



# HALIFAX SPEEDWAY



OFFICIAL  
PROGRAMME  
6<sup>BD</sup>

## THE SHAY HALIFAX

FRIDAY, 7th JULY, 1950, at 7-30 p.m.

THE "SUNDAY DISPATCH" WORLD SPEEDWAY RIDERS'

★ **CHAMPIONSHIP** ★

(Fourteenth Meeting)

(Second Season)

M.N.H.

*See back of this  
programme.*

Mr. Aubrey Viggars,  
Northern Editor of the  
"SUNDAY DISPATCH"  
who will present the  
cheque this evening.



# HALIFAX SPEEDWAY

Manager: **Bruce Booth.**

A.C.U. Steward: **T. E. Ryan.**

Clerk of Course: **Bruce Booth.**

Chief Paddock Marshal: **J. Goodall.**

Machine Examiner: **H. Maskell.**

Team Manager: **Eric Langton.**

A.C.U. Timekeeper: **J. Ashworth.**

Medical Officer: **Dr. J. Walker.**

Announcer: **George M. Whiteley.**

Starting Line Marshal: **K. Crawshaw.**

*Meetings held under the Speedway Regulations of the Speedway Control Board.*

Speedway Licence No.

Official Track Measurement: 402 yards.

**BETTING IS PROHIBITED AT ALL SPEEDWAY MEETINGS.**

St. John Ambulance Brigade in attendance.

---

## NOTICE.

Should it be necessary, through any cause whatsoever, to abandon the meeting prior to the start of the **SIXTH** event in the programme, tickets available for any one of the next two meetings will be issued at the exit gates. **Under no circumstances will any money be refunded.**

---

## CHAMPIONSHIP NIGHT TO-NIGHT

**TOM STENNER**, "Sunday Dispatch" correspondent writes:

"The 'Sunday Dispatch' World Speedway Riders' Championship, the most thrilling and glamorous competition the sport has known, reaches its most exciting stage with eight Second Round meetings on Second Division tracks. 128 riders compete, 52 of them being seeded Second League stars, and we also have the best Third Division riders with a strong continental entry. **Austria, Sweden and Norway** all have representatives challenging international stars from **England, Scotland, Australia, New Zealand and South Africa.**

"The 'Sunday Dispatch' presents a record total of **£2,030 in prize money for the World Championship.** Top scorers at each meeting in this round receive a cheque for £30 and there are big cash prizes too in the Third and Championship Rounds. The winner of the final at Wembley on September 21st becomes World Champion, receives the trophy and a cheque for £500 with £250 going to the runner-up and £100 and £50 to the third and fourth respectively.

"In instituting the World Championship the 'Sunday Dispatch' has

proved itself the outstanding supporter of speedway racing. Not only has prize money on this scale never previously been awarded, but, by the valuable support given in its columns, this newspaper plays a major part in keeping the great sport of speedway racing on a national basis. It is the intention of Mr. Charles Eade, the editor of the 'Dispatch,' to whose initiative we owe this amazing world tournament, to do all that possibly can be done to further the cause of our sport and devote every possible inch of space to speedway racing in the valuable columns of his newspaper."

We had intended giving you pen pictures of all the riders taking part in the Championship meeting to-night but there are more urgent demands on the space in our programme. Apart from the three Third Division riders, **Bob MacFarlane** (who has already been publicised in a previous Halifax programme), of Oxford, **George Craig**, of Swindon, and **Hugh Geddes**, of Exeter, the remaining riders are Division II boys and you will be reading, or will have read, about them in past or future programmes.

Just as we had a Continental rider last year in **Leiv Samsing**, so to-night we have another . . . **Fritz Dirlt**, of

**Austria.** We welcome Fritz and want you to give him a really hearty Yorkshire welcome so that he can return home with vivid memories of Halifax hospitality.

That we have no "Duke" competing to-night is our misfortune—just the luck of the draw. **Al** was at Fleetwood last Wednesday, **Arthur** at Plymouth and **Vic** at Sheffield last Thursday; **Bill** is at Norwich to-morrow and **Jackie** is at Edinburgh.

Next Friday we have the first visit of the Walthamstow "Wolves." One of their riders, **Arch Windmill**, is racing to-night and he'll be giving his team-mates the "low-down on our track. It is quite likely that we shall meet Walthamstow in the Trophy Final, so you can bet they'll be showing their paces here next week in order to be all set for the home and away Trophy match.

---

**STOP PRESS NEWS** Canceled See Advt. Matter

---

## WE JOURNEYED TO NORWICH on Saturday, 1st July, 1950

**A**S we travelled south through Doncaster, the warm air crept in through the open windows and the slightly hazy morning turned to a gloriously sunny afternoon. We were all in high spirits. We had a thirty-point lead in the second leg of the "Daily Mail" National Trophy match and we were confident that even the brilliance of the "Stars" would not overshadow the Dukes.

Passing through Retford, we spotted a couple of motor bikes flying our colours; they tagged on behind and we travelled together—AJX 518 and AJX 497 forming our "military escort"!

The Norwich trip is a long tiresome one—far worse than London or Glasgow—and we pressed on until within sixteen miles of the track, to Dereham. A cup of tea was called for and we popped into a small cafe in the market place. We hadn't been there two minutes before we saw a dozen or more supporters pass the window, and then who should walk in but one of our Halifax speedway officials!

We knew that the track was some way out of Norwich and spotting a car with a speedway pennant, we decided to follow; we had not travelled more than a few hundred yards when another car passed us and gave the "stop" signal. The driver had realised what our intention following the other car was, and he thoughtfully went out of his way to put us on the right road. Everyone in Norwich was very, very helpful—the supporters there are like our own, friendly, kindly and considerate.

The racing began:—

Heat No.		N'wich	H'fax
1	The Norwich boys take numbers 1 and 3 on the starting line and race away together. Vic and Jackie split them and we have a	3	3
2	Arthur "gates" beautifully but he is strange to the track and is pulling the wrong gear. Phil Clarke slips through to the front in the last lap.	4	2
3	Leverenz and Rogers pair up; the latter overslides and comes off. Jock and Jackie cleverly avoid him as he lays on the track, and we score another	3	3
4	Feverish activity in the pits. Mechanics Ron Stringer and young Ginger are working frantically to change gears on ten bikes. Jack Dawson goes out front and stays there.	3	3
5	In the re-run following Jock's accident, Arthur makes sure of a first place.	3	3

# 1950 SPEEDWAY CHAMPIONSHIP OF THE WORLD ROUND 2

(Fourteenth Meeting)

(Second Season)

Points will be awarded: 1st, Three; 2nd, Two; 3rd, One.

RIDERS IDENTIFIED BY HELMET COLOURS AND NUMBERS.

HEAT 1	HANNEY AUSTRIA	LES JENKINS FRITZ DIRTL	R B	NEW CGV	DEREK CLOSE LES HEWITT	W Y & B	1st. <u>Y</u>	2nd. <u>W</u>	3rd. <u>B</u>	Time. <u>71 3/5</u>
HEAT 2	NEW COV	WIL LOWTHER BOB FLETCHER	R B	FLEET	DON POTTER GUY ALLOTT	W Y & B	1st. <u>B</u>	2nd. <u>W</u>	3rd. <u>R</u>	Time. <u>71 3/5</u>
HEAT 3	GLASGOW	BOB MACFARLANE JUNIOR BAINBRIDGE	R B	SWIN	GEORGE CRAIG FRED BRAND	W Y & B	1st. <u>W</u>	2nd. <u>B</u>	3rd. <u>R</u>	Time. <u>71 1/5</u>
HEAT 4		LIONEL WATLING ALAN SMITH	R B	OX.	ARCH WINDMILL HUGH GEDDES	W Y & B	1st. <u>Y</u>	2nd. <u>B</u>	3rd. <u>R</u>	Time. <u>71 1/5</u>
HEAT 5		FRITZ DIRTL WIL LOWTHER	R B		BOB MACFARLANE LIONEL WATLING	W Y & B	1st. <u>Y</u>	2nd. <u>W</u>	3rd. <u>B</u>	Time. <u>71 3/5</u>
HEAT 6		LES JENKINS BOB FLETCHER	R B		JUNIOR BAINBRIDGE ALAN SMITH	W Y & B	1st. <u>B</u>	2nd. <u>W</u>	3rd. <u>R</u>	Time. <u>71 3/5</u>
HEAT 7		DEREK CLOSE DON POTTER	R B	WARTH	GEORGE CRAIG ARCH WINDMILL	W Y & B	1st. <u>R</u>	2nd. <u>W</u>	3rd. <u>B</u>	Time. <u>70 4/5</u>
HEAT 8		LES HEWITT GUY ALLOTT	R B		FRED BRAND HUGH GEDDES	W Y & B	1st. <u>R</u>	2nd. <u>Y</u>	3rd. <u>B</u>	Time. <u>70 4/5</u>
HEAT 9		FRITZ DIRTL BOB FLETCHER	R B		GEORGE CRAIG HUGH GEDDES	W Y & B	1st. <u>B</u>	2nd. <u>W</u>	3rd. <u>R</u>	Time. <u>71 3/5</u>
HEAT 10		LES JENKINS WIL LOWTHER	R B		FRED BRAND ARCH WINDMILL	W Y & B	1st. <u>W</u>	2nd. <u>B</u>	3rd. <u>Y</u>	Time. <u>71 3/5</u>

INTERVAL

HEAT 11		FRITZ DIRTL DON POTTER	R B		FRED BRAND ALAN SMITH	W Y & B	1st. <u>W</u>	2nd. <u>B</u>	3rd. <u>R</u>	Time. <u>72 1/5</u>
HEAT 12		LES HEWITT DON POTTER	R B		JUNIOR BAINBRIDGE LIONEL WATLING	W Y & B	1st. <u>R</u>	2nd. <u>W</u>	3rd. <u>B</u>	Time. <u>71 3/5</u>
HEAT 13		DEREK CLOSE GUY ALLOTT	R B		BOB MACFARLANE ALAN SMITH	W Y & B	1st. <u>R</u>	2nd. <u>W</u>	3rd. <u>Y</u>	Time. <u>70 4/5</u>
HEAT 14		LES JENKINS GUY ALLOTT	R B		GEORGE CRAIG LIONEL WATLING	W Y & B	1st. <u>W</u>	2nd. <u>R</u>	3rd. <u>Y</u>	Time. <u>71 4/5</u>
HEAT 15		DEREK CLOSE WIL LOWTHER	R B		JUNIOR BAINBRIDGE HUGH GEDDES	W Y & B	1st. <u>Y</u>	2nd. <u>W</u>	3rd. <u>R</u>	Time. <u>71 1/5</u>
HEAT 16		LES HEWITT BOB FLETCHER	R B		BOB MACFARLANE ARCH WINDMILL	W Y & B	1st. <u>R</u>	2nd. <u>B</u>	3rd. <u>W</u>	Time. <u>70 5/5</u>
HEAT 17		FRITZ DIRTL GUY ALLOTT	R B		JUNIOR BAINBRIDGE ARCH WINDMILL	W Y & B	1st. <u>W</u>	2nd. <u>R</u>	3rd. <u>B</u>	Time. <u>71 3/5</u>
HEAT 18		LES JENKINS DON POTTER	R B		BOB MACFARLANE HUGH GEDDES	W Y & B	1st. <u>Y</u>	2nd. <u>W</u>	3rd. <u>B</u>	Time. <u>72 3/5</u>
HEAT 19		DEREK CLOSE BOB FLETCHER	R B		FRED BRAND LIONEL WATLING	W Y & B	1st. <u>R</u>	2nd. <u>B</u>	3rd. <u>Y</u>	Time. <u>71 3/5</u>
HEAT 20		LES HEWITT WIL LOWTHER	R B		GEORGE CRAIG ALAN SMITH	W Y & B	1st. <u>R</u>	2nd. <u>W</u>	3rd. <u>Y</u>	Time. <u>70 4/5</u>

## SCORE CHART

	1st	2nd	3rd	4th	5th	Ttl.	1st	2nd	3rd	4th	5th	Ttl.	
1 Les Jenkins	-	1	2			3	9 B. MacFarlane	1	2	2	1	2	8
2 Fritz Dirlt	1	-	1	1	2	5	10 J. Bainbridge	2	2	2	2	3	11
3 Derek Close	2	3	3	1	2	12	11 George Craig	3	2	2	3	2	12
4 Les Hewitt	3	3	3	3	3	15	12 Fred Brand	-	-	3	3	6	
5 Wil Lowther	1	1	2			4	13 Lionel Watling	1	3	1	1	6	
6 Bob Fletcher	3	3	3	2	2	13	14 Alan Smith	2	-	1	1	4	
7 Don Potter	2	1	2	2	1	8	15 Arch Windmill	-	-	1		1	
8 Guy Allott	-	1	1			2	16 Hugh Geddes	3	2	-	3	3	11

H WELCH

6	There was a most unusual occurrence in this race. It appeared as though Al had pulled up and run his bike on to the track for no reason at all; then he suddenly started staggering about. We wondered if something had hit him and he had slight concussion. One of the ambulance men brought him into the pits. The dirt thrown up from the bike in front had gone up <i>under</i> his goggles and he was completely blinded. His eyes were open but nothing could be seen of them—they were completely blacked out with track surface. Alec Hunter beat Vic, and Rogers took a third.	4	2
7	Arthur and Bill cannot catch Leverenz so they make sure of our fifth	3	3
8	A wonderful race with Vic and Phil Clarke riding wheel-to-wheel for three laps, then Vic just wound that extra bit on to finish first.	3	3
9	Vic was out again in this heat . . . and here is where we pay tribute to young Ginger. Between the two heats he changed the back wheel (Vic had a puncture), changed the plug and re-fuelled. Reserve Johnnie Davies takes the place of Jack Freeman. Arthur wins in his usual immaculate style; everyone is throwing a lot of dirt up and Vic just can't get through from a bad start. Ah well, these Norwich blokes will have to do something now, or else!!!	3	3

We're only four points down and we have thirty in hand.  
Score now 29 25

10	Al pressed Leverenz all the way but had to be content with second place.	4	2
11	Lying second, Jack Dawson "jack-knifed" and lost speed. Trying to catch up, he overslid again in the same place on the next lap and came off. This gave Norwich the one and only five-one of the night.	5	1
12	Arthur has the track weighed up O.K. He has already come to within a fifth of the track record and he's inclined to have a bit of a do when we say "Leave that for another time, kid. Get three points here and wait till you're out in the first heat when the track is smoother." Arthur promptly obliges! Jackie misses third place by half the width of a tyre.	3	3
13	We only want nine points to win on aggregate and there are six heats to go. Al isn't going to be blacked out again—off he goes and spoils Leverenz's maximum.	3	3
14	Jack and Dai collect a comfortable	2	4
15	Vic and Dai again do likewise.	2	4
16	Bill comes a real purler in the first bend and the race is re-run with Bill excluded. Phil Clarke wins but Jackie isn't going to let Rogers have second place.	4	2
17	Al looks as though he knows his way round the track in the dark! He certainly has a comfortable win!	3	3
18	Nominated riders: For Norwich, Phil Clarke and Alec Hunter; for Halifax, Arthur Forrest and we toss a coin to decide between Al and Vic. Vic wins and rides in yellow. He and Arthur team-ride for our eleventh three-all of the match.	3	3

---

Total score for the match 58 50

**"Daily Mail" National Trophy (Division II) Semi-Final Results :**

	Halifax	Norwich
Home .....	69	39
Away .....	50	58
<b>Halifax win on aggregate .....</b>	<b>119</b>	<b>97</b>

So we go forward to the Final. The match will be against the winners of the Walthamstow/Glasgow Ashfield tussle which took place last Tuesday—by now you will know whom we meet, at the time of writing, we don't.

In last week's programme we said "if we beat Norwich . . ." etc., and we mentioned "wishful thinking." The Dukes have the will to win, keep on wishing them luck, folks.

ON BEHALF OF ALL THE HALIFAX SPEEDWAY RIDERS, SUPPORTERS, STAFF, MANAGEMENT AND OTHERS, WE EXTEND OUR HEARTFELT SYMPATHIES TO Mrs. JOSEPH ABBOTT AND FAMILY IN THEIR DISTRESSING LOSS LAST SATURDAY—ODSAL SPEEDWAY'S IRON-MAN JOE.

Joe Abbott had only ridden at the Shay on one occasion, but he was looking forward to his next visit very keenly. "It's a grand track," he said. "The only thing is that these young so-and-so's go so darned fast!"

Knowing Jock and Joe, we guess they'll be having a whale of a chin-wag about speedway at this very moment.

## SUPPORTERS'

Supporters frequently write to us (and forget to enclose a stamped addressed envelope, by the way!) asking for a particular rider's home address. If you want to send any of the boys a card, letter or parcel send them to him c/o **Halifax Speedway, The Shay, Halifax**, and we will hand them over to him. Should you be wanting a reply, will you please enclose a s.a.e. . . . with the hundreds of fans our various boys have it comes in rather expensive at tuppence-ha'penny a time!

THE NEXT MEETING AT  
THE SHAY WILL BE ON  
**Friday, July 14th, 1950, at  
7.30 p.m.**

*"Daily Mail" National Trophy  
Second Division Final—2nd Leg*

**HALIFAX v. ASHFIELD (Glasgow)**

**ODSAL SPEEDWAY**  
*Odsal Stadium . BRADFORD*

**Saturday, JULY 8th, 1950  
at 7 p.m.**

*National League Match*

**ODSAL v. HARRINGAY**  
Capt. Ron Clarke Capt. Vic Duggan

## TRACK RECORD

Four Laps—Clutch Start: **ARTHUR FORREST (Halifax)**

Time: 67.8 secs., 23rd June, 1950.

Latest gramophone records supplied to this Speedway  
by Messrs. Teal & Shaw, 13, George Street, Halifax.

## JOCK (John) SHEAD

### Speedway Rider, Halifax and Odsal Speedways

**O**NE Monday night in 1947 we noticed a tall, dark, well-built laddie leaning over the fence at Odsal Speedway watching the novices practising. We didn't know who he was but the purposeful look on his face attracted our attention. The next week he was there again—studiously watching every rider. We saw him time and again on race nights and practice nights. Eventually we heard his name, knew that he had bought his own leathers and personal equipment and was just waiting the last few weeks to earn sufficient money to pay for his speedway bike.

John practised—not with that dare-devil attitude of lots of boys—quietly, deliberately, with an object in view. He carried out to the letter every instruction he received from his tutors, and eventually rode as reserve for the Odsal team.

When Halifax opened in 1949, he was still attached to Bradford. On the 4th of May, his ambition was fulfilled; he was transferred to Halifax and made a heat leader—he scored ten points and was instrumental in giving the Dukes their very first win . . . home or away.

Last Saturday we lost Jock—but he went as he would have wanted to go “with his speedway boots on.” We came back through the night from Norwich knowing full well that within a few hours we should be talking to Mr. and Mrs. Shead who had suffered an irreplaceable loss. What would their reactions be? What would we say? What could we do to help?

Sunday lunchtime saw us at Jock's home. His father, mother and sister were absolutely wonderful. Mr. Shead told us what Jock had said dozens of times . . . “I'm a speedway rider . . . it's what I want to be. I may be killed—but then, I may be killed crossing the road. If anything ever happens, remember **I was what I wanted to be, a speedway rider.**”

Captain Vic and his boys were very upset after supper at Norwich when we gave them the ghastly news. They hadn't lost a point-scorer, they had lost a chum. That's the way it is with our boys . . . we won't say “one happy family” because that's too well worn a phrase. We'll say “**CHUMS together: give all and take nowt.**”

Just one more thing, folks, John's father will be coming to watch the Dukes ride as frequently as possible. He wants them to go from strength to strength, and nobody will cheer more lustily than he whether they win or lose. When the medal which John won as a Halifax team-rider in the Kemsley Shield (Northern) Competition is presented (probably next Friday), Mr. Shead will be here to accept it on John's behalf.

Jock was always one for a joke, and he would hate us to do a lot of sob-stuff in this programme. Let us tell you about a certain meeting we remember. The announcer was sure that there had been a printer's error and that the name should be Sheard. We insisted, rightly, that the name was Shead. O.K. . . . but he pronounced it “Shed” and what's more, he got the wrong Christian name and throughout the meeting referred to “Sam Shed” . . . of course, you know what the boys called Jock for weeks—“the old tram-shed.”

We, as promoters, think the world of all our boys—that's pretty obvious, isn't it? Our feelings about the loss of Jock cannot be put in black letters on white paper, so we'll just remember him in his first ride at Norwich when he rode brilliantly for a second place.

Au revoir, Jock.