

# SIMPLY THE BEST

Dave Hemsley has re-written the record books and established himself as the most successful rider in the history of cycle speedway.

His sensational victory in the British individual championships at Bury not only saw him surpass Derek Garnett's long-held record of four national titles but he became the first rider to simultaneously hold World, European and national titles. It was particularly fitting that this remarkable feat should be achieved in the competition's golden jubilee year.

The 31-year-old Wednesfield super-star has now been national champion a record-breaking five times adding to the titles he won in 1992, 1994, 1995 and 1998.

One of the first people to offer his congratulations was cycle speedway legend Derek Garnett. And to add to the sense of occasion, Lew Grepp who won the first-ever championship in 1951 presented the national trophy.

Hemsley was close to tears as he crossed the winning line. "It's been my ambition to win a fifth title" he told Spokesman. "After spending most of the year in Australia and missing out on regular racing, I really didn't think it would come this year. I am so chuffed I can't tell you" he said emotionally.

Despite his remarkable achievement, the building surveyor from Leicester has no plans to hang up his wheels.

"In some respects winning the fifth title will take a lot of pressure off me" he added. "My immediate ambition is to obtain a BCF

coaching award so I can train and encourage others. I will be attending the level two coaching scheme in Cambridge in February. I am really looking forward to it".

With his continued enthusiasm and dedication surely a sixth gold is not out of the question!



Dave Hemsley on his way to a record-breaking fifth national title (Roger Nicholson)

## NORTHERN CLUBS WIN WORLDS BID

Top northern clubs Astley & Tyldesley and Bury will host the 2003 World Cup and individual championships. Their joint application was approved by the BCF Cycle Speedway Commission - ahead of strong bids from five other clubs.

International competitions co-ordinator Geoff Gamage confirmed the selection.

"Both clubs have proved that they can promote events to the highest international standard" he told Spokesman.

Bury secretary Tony Mann was delighted with the news. "This is the ultimate seal of approval for all what we have been doing at Bury over a number of years" he said. "We have been working towards this for a long

time. Bury has a good reputation for promoting events. We staged the British veterans in 1999 and, of course, the national individuals earlier this year - so this accolade is a natural progression."

The clubs expect to make an announcement later in the year on which track will hold which event.

## WEDNESFIELD'S TITLES

West Midland club Wednesfield crowned a great season by winning both the Premier and Midlands and North League play offs. The Aces were always in control in their Premier League showdown with Southampton. Riding at the neutral

venue at Newport, Wednesfield led by 14 points at one stage before easing down to a comfortable 90-87 victory. It was Wednesfield's first Premier League title.

Inspired by the return of Shaun Ellis, who has been missing for most of the

season, Wednesfield completed the double by beating Leicester by 99 points to 77 in the Midlands and North play-off at Sandwell. Ellis, who has recently become a father for the first time, scored 19 points.

Gt Blakenham have become South-East regional league champions and Southampton took the South-West title.

## SECOND REFS

In a move from tradition, next year could see matches controlled by two referees as opposed to one. Proposals to introduce a referee's assistant could be in place by next season if the idea gets the green light at the national cycle speedway conference in Kegworth.

"Several members have mooted the idea in recent weeks" said Cycle Speedway Commissioner John Whiting who has portfolio responsibility for referees. "Perhaps the time is right to experiment with a second referee" he said. "The idea is worthy of further discussion."

## BOWING OUT

Cycle speedway's first lady Karen Browes-Walker is stepping down from the Commission. The 53-year-old mother of two from Norwich confirmed her decision in advance of the national conference. Karen was employed for eight years as administrator to the former British Cycle Speedway Council. She joined the Commission in 1999 and has special responsibility for fixtures and drug testing.

## SIX PACK

Following Karen Browes-Walker's decision not to stand for re-election to the national executive, British Cycling confirmed that the Cycle Speedway Commission would be reduced to six members. All the present committee is standing again although Neil Howarth was not certain of his intentions as Spokesman went to print.

"My job as a teacher is very demanding and I am spending an increasing amount of time in the evenings catching up with the paperwork" he said.

Commission chairman Rod Witham was disappointed with the news. "We need more talented youngsters like Neil to steer the sport in the new millennium. I hope we can persuade him to stay on board for at least another 12 months."

## BLACK SHOE SHUFFLE

The Cycle Speedway Commission rules sub-committee is proposing to bring back the rule requiring all riders to wear black shoes.

"We have seen a preponderance of white and not so white shoes being used in recent months" said Richard Browes-Walker. "We would like to see the black shoes rule reintroduced although there would be some relaxation in youth and junior competitions."

# MIDLANDS VENUE FOR ANNUAL CONFERENCE

The annual cycle speedway conference returns to the Midlands after being hosted at British Cycling Manchester headquarters for the past two years. BCF cycle speedway administrator Brian Furness confirmed that the meeting will take place at the Kegworth Hotel, Kegworth, Leicestershire on Sunday 2 December.

"There has been some criticism that the Manchester venue is geographically inconvenient. As a result of these comments, we have switched the 2001 event to the Midlands" he told Spokesman.

Furness also confirmed that attendance would no longer be restricted to two delegates per club. "Provided attendees are British Cycling members, they are welcome to come along to the annual conference. However those attending must produce their membership cards for inspection at the door" he added. The conference gets underway at 12.30pm.

## GRAND VETS PLANNED

Next year could see the first grand-vets national championship for the over 50s. British Cycling plans to float the idea to the national cycle speedway conference in December. If clubs endorse the proposal, the inaugural championship will be incorporated in the veterans championship at Southampton on 17 August 2002.

"As the sport continues to expand at both ends of the age spectrum, we thought the time was right to introduce a Grand Vet category" said Commission competitions co-ordinator Geoff Gamage. "The top three placed riders over 50 in the vets championship will be classified as grand-vets medal winners."

Gamage confirmed that it is not the intention to run separate championships. "We do not want one event to detract from the other. It will run as an integral competition" he told Spokesman.

He also clarified that the event will be labelled Grand Vet rather than Super Vet. Grand Vet is the common term for 50 plus racers in mountain biking and cyclo-cross, whereas Super Vet refers to 60 plus.

## MATCH BAN REVIEW

Suspension from subsequent matches could be a thing of the past if national conference endorses the Commission's proposal to review the rules on match bans. Under the present regulations, riders who receive a match ban are automatically barred from competing in the next match in the same competition. Riders also receive a minimum fine of £10.

However this can cause confusion when doubling up on league matches or competing in national championships in the following year. Now the Commission plan to rationalise the situation by imposing a standard £15 fine. In effect once a rider receives a match ban he/she will be automatically suspended until the fine is paid. Provided the fine is paid immediately the rider will not miss any matches.

"This is a more straight forward approach to a perennial problem" said rules co-ordinator John Whiting. "We hope national conference will give it their full support."

spokesman

# NATIONAL VENUES

British Cycling's Cycle Speedway Commission has announced venues for the major national events for the next two years. After a break of 19 years, the sport's blue riband event, the 2002 British individual final, will be staged at Ashmore Park, Wednesfield while the team finals will be hosted by the Eaton club in Norwich. The coveted final stages of the British Youth and Junior League go to Bury, Gt Blakenham and Poole. The allocation of matches is:

	2002	2003
Home International	Astley & Tyldesley	Newport
Veterans	Southampton	Coventry
Individual and Under-16	Wednesfield	Gt Blakenham
Under-19 Individual	Gt Blakenham	Exeter
Under-13 Individual	Stoke	Poole
Team	Eaton	Sandwell
Under-19 Team	Exeter	Colchester
Under-16 Team	Coventry	Horspath
Under-13 Team	Horspath	Newport
Youth/Junior League	Bury	to be decided
	Gt Blakenham	to be decided
	Poole	to be decided
Indoor Individual	Northern Counties	Wednesfield
Indoor Team	Wednesfield	Wednesfield

# USA LINKS STRENGTHEN

Links between cycle speedway American-style and the sport in this country have been strengthened following exchanges of correspondence between British Cycling and the Ederton CSC in North Carolina.

As reported in the last edition of Spokesman, the two sports are remarkably similar. Racing takes place on a flat dirt track and is limited to riders between the ages of six and 17. The track is

considerably bigger and the Americans use BMX or mountain bikes.

The biggest difference between the two disciplines is that races in the USA are not limited to four riders. As many as a dozen may compete in each race and riders accumulate points according to their finishing place. And an early exchange of riders from each country cannot be ruled out.

"We would like to meet up with you guys in the future. We would all benefit from seeing your tracks and meeting the great people over there" enthused club president Brian White. "Likewise you would enjoy seeing our track and meeting our people over here" he told Spokesman.

BCF cycle speedway commissioner Paul Bodley plans to visit the United States early next year and will be hoping to encourage the Americans to compete in the 2003 World Championships.

## SWEDISH REVIVAL

Cycle speedway in Sweden is alive and kicking. On a recent visit to Stockholm for the Swedish speedway grand prix, International Cycle Speedway Forum secretary, Pete Barnes, discovered a full page article in the meeting programme which confirmed that the sport is still active in the country.

It was an elated Barnes who commented "During the past five years I have tried every avenue possible to make contact with the former administrators but without success. Hopefully we can now establish a reliable contact and encourage them to compete in the 2003 Junior World Championships."

Barnes also revealed that if enquiries were positive, it would be his intention to arrange a visit to Sweden next season with a group of younger riders.

# NEW TRACK FOR FENS?

Cycle speedway could break new ground next season with a track in the Fens.

The Norfolk village of Terrington St John, which lies mid-way between King's Lynn and Wisbech, could have its first ever track if local enthusiasts have their way.

The man behind the project is former King's Lynn cycle speedway star Ray Mennall (King's Lynn had a thriving cycle speedway team in the early Seventies). The club already has dozen or so members and has purchased a set of racing kit in a distinctive blue and silver livery.

"We are very optimistic of securing a piece of land in the village for cycle speedway" he told Spokesman. "We are already in discussion with the local brewery to take over a redundant bowling green at the village pub. If that fails we are hoping the Parish Council can help us. They are really behind the venture."

The club is already taking about competing in Division Two of the South-East regional league next season.

"We would be happy to race away matches if necessary. We have even been offered the use of a track in Norwich until we can get a base of our own" added Mennall.

In the meantime one Terrington rider has



Ray Mennall (right) pictured with Norwich chairman Glenn Grange.

already tasted big time cycle speedway. 13 year old Liam Webster made his debut for Norwich in the British under-16 team championship and looks a good prospect according to Norwich chairman Glenn Grange.

"We are really excited about the prospect of a new team in the county" said Grange.

## Late News

Terrington fielded two teams in the Trevor Williams Memorial Pairs at Hellesdon Community Centre. Ray Mennall and Liam Webster (Terrington Knights) scored 27 points and Nathan Watson and James Shaw (Terrington Saints) finished on 18 points.

# TAMWORTH RESURGENCE?

There is growing speculation that cycle speedway could be launched in Tamworth next year.

Former England international John Heaton has approached the local council to see if they would be willing to build a track in the town. The early indications look promising with sites identified at Leyfields, Glascote and Belgrave.

The sport was prominent in the town between 1965 and 1971 when Tamworth Stars raced on land close to the local community centre.

"I am hoping something will be done" Heaton told Spokesman. "The Borough Council's Leisure Services Department have shown a lot of interest in my proposals. If the project gets off the ground we will concentrate our activities on novice riders. There is huge potential in the area" he added.

John Heaton can be contacted on 01827 289222.

# COLCHESTER DIG

The first sods of turf have been dug out at Shrubend Sports Centre to herald the start of work on Colchester's new shale raceway. It was a milestone for the club's hard-working promotions officer Vic Duffy.

"This is a dream come true" said a delighted Duffy. "It has been a long uphill struggle but when the tapes go up on the new track it will be all worth it!".

The £10,000 track, built by Elmy Landscapes, should be open early next year.

# BASILDON RESUMPTION?

Cycle speedway looks set for a return to Basildon next year. Mastermind behind the plan, Lee Galley, hopes that a lottery grant will be the key to unlock the track and bring it back into regular racing.

"The local council has maintained the surroundings which are in excellent condition but the wind has blown the surface away" he told Spokesman. "We have applied to Sport England's small grants unit for a £1,500 grant to refurbish the track. Basildon Council has told us that we can use the circuit free of charge for the time being but they will not be putting any money into the project. Provided we can secure funding, the track could be in operation next season.

Initially we want to run challenge and invitation matches at Gloucester Park and eventually we hope to enter a team the south-east regional league".

## TAMESIDE SWOP

Tameside will have a new home next season. After 15 years at Longdendale leisure centre, the club plans to switch their base to St Thomas's Recreation Ground, Stockport in time for the 2002 campaign.

The sports centre at Mottram has been taken over by a charitable trust who want to charge the club to use all the facilities including changing rooms and storage areas. The local council has also declined to repair the track floodlights or provide a container to store track equipment.

"Stockport Leisure Services have confirmed that we can use the track and all the facilities next season" said club chairman Dave Blinston. "We put the proposal to our members and there was an overwhelming majority in favour of the move."

There are no plans the change the club's name.

## GET STARTED

"Cycle Speedway is an integral part of the BCF's World Class Start Programme". That's the message from North West Regional Talent Coach Iain Dyer after pilot tests were carried out on three leading youngsters after the Under 16 Championships at Bury in August.

"This was the first time that the tests had been carried out on cycle speedway riders" said Iain, "and we were certainly encouraged by the results. The riders involved in the pilot have been invited back for more formal tests, and we would be pleased to hear from other young people from a cycle speedway background who feel they have the potential to become future Olympic champions."

"Next year the programme will expand dramatically. We'll be going into more schools and we aim to look at 40,000 individuals per year over the next three years, most with no previous experience of competitive cycling. Only a very small number will make it through to the final stage, but as part of the process they'll get to know about all aspects of cycle sport, including cycle speedway."

The programme focusses upon youngsters born between 1985 and 1988, and already over 2,000 have gone through the initial testing procedures. For more information on the Start Programme, contact administrator Louise Hall on 0161 274 2122 or e-mail [start@britishcycling.org.uk](mailto:start@britishcycling.org.uk)

## GAMBLE NEW IRELAND COACH

Martin Gamble has been re-appointed as coach to the Ireland international team. The 45-year-old from Chesterfield hopes to bring new impetus to the job after Ireland hit an all time low when they pulled out of this year's Home International match.

"I want to revitalise the squad and bring some fresh ideas to the job" said Gamble who works for IBM as a IT systems architect. It will be Gamble's second spell in charge. He was Ireland team manager in 1989. One immediate change will be Gamble's insistence on using the word coach as opposed to team manager. Already on the road to the BCF level two coaching award, Gamble has recently completed a one-year Diploma in Sports Psychology with Newcastle College.

"It was very hard work but very worthwhile" said Gamble, "but it gives an amazing insight into confidence, belief systems and psychological advantages which can be used in sport."

Gamble appreciates why foreign coaches

are now being employed in the UK as the image of the stereotypical football manager, for instance, is no longer valid.

"Throwing a tea-cup at the wall and bawling out players is not the only way to motivate your team!" Gamble adds with a grin. He has already had some success on the cycle speedway track as well as coaching swimmers to gold medals in the recent Special Olympics in Cardiff.

"Results can be spectacular. There's no doubt in my opinion that winners in the 21st Century will include psychology as part of their daily training schedules."

Several members of the Sheffield club have benefited from Gamble's coaching programmes, especially the youngsters who have secured four rostrum positions at national level during the past twelve months. But it is in his new role as Ireland coach that Gamble wants to make the greatest impact.

"It's a big challenge but I am really excited by the prospect" he said enthusiastically.

## HETHERSETT CELEBRATION

Riders, officials and supporters of Hethersett cycle speedway club gathered at the village social club to celebrate the club's 35th anniversary. A night of nostalgia and disco was punctuated by a special presentation to Mel Perkins who founded the club in 1966.

A surprised Perkins was delighted to receive the award. "It's hardly seems like yesterday when we started the club. They say that the years go faster the older you get - shame the same can't be said for the legs" he quipped.

Earlier in the day under threatening skies, the club staged a festival of racing culminating in a thrilling finale. Seven teams representing five-year spans of Hethersett's history took to the track and after 28 heats, the team of 1992-1996 topped the scoring with 68 points, Nick Bedson scoring 15 points.

John Kerley won the Maiden Plate, a special meeting for riders who had never won a club championship, with 20 points, from Chris Swinton on 19 points and Nick Howlett with 17. Scott Leverington went on to win the handicap trophy.

Fittingly the club has just celebrated its

most successful season. They finished runners-up in the national under-19 team championship and reached the quarter-finals of the British team championship.

The club has bold plans to improve its facilities at the Memorial Playing Field.

"We hope a new pavilion will be built close to the track which would give us better access to toilet, changing and kitchen facilities" Perkins told Spokesman. "This would come with a new power supply for lights, access to drainage and improved storage facilities."

## AUSSIE ONSLAUGHT

Three British riders have made the 12,000-mile journey to Adelaide to take part in this year's Australian Open championship. Dave Murphy (Horspath), Terry Norman (Tameside) and Paul White (Swindon) are all expected to do well in although Paul White will have a bigger match in mind. He is going to get married Down Under.

## NEWPORT TOPS

Figures released by British Cycling show that Newport is cycle speedway's biggest club. The Welsh side has registered 42 members, which leaves them well ahead of Stoke (37), Exeter (33) and Horspath (32) in the membership stakes. A number of clubs saw their numbers increase dramatically during the year with Horspath and Stoke recording increases of nearly 70%.

At the other end of the spectrum Spixworth have just five members and Hellingly have nine. Overall the number of fee-paying members increased by over 20% on the year. There are now 629 members compared with 523 last year.

## MELANIE STARLING - TEAM MANAGER



Melanie Starling is a woman in a man's world. Serving the teas or selling raffle tickets on match days holds no attraction for the 29 year old mother of two. She prefers the pits to the team room! It's hardly surprising as Melanie is cycle speedway's only female team manager.

"I love it" she told Spokesman. "My local club Eaton were desperate for a manager. I thought 'I could do that' and volunteered my services. I must admit I was a bit surprised when they said 'yes' though" she told Spokesman.

"When I first started I suppose some of the team didn't readily accept me but I expected that. Respect has to be earned. It's been a long slog but I feel a lot more comfortable now. I pick the team, decide on the tactics and shout a bit too! In fact I do everything every other team manager does. I have been involved in the sport for the past 15 years so I am not exactly wet behind the ears."

"Cycle speedway is addictive and cycle speedway people are passionate about it. I have met some lovely people over the years. I still keep in regular contact with Tammy Harley who I met when the Aussies came over in 1987. Cycle speedway friendships are strong - they last forever."

Melanie is equally fervent about her sport. "I'd like to see more publicity and more sponsorship" she added.

While most of the riders will hang up their wheels over the winter break, Melanie's thoughts won't be far from the track. "We are hoping to sign a couple of riders as well as attracting more newcomers to the sport. Perhaps we can persuade a few more girls to come along too"

If determination brings achievement then Eaton can look forward to a successful 2002. One thing is for sure - cycle speedway's only woman manager has her hands firmly on the tiller.

## LEICESTER WHIRLWIND - LUCY WHITEHEAD

With Dad Steph, brothers Mark, Craig and Nicky and elder sister Jenna all riding cycle speedway for the Leicester Monarchs it was not surprising that Lucy, the youngest member of the Whitehead racing household, would follow the family tradition and take up the sport *writes Alan Jones*.

Lucy's track career began shortly after her ninth birthday in 1999 when she started practising the art of cycle speedway at Slater Street. After watching her ride in training sessions, it was clear to everyone that Lucy was making rapid progress as each week passed.

Reward for her efforts came with selection for Leicester's junior team in a challenge match at Sheffield last season, coming just twelve months after taking her first tentative rides. Lucy's debut for the club was a huge success as she ended the match as Leicester's top scorer with 22 points from seven rides, which included three heat wins in the space of five races.

Within two months of her performance at Sheffield, Lucy had broken into Leicester's combination team. On her first appearance in an official team competition; she scored seven points to help the Monarchs win their Midland League fixture against Birmingham at home. In doing so, Lucy created a new club record of becoming the youngest female rider to

represent Leicester at this level in team events.

The current campaign has seen Lucy continue to develop her skills of racing cycle speedway. Her career has gone from strength to strength in what is only her first full season in the sport. Now a regular member of the Leicester Monarchs combination team squad, the highlights of the season for Lucy came at home against Swindon in a Premier Reserve League match during September where she notched a dozen points. More recently, Lucy scored 12 points for Leicester in the British under-13 team championship at Exeter in the qualifying round before collecting 15 points at the semi-final stage, which drew praise from those watching.

On the individual scene, Lucy entered the Cusack-sponsored British Youth and Junior League Grand Prix competition this year, competing in the under-12 age category and earned her place in the national rounds through some excellent performances. Riding against the boys in her age group Lucy finished in the top six of the Midlands-North regional rounds and reached the 'B' final in three of the four meetings, which gained her respect as a competitor. Her best display was achieved at Astley & Tyldesley where the 11 year old won the 'B' Final. Lucy's rich vein of form continued at national level to earn her eighth place overall in the series and so



became the top female rider of her age group.

In little over two years, Lucy has risen from novice to an accomplished rider and has shown that girls can be just as good and even better than boys in equal competition on the track.

Lucy would like to see more girls take up the sport. "It would be good if more girls took part" she told Spokesman. "I am sure they would enjoy it."

# British Individual Final - Special Report

## INCOMPARABLE HEMSLEY

The ink that formed the large 'four' alongside the name of Dave Hemsley in heat twenty of the 2001 British Individual finals was hardly dry. Already cycle speedway pundits around the country, around the world, were struggling for superlatives to describe the achievements of this master of cycle speedway *writes Neil Howarth.*

The facts speak for themselves - the first rider to achieve the World, European and British treble, each of his five British finals' victories taken on a different circuit, winning the sport's biggest championships home and abroad, indoors and outdoors for over ten years. And, perhaps most alarmingly for those who would wish to challenge this supremacy, 10% of all British individual finals have seen Hemsley stand atop the rostrum - simply amazing!

The day had begun early for those preparing for the arrival of this year's top sixteen. The Goshen circuit was in immaculate condition, following months of careful preparation, and some degree of luck with the August weather. The under-16 title decided, the expectant crowd swelled in advance of the most keenly awaited match of the season. The riders duly marched out, with the sun beating down, continuing to dry out the fast racing surface.

The presentation party for 2001 included the winner of the inaugural British individual championships, Lew Grepp. Each rider in turn was presented to the party, including reserves Lee Galley and Denis Hubble, who earlier in the day had chosen to toss a coin rather than race off in the midday heat for the number seventeen and eighteen spots. John Whiting was in the middle for the first time as referee. It was the biggest day in the history of Bury Cycle Speedway.

The whistle for heat one brought the riders to the rest line. All the plans were made (Steve Harris), all the handlebars were checked (Terry Norman), all the hands were clapped (Craig Nash) and all thoughts of second were put to one side (Jason Ashford). The race was over in a flash, Harris making sure from his inside starting position with Ashford, Norman and Nash following home in that order. The race time was just 0.22 seconds outside the track record - this was going to be a quick one.

Heats two and three saw the hopes of two fast-starting possible rostrum finishers dashed in their first outings. First Craig Marchant was sent back to the pits following a gate exclusion. Then it was the



Norman Venson (Leicester) sees off a strong challenge from Terry Norman, Martyn Hollebon and Gary Brown (Roger Nicholson)

turn of Gavin Wheeler to come to grief. There was to be no repeat of the Euro Club Fours form that had suggested the Southampton man would be a leading title contender.

Perhaps it was the unfamiliar Wednesfield shirt, but many failed to notice a third place for Dave Hemsley in heat three - perhaps this wouldn't be his year? Martyn Hollebon again showed the deceptively quick form that had taken him to the brink of the title in 2000, taking second ahead of Hemsley. Race leader Leon Yelland was to feature strongly throughout the final, quietly building a tidy total, but more of that later.

The opening round of heats concluded with perhaps the biggest shock. Defending champion, Phil Howells, from gate one got it all wrong. Shaun Woodhouse, Pete Young and Norman Venson swarmed through to take away the points. If there was anyone in the large crowd who thought it was easy to defend the big one, heat four changed their minds. Venson's early victory from the far reaches of the Goshen grid four enlivened the sun-drenched masses, following on from a weekend of fantastic passes by the Leicester captain. As for Phil Howells, he'd be back before the day was out.

After the first eight heats it looked like being the wide open final that many had predicted. With no rider unbeaten, well over half of the field was within two points of the three leaders. One of these, Lee Aris, was to see his chances evaporate in a tricky heat ten. Aris came off worst in a tangle with Jason Ashford, whilst Pete Young quietly collect four points, moving into joint leader's position by half time.

The interval brought the annual

opportunity for wild predictions, dreaming and down right outrageous speculation. Who would come back from the brink of defeat? Who would lose out in the final run in? There was a feeling of a final that had not quite got going, a feeling that quite often prevails at half time in the British final - maybe everyone only remembers the second half?

Phil Howells' response to that disappointing start was, as mentioned earlier, as impressive as it was immediate. After a victory in heat five, another followed in heat twelve and by the last set of heats Howells had moved within two points of the leaders.

With just four heats to go it was clear that it was going to go to the last race... but would the famous shield have a new name on it, or could Pete Young, Dave Hemsley or even Phil Howells add to their previous triumphs?

Two Wednesfield Aces led the way, with both Dave Hemsley and Leon Yelland finishing with a gate two. Yelland had been in contention throughout, looking by far the most competitive mountain bike runner in the field having built a healthy fourteen points. All that was needed was a solid performance in heat seventeen. It was not to be. A disappointing first lap let the others in and left Yelland outside the top three.

Pete Young took heat seventeen and Phil Howells heat nineteen. It was all down to the final heat twenty.

As John Whiting sounded the whistle and the riders came out, the crowd collectively moved to the front edges of their seat. The questions were posed. How would Dave Hemsley get past the local hero and Goshen expert, Terry

Norman? Could the amazing Shaun Woodhouse win and force a run-off for the title?

The tapes rose and each rider moved out to defend their position from the gate. Coming out of the first bend, however, the incomparable Hemsley was down the inside of Norman and away. The race was then stopped and the riders returned for a rerun. And rerun it was, as Dave Hemsley once again proved why he is the sport's number one rider, as if any proof were required.

The scenes that followed revealed a rare insight into the genuine delight in victory felt by this quiet and deeply focused champion. Throwing his gloves into the crowd, Hemsley took time to embrace his father, who has been an ever-present supporter as the trophies have mounted up. Dave Hemsley had ensured his place in the history of cycle speedway, with a British championship pedigree second to none. Former champion Derek Garnett was one of the first to congratulate the five times master of Great Britain.

Pete Young had secured second, capping another impressive season. There now only remained the run-off to decide third and fourth. Shaun Woodhouse won the toss and took grid two, with Phil Howells on four. Woodhouse held the gate and, despite the close attentions of Howells, took the victory.

If the sport was looking to find its next multi-British champion, it should look no further than the youngest rider in the field. With a combination of inconceivably fast gating and stunningly speedy racing, Shaun Woodhouse had taken third place in only his third British Final.

Lew Grepp, winner at Hayes End Recreation ground in 1951, stepped up to make the presentations to the top three - with a special presentation going to Hemsley, as the victor in the fiftieth British final.

It was all over for another year. It would be another twelve months before 48 riders would dream of replacing Hemsley at the top. It had been a quick one; the track record had been broken ten times in twenty-one races.

Fifty years on, in these days where many are uncertain about the future of our favourite sport, the British final is still something very special. So, see you next year, and in the meantime salute Dave Hemsley: World, European and British Individual Champion.

Bury Cycle Speedway would like to thank all of the sponsors of the 2001 Finals Weekend, particularly Formulated Polymer Products, CD Contract Furnishings, Newhey Carpets and The Bury Times.

# FINAL CLIPS

## DEBUTS

Three riders made their debut appearance in the British final at Bury. Gary Brown, Craig Nash and Phil Sharples all made the last sixteen for the first time.

## CONSISTENCY

Jason Ashford's campaign to become the most consistent rider in cycle speedway history took another giant step at Bury when he reached his eleventh successive national final. In a remarkable run that stretches back to 1991, Ashford needs to make the Wednesfield final in 2002 to equal Kevin Greenhalgh's record of 12 consecutive finals.

But if Ashford should slip, Leicester's Norman Venson could be ready to pick up the mantle. He has appeared in 10 consecutive finals since 1992.

## TOP REFS

While John Whiting took control of his first senior final, pits marshal Dave Hunting could take consolation from the fact that he has officiated at no fewer than seven finals since 1977. That puts him way ahead of his rivals in the statistics stakes. Lionel Baldwin and Jimmy Cobain took charge of four finals each while Ken Taylor and Bob Prince have refereed three apiece.



Dave Hemsley shows a rare moment of emotion as he celebrates his fifth national title (Roger Nicholson).

# National Rankings 2001

1	DAVE HEMSLEY - Wednesfield	18
2	PETE YOUNG - Southampton	17
3	SHAUN WOODHOUSE	
	- Southampton	16
4	PHIL HOWELLS - Hethersett	16
5=	MARTYN HOLLEBON - Hellingly	15
	LEON YELLAND - Wednesfield	15
7	NORMAN VENSON - Leicester	14
8=	JASON ASHFORD - Gt Blakenham	13
	STEVE HARRIS - Swindon	13
10	LEE ARIS - Wednesfield	12
11=	TERRY NORMAN - Tameside	11
	GAVIN WHEELER - Southampton	11
13=	GARY BROWN - Somersham	7
	CRAIG NASH - Swindon	7
15=	CRAIG MARCHANT - Leicester	5
	PHIL SHARPLES - Tameside	5
17	LEE GALLEY - Southampton	29
18	DENIS HUBBLE - Southampton	29
19=	DARREN KENT - Heckmondwike	28
	RAY OLIVER - Coventry	28
21=	DANNY HARPER - Swindon	25
	NEIL HOWARTH - Bury	25
	DAVID MARTIN - Hethersett	25
	DARREN SLATER - Eaton	25
	DANNY WHITE - Tameside	25
26=	FRANK FINNIGAN - Stoke	24
	TOBY MILLAN - Southampton	24
	MIKE MORGANS - Wednesfield	24
29	ZAK PARSONS - Hellingly	23
30=	IAN GRANGE - Norwich	22
	MARTIN ZUK - Bury	22
32=	NICK BEDSON - Hethersett	21
	GARY COLBY - Gt Blakenham	21
	CHRIS JEWKES - Wednesfield	21
35	RICHARD WILLIAMSON	
	- Somersham	20
36=	STEVEN BEESELY - Horspath	18
	MARK BOALER - Horspath	18
	PAUL DYSON - Bury	18
39	NATHAN HARRIS - Southampton	17
40	ROBERT JONES - Leicester	16
41	MICHAEL BOLGER - Norwich	15
42=	DAVE GOTT - East London	14
	GARRY PEARCE - Stoke	14
44	STEVE MANN - Bury	12
45	DAVE MORGAN - Bury	9
46	ALAN EVANS - Norwich	7
47	GRAHAM JOHNSTON - Stoke	0

# BRITISH INDIVIDUAL CHAMPIONSHIP

## Facts and Figures 1951 - 2001

### ALL-TIME MEDAL TABLE

	Gold	Silver	Bronze
Dave Hemsley	5	1	1
Derek Garnett	4	3	3
John Watchman	3	4	2
Kevin Greenhalgh	3	3	2
Colin Wheeler	2	1	1
Vic Hinchliffe	2	1	0
Martyn Hepworth	2	0	1
Jim Varnish	2	0	1

### BRITISH FINAL APPEARANCES

- 18 Derek Garnett
- 14 Roger Ellis, John Watchman
- 13 Kevin Greenhalgh, Allan Miller
- 12 Steve Harris, Dave Hemsley, Geoff Patman, Norman Venson, John Watling
- 11 Jason Ashford (Pratt), Colin Wheeler
- 10 Brian Moston, Phil Pilbrow
- 8 Andre Cross, Martyn Hepworth, Pete Young
- 7 Les Bowden, Alan Guest, Craig Harcourt, Mark Newey, Pip Serbert, Jim Varnish
- 6 Mark Griffiths, Vic Hinchliffe, Derek Knight, Vinny Marsland, Terry Norman, Dave Parsons, Tim Snook, Jeff Weaver, Ian Woodhouse
- 5 Lee Aris, John Goodyear, Martyn Hollebon, Andrew Jackson, Ray Lewis, Mick Skinner, Ken Taylor, Gavin Wheeler, John Whiting, Danny Zagni
- 4 Tony Birch, Dave Chivers, Mike Cockcroft, John Cordery, Dixie Dean, Paul Dyson, Ade Gale, Keith Gibbons, Vic Haines, Andy Harris, Julian Hardy, Andy Harris, Clive Hurrell, Rod Mills, Paul Ogden, Mike Parkins, Jackie Pinkerton, Fred Rothwell, John Smith, Chris Strutt, Kevin Sutton, Dennis Torr

### BIGGEST VICTORIES

3 points - Rob Hunt (1952), Vic Hinchliffe (1964), Derek Garnett (1965), Rod Mills (1967)

### CONSECUTIVE FINALS

- 12 Kevin Greenhalgh (1969-1980)
- 11 Jason Ashford (1991-2001)
- 10 Derek Garnett (1959-1968)  
Dave Hemsley (1989-1998)  
Norman Venson (1992-2001)
- 8 Steve Harris (1994-2001)  
Geoff Patman (1975-1982)  
John Watchman (1973-1980)
- 7 Martyn Hepworth (1986-1992)  
Pip Serbert (1974-1980)
- 6 Les Bowden (1981-1986)  
Roger Ellis (1976-1981)  
Allan Miller (1978-1983)
- 5 Craig Harcourt (1991-1995)  
Andrew Jackson (1993-1997)  
Derek Knight (1974-1978)  
Brian Moston (1959-1963)  
Mark Newey (1995-1999)  
John Watling (1961-1965)  
Colin Wheeler (1975-1979)  
Gavin Wheeler (1997-2001)
- 4 Tony Birch (1983-1986)  
Dave Chivers (1960-1963)  
Andre Cross (1987-1990)  
Alan Guest (1978-1981)  
John Goodyear (1984-1987)  
Mark Griffiths (1989-1992)  
Vic Hinchliffe (1961-1964)  
Rod Mills (1965-1968)  
Allan Miller (1985-1988)  
Phil Pilbrow (1980-1983)  
Fred Rothwell (1971-1974)  
Pete Young (1996-1999)

### YEARS BETWEEN FINALS

- 27 Roger Ellis (1965-1992)
- 25 Derek Garnett (1954-1979)
- 22 Colin Wheeler (1962-1984)
- 21 Frank Finnigan (1978-1999)
- 20 Geoff Patman (1968-1988)
- 18 Dave Parsons (1969-1987)  
Ade Gale (1982-2000)
- 17 Mike Baugh (1975-1992)  
Andy Franks (1982-1999)  
Phil Pilbrow (1977-1994)  
John Watchman (1967-1984)
- 16 Alan Cox (1980-1996)  
Mike Parkins (1962-1978)
- 15 Allan Miller (1973-1988)  
Steve Harris (1986-2001)
- 14 Norman Venson (1987-2001)  
Kevin Greenhalgh (1967-1980)  
John Watling (1961-1974)
- 12 Dave Hemsley (1989-2001)  
Brian Moston (1951-1963)  
Ian Woodhouse (1977-1989)
- 11 Mark Newey (1988-1999)  
John Whiting (1968-1979)
- 10 Jason Ashford (1991-2001)  
Paul Dyson (1981-1991)  
Alan Guest (1978-1988)  
Vic Haines (1966-1976)  
Pete Young (1991-2001)

### DEBUT WINNERS

Riders who won the title on their first final appearance.  
Lew Grepp 1951, Jack Pennington 1954, Ron Bagley 1955, Bryan Wood 1956, Derek Tegg 1957, Sandy McGillivray 1958, Dave Chivers 1960, Vic Hinchliffe 1961, Mike Richards 1962, Chris Gooch 1966, Stuart Potter 1970, Martin Gale 1988

### MAXI-MEN

Lew Grepp 1951, Jack Pennington 1954, Derek Garnett 1965, Rod Mills 1967, Derek Garnett 1972

### CLOSEST FINISHES

Title tie-break after riders finished level on points.

#### Four Rider Tie-Breaks

Kevin Greenhalgh, Derek Knight, Mike Parkins, Fred Rothwell - 12 points  
Dave Hemsley, Mark Short, Jason Pratt, Julian Hardy - 16 points

### CONSECUTIVE VICTORIES

Kevin Greenhalgh (1973 and 1974), Dave Hemsley (1994 and 1995)

First and last!  
1951 champion  
Lew Grepp  
pictured with  
2001 champion  
Dave Hemsley  
(Roger Nicholson)



# BRITISH INDIVIDUAL CHAMPIONSHIP

## Appearances 1951 - 2001

18 Derek Garnett

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14 Roger Ellis, John Watchman

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13 Kevin Greenhalgh, Allan Miller

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12 Steve Harris, Dave Hemsley,  
Geoff Patman, Norman Venson,  
John Watling

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11 Jason Ashford, Colin Wheeler

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10 Brian Moston, Phil Pilbrow

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8 Andre Cross, Martyn Hepworth,  
Pete Young

---

7 Les Bowden, Alan Guest,  
Craig Harcourt, Mark Newey,  
Pip Serbert, Jim Varnish,

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6 Mark Griffiths, Vic Hinchliffe,  
Derek Knight, Vinny Marsland,  
Terry Norman, Dave Parsons,  
Tim Snook, Jeff Weaver,  
Ian Woodhouse

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5 Lee Aris, John Goodyear,  
Martyn Hollebon, Andrew Jackson,  
Ray Lewis, Mick Skinner, Ken Taylor,  
Gavin Wheeler, John Whiting,  
Danny Zagni

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4 Tony Birch, Dave Chivers,  
Mike Cockcroft, John Cordery,  
Dixie Dean, Paul Dyson, Ade Gale,  
Keith Gibbons, Vic Haines,  
Julian Hardy, Andy Harris,  
Clive Hurrell, Rod Mills, Paul Ogden,  
Mike Parkins, Jackie Pinkerton,  
Fred Rothwell, John Smith,  
Chris Strutt, Kevin Sutton,  
Dennis Torr

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3 Mike Baugh, Stuart Baxter,  
Pete Blackwell, Glyn Brimson,  
Victor Brooks, Phil Clark, Alan Cox,  
Shaun Ellis, Ian Gill, Chris Gooch,  
Tony Hardy, Phil Howells,  
Dennis Hubble, Paul Hulme,  
Martin Jarvis, Tony Johnson,  
Elliott Jones, Martin Kent,  
Malcolm Lane, Craig Marchant,  
Dennis McGee, John Mills, Bill Punter,  
Dean Webb, Glyn Whale, John White,  
Shaun Woodhouse

2 Jim Brett, Andy Bright, Pete Bury,  
Dave Butcher, Dave Carter, Ron  
Coward, Tam Daly, Wally Deighton,  
Brian Eaton, Ewie Edwards, Frank  
Finnigan, Eddie Fordham, Andy  
Franks, Dave Frith, Martin Gale, Lee  
Galley, Mark Hammersley, Bruce  
Heath, John Hocking, Chris Hunt,  
Rob Hunt, Alan King, Richard Lloyd,  
Derek Lockwood, Tam Low, Kevin  
Marson, Neil Mason, Bob Merrett,  
Steve Mullinder, John Murphy, Ray  
Oliver, Pete Page, Mick Price, Pete  
Rawson, Mike Richards, Jimmy Riley,  
Bill Savage, Barry Shapley, , Dave  
Solomon, Ian Swaine, Graham  
Swann, Will Truslove, Mel Vickers,  
Bryan Wood, Ken Worlock, Leon  
Yelland

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1 Terry Abbott, Ken Adams, Ian Alcock,  
Roy Archie, Mick Aris, Mal Ashworth,  
Brian Axe, Ron Bagley, Joe Bailey,  
Gerald Banks, Adam Bardsley, Andy  
Barnes, Dave Bates, Keith Bass,  
Dave Beasley, Jim Bentham, Lee  
Benton, Brian Beresford, Fred  
Boutell, Pete Breaker, Ron Bridges,  
Keith Bristow, Stu Broadfield, Pete  
Bromley, Johnnie Brooks, Alan  
Brown, Gary Brown, Eric  
Buckingham, Mike Burgess, Mick  
Carlile, Sonny Cattano, Mick Clack,  
Ian Clark, Ray Clark, Eric Cleaver,  
John Colbert, Gary Colby, Mark  
Collins, Nick Collins, Jim Cooke,  
Peter Cooke, Merv Cooper, Rob  
Cooper, Steve Coote, Dave Crawley,  
Mick Crawley, Tom Croyley, Ivan  
Darby, Larry Davenport, Tommy  
Davis, Dave Daw, Barry Dent, Brian  
Doubleday, Alan Douglas, John  
Eaton, Willie Evans, Mick Fisher,  
Graham Fletcher, Malcolm Flood,  
Terry Foster, Rob Frampton, Derek  
Francis, Pete Fraser, Roy Frazer, Gus  
Garrett, Brian Geater, Robert George,  
Keith Gibson, Pat Gilchrist, Andy  
Giles, Josh Gleave, Harry Glover,  
Andy Goodrick, John Grant, Mick  
Grant, Rob Grant, Dennis Gray, Terry  
Greenaway, Lew Grepp, Les Grimes,  
Vic Halliwell, John Harry, Alan  
Harrison, Chris Harrison, Bernard  
Hart, Bob Hemmings, Chris Hill, Rod  
Holloway, Peter Howells, Norman

Hunter, Derek Hutson, Ray Isidori,  
John Jennings, Brian Johnson,  
Honky Jones, Trevor Jones, Darren  
Kent, Mick Keyworth, Jim Kilsby,  
Ernie Lamacq, Ian Lawrence, John  
Leamon, Pete Leckie, Neil Lester,  
Dennis Lilley, Stan Lister, Pete Lomas,  
Chic Mackie, David Martin, Dave  
Matthews, Jack Mayes, Dave  
McCue, Sandy McGillivray, Bill  
McGuinness, Angus McKenzie, Jim  
McMinn, Don Moir, Phil Moreton, Jim  
Morris, Alan Mowatt, Brian Munns,  
Paul Murden, Craig Nash, Arthur  
Newson, Roger Nicholson, Doug  
Noble, Alan Packham, Steve Paver,  
Geoff Pearce, Mick Pedley, Geoff  
Pennikett, Jack Pennington, Dave  
Perks, Les Perrett, Stuart Potter, Terry  
Potter, Bill Powell, Arthur Price, John  
Priestley, Robert Rance, Ernie  
Randall, D Read, Dave Reid, Paul  
Rennie, Pete Rhodes, Chris Riches,  
Pete Rides, Brian Roberts, Chris  
Roberts, George Russell, Sid Russell,  
Paul Russo, Phil Sharples, S  
Skelding, Les Simms, Malcolm  
Smith, Rex Smith, John Simpson,  
Pete Saunders, Reggie Squires, Les  
Stevens, Rob Smith, Pete Stevens,  
Dave Skinner, Paul Shipley, Mark  
Short, Colin Simmons, Andy Stone,  
Dave Tarr, Derek Tegg, Barry Telling, ,  
Erroll Thaw, Fred Tidmarch, Sid  
Tomlyn, Dave Tulloch, Dave Underhill,  
Johnny Varnish, Ian Vitner, Martin  
Voller, Terry Wills, Doug Wootton, Kim  
Waddup, George Wakeman, Ted  
Walker, Rob Wallsgrove, Bruce Ward,  
Grant Warwick, Les Westwood, Chris  
Wheatley, Phil White, Mark  
Whitehead, Steve Whitehead, Geoff  
Widdup, Archie Wilkinson, Karl  
Wilkinson, Don Williams, Tony Wills,  
Dave Wilson, Barry Woodcock, Nigel  
Wragg, Martin Zuk

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If anyone knows of any errors or omissions or can help fill in any of the riders first names, please ring 01508 493880.

## British Veterans Individual Championship

# RAINING CHAMPION

Southampton's Denis Hubble turned in a dazzling performance to take the British veterans championship at rain-lashed Horspath. A renowned wet weather racer, the 42-year-old made light of the heavy conditions to regain the title he won in 1999.

For many grey-haired spectators in the gallery it was a case of déjà vu, as they recalled with crystal clarity Hubble's finest hour when he slugged away in similar conditions to be crowned national champion at Stockport 15 years previously.

After cruising through the qualifying round, Hubble stamped his authority as early as the sixth heat when he executed a glorious pass on teammate Colin Wheeler. He comfortably saw off the challenge of defending champion Kevin Marson in the tenth and with an inside gate to come in his final outing could afford the luxury of dropping a point to arch rival Mick Skinner in heat 14.

Skinner turned in another typical terrier like performance. What he lacks in stature he makes up for in heart and when two of the most exciting riders in the game clashed head-to-head in heat 19 there were bound to be fireworks. It was cycle speedway's own version of the Little and Large show. Alan Evans, formerly Brown, on gate one - his face etched with determination, punctuated occasionally by that cheeky grin. On his shoulder, well high really, on gate two - Mick Skinner, needing a win for a place on the rostrum.

Four times the referee brought them back as they clashed on the first bend. David against Goliath - the crowd spellbound. Finally referee Wayne Aris, as patient a man as you could ever

meet across a start gate, had seen enough. He ushered Evans to the pits. A mild protest, more theatre than substance, followed, leaving Skinner centre stage to take the four points.

Meanwhile, amid the posturing, Paul Dyson had quietly amassed 17 points to force a tiebreak for second place. In another brilliant race, Skinner snapped a couple of times at Dyson's back wheel before sweeping past him on the home straight third time round to rapturous applause from the rain-soaked gallery. It was wonderful stuff.

And what of the others? Well what can you say about Colin Wheeler? Now a sprightly 57, he comfortably won the semi-final qualifying round with ease and after taking 10 points from his opening three rides in the final, another giant chapter in cycle speedway history threatened. Alas it was not to be. He trailed last from the outside gate in what appeared a relatively easy heat 15, could make little inroads on David Morgan, Les Stevens and Steve Bloxham and had to settle for a disappointing one point.

Vic Rudman turned in another polished performance, Chris Riches packed his card with second and third places and Keith Snelling, on his home track, caught the eye. Outside the fence some fancied riders watched in awe. Frank Finnigan, Colin Simmons and Roger Ellis all failed to make the cut. It would have been good to see Dave Palfreyman in the final if only to stare in amazement at his futuristic helmet - more Darth vada than Darth Palfreyman.

And good to see the sponsors, Property Care Maintenance, recognising the contribution of all competitors when they awarded Ian McKinlay a



National Veterans Champion  
Denis Hubble  
(Southampton)

bottle of bubbly for making the long journey from his Edinburgh home.

Finally a word of praise to the Horspath track staff. Despite four or five hours of continuous rain, they kept the raceway in superb condition.

And of course to Denis Hubble, a star to brighten even the darkest sky.

### BRITISH VETERANS CHAMPIONSHIP at Horspath

Sponsored by Property Care Maintenance  
Denis Hubble (Southampton) 19, Mick Skinner (Gt Blakenham) 17, Paul Dyson (Bury) 17, Kevin Marson (Wednesfield) 16, Vic Rudman (Swindon) 14, Colin Wheeler (Southampton) 14, Chris Riches (Hawbush) 13, David Morgan (Bury) 12, Keith Snelling (Horspath) 12, Les Stevens (East London) 11, John Whiting (Bury) 10, Chris Askew (Gt Blakenham) 9, Alan Evans (Norwich) 9, Steve Bloxham (Hawbush) 9, Mick Pedley (Wednesfield) 8, Dave Murphy (Horspath) 7  
Referee: Mr Wayne Aris (West Midlands)

## British Under-19 Individual Championship

# WOODHOUSE STROLLS IT

At a sweltering Baiter Park by Poole harbour, 20 riders from all over the country contested a pre-qualifying programme before the top 16 could take their rightful place in the Sea-View Coaches-sponsored British under-19 individual championship final *writes Glenn Grange*.

All eyes were on Southampton's Shaun Woodhouse to see if he could retain the title he won at Astley & Tyldesley last year. There were plenty of challengers spearheaded by Darren Slater (Eaton), Mike Morgans (Wednesfield) and Steven Beesley (Horspath).

The Poole track looked in superb condition and the drama started early when Scottish number one Craig Newsome clashed with Ian Grange on the exit of the second bend. Newsome finished in an untidy heap and had to receive medical attention. His machine was damaged and he retired from the meeting.

Woodhouse was simply superb. He met the previously unbeaten Steven Beesley and Richard Williamson (Somersham) in heat 15 and from gate

four left them in his wake. He completed the perfect score to retain his crown in impressive style.

The minor placings were decided in 18 when Mike Morgans (15) Steven Beesley (15) and Darren Slater (14) all met. Morgans bolted from the gate to beat Slater to the corner and went on to take the chequered flag ahead of Beesley, Grange and Slater in that order.

Poole CSC can be proud of their promotion as the Baiter arena was in superb condition. Next year there could be history in the making. No rider has ever won this competition on more than two occasions. Shaun Woodhouse will be going for a hat-trick of victories and, even a year before the event, must start as favourite but with the wealth of British talent coming through it promises to be a compelling championship - that's for sure and surely one not to be missed.

### British Under-19 Individual Final

Sponsored by Sea-View Coaches  
Shaun Woodhouse (Southampton) 20, Mike Morgans (Wednesfield) 19, Steven Beesley (Horspath) 18, Aaron Lowey (Poole) 15, Darren Slater (Eaton) 15, Richard Williamson (Somersham) 12, Damien Hurst (Southampton) 12, Robert Pearce (Bury) 11, Kevin Marshall (Poole) 11, Chris Jewkes (Wednesfield) 11, Mark Boaler

(Horspath) 10, James Harrison (Leicester) 10, Ian Grange (Norwich) 10, Matthew Chappel (Poole) 8, Leigh Cossey (Hethersett-reserve) 7, Nick Bedson (Hethersett) 5, Ashley Eke (Eaton-reserve) 3, Craig Newsome (Scotia) 0  
Referee: Mr Graham Sutton (Dorset)



## British Under-16 Individual Championship

### BRILLIANT MORGANS IN A CLASS OF HIS OWN

All the planning, preparation and hard work by the Bury club came to fruition on August Bank Holiday Monday as compliments and congratulations from far and wide came in for a match presentation equalling and even surpassing that of many more illustrious clubs writes *Tony Mann*.

As early as 9.15am the scene was set for a near perfect day. The big car park was rapidly filling with arrivals for the under-16 pre-qualifying round. Amazingly before 10am all 26 contestants were present, the red shale track looked superb, smooth as a billiard table and very, very fast. The white paintwork of the track surrounds, cabin and starting gates and the three regulation starting tapes glowing in bright sunshine like some surreal advert for a well-known brand of washing powder.

The first race got underway promptly at 10.30am and the shocks came thick and fast. Bury's own twin great hopes for honours both crashed in successive heats and although Ben Scranage qualified at the second attempt, Robert Pearce suffered nightmares and caused home supporters' hearts to miss several beats before he finally secured one of the last two places in the grand final.

Eventually all the expected favourites made it into the last 16 and as the 1pm start time approached, incredibly all 200 seats were filled and the largest crowd for a junior final for many years was packed around the circuit.

Having received a public warning for not racing from the referee during the morning session, Wednesfield's Mike Morgans put it well and truly behind him, rattling off five superb race wins. The West Midlander was only headed once, by Poole's Aaron Lowey in heat two before snatching victory in the run in to the flag. Morgans fully deserved his title, finishing fully five points ahead of his rivals who were busy beating each other and falling off all over the place.

Incredibly after the fourth round of heats, only one rider, Lowey, was within two points of Morgans and over half the field had a mathematical chance of making the rostrum. Defending champion Darren Slater of Norwich and northern hope Damian Hack of Astley & Tyldesley had both suffered falls and were on 12 points each.

Robert Pearce, with 11 points, scored a vital win from grid three in heat 18 to keep his hopes alive. Meanwhile Wednesfield's Chris Jewkes equalled Rob's



Wheel to wheel action - but no one can stop Mike Morgans (left) from taking the lead.

score by winning heat 20 from gate three despite the efforts of Ben Scranage to help his Bury team mate's cause, Scranage having crashed in his opening two rides. Having been blocked out at the start, a last place for Aaron Lowey in the final race left all three riders on 15 points as a tie-break for second and third places beckoned.

But the drama was not done yet! Northern hopes soared as Pearce drew grid one. The Bury rider flew from the gate and for a lap was looking good with Lowey and Jewkes in hot pursuit. Suddenly the morning gremlins returned and in a flash Pearce was on the deck and the race in turmoil. He was excluded from the re-start, his day in tatters. Jewkes raced away from Lowey in the re-run and the first three places were decided.

The deputy mayor of Bury, Councillor Bill Johnson made the presentations accompanied by his wife Joyce and Bury club chairman Stuart Howarth.

#### 2001 British Under-16 Individual Championship Final at Bury

Mike Morgans (Wednesfield) 20, Chris Jewkes (Wednesfield) 15, Aaron Lowey (Poole) 15, Robert Pearce (Bury) 15, Lewis Osborne (Kesgrave) 14, Darren Slater (Eaton) 14, Damien Hack (Astley & Tyldesley) 13, Jack Hibberd (Sandwell) 12, Daniel Pike (Gt Blakenham) 12, Matt Chappell (Poole) 11, Mark Wylie (Tameside) 11, David Beesley (Horspath) 10, Mark Boaler (Horspath) 10, Ben Scranage (Bury) 10, Craig Blowers (Poole) 8, Chris Osborne (Kesgrave) 8  
Referee: Mr Dave Blinston (Greater Manchester)

## British Under-13 Individual Championship

### HIBBERD IN CONTROL

The BA Micrographics-sponsored British Under-13 Championship was a feast of fast and exciting racing from an age group that has often been seen as minor, insignificant and lacking in the very qualities which were so evidently on show at Great Blakenham writes *Martin Gamble*.

Previous champions were on show and yet, such is the improvement in standards that the 1999 title winner, Ryan Taylor, and the defending title holder, Chris Eaton, both struggled to make the cut for the final sixteen.

It is often said that to find out how good a competition or a team is, simply look at who isn't riding. Filling this category were Sheffield's current number two in the national indoor rankings, Ashley Birks, Newport's Young Wales international, Ian Mayho and current Grand Prix under-12 top three ranked rider, Lee Richardson, from Great Blakenham. And yet it wasn't really a shock that these riders were amongst those who didn't make the cut. Indeed, at the outset, any one of nine or ten of the sixteen finalists was good enough to win. By the halfway stage, that number had realistically been cut to four.

Heat nine seemed to settle the mantle of



Top three - left to right Nick Myhill (Hethersett), Jack Hibberd (Sandwell), Simon Gamble (Sheffield)

favourite on Jack Hibberd. Having already beaten Nick Myhill and surprise-packet Tom Sensicall, the Sandwell prospect had now won three out of three, inflicting the first defeat on his other chief rival, Simon Gamble.

By the last round of rides, Hibberd looked on course for a full house but still had to overcome the pressure of winning heat 20 after noting his three chief rivals - Gamble, Myhill and Sensicall - would meet in heat 17.

Heat 17 saw Gamble away from the outside grid four and practically into the sunset. However, a patient Myhill made up ground, and before Gamble realised he was being challenged, Myhill coolly nipped inside at the end of the third lap to head the leaderboard, albeit temporarily, with 19 points.

Hibberd knew that his rivals were now scrapping

for the minor places and was duly able to win the final heat to complete a perfect score.

Of the rest, Sensicall was easily "Man of the Match" outside the top three. The Leicester youngster grew up in one afternoon and looked a class act - far from the roughly hewn youth who turned out at the beginning of the season. Also particularly impressive was Ben Davies - nice to see the re-formed Coventry club back on the national stage.

To conclude, all you people can now sleep easily as the standard of competitors at under-13 level is the best ever. However, in order to maintain the momentum, if ever there was a clear cut case for introducing the next layer of youngsters to the limelight - a national Under-11 Championship - then this was it. You know it makes sense.

#### British Under-13 Individual Championship

Sponsored by BA Micrographics  
Jack Hibberd (Sandwell) 20, Nick Myhill (Hethersett) 19, Simon Gamble (Sheffield) 18, Tom Sensicall (Leicester) 16, Jon Kerley (Hethersett) 15, Chris Osborne (Kesgrave) 13, Andy Mittell (Somersham) 13, Jonathan Birks (Sheffield) 12, Lee Ridgwell (East London) 10, Tom Walker (Stoke) 10, Tom Hibberd (Sandwell) 10, Ben Davies (Coventry) 10, Chris Eaton (Tameside) 10, Ryan Jones (Newport) 9, Scott Doherty (Wednesfield) 8, Ryan Taylor (Horspath) 6  
Referee: Mr Terry Ashford (Suffolk)

## SOUTHAMPTON'S TITLE AT LAST

The Astley & Tyldesley club hosted the British team championship final at Gin Pit. Despite much heavy rain in the days leading up to the event, which left the track flooded on Saturday afternoon, the A & T club put in sterling work to have the track in terrific condition for the big day *writes Mike Hack*

The day's racing began with a hard fought first semi-final match between 11 times champions Poole and Suffolk side Great Blakenham. Two maximum heat wins put the Suffolk men off to a dream start but Poole quickly pegged it back. Both Poole riders were excluded in heat nine and Great Blakenham opened up a 10 point interval lead. Again, back came Poole to reduce the gap to six points, but a 7-3 heat win in heat 13 to Jason Ashford and Chris Askew over Kev Marshallsay and Andre Cross put the East Anglians 10 points up again. Two more 7-3s in heats 15 & 16 clinched the match. Great Blakenham emerged convincing 95-77 winners but the score-line belies the competitiveness of the match for the first 12 of the 18 races. Jason Ashford raced unbeaten for the East Anglians, whilst Chris Roberts received a match ban for comments made to the referee after heat 17.

### Poole 77

Rob Haywood 13, Richard Clanfield 12, Andre Cross 11, Matt Chappell 11, Chris Roberts 10, Aaron Lowey 9, Kev Marshallsay 9, Craig Blowers 2

### Gt. Blakenham 95

Jason Ashford 18, Chris Askew 15, Mick Skinner 15, David Solomon 11, Gary Colby 10, Adam Peck 9, Daniel Pike 9, Paul Brinkhoff 8  
Referee: Mr John Whiting (Lancashire)

The second semi-final proved to be a one sided encounter, as Southampton eased to a massive 114 - 64 win over the Essex based Hawbush team. With six veterans in their line-up Hawbush battled gamely, but Southampton were able to win without exerting themselves unduly - taking twelve 7-3 heat wins. The Saints had three riders who raced unbeaten, with Shaun Woodhouse just outside the track record when winning heat 16. Chris Riches was Hawbush's only race winner, beating Colin Wheeler in heat 14.

### Southampton 114

Shaun Woodhouse 20, Gavin Wheeler 17, Lee Galley 15, Colin Wheeler 15, Dennis Hubble 13, Toby Millen 13, Pete Young 11, Nathan Harris 10

### Hawbush 64

Chris Riches 12 Dave Tulloch 11 Bill Hopkins 10, Dave Palfreyman 9, Steve Bloxham 8, Nicky Gunkel 6, Chris Gunkel 4, Dave Heales 4  
Referee: Mr Mick Pedley (West Midlands)

So, the preliminaries were over. Now for the big one - the 2001 British Cycle Speedway Team Final, sponsored by the Bolton Evening News and the Leigh Journal. The official guests included the Mayor of Wigan, Councillor John Hilton, and BEN's Business Development Manager, Paul Wild, and they were led on to the centre green to meet the competitors. A minute's silence in memory of the United States atrocities was impeccably observed, the National Anthem



Southampton king-pin Pete Young  
(Roger Nicholson)

followed and then the introductions took place.

World Junior Champion Shaun Woodhouse put Southampton off to a great start, with a fantastic start off the outside grid, chased hard all the way by Gt. Blakenham skipper, Jason Ashford, to win heat one in a time just 0.3 seconds off the long standing Gin Pit track record, with Lee Galley third. Ashford gained revenge when the two met again in heat five and with Dave Solomon winning two races for Gt. Blakenham, Southampton, the pre-match favourites, were far from having things their own way.

In a really competitive first half, it was heat eight, before the father and son pairing of Colin and Gavin Wheeler, took the first 7-3 heat win of the match, over Chris Askew and Jason Ashford. This put Southampton 10 points ahead, daylight between them and their tenacious East Anglian opponents.

Tiny veteran Mick Skinner tried everything to split the Southampton pair of Shaun Woodhouse and Lee Galley, but a 7-3 to the Saints in heat 12, put them 68-52 ahead, and that realistically killed off Gt. Blakenham's spirited challenge. Gavin Wheeler won heat 15 from Gary Colby, with Nathan Harris' third place clinching victory for Southampton with three races to go. The Saints went on to win the final with an emphatic 104-76 win.

Having lost last year's final in the most dramatic of circumstances in the final race, Southampton returned to Gin Pit on a mission. They put in a thoroughly professional display to emerge deserved winners, taking the magnificent trophy for the first time in their history, to add to the European Club Championship they won in July.

Youngsters Woodhouse and Wheeler led the attack, but this was a real team effort, with all eight riders making excellent contributions.

Gt. Blakenham too played a full part in a most exciting final, with plenty of excellent racing. The final score-line doesn't do justice to their efforts in their first ever final, particularly during the first 12 of the 18 races. Skinner, Solomon and Ashford fought magnificently, but they lacked the strength in depth of their opponents.

John Whiting, who stepped in as a late replacement for Dave Hunting, excellently handled the match. The Astley & Tyldesley club received widespread praise for their promotion of the championships, confirming their status as one of the sport's leading promoters.

### Southampton 104

Shaun Woodhouse 17, Gavin Wheeler 17, Dennis Hubble 13, Lee Galley 13, Colin Wheeler 12, Toby Millen 12, Nathan Harris 12, Pete Young 8

### Gt. Blakenham 76

Mick Skinner 16, David Solomon 14, Jason Ashford 12, Chris Askew 10, Gary Colby 9, Paul Brinkhoff 7, Adam Peck 5, Daniel Pike 3.  
Referee: Mr John Whiting (Lancashire)

## DRUG FREE

Drug tests conducted on six riders at the British team finals proved negative.

BCF general secretary Jim Hendry confirmed that tests carried out by Sport England on Chris Askew, Paul Brinkhoff, Nathan Harris, Denis Hubble, Adam Peck and Shaun Woodhouse were all clear.

## FIRE BALL

An amazing incident caused the suspension of racing in the British under-19 team championship final at Sandwell. A serious electrical fire destroyed a minibus being used by Tividale Tigers marching band who were providing the interval attraction.

As the group were finishing their routine, two girls went to the minibus. They switched on the radio and then beat a hasty retreat when black smoke poured from the dashboard. Within seconds the minibus burst into flames and became a massive fireball, torching over 20 feet in the air. The bus, owned by Sandwell Council, was the same vehicle that had transported the Sandwell cycle speedway team to Manchester the previous week.

'It was very fortunate that no other members of the band were in the vehicle' said shocked club secretary Brian Buck. 'No one was injured but some of the band's uniforms and equipment was destroyed.'

The fire brigade swiftly dealt with the incident and racing resumed after the firemen left. VIP guest Mary Morgan from Sandwell Council who had been watching cycle speedway for the first time, was obliged to leave the track to arrange taxis to take the shaken members of the band to their homes.

## British Under-19 Team Championship

# HORSPATH HAT-TRICK

Horspath made it a hat-trick of victories in the British under-19 team championship when they sped to victory at Sandwell. The Oxford outfit turned in a competent performance to see off the challenge of their three rivals in an entertaining final. They finished seven points ahead of their closest challengers, Hetherset, and well clear of the two other finalists, Bury and Sandwell *writes Brian Buck*.

Earlier in the day, the eliminating round failed to provide the shirt-sleeved crowd with any accurate forecast of the eventual outcome. Only three points separated the four final qualifiers after the two remaining teams, Leicester and Sandwell B (the latter a late replacement for a Poole side which failed to make an appearance), were unable to keep in the hunt for a final spot for more than a few heats.

Unlucky Leicester took to the track with only three representatives after Tom Sensicall had cried off at the last minute through illness. The East Midlanders suffered a further blow when Graham Watts, who had won his first ride, ploughed into the fence next time out and, after injuring his knee, was forced to withdraw from the remainder of the meeting. Not surprisingly Leicester, along with Sandwell's youthful second team, quickly fell into arrears leaving the other four teams virtually assured of qualification for the final. It left them plenty of scope to juggle with their reserves and take the opportunity to get to grips with the track.

In the final however, Horspath recovered from an uncertain start to take the lead in the fourth race and gradually moved clear of the pack as the meeting progressed. With all of their riders scoring consistently, the Oxford men always looked likely winners.

Hetherset, racing at Tividale for the first time, made a great start by producing the winners for the first two races but then wrecked their chances with two last places from the inside grids. Although providing only two more winners from the remaining heats, the Norfolk side did well to finish in overall second place, seven points adrift of the winners. Bury, who had looked highly impressive in the qualifier, failed to maintain momentum in the final and, after a bad start, had to work hard to keep ahead of Sandwell in third place.

Sandwell tried hard to cash in on home track advantage but were unable to match the greater experience of their three rivals. They only managed a single race win when Robert Minchin took heat 11. Rising star Jack Hibberd was out of luck when he was excluded for running an opponent too wide just as he had taken the lead in heat five. He was even more unlucky to earn a second exclusion in the final race after a magnificent effort had taken him past the other three riders in the space of a straight before falling in front of his rivals who all ploughed into him in a spectacular pile-up.

Referee Dave Hunting who controlled both the qualifier and final, did so with calm efficiency. The riders from all teams produced a thoroughly sporting and entertaining contest with Horspath the deserved winners. Following the presentations, which were made by Bob Hill, Managing Director of the sponsors Geoff Hill Electrical Superstores of Stourbridge, a spectacular display of fireworks brought another great Sandwell presentation to a fitting finale.

## British Under-19 Team Championship Final

sponsored by Geoff Hill Electrical Superstores  
**Horspath** 49  
Wayne Hutt 14, Mark Boaler 13, Rick Gregory 12, Steven Beesley 9, David Beesley 1

**Hetherset** 42  
David Alexander 14, Nick Bedson 10, Leigh Cossey 9, Nick Myhill 6, Marc Kiddell 3  
**Bury** 34  
Ben Scranage 12, Robert Pearce 11, Scott Jarman 6, Lee Morgan 3, Tom Doyle 2  
**Sandwell** 32  
Russ Evans 10, Rob Minchin 8, Lee Abbott 8, Jack Hibberd 5, Colin Barber 1  
Referee: Mr Dave Hunting (Suffolk)

## British Under-16 Team Championship

# DELIGHT FOR GREAT BLAKENHAM

Great Blakenham won the British under-16 team championship, staged by the promoting club Norwich, for the first time on a well-prepared Hellesdon circuit *writes Glenn Grange*.

Defending champions Poole did not arrive so the first qualifying round began with only five teams. Kesgrave with 55 points, Horspath (50), Hetherset (49) and Norwich (46) all progressed to the semi-finals, with Sandwell B (36) eliminated.

Six teams contested qualifying round B, pre-meeting favourites Bury romping home with 52 points. Great Blakenham were second with 46 followed by Sandwell A (44), Wednesfield (42), Coventry (42) and Eaton (33). Chris Jewkes of Wednesfield beat Ashley Pointer, of Coventry, in a run-off for the last semi-final place.

Suffolk clubs Kesgrave and Gt Blakenham went through from the first semi-final after both scored 46 points, Sandwell A (36) and Norwich (34) going out at this stage. In the other semi-final, Bury (49) and Hetherset (40) qualified ahead of Horspath (38) who failed to make the final for the first time in five years, and Wednesfield (32).

Great Blakenham set the pace in the final and though Bury mounted a late charge they couldn't get near them. Great Blakenham went on to win the title for the first time with 46 points. Kesgrave took second place when Lewis Osborne beat Robert Pearce of Bury in a run-off after both teams finished on 39. Hetherset finished fourth with two heat wins and 31 points.

Robert Pearce was voted by the team managers as the most impressive rider in the final and was awarded £20 by meeting referee Dave Hunting of Hunting Hire Services. Darren Slater won £10 for recording the fastest time of the day when he returned home in 43.0 seconds in heat 23 of qualifying round B.

The event was supported by Broadland District Council.

## British Under-16 Team Championship Final at Norwich

supported by Broadland District Council  
**Great Blakenham** 46  
Adam Peck 15, Daniel Pike 12, Will Page 10, Greg Jacobs 7, Lee Pike 2  
**Kesgrave** 39  
Lewis Osborne 15, Elliott Ross 10, Ryan Bartram 8, Chris Osborne 6, Russell Stevenson dnr  
**Bury** 39  
Robert Pearce 15, Ben Scranage 14, Scott Jarman 6, Tom Doyle 4  
**Hetherset** 34  
David Alexander 11, Mike Kiddell 9, Nick Myhill 6, Jon Kerley 5, Marc Veness 3  
Referee: Mr Dave Hunting (Suffolk)

## British Under-13 Team Championship

# SANDWELL SUPREME

The inaugural under-13 British team championship took place at Exeter with 11 teams entered. The winners were always likely to come from Sandwell, Sheffield or Newport. Surprise

packets on the day were Swindon who have enjoyed a new influx of riders *writes Geoff Gamage*.

The qualifying system required that eleven teams be reduced to four for the final. The winners from the first qualifying round went direct to the final with the next three contesting a repercharge in which the top two proceeded to the final. In all 97 races and four meetings resulted in a late finish. This was the result of a decision taken at the annual conference last year requiring that all one-day British team championship age-category events should utilise standard four-team 16 heat finals.

Sheffield qualified comfortably from the first qualifier with Swindon making people sit up and take notice. Individually there were maximums for Sheffield's Simon Gamble and Leicester's Tom Sensicall. Gamble was well supported by Jon and Ashley Birks.

Sandwell took the second qualifier despite some pressure from well-fancied Newport, spurred on as always by their vociferous support. Individually it was British under-13 champion Jack Hibberd of Sandwell and former champion Horspath's Ryan Taylor that took the honours with maximums.

The repercharge saw Swindon, Leicester and Exeter from the first round joined by Newport, Horspath and Great Blakenham. Swindon took the meeting with 63 points, two ahead of Newport. The top two had something to spare on the others despite the efforts of Leicester's Tom Sensicall and Lucy Whitehead to get the East Midlanders through. Ryan Jones scored a maximum for Newport. Novice Jason Tatum inspired Swindon dropping just one as did Ryan Taylor whose one-man show for Horspath was not enough.

The final started with Sandwell off the insides. They duly collected 12 points to lead from Swindon and Sheffield on 11 with Newport suffering a disastrous start on six. After the next round of four races, steady 11 points from Sandwell edged them into a three point lead over Swindon with Sheffield a point back, suffering from a non-finish for Gamble in the clash of the day with Jack Hibberd. Any thought of a Newport revival was quashed with exclusion to top rider Ryan Jones. Sandwell again took this quartet of races looking well set on 35 points. Sheffield had overtaken Swindon as Newport slipped to a further five adrift of the top three.

Sandwell's quality was underlined in the last round of races. Three successive heat wins and the title wrapped up in heat 14 by the class act of the day Jack Hibberd securing his personal maximum to boot.

Sheffield's Simon Gamble won a pressure last heat to set up a run off for second place with Swindon who had overtaken them following two uncharacteristic lasts from the Birks boys. Simon Gamble saw off the spirited challenge from Shaun Rudman to decide the placings.

## British Under-13 Team Championship Final at Exeter

sponsored by Exeter City Council  
**Sandwell** 49  
Jack Hibberd 16, Tom Hibberd 13, Arron Flanagan 12, Ashley Skeldon 8)  
**Sheffield** 37  
Simon Gamble 12, Jon Birks 12, Ashley Birks 7, Jamie Brown 3, Ryan Hoyland 3  
**Swindon** 37  
Jason Tatum 11, Shaun Rudman 10, Daniel Golby 9, Robert Hunt 7  
**Newport** 34  
Ryan Hughes 11, Ryan Jones 10, Ian Mayho 7, Keiron Jones 5, Chris Davis 5  
Referee: -

# YOUTH & JUNIOR SUCCESS

The British Youth and Junior League continued its early success of 2001 with three excellently staged national rounds which on a couple of occasions had over 80 competitors present *writes Mel Perkins*.

Events at Newport were held up by a suspected serious injury which thankfully proved not to be the case but slick promotion made for an enjoyable day. As expected Newport won with over 30 riders present but Hethersett surprised many by taking second spot on the day. Sadly the first ever match-bans happened on this day which only goes to prove that, particularly at the older ages, it is getting a bit more serious.

The Eaton track gave some brilliant racing with Newport and Hethersett again leading the way and then it was up to the tennis centre at Sheffield for the final round. Here there was another first with Horspath failing to send any riders but, of course, it is all voluntary. Newport made it a clean sweep to retain the title - a tribute to the enthusiasm put in by the management - and a third place behind Sandwell was enough to give Hethersett runners-up overall.

All of the new ideas were successful - particularly the under-8s who more than made their mark and will get their own grand prix series next season. The two year age gap kept the racing competitive throughout although the under-18 numbers were low at the national stage - still it did not stop these few fully entertaining everyone at the end of long days - well done lads!

Over 200 riders took part again and we

need another year of consolidation before reviewing some changes. Much will depend if the national rounds attract 100 or more riders. One advantage of the long days at present is the camaraderie which it fosters across the teams as opponents chat during the other age groups and can even be seen playing football and tennis together.

The promoting clubs deserve a special pat on the back as do Geoff Gamage and Pete Ward for their regional support but I could not close this report without extreme thanks to Ivan Pike who not only was my pits co-ordinator all through the nationals but also did a great job with the Cusack sponsorship which was gratefully received. On the rider front special congratulations to Nicky Evans who won every heat in the under-14s (but not all the grand prix) and Darren Slater who won every under-16 grand prix.



Youngsters crowd the pits waiting their turn to take to the track. A typical scene from the British Youth and Junior League.

## Final League Tables

Club	Race Pts	Total Pts
Newport	620	17
Hethersett	414.5	13
Sandwell	425	12
Gt.Blakenham	227	7 Horspath
	161.5	5
Leicester	134	3

### Grand Prix Final Places

#### Under-10

1st Carl Jarvis (Leicester) 2nd Lee Richardson (Gt Blakenham) 3rd Tom Reed (Exeter)

#### Under-12

1st Tom Walker (Stoke) 2nd Ian Mayho (Newport) 3rd Tom Hibberd (Sandwell)

#### Under-14

1st Nicky Evans (Newport) 2nd Jack Hibberd (Sandwell) 3rd Simon Gamble (Sheffield)

#### Under-16

1st Darren Slater (Eaton) 2nd Arron Lowey (Poole) 3rd Rob Pearce (Bury)

#### Under-18

1st James Harrison (Leicester) 2nd Leigh Cossey (Hethersett) 3rd Nick Bedson (Hethersett)

## BLAKENHAM TOPS IN SOUTH-EAST

Great Blakenham dominated league racing in the South-East during 2001 and it looks like they will make a clean sweep of the honours. At the time of writing a few fixtures and results are still outstanding, but it will be a big surprise if they haven't secured both South-East Regional League Divisions One and Two, and the Norfolk and Suffolk League by the time you read this *writes Gary Brown*.

In Division One, the Suffolk side was never troubled, regularly scoring over 100 points. Jason Ashford, in stunning form with eight maximums and new signing Mick Skinner gave them a potent spearhead, but it was their strength in depth that set them apart.

The battle for runners-up spot was not so clear-cut though. Holders Hawbush started well but must be rueing that surprise defeat at Hethersett, while Norwich came on strong towards the end. Bringing some former riders out of the woodwork turned round the fortunes of the Norfolk side.

A full strength Eaton, boosted by the fast

improving Darren Slater, were a solid side but they found it difficult when covering for absentees. East London were also strong performers, and with no weak links they must be wondering when it will be their turn for honours. Completing the table were Hethersett, a match for anyone on their own tiny track, but they found it tough away, and Somersham, who appear a two-man team on paper but were spurred on by great team spirit.

Division Two was still undecided at the time of writing but Blakenham just needed to beat Hawbush in a late fixture. It was a deserved victory if they won as expected, as they were restricted from using almost their entire first team under the league's rules. Special mention for Adam Peck - nine meetings and nine maximums!

As Hawbush, led by Nicky Gunkel, play catch up, Kesgrave hoped to have held on to their second place. They were expected to do well after dropping down from the first division and their younger riders like the

Osborne brothers are developing well. However, poor results in the key matches against Blakenham proved costly.

Hethersett finished mid-table and concentrated on giving opportunities to as many riders as possible, while East London were strong on track, but gave away too many penalty points when having to use restricted riders. Progressing Colchester and Gt Waking completed the table, concerning themselves with building up their rider base rather than trophies.

It was no surprise in the Norfolk and Suffolk League to see Gt. Blakenham top again, as they won all their matches, forcing holders Eaton to make do with runners-up. Somersham were spared another wooden spoon as Spixworth's struggles to raise a team accrued enough penalty points to finish bottom. However the return of Carlton Clarke means they have a competitive team and lets hope the Norfolk squad can keep going.

When all the results are in the final tables can be viewed at [www.geocities.com/ovalking/ResultIndex2001.html](http://www.geocities.com/ovalking/ResultIndex2001.html)

# JUNIOR SLANT IN SOUTH-WEST

The South West region had a very heavy slant towards junior racing this season and the annual general meeting, to be held at Poole on 25 November, will need to address this issue and look seriously at promoting more events for senior riders *reports Geoff Gamage.*

Southampton had a wonderful year. They won both Division One and Combination League titles, retained the Gold Cup and took the British Team Championship and European Club Championship titles. To add to their most successful ever season, there were British individual titles for Shaun Woodhouse (under-19) and Denis Hubble (Veteran). Woodhouse also successfully retained the South West senior and junior individual titles. And youngster Tom Collins even got in on the act when he won the South West Junior Grand Prix under-12 Individual title. Pete Young and Shaun Woodhouse also finished second and third in the national individual championship.

Inspired by club stalwart Colin Simmons, Newport retained their British Junior & Youth League title. It was the fourth successive year that a South West club had won the event (Newport 2000 and 2001, Horspath 1998 & 1999). They had the South West Junior Grand Prix under-14 champion in Nicky Evans - in fact Newport made it a clean sweep in this event with Ryan Jones and Graham Turner filling the minor places. Ben Mould grabbed the South West under-8 title.

Newport competed well in the Alliance League but blotted their copybook by not going to Hellingly. Exeter also failed to race in Hellingly - something that has to be sorted out at the AGM. The Devon side did struggle for senior riders despite having about forty juniors. Thomas Reed won the South West Junior Grand Prix under-10 title from the two Horspath girl racers Rachel Edge and Rachel Snelling.

Hellingly were a fine example to clubs for fulfilling fixtures - they also gave a good account of themselves throughout the campaign. Poole had a year of consolidation and have a real future star in Aaron Lowey who won the South West Junior Grand Prix under-16 crown and was third in the British under-16 individual. It was good to see Richard Chappell take the South West Junior GP under-19 title as one of the sport's unsung heroes.

Swindon, under the guidance of Vic Rudman, had a large influx of junior riders and rode well to finish third in the under-13 team championship final. Sadly Vic retired at the end of the season. Steve Harris captured the British indoor title for the third time. The loss of Paul White, who has gone to Australia, hit the 'Orangemen' hard but the future looks good if they can keep their youngsters going.



Newport inspiration Colin Simmons

Horspath had a campaign they were pleased to complete. Still reeling from the death of Steve Galloway, the club struggled for various reasons and need to pull together and reorganise for next season. Their juniors had a good year, winning the under-19 team championship for the third successive year. They also had an influx of junior riders, mostly in the under-12 bracket. Mark Boaler came on leaps and bounds towards the end of the season finishing third in the British indoor under-16. Steven Beesley was third in the under-19 outdoor and Ryan Taylor took another bronze in the under-13 indoor.

It will be a case of introducing a good recipe for all clubs to have a meaningful season in 2002. A lot of hard talking needs to be done when the clubs meet at the annual meeting.

Horspath will be holding a weekend of racing in memory of Steve Galloway next Easter starting on Good Friday 28th March with a proposed international day of racing. Easter Saturday will be reserved for individual events - the Colin Moores Memorial, E P Litt Trophy and a clubman style Steve Galloway Memorial Individual. On Easter Sunday it is proposed to hold a fours tournament but all events are subject to confirmation at the time of going to press.

## COPPING SURPRISE

The fourth and final leg of the East Anglian Grand Prix series was held at Great Blakenham. On a fine afternoon, the five age group championships for 2001 were decided, with once again most of the honours going to Suffolk sides *writes Glenn Grange.*

Jamie Slater (Eaton) and his younger brother Lewis battled it out in the under-10s but in the final grand prix placings both had to give way to Great Blakenham's Lee Richardson.

Kesgrave's Chris Osborne took the under-13 grand prix title from Somersham's Andy Mittell. Darren Slater of Eaton swept aside all his challengers to take the under-16 grand prix ahead of Lewis Osborne. Surprise rider of the tournament Barry Copping took the under-19 grand prix title ahead of club-mate Simon Turnbull.

In the seniors' home rider Jason Ashford kept up his winning sequence to finish ahead of Somersham's Gary Brown and Kesgrave's Glenn Wildon.

## COUNCIL SUPPORT FOR EURO 2002

Sandwell Council, who are working in partnership with the BCF and the local club, have agreed to allow camping at Tividale Sports Centre during Euro 2002.

"This is another good example of partnership working" said club spokesman Pete Dalley. "Hotel accommodation can be expensive, so we are pleased Sandwell Council will be making this facility available. Caravans and tents will be welcome. The cost will be £8 per person per night which will include a full traditional breakfast".

Another feature of Euro 2002 will be a gala pre-finals party which will also be held at Tividale Sports Centre. The local council will be providing a marquee and there will be a licenced bar with outside caterers. One of the Midlands' best live groups has also been booked.

"We are trying to keep all the activities in one centre" explained Dalley. "The Council have also agreed that we can use the pavilion throughout the weekend."

## TEENAGE SENSATION

Teenage sensation Lewis Hammerton is being tipped for the top following his remarkable performances at Great Wakering. Despite being just 14 and in his first full season of racing, he completed a memorable hat-trick by winning three club events in one afternoon. Lewis took the honours in the Ellen Winch Memorial Trophy, Crouchman's Cup and Chilton Rosebowl, scoring maximum points in each event.

"Lewis has a great future in the sport" enthused Great Wakering secretary Den Winch. "He is one of the best prospects we have ever had at the club."

# STAN THOMPSON

Cycle speedway followers in the south-east have been saddened by the death of former Southend Lions and Estuary Eagle rider Stan Thompson.

He suffered a massive heart-attack after playing football with his grandson in a local park. Stan, 60, worked as a roadman for Southend Corporation and was looking forward to his retirement.

He shot to national prominence in 1957 when he finished runner-up in the British junior individual championship at Wormwood Scrubs in London, losing out to Andy Bright from Dorset in a run-off for the title after both riders had tied on 13 points.

Throughout this life he maintained a regular interest in cycle speedway and had many friends in the Southend area.

Spokesman extends sympathies to Stan's widow, Jenny, and his two grown-up children.

## spokesman

Spokesman No 89 Autumn 2001

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# HARRIS RECAPTURES INDOOR TITLE

Steve Harris (Swindon CSC) recaptured the national indoor cycle speedway title at Aldersley Leisure Village in Wolverhampton. A near perfect score of 19 points was enough to edge out local favourite Lee Aris (Wednesfield CSC), with surprise package Alan Mackie (Scotia CSC) claiming the bronze. Mackie defeated teenage sensation Mike Morgans (Wednesfield) in a tiebreak after both riders had finished level on 16 points. It was Harris's third indoor title. He won the event in 1992 and 1998.

Unluckiest rider was Frank Finnigan. After gaining exclusion in his opening ride, he pieced together four stunning races to finish fifth. The 52-year-old Stoke rider made some amends by winning the veterans title. He went through the card unbeaten to finish one point ahead of Mick Skinner (Gt Blakenham). Mick Pedley (Wednesfield) was third on 18.

Darren Slater and Mike Morgans dominated the age-category competitions. Slater took the opening salvo by winning the under-16 title in style. The title was virtually gifted to Slater when Morgans sensationally froze at the gate in heat 10. The Eaton rider could afford

the luxury of trailing in second behind his closest rival Chris Jewkes in his final outing to take the title on 19 points. Jewkes finished second on 18 after a tiebreak race with Horspath's Mark Boaler.

Morgans took some consolation by winning in the under-19s. Heat 13 proved to be the crucial race when the unbeaten duo clashed. Morgans made the gate hotly pursued by Slater but the Norfolk rider overcooked it on the third lap and crashed heavily into the safety barriers. Morgans went on to complete an immaculate 20-point maximum ahead of Slater (17) and Adam Peck (Great Blakenham) on 16.

Earlier in the day Suffolk youngster Andy Mittell turned in a polished performance to win the under-13 crown. Combining strong gating with fine passing skills, the Somersham rider won all of his five races with ease. Sheffield's Jono Birks finished second with 19 points. Ryan Taylor (Horspath) defeated Chris Eaton (Tameside) in a tiebreak for third spot after both riders finished level on 17 points.

Full match reports and scorers will appear in the next issue of Spokesman.

## ACES ADD INDOOR CROWN

Wednesfield Aces added another trophy to their cabinet with a seemingly effortless win in the Cycle Speedway Indoor Team Championships at Broughton Leisure Centre in Salford. With Lee Aris earning maximum points and team mates Leon Yelland and Mike Morgans not far behind.

Wednesfield were never headed in the four-team final, which pitted them against Swindon, Great Blakenham and Bury. With 11 heat wins out of 16, they built up a 14 point margin over runners up Great Blakenham, with Bury's young side coming a creditable third. Swindon, winners of this title at the same venue just two years ago and fielding individual indoor champion Steve Harris, finished a distant fourth, and Harris will want to forget the meagre three points which

he contributed to the Wiltshire outfit's total.

The real fireworks of the day came in the second semi-final. Bury and Swindon had eased their way through the opening semi against Sandwell and Somersham, but the second decider pitched eventual qualifiers Wednesfield and Great Blakenham against Stoke, Southampton and Leicester in a five-up encounter. Wednesfield maintained a healthy lead throughout, but there was a titanic battle for the second final spot between Stoke and Great Blakenham which was only decided in the final round of heats.

Horspath retained their Indoor Junior title in the previous days competition, but had to fight all the way, and took victory over Bury by a single point.

**RESULTS** Senior Final: Wednesfield 57 Great Blakenham 43 Bury 32 Swindon 21.  
Junior Final: Horspath 47, Bury 46, Great Blakenham 41, Sheffield 25.

# HARRY ON THE MEND

Cycle speedway stalwart Harry Glover is recovering from a heart attack. The former British Cycle Speedway Council chairman was rushed to hospital after suffering back and side pains hours before he was due to go on holiday in Italy. After spending several days in the coronary care unit he was fitted with a fibrillator to aid his recuperation.

Thankfully Harry is now well on the mend. I am sure all readers will join me in wishing him a full and speedy recovery.

## NUMBERS GAME

Eagle-eyed readers may have noticed that our edition numbering seems to have leap-frogged one issue. Let us explain. The first edition published under the auspices of the BCF was incorrectly referenced as number 86 and the second edition number 87. In fact the last edition published by the former BCSC was issue number 86, so in effect two issues 86s were published. To correct this, we have titled the current newsletter number 89.

## NEXT EDITION

In the next edition of Spokesman we will review the national indoor championships, go behind the scenes at cycle speedway's latest club and tell you what happened when Eastenders went to Holland. That plus all the final league tables and match statistics. Secure your copy now by taking out membership to British Cycling. Bronze membership is just £10.