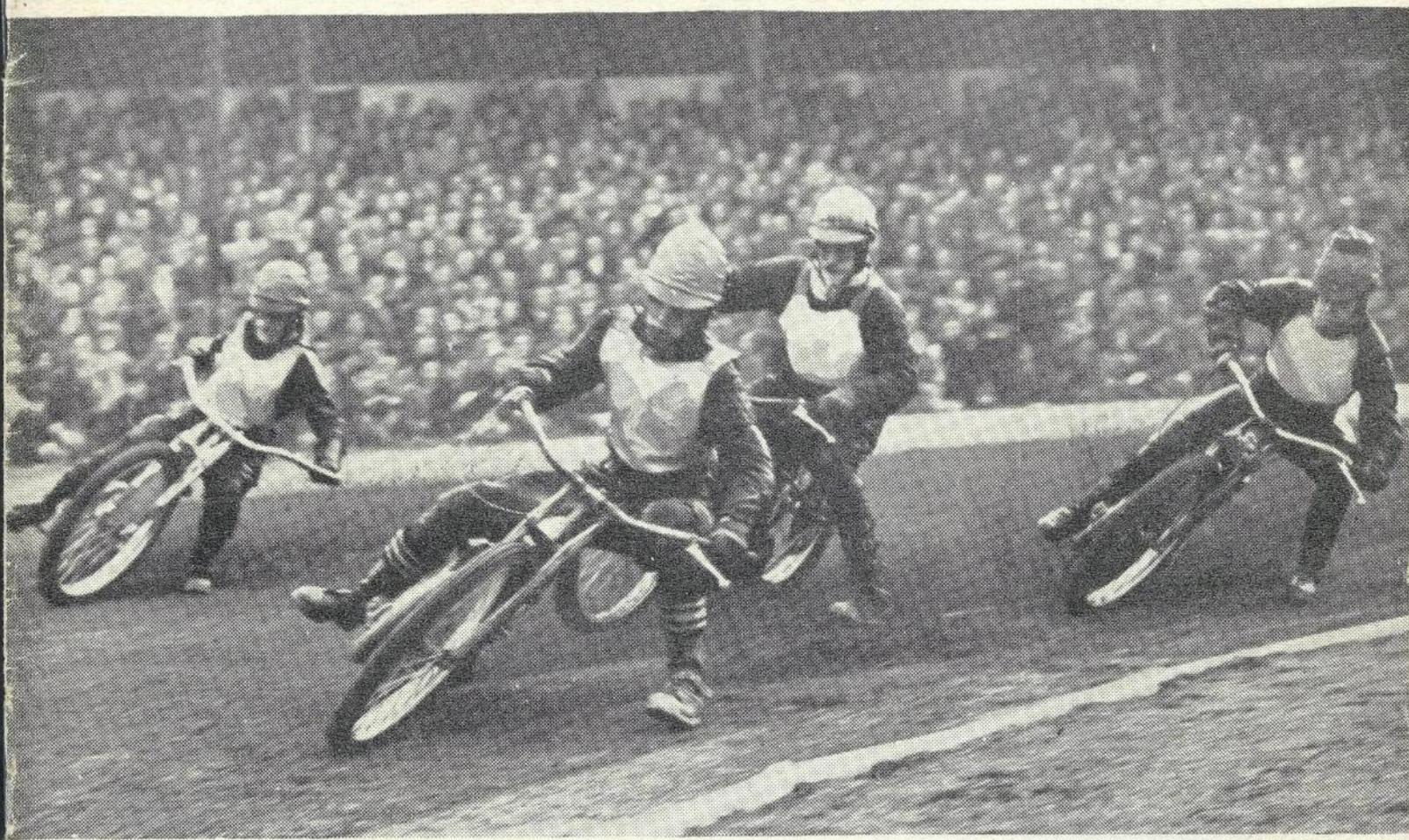


LEICESTER

Speedway

PRESENTS



WORLD CHAMPIONSHIP

ROUND 1

FRIDAY, JUNE 16TH at 7-45 pm.

OFFICIAL PROGRAMME — PRICE 6^d

Squib's Survey

OF WEEKLY EVENTS



TO-NIGHT we are honoured to present a Round One meeting in the greatest of all Speedway competitions, the Speedway Championship of the World. No other competition holds the glamour, the reward, the keenness and excitement of the World Championship.

The Championship was staged last year for the first time since before the war, and Wembley "Lion" Tommy Price carried off the magnificent trophy and £500 award, against a strong challenge from Jack Parker and Louis Lawson, Belle Vue's Internationals. Tommy incidentally, was the first Englishman to carry off the World Championship title. He earned £829.10! for his Championship efforts; 25 races.

It's a long path to Wembley for those riders engaged in the early meetings. In all there are Five Rounds, starting with Round 1 which brings together 128 riders at eight meetings (sixteen riders each meeting). The 76 highest scorers, less any foreign riders seeded direct to Round 2, qualify for the next round which is held on Division II tracks.

Round 2 consists of eight meetings with the qualifiers from Round 1 being joined by the remaining Division II riders. This time the 74 highest scorers go forward to Round 3. The two highest pointscorers at each meeting in this Round then qualify for the Championship Round, held on Division I tracks, and from the Championship Round the sixteen riders with the highest aggregate of points qualify for the Final Round at Wembley on Thursday, September 21st.

Method of Running the Championship

The Speedway Control Board allocate riders to meetings in accordance with a Draw made in their offices. All meetings in every Round consist of 20 Heats, and are raced over four laps, with clutch start. Four riders compete in each heat, and each rider races five times at a meeting, meeting each other rider once. The Control Board, at the time of allocating riders to meetings, also declare in which heats riders take part. This again is done by Draw, which following a process of numbering, determines the rider's position in the

programme.

Starting grid positions are determined in each race by means of the Ballot Box—a box containing four appropriately coloured balls, which drop into position under starting grid numbers on the box after the box has been shaken. The Ballot is carried out by the Pits Marshal whose duty it is to shake the box in full view of the four riders. This is done as the riders prepare to leave the Pits Gate on their way to the Starting Line, and the draw for positions is then communicated to the Starting Line Marshal.

The Steward of this Meeting, Mr. A. B. Taylor, and the Judge - Timekeeper, Mr. J. E. Shaw, are Officials appointed by the Auto Cycle Union through the Speedway Control Board. The remainder of the Officials and Staff engaged in presenting this event are those of the Leicester Speedway.

The administration of this giant competition, extending from mid-June to September, is the responsibility of the Control Board's capable and industrious Manager, Major W. W. Fearnley, who with military preciseness ensures the efficient and successful operation of speedway's greatest tournament. He is to be congratulated by all who realise the immense task involved in the planning and administration of a competition of this size and nature, with riders from Gt. Britain, Australia, New Zealand, South Africa, Canada, U.S.A. Sweden, Norway, Austria, Czechoslovakia and Denmark all taking part.

Scoring Details.

Scoring in races is the same as in league racing, i.e. 3 points for the Winner, 2 points for Second, and 1 point for Third in each heat. The winner of to-night's meeting will be the rider scoring the highest number of points. In the event of a tie for first place, an additional race over the four laps distance will be raced off immediately after Event 20, between the riders concerned. Points scored in this "decider" do not count however as

continued on page 3

THE "SUNDAY DISPATCH" WORLD SPEEDWAY CHAMPIONSHIP

By

TOM STENNER

The "Sunday Dispatch" World Speedway Championship, the greatest individual competition our sport has ever known, opens on eight Third Division tracks this month and until the Final at Wembley on September 21st the competition continues throughout the length and breadth of the country with riders of all nations competing.

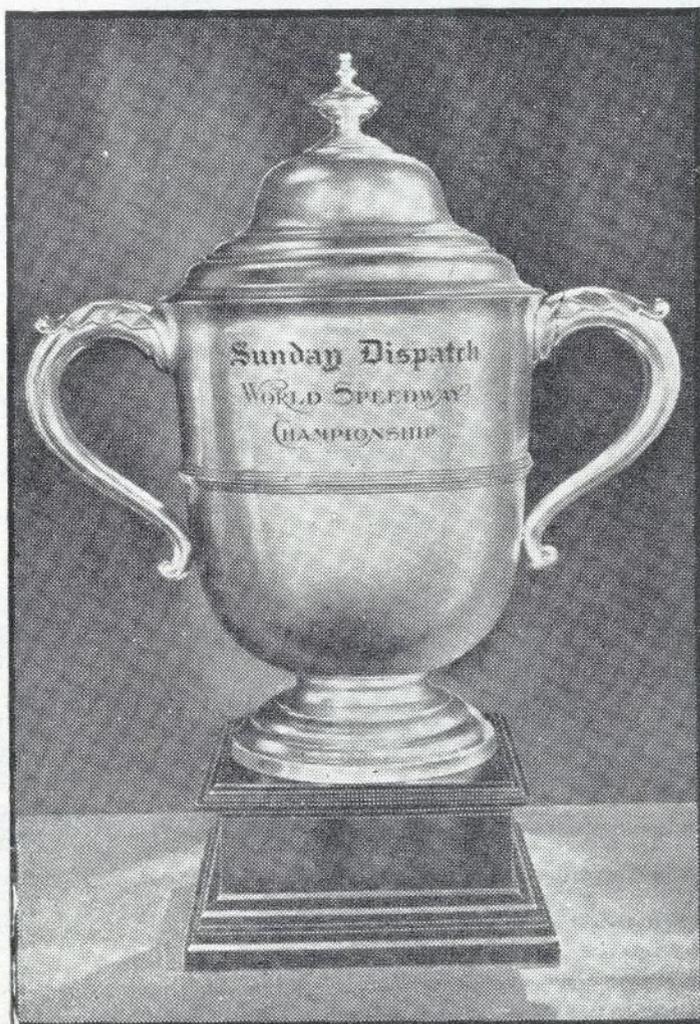
Seven European stars appear in this round. Sweden is represented by Eskil Carlsson, Sune Karlsson, Linus Erikson and Stig Pramberg, considered the equal of Swedish champion Olle Nygren, whilst the Austrian champion Fritz Dirlt also competes. Then from behind the Iron Curtain we have representatives of Czechoslovakia in Jan Lucak and Hugo Rosak. The Czechs make a first appearance ever in the "Sunday Dispatch" World Championship.

Competition will be fierce indeed for the 74 highest scorers in this round join Second Division riders in Round Two and at the end of the Second Round 74 qualify for the Third Round in which First Division riders compete. The two highest point scorers at each meeting in Round Three go into the Championship Round with First Division stars. At the end of the Championship Round the sixteen riders with the highest aggregate of points qualify for the Wembley Final.

The "Sunday Dispatch" presents the record sum of £2,030 in prize money. Top scorers in this round receive £20 each, in the Second Round £30 and in the Third Round £40. Championship Round winners receive £50 each and in the Final the winner becomes World Champion and receives the trophy plus a cheque for £500.

The runner-up gets £250 and the third and fourth £100 and £50 respectively.

Thus the stage is set for an homeric contest with a record entry of 252 riders and record prize money presented by the "Sunday Dispatch." Speedway racing owes a real debt to the "Sunday Dispatch" not only for the magnificent financial support but also for the valuable space given to our sport in its columns.



SQUIB'S SURVEY *Continued*

Championship qualifying points—the race is staged solely for the purpose of deciding the Winner of the meeting and of the additional £20 Prize Money so kindly donated by the "Sunday Dispatch," sponsors of this great International event.

An interesting amendment to the Rules of the Championship competition is that a Reserve rider's points will now count and possibly qualify him to take part in a subsequent round, even though he may have ridden earlier in the competition, provided he rides in a minimum of three races.

Welcome to Famous Guests.

We are indeed happy to welcome as our Guests to-night, the Chairman of the Speedway Control Board, Colonel R. Vernon C. Brook, O.B.E., accompanied by Mrs. Brook. This is the Chairman's first visit to Leicester Speedway, and we express the sincere wish that he and Mrs. Brook enjoy a pleasant evening in the home of the Happy Hunters.

No one can be keener on securing a great national future for speedway than the Colonel, who seldom misses an opportu-

continued on page 10

MEET TO-NIGHT'S COMPETITORS



ALEX GRAY.

ALEX GRAY (Swindon) made a brief incursion into Speedway in 1939, when he was attached to New Cross. Returning to the track after the war he made but six weeks' appearances at Wimbledon and then announced his retirement after winning the riders' championship at Plymouth where he was racing in 1947. Lured back by the Southerners he enjoyed a very successful season, later moving to Liverpool where he topped the score chart in 1949. Now attached to the "Robins" he is enjoying his most successful season to date.



BASIL HARRIS

BASIL HARRIS (Aldershot) is well known to Midlanders by virtue of his association with the Tamworth outfit, which he joined in 1948. Originally on Wimbledon's books with brother Dick, he went on loan to Eastbourne in 1947, helping them to win the Championship with a contribution of 251 points. Has been a very high scorer throughout his career, despite riding under the handicap of a leg injury during 1948. Joined the "Shots" this season.

FRED BRAND (Yarmouth) is a Spalding born youngster who signed his first contract for Norwich in 1949. Transferred to the "Stars" sister track he proved a very useful reserve for them, scoring 103 points in 24 matches. A great deal is thought of his prospects in East Anglia and this year he has been promoted to a full team berth.



FRED BRAND

ALAN SMITH (Plymouth) trained at Rye House under the successful "Speedway World" training scheme which was operated at the famous "nursery." For two years he was unsuccessful in obtaining a team berth, but eventually his luck changed, an opportunity of joining the "Devils" being readily grasped. Now that Plymouth have moved up into the Second Division he is still progressing well enough to maintain his place against the much stiffer opposition.



ALAN SMITH

LEICESTER SPEEDWAY

The Stadium, Blackbird Rd., Leicester. (Promoter : Allan D. Sanderson) Phone : Leicester 62518

— Officials : —

CLERK OF THE COURSE : Charles Ochiltree
A.C.U. STEWARD : A. B. Taylor. A.C.U. JUDGE-TIMEKEEPER : J. E. Shaw.
SPEEDWAY & TEAM MANAGER : Squib Burton.
MACHINE EXAMINER : Don Houghton. ANNOUNCER : Ken. Mason.
STARTING MARSHAL : Ray Underhill. PIT MARSHAL : Jack Morphet.

MEDICAL OFFICER : Dr. W. Whitelaw.
St. John's Ambulance Brigade (Leicester City) in attendance.
Meetings held under the Regulations of the Speedway Control Board.
Track Licence No. 513. Permit No. SP.714. Track Length : 364 yards.
Track Record (4 laps, clutch start) : Jock Grierson (Leicester) 69 4-5 secs, June 9th 1950.

BETTING STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS.

PROGRAMME OF EVENTS

14th MEETING, FRIDAY, JUNE 16th, 1950

“ Sunday Dispatch ”

1950 SPEEDWAY CHAMPIONSHIP OF THE WORLD

— ROUND ONE —

- 6.30 p.m. **THE CITY OF LEICESTER SPECIAL CONSTABULARY BAND**
(under the direction of Special Inspector C. A. Anderson).
will play selections before the Meeting.
(Performance by kind permission of the Chief Constable of Leicester,
O. J. B. Cole, C.B.E.)
- 7.30 p.m. **“ ENTRY OF THE GLADIATORS ”**
March-on of the Leicester Speedway Track Personnel.
- 7.35 p.m. **PRESENTATION OF THE RIDERS.**
to visiting Guests, followed by Introduction and
GRAND PARADE
- 7.45 p.m. **HEAT 1, 1950 SPEEDWAY CHAMPIONSHIP OF THE WORLD.**

THE COMPETING RIDERS in order of Introduction

No.	RIDER.	TRACK.	COUNTRY
10.	Fritz Dirlt	—	Austria
6.	Trevor Redmond	Aldershot	New Zealand
2.	Rusty Wainwright	St. Austell	Australia
16.	Les Hewitt	Coventry	Australia
1.	Johnny Carpenter	Leicester	England
3.	Alex Gray	Swindon	”
4.	Reg. Reeves	Walthamstow	”
5.	Fred Brand*	Yarmouth	”
7.	Basil Harris	Aldershot	”
8.	Vic Gent	Exeter	”
9.	Johnny White*	Yarmouth	”
11.	Jack Dawson*	Halifax	”
12.	Alan Smith*	Plymouth	”
13.	Terry Small	Poole	”
14.	Guy Allott*	Sheffield	”
15.	Eric Liddell*	Glasgow Ashfield	”

Note.—The numbers above do not refer to the numbers riders will be wearing on their racing colours Identification is by Helmet Colours. Riders marked thus * are from Division II tracks.

"SUNDAY DISPATCH" WORLD CHAMPIONSHIP ROUND ONE

Four Laps. Clutch Start. Meeting decided on Race Points: 1st—3, 2nd—2, 3rd—1. Riders are identified by Helmet Colours. Full particulars of the competition will be found on page 2. For your remarks column: F, fell; MT, machine trouble; X, excluded. Keep the Score Chart on page 7.

Event	Heat	RIDERS	Helmet Colours	Points Scored by Riders	Result	Remarks
1	1	Johnny Carpenter Rusty Wainwright Alex Gray .. Reg. Reeves ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
2	2	Fred Brand .. Trevor Redmond .. Basil Harris .. Vic Gent ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
3	3	Johnny White .. Fritz Dirl .. Jack Dawson .. Alan Smith ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
4	4	Terry Small .. Guy Allott .. Eric Liddell .. Les Hewitt ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
5	5	Rusty Wainwright .. Fred Brand .. Johnny White .. Terry Small ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
6	6	Johnny Carpenter .. Trevor Redmond .. Fritz Dirl .. Guy Allott ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
7	7	Alex Gray .. Basil Harris .. Jack Dawson .. Eric Liddell ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
8	8	Reg Reeves .. Vic Gent .. Alan Smith .. Les Hewitt ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
9	9	Rusty Wainwright .. Trevor Redmond .. Jack Dawson .. Les Hewitt ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
10	10	Johnny Carpenter .. Fred Brand .. Alan Smith .. Eric Liddell ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	

A SHORT INTERVAL.

11	11	Rusty Wainwright .. Basil Harris .. Alan Smith .. Guy Allott ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
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Event	Heat	RIDERS	Helmet Colours	Points Scored by Riders	Result	Remarks
12	12	Reg Reeves .. Basil Harris .. Fritz Dirl .. Terry Small ..	Red Blue White Y. & B.	3	1st 2nd 3rd 4th	
13	13	Alex Gray .. Vic Gent .. Johnny White .. Guy Allott ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
14	14	Johnny Carpenter .. Vic Gent .. Jack Dawson .. Terry Small ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
15	15	Alex Gray .. Fred Brand .. Fritz Dirl .. Les Hewitt ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
16	16	Reg Reeves .. Trevor Redmond .. Johnny White .. Eric Liddell ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
17	17	Rusty Wainwright .. Vic Gent .. Fritz Dirl .. Eric Liddell ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
18	18	Johnny Carpenter .. Basil Harris .. Johnny White .. Les Hewitt ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
19	19	Alex Gray .. Trevor Redmond .. Alan Smith .. Terry Small ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	
20	20	Reg Reeves .. Fred Brand .. Jack Dawson .. Guy Allott ..	Red Blue White Y. & B.	2	1st 2nd 3rd 4th	

INDIVIDUAL SCORE CHART.

RIDER	1	2	3	4	5	Total	RIDER	1	2	3	4	5	Total
1. J. Carpenter	2	3	3	3	1	12	10. Fritz Dirl	2	2	1	3		8
2. R. Wainwright							11. Jack Dawson	1	1	1	3		
3. Alex Gray	2	1	2	1		6	12. Alan Smith	3	1	1	2		
4. Reg. Reeves	3	2	3	2		10	13. Terry Small	1	2	2			
5. Fred Brand	2	2	3	3		10	14. Guy Allott	2	1	3	2		8
6. Trevor Redmond	3	1	3	3		10	15. Eric Liddell	2	1	1	2		
7. Basil Harris	1	3	3	2		9	16. Les Hewitt	3	3	2	3		11
8. Vic Gent	1	2		2		5							
9. Johnny White	1	1				2							

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.

TO-NIGHT'S

JOHNNIE CARPENTER (Leicester), our only home representative in this round, became interested in track racing during a wartime visit to the Sydney track. Returning home with the ambition to ride himself, he moved around without succeeding in settling at any job for long. Finally his yearning won, and leaving the London Underground where he was an announcer, he presented himself at Rye House to train for a Speedway career. There followed a spell of free-lance riding which took him to Holland and Ireland and finally to Leicester when Blackbird Road opened "shop." In his first season here he soon established himself as a dashing and effective rider, quickly winning favour with the Supporters. Wound up his first League season carrying off our Supporters' Trophy.



JACK DAWSON

JACK DAWSON (Halifax) came into Speedway as a result of attending the Odsal Monday night training sessions, and was a member of the Halifax "Nomads" before they changed their title and entered League racing as the "Dukes." Eventually he was loaned to Hanley for part of the 1948 season, but recalled to ride for his present team in 1949. Has triumphed over a chronic asthma complaint which once forced him to spend seven years in hospital.



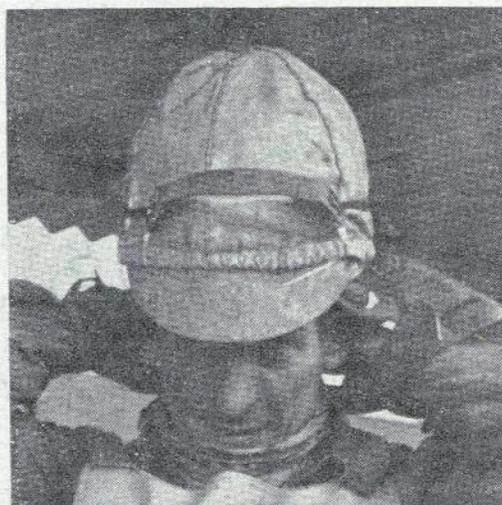
JOHNNIE WHITE

JOHNNIE WHITE (Yarmouth) has only been riding since 1946, although he put in a fair amount of practice at Rye House during the war years. Since then he must have been one of the most "mobile" riders in the game. At the Belle Vue wartime meetings he was a regular competitor, and in 1946 rode for West Ham. The following year heralded a move to New Cross, and later to Bradford. When Hull opened for its one and only season two years ago Johnnie threw in his lot with them, only to find that the stadium was failing to "click." Most of his team mates headed for Swindon, but Johnnie secured a place in the Yarmouth team, and is settled well and truly these days with the "Bloaters."



JOHNNIE CARPENTER

VIC GENT (Exeter) is a former signwriter who rode on the Army tracks with some success. After demob he joined forces with Plymouth for a time, and eventually tied up with the "Falcons" with whom he has remained ever since. Has already ridden our circuit twice this year, and on his second appearance turned in a useful score. A repetition of that form should safely see him through into the next round.



VIC GENT

COMPETITORS

TREVOR REDMOND, (Aldershot) the Southern Team's surprise man, already shows signs of carving a niche for himself in the annals of the sport. A telephone call brought him to Aldershot from his native New Zealand, and he settled in at the tricky, tight track that the "Shots" ride in an astonishingly short time. Stylish, confident, there appears no track that has him worried, and wherever he goes he invariably occupies a high position in the score chart. Is definitely a man to watch for future fame.



TREVOR REDMOND

ERIC LIDDELL (Ashfield), a young Scot who is giving his all to make the grade, was signed for the "Giants" by Johnnie Hoskins during the 1949 season, and spent most of his time riding in Second Half events. In the latter half of the year however his riding was rewarded by inclusion in the line up, so that by the end of the campaign he had taken part in 22 league matches. Retained by the Scottish Club again, he is making steady progress and is highly thought of by his management.



ERIC LIDDELL

LES HEWITT (Coventry) is called "The Grin" by his many friends over the Warwickshire border. The reason is not difficult to see, for Les has a cheery, carefree disposition that makes him one of the most popular "Bees" in the Godiva City's team. An Aussie who decided to try his luck in this country after a good show in the Australian Junior Championship, he was encouraged by Max Grosskreutz, pre-war international of world fame. His debut over here was not encouraging; he fell off consistently for a while and rarely failed to bounce off the fence for three months. Inevitably, his determination paid off, though, and the latter half of last season saw him commence a steady climb to the top. This year he is the highest scorer in the "Bees" side.



LES HEWITT

TERRY SMALL (Poole) is also fortunate in having previous track experience, having been here with the "Pirates" early this month. On that occasion he occupied a reserve berth, but despite the fact that he is very much a newcomer to the sport, showed distinct promise allied to some stylish riding. With a little more experience he has the makings of a very good rider, and will do his utmost tonight to prove that contention despite the strong opposition facing him.



TERRY SMALL



REG REEVES

REG REEVES (Walthamstow) made a debut for the "Wolves" which was startling in its degree of success, bursting into the team and hitting the "high spots" in an astonishingly short space of time. Round his own tiny circuit in East London he is well nigh unbeatable when on his top form. Blessed with the ability to make fast, electrifying starts he has a habit of shooting into the bend well ahead of his rivals. On the driving Leicester shale this asset may well take him comfortably into the next round.

FRITZ DIRTL

FRITZ DIRTL (Austria) will receive as hearty a welcome as any man here tonight. Last year he put up an amazingly good performance with the most unsuitable equipment—a heavy road type machine which he hurled round the bends in a manner that seems incredible. This visit, mounted on a modern JAP he may prove to be the "dark horse" of the round. Fritz was Austrian Champion both in 1948 and 1949, and in addition has appeared with considerable success in other European countries. It was on one of these trips (to Brno, Czecho-Slovakia) that he met and defeated no less a performer than Wembley's "Split" Waterman, a feat that will indicate his potential interest in this meeting tonight.



GUY ALLOTT

GUY ALLOTT (Sheffield) was with us as recently as Whit Monday as a member of the "Tars" in the challenge match against the "Hunters." Protege of Tommy Allott, former Sheffield and now Edinburgh star, Guy is fast approaching the stage when he will be able to carve a name for himself in the tradition of his famous relative. Last season he appeared on the Northern track in Second Half rides—now he is a regular team member with a very bright outlook. Much is expected of him, and if he fails to enter the next round his Yorkshire "fans" will be very surprised.

RUSTY WAINWRIGHT

RUSTY WAINWRIGHT (St. Austell) is a young Aussie who made his first English appearance with the Cornish team this season. Like most of his fellow countrymen making an English debut he is experiencing some difficulty in finding his way round circuits which, after the big Australian tracks, seem abnormally tight and tricky. However, he has secured a reserve berth with the "Gulls," and a lot is thought of his prospects once he has overcome these initial worries. On his own track, at any rate, he has done some very good work and it can be only a matter of time before he repeats his performances elsewhere.

SQUIB'S SURVEY *Continued*

ity to visit tracks and gain first hand information on the progress of the sport for which he has done so much, and which means so much to him. We are honoured by his presence at Leicester this evening in his Official capacity as the Chairman of the sport's governing body, and hope that we may subsequently again have the pleasure of welcoming the Colonel and Mrs. Brook to many more Leicester meetings. May our efforts this evening leave him satisfied that Blackbird Road is, in every respect, one of speedway's assets.

A warm welcome too, to Tony Horstead, the famous "Sunday Dispatch" Sports Columnist, whose topical, "punchy" columns have earned for him a high place in the sports writer rankings of Fleet St. Tony's regular Sunday column has a world wide reader following.

He has come up to present the 'Dispatch' cheque to the winning rider, and to ensure

that to-morrow "Daily Mail"—always a friend of speedway—carries a full report on to-night's outstanding event at Blackbird Road. We express the hope that Tony, too, will enjoy a happy evening with us.

To whom will he be presenting the cheque? Any one of 16 riders, and that's as it should be! On such a fair track as Leicester it would be difficult to say **which** rider had the best chance. The Division II entrants may be considered to hold the favourite in their ranks, but I would not care to say it will be a Second Leaguer who will collect the most points and the cheque.

Let's give all our visitors a grand reception, and let's also add a special cheer for "Hunter" Harwood, competing in his Championship Round at Exeter. Best wishes then to all the boys as they go to the tapes, may we have a grand night's racing, with the cheque collector a worthy winner.

SQUIB.



Supporter's Club News

GOOD EVENING HUNTERS,

A great welcome to all the contestants in this first round of the world's hardest battle—the long trek to Wembley fame. "Hunters" supporters will, I know, rise to the occasion by giving all the riders here tonight a real Blackbird Road reception, and join with me in wishing them every success in this hardest of competitions.

It's a hard road to travel before any one of the hundreds of track stars can feel that he has even a remote chance of lining up with the sixteen who have won through to the final at the vast, colourful Empire Stadium. It is a thorny path, beset with all-out endeavour, anxiety and sheer hard riding; yet it is a way that every speedman on the track willingly follows, however great the obstacles besetting him. For there is an indefinable something about this tournament which grips the susceptibilities of rider and spectator alike. What the boys feel as they face the tapes in this first round, I don't know; they are not in the habit of talking a lot about such things, but it is my guess that the rising of the barrier which heralds the "off" is awaited with a tense expectancy unparalleled at any other time during the season.

For us, the spectators, the tension is scarcely less great, even though we hold a watching brief, and the knowledge that the odds against our own favourites reaching the Final are overwhelmingly great does nothing to lessen this air of gripping suspense. Don't ask me why! I can only make the rather obvious comparison that in the F.A. cup supporters of the lowliest Third Division team are whipped into a frenzy of excitement despite the sobering thought that they haven't a hope of seeing their idols in the Final.

Perhaps it is the aura of the unexpected shock surrounding the competition which at times sees the total eclipse of a man who is already reckoned to be a certainty for the next round; perhaps it is the quality of the racing when every competitor is fired with an ambition which gives him the chance to shine as an individual rather than as an eighth part of an established combination. Whatever the answer is it cannot be denied that this Championship stirs the imagination more than any other facet of the world of sport.

At the end of it all there is the greatest night in Speedway to look forward to, the occasion when the massed throngs at Wembley Stadium are roaring themselves hoarse as the Champion of the World

emerges from the grim struggle. Small wonder that every participant, and every follower of this great sport is agog with ill-suppressed excitement as the tapes go up for the first stages.

Back to Earth.

My musings seem to have taken more of our valuable space than I bargained for, so it seems that I had better return to domestic matters before I run friend "Squib" to an extra couple of pages in the programme. I don't suppose he'd mind, at that, but he might give me the printer's bill—and I mind! Therefore, I would like to mention, if briefly, the major items laid on for your benefit in the near future. Firstly, there are the two coach trips in support of our own boys at Swindon and Rayleigh. In the first instance we shall be leaving Leicester (Labour Exchange) at 2 p.m. on July 15th and the fare will be 17/6 return. For the Rayleigh meeting the arrangements are a little more ambitious, the scheme involving a week end by the sea, with a 9 a.m. departure on Saturday, July 22nd. Accommodation has been booked for the night at Southend, the return journey being made on Sunday evening. The all-in charge for this combination of Speedway, sun and sea air is £2. We shall be pleased to tell you more about these trips and take your booking at the kiosk.

I am afraid that our allocation of Test Match tickets for Belle Vue on June 24th has been snapped up, but I understand that there are a goodly number of unreserved seats available, and if you feel like taking the chance we may be able to help you with transport. You are welcome to call on us, and we will do our best to help, but it should be understood that we cannot guarantee that you will be able to obtain admission to the match. If you do feel like risking it, however, the offer is made in your interests.

It can be taken for granted that last night's dance was a success, and I hope to give you some news about the activities next week. In the meantime, I can but offer congratulations to the young lady selected as Leicester Speedway Queen, and welcome her to the track where she is to present the cheque to the winner along with Speedway Correspondent, Tony Horstead. That her reign may be a happy one is the wish of all her "subjects"; at any rate she could scarcely have made her first "court" appearance on a more noteworthy occasion.

Cheerio "Hunters."

STENNER'S 1950 WORLD SPEEDWAY ANNUAL. On sale at the kiosks tonight. Price 2/6.

Cut Here

Secretary, Leicester Speedway Supporters' Club,
Leicester Stadium, Blackbird Road.

Members No.
1949 1950

I, (Mr., Mrs., Miss).....
(BLOCK LETTERS)

of

.....
desire to become a member of the Supporters' Club, Season 1950.
Herewith Entrance Fee: 1/6d. (1949 renewal). 2/6d. (New).

(Please strike out dates and amounts not applicable).

" HUNTERS " FIXTURE LIST.

HOME.			
June	23	N.L.	... Aldershot
"	30	N.L.	... Exeter
July	7	—	... Open Meeting
"	14	—	... Open Meeting
"	21	N.L.	... Tamworth
"	28	N.L.	... Liverpool
Aug.	4	N.L.	... Rayleigh
"	7	—	(11 a.m.) Open Meeting
"	11	N.L.	... Poole
"	18	N.L.	... St. Austell
"	25	N.L.	... Exeter
AWAY.			
June	22	N.L.	... Oxford
July	14	N.L.	... Exeter
"	15	N.L.	... Swindon
"	22	N.L.	... Rayleigh
Aug.	2	N.L.	... Tamworth
"	7	N.L.	... Liverpool
"	24	N.L.	... Oxford

RESULTS TO DATE

Date	Venue	Match	Opponents	Result
Apr. 7	H	N.T.	Exeter	W 66-42
" 10	A	N.T.	Exeter	L 41-65
" 12	A	N.L.	Aldershot	W 42-38
" 14	H	N.L.	Tamworth	W 47-37
" 17	A	N.T.	Exeter	L 45-62
" 21	H	N.T.	Exeter	L 53-55
" 24	A	N.L.	Liverpool	W 45-39
" 28	H	N.L.	Swindon	L 39-45
May 5	H	Fr.	Yarmouth	W 49-35
" 6	A	N.L.	Rayleigh	L 34-49
" 12	H	N.L.	Oxford	L 35-48
" 19	A	N.L.	Exeter	W 42-41
" 20	A	N.L.	Swindon	L 30-54
" 26	H	N.L.	St. Austell	W 56-28
" 29	H	Fr.	Sheffield	W 48-36
June 2	H	N.L.	Poole	W 45-39
" 5	A	N.L.	Poole	L 39-45
" 6	A	N.L.	St. Austell	W 50-34
" 9	H	N.L.	Liverpool	W 65-19

**NEXT
HAPPY
MEETING**

FRIDAY, JUNE 23rd, at 7-45 p.m.

Resumption of the League tussle

LEICESTER v. ALDERSHOT

" HUNTERS " " SHOTS "

George Saunders' surprise team of 1950 make their first visit to Blackbird Road. Can the "Hunters" resist this challenge from a greatly improved Aldershot team, led by Basil Harris? The fight for points gets more important as the season goes on. Don't miss this exciting match. Come early—first race 7.45 p.m.

**NATIONAL LEAGUE SCORE CHART
(Up-to-Date).**

Team	Matches	Starts	Pts.	Pts.	Total	Match
						Average
J. Grierson	11	44	96	5	101	9.18
J. Bowkis	7	28	59	2	61	8.71
H. Pike	13	52	98	6	104	8.00
S. Hipperson	7	22	33	10	43	7.82
J. Carpenter	13	52	82	15	97	7.46
C. Page	13	51	75	14	89	6.98
V. Pitcher	13	36	54	7	61	6.78
P. Palmer	6	18	17	6	23	5.11
R. Wilson	12	42	40	11	51	4.86
J. Watts	5	8	3	1	4	2.00

METHOD OF SCORING. To obtain the match average the number of points (including "Team Points") which a rider has scored is divided by the number of starts which he has made. This gives the number of points **per ride**. This figure is then multiplied by four to give an average for a full match. By this means, reserves, who as a rule do not get the same opportunity for a full quota of starts, are not penalised, but are brought into line with the other riders for the purpose of calculation.

To qualify for inclusion in the table a rider must have made eight starts in League Matches

**3RD DIVISION RIDERS' CHAMPIONSHIP
(Up to and including 8th June 1950)**

Name	Team	Points
1. C. Quick	Poole ...	53
2. P. Clarke	Oxford ...	49
3. D. Hardy	Exeter ...	44
4. B. Harris	Aldershot ...	44
5. F. Boyle	Oxford ...	43
6. M. Mitchell	Swindon ...	41
7. B. Wilson	Tamworth ...	37
8. H. PIKE	LEICESTER ...	35
9. A. Gray	Swindon ...	35
10. T. Redmond	Aldershot ...	35
11. D. Howard	Poole ...	33
12. L. Watling	Tamworth ...	32
13. K. Middleditch	Poole ...	31
14. E. Boothroyd	Tamworth ...	29
15. N. Street	St. Austell ...	28
16. V. Gent	Exeter ...	28
17. J. Unstead	Rayleigh ...	28

**NATIONAL LEAGUE—DIVISION III
(Up to and including June 10th).**

	P.	W.	D.	L.	Pts.
Oxford ...	13	12	—	1	24
Swindon ...	14	9	1	4	19
Poole ...	12	8	1	3	17
LEICESTER ...	13	8	—	5	16
Aldershot ...	11	6	1	4	13
Tamworth ...	13	5	—	8	10
Exeter ...	12	4	—	8	8
Liverpool ...	12	3	1	8	7
Rayleigh ...	9	3	—	6	6
St. Austell ...	11	—	—	11	0

EAST MIDLANDS SPEEDWAY CALENDAR

TOMORROW NIGHT at Brandon Stadium. "THREE SPIRES TROPHY" with Fritz Dirlt, Harwood Pike, Joe Bowkis, Len Williams, Jim Boyd, Benny King, "Bees," etc. etc.
FRIDAY, JUNE 23rd, at Blackbird Road. "Hunters" v. Aldershot. 7.45 p.m.

NOTE.—The Management reserve the right to alter this Programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme, tickets available for any one of the next two meetings will be issued at the exits. In no circumstances will any money be refunded. Rights of Admission Reserved.