

THE HENRY LONG COLLECTION

Part 11 – 1956/'57 Season

Expectations were high that the new season would be one of the most successful to date but it turned out to be one marked by tragedy on many levels. It can be argued that the consequences of 1956/57 blighted South African speedway for a generation and its echoes felt to the present day. However, the pre-season gave no indication of the momentous events to come.

Having reached the World Final the previous year but unable to ride due to illness, Doug Davies returned to his English club Birmingham for another attempt at the World's ultimate prize. Davies comfortably negotiated his qualifying rounds and this time did take his place at the Wembley, London staged event. His final tally of 4 points was a disappointment but Davies entered South African Speedway history as one of only two Springboks to have raced in a World Final, Henry Long, of course, being the other in 1952. The Rhodesian season at Bulawayo was played out in front of appreciative audiences even though at one meeting the Bulawayo Lions suffered a heavy defeat to a near-Test strength South African Aces side.

Soon after, however, the first indications that all was not well on the local speedway scene began to emerge. Quite what was the catalyst to these troubles is not known for certain but some 50 years later former riders Reg Duval and Eric Boothroyd both stated that a dispute over a proposed partnership lead to a falling out between Buddy Fuller of the South African Speedway Riders Association (SRA) and Trevor Redmond of the Pretoria Speedway Association (PSA) with the two going their separate ways. The first salvo in the subsequent confrontation between the two most powerful promoters in the Union was an announcement by the PSA of a party of overseas riders, endorsed by the SA Speedway Control Board (SCB), to tour the country in the forthcoming season. This move stung Fuller into action and he announced his own touring party. A series of tit-for-tat moves ensued, with the final outcome being a total split between the two parties, with Redmond gaining the approval of the FIM-affiliated SCB for his PSA operation whilst Fuller and his tracks were blacklisted. Peace feelers were put out in an attempt to resolve the dispute but Redmond and Fuller remained entrenched in their respective positions. The local riders were then left with a major decision to make, - which side to back? Even though a 'no fraternisation with the PSA' stance was adopted, such was the loyalty to Fuller that the vast majority including the Union's leading riders such as Long, Davies and Bester threw in their lot with the SRA whilst a few of the lower lights sided with Redmond. The SRA touring squad was composed entirely of English riders and they too had a difficult choice to contemplate: - tour and risk possible sanctions from their own governing body, or stay at home. They decided to honour their commitments and set out for the Union.

What was the result of all the politics for the local speedway landscape? The PSA controlled the tracks at Pretoria and Randfontein and formed a SCB League of three teams, Pretoria Eagles, West Rand Rockets and East Rand Stars, with all matches staged at the either one of the two tracks. In addition a SCB version of the SA Match Race Championship was instituted and late in the season a series of Tests were staged between European and Commonwealth teams.

On the SRA side it was very much a case of 'business as usual'. The SA National League continued with 1955/56 teams, Wembley Lions, Springs Stars and Durban Hornets once again coming to the tapes. To make up for the loss of Pretoria and Randfontein, Vereeniging Aces and Klerksdorp Hawks sides were brought into the competition with league racing being staged for the first time at the Klerksdorp track. Apart from these changes, all else continued as in previous years.

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Season 1956/'57 ... cont'd

The SCB season was dominated by Redmond and three giants of world speedway, former World Champion Peter Craven, Barry Briggs and Olle Nygren. Briggs and Nygren were nominated to contest the first challenge for the SCB version of the SA Match Race Championship, with the former comfortably winning 4-2 on aggregate. Subsequent challenges by Ronnie Genz and Redmond were repulsed by future World Champion Briggs, and he ended the season as undefeated title holder. The league fixtures remained uncompleted due to wet weather and the number of individual, best pairs and sundry other challenge matches staged in preference to league matches. A boardroom judgment after the season ended awarded the title to the Pretoria Eagles although it is not known on what basis this decision was made. Peter Craven was almost unstoppable in all competitions and broke Alan Hunt's record of 25 successive race victories on Union tracks by notching 39 wins on the run before defeat by Redmond at Pretoria on 12th December. The Tests between Europe and the Commonwealth ended in a 2-2 draw after the 5th and deciding Test at Pretoria was abandoned in pouring rain with only 4 races completed. Pretoria's major individual meeting, the Laurels, was won by Barry Briggs and it is illuminating that the following week's Pretoria programme remarked that "*By his popular and great victory in the '1957 Laurels' last Friday evening, BARRY BRIGGS became a virtual speedway champion of South Africa*"! Besides Pretoria and Randfontein the PSA also staged racing at Rustenburg and a pioneering meeting took place at Lourenco Marques in Mozambique, the first to be held in that country. Tragedy occurred in November with the death in a road accident of Oxford rider Terry Courtneil a member of the SCB touring party.

The SRA programme was likewise marred by tragedy with Durban Hornets and England captain Alan Hunt passing away in hospital on 2nd February following a crash at Wembley the night before. The SRA Test series saw matches staged in unfamiliar territory with Bloemfontein, Port Elizabeth, Cape Town and Bulawayo each allocated a Test. The internationals were closely fought affairs and England emerged 4-3 victors despite having to ride the last two Tests without their inspirational captain. As with Test series in prior seasons, the Springboks Achilles heel was a lack of strength in depth. South Africa's top three of Henry Long, Doug Davies and Roy Bester were a match for any of the visiting riders but England's second-strings and reserves swung the balance in their favour. As with the SCB League, not all SA National League fixtures were staged but the title was decided on the track. On 12th March at Hoy Park, Durban the Hornets defeated Wembley Lions 46-26 to claim the championship, a fitting tribute to their fallen captain. Henry Long once again underlined his status as South Africa's number one rider, retaining the SRA SA Match Race Championship, claiming another Wembley Open Championship and then winning two national trophies - the South African Championship at Wembley and the SA 'Closed' title at Bloemfontein.

Even after the racing finished, the 1956/57 season had yet another twist, one that was played out 6,000 miles away in the UK. After several delays, what had become known as the 'South African Affair' was finally resolved in July 1957 at an ACU Court of Inquiry set up to decide what sanctions were to be placed on the members of the English touring party that had ridden on SRA tracks. Buddy Fuller did not attend the hearing although expected to do so, but whether his presence would have had any bearing on the judgments of the Court is open to debate. The Court's decision was that Boothroyd, Gooch, Lightfoot, Nicholls and Williams be fined £ 20 each and suspended for 14 days whilst Mountford was fined the same amount but suspended for 28 days, the suspensions to take effect immediately. The penalties meted out to Birmingham riders Mountford and Boothroyd consequently lead to its promoter Les Marshall, upset at the way the sport was being run, closing the Midlands track mid-season.

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S.A. Season 1956/'57 ... cont'd

Season 1956/'57 Roll of Honour

S.A. SPEEDWAY RIDERS ASSOCIATION

Test Series:

SA Championship @ Wembley:

SA 'Closed' Chmpshp @ Bloemfontein:

SA Match Race Chmpshp, E-o-S Holder:

Wembley Open Championship:

SA National League Champions:

- S. Africa 3, England 4,

- Henry Long,

- Henry Long,

- Henry Long,

- Henry Long,

- Durban Hornets.

S.A. SPEEDWAY CONTROL BOARD

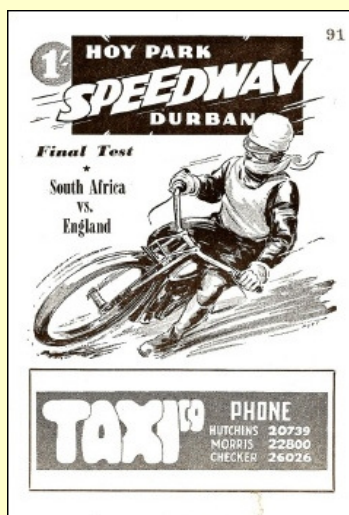
Test series: - Commonwealth 2, Europe 2 (1 match aban'd),

SA Match Race Championship, E-o-S Holder: - Barry Briggs

Control Board League Champions: - Pretoria Eagles



SCB Test Matches, - First and Final



SRA 5th & 7th Test Matches; Alan Hunt Memorial mtg.

FINE RIDING AT SHOWGROUNDS

23/9/56 Sunday News Sports Reporter

BULAWAYO cinder fans saw some fine riding last night at Showgrounds when a new lap record was set up jointly by Henry Long, captain of the visiting South African team, and Fred Wills, captain of Bulawayo Lions. Long made the first circuit and did it in 19.5sec. Wills accepted the challenge and hurled his machine round the bends in a frantic effort to keep the record he has held for so long. His time was also 19.5sec.

The visiting team, the South African Aces, were consistent in their riding, coming out on top with 42½ points over the Lions' score of 28½. The Bulawayo team were dogged with mechanical troubles and some of their riders came to grief trying to catch the fast visitors.

Bev Bird (Bulawayo Lions) pulled out all the stops in the Golden Helmet Handicap Trophy final. Starting 40 yards from the tape, he passed two riders in the first lap and stuck to the leader's tail until the last bend, bringing the roars from the crowd as he nipped smartly past and crossed the line.

Results

Lap record attempt: New record of 19.5sec. shared by Henry Long and Fred Wills.

Heat winners: 1. Henry Long (S.A.A.); 2. Dave Collins (B.L.); 3. Claude Warne (S.A.A.); 4. Roy Bester (S.A.A.); 5. Dave Collins (B.L.); 6. Henry Long (S.A.A.); 7. Claude Warne (S.A.A.); 8. Henry Long (S.A.A.); 9. Pat McKenzie (S.A.A.); 10. Bev Bird (B.L.); 11. Toby Boshoff (B.L.); 12. Henry Long (S.A.A.).

Riders' score chart (points for first 12 events): 1. Henry Long (Cpt.), 12 points; 2. Toy Edwards (S.A.A.), 7½; 3. Dave Collins, Toby Boshoff (B.L.) and Roy Bester, Claude Warne (S.A.A.), all with 7 points.

Heat winners for the Golden Helmet Trophy: 4. Nell Neilson (B.L.), 63-

sec.; 2. Bev Bird (B.L.), 63.2sec.; 3. Johnny Gander, 65sec. Golden Helmet: 1. Bev Bird, 62.1sec.; 2. Nell Neilson; 3. Dave Collins. Club winners: South African Aces, 42½ points; Bulawayo Lions, 28½.

24.11.56 SSN/UK

Terry Courtneil Killed

Pretoria, South Africa. **T**ERRY Courtneil, popular Cockney character and Oxford rider who was considered one of Britain's brightest prospects and who, in his riding out here, was most impressive, has been killed in a car accident.

Courtneil, along with Trevor Redmond (Wembley), Dennis Newton (Oxford), Ronnie Genz (Oxford) and Howdy Byford (Oxford) were involved in the car accident after riding at a meeting here in Pretoria. Whilst Courtneil's injuries proved fatal, Redmond, Newton and Genz were detained in hospital. Byford was allowed to leave.

The body of Courtneil is being flown home for burial in this country. At the time of going to press, it is not known just how serious Redmond's, Newton's and Genz's injuries are.

THE CHRONICLE, THURSDAY, NOVEMBER 8, 1956



The opening match of the Rand speedway season was between Alan Hunt's English team and Wembley Lions and the two captains met in the first heat. Alan Hunt is on the left with Henry Long on his right. The other riders are Jimmy Gooch (in light vest) and Jimmy Meade. Long won the heat but Hunt's team won the match 41-29.

Special Investigation into South African Track problems by our correspondent Farley Spencer

1.12.56 SSN/UK

THREAT OF VIOLENCE

TWO speedway teams from England are racing in South Africa this season. One combination is sponsored by the South African Speedway Riders' Association; the other by the Randfontein and Pretoria tracks. But there will be no fraternisation by the two parties.

A recent suggestion put forward that riders should race on all tracks was turned down by the South African Riders Association. This means that the English riders who will race at Wembley, Springs, Durban, Bloemfontein, Klerksdorp, Bulawayo, Port Elizabeth and Cape Town will be from the party led by Alan Hunt.

Commenting on this state of affairs, the chairman of the South African Speedway Riders Association, Buddy Fuller said: "This Association has had the responsibility of bringing overseas riders to the Union for the past ten years. Now what amounts to a rival has imported an overseas team which includes several men who have ridden previously in this country."

"The S.R.A. have decided by a unanimous decision that they cannot find room for them to compete in meetings on their tracks. Alan Hunt has brought a team out to the Union which consists of riders who are new to the South African public. These men have been allocated to teams in the National League which is under S.R.A. guidance. The S.R.A. are attempting to expand speedway. Thus for the first time the touring team will meet the South African team in test matches at Bloemfontein and Port Elizabeth."

In Johannesburg, Mr. Raymond Dempsey, the honorary secretary-treasurer of the South African Board of Control, recently received two telephone calls from unidentified speakers. These calls threatened Mr. Dempsey with violence if he continued to "meddle in speedway matters".

Mr. Dempsey informed the

Commissioner of Police in Johannesburg of the incidents.

In a message to the South African Board and the R.A.C., Major Fearnley of the British Speedway Board of Control said that he had notified Ron Mountford of Birmingham not to proceed to South Africa. Major Fearnley also advised Alan Hunt, the skipper of the overseas team, to keep clear of any "course" that may be run contrary to the rules laid down by the South African authorities.

the Speedway Riders' Association.

Full composition of the teams is as follows:

Wembley Lions: Henry Long, P. Williams (Belle Vue), A. Duncan, Aubrey Long, P. McKenzie, T. Boshoff, J. Meade, T. Nel, S. Hopt and R. Long.

Durban Hornets: A. Hunt (Birmingham), J. Gooch (Bradford), R. Browning, G. Hickson, G. White, V. McWilliams, H. Bremner, D. Motley, O. Watson and M. Jones.

Springs Stars: D. Davies, N. Nicholls (Coventry), R. Bester, T. Edwards, D. Naude, B. Messer, E. Blignaut, F. Fotheringham, B. Main and C. Rennie.

Klerksdorp Hawks: R. Mountford (Birmingham), F. Wills, N. Mortimer, J. Bekker, J. Pinto, B. Madden, B. Leach, H. Pretorius, W. Robertson and E. Loveland.

Vereeniging Aces: E. Boothroyd (Birmingham), J. Lightfoot (Coventry), D. Collins, P. Maaschke, J. Gander, C. Warne, R. Bantjes, J. Ackerman, K. Long and O. Edwards.

First Division English league team Birmingham won a match against The Rest at Wembley, on November 8. Main reason for this was the prolific scoring of the Davies-Mortimer pairing who between them scored 19 points out of a possible 21. Davies and Mortimer put the English team ahead in heat five when they scored a 5-1 win. From this point Birmingham lost only one of the remaining seven heats.

Alan Hunt and Eric Boothroyd fully lived up to their English reputations but Gooch and Williams disappointed. For The Rest Henry Long scored eleven points. In the scratch race final he beat Davies and thus gained revenge for his defeat in the team event.

The heat winners were: H. Long (R.) 76.8 sec.; E. Boothroyd (B.) 79.2 sec.; D. Davies (B.) 78 sec.; H. Long (R.) 79.4 sec.; D. Davies (B.) 77.2 sec.; A.

Hunt (B.) 79.9 sec.; D. Davies (B.) 77.9 sec.; A. Hunt (B.) 80.4 sec.; E. Boothroyd (B.) 80 sec.; D. Davies (B.) 80.6 sec.; N. Mortimer (B.) 80.2 sec.; H. Long (R.) 78.9 sec.

The individual points scored were:

Birmingham: D. Davies 12, E. Boothroyd 9, A. Hunt 8, N. Mortimer 7, A. Duncan 5, G. White 1. Total 42.

The Rest: H. Long 11, P. Williams 5, J. Lightfoot 4, N. Nicholls 4, A. Long 4, J. Gooch 2. Total 30.

Vern McWilliams (photo below), ex-Motherwell and Edinburgh rider, will line up with Durban Hornets.



HUNT IN FORM

1.12.56 SSN/UK

South African cable by I. N. TALJAARD

FORMER Durban Hornets captain Alan Hunt made a triumphant return to his old hunting ground when he scored fifteen points to win the Silver Helmet at the Hoy Park raceway. Hunt cracked his own track record of 55.3 in his first heat by a tenth of a second and later reduced this time to 55.1. Hunt's team mate Eric Boothroyd was also in grand form and dropped his only point to Hunt. When the pair met both had scored twelve points. Boothroyd made the box and went into the lead but on the second lap he went wide and Hunt made no mistakes as he drove hard on the inside to take the lead and as it proved the Silver Helmet.

Birmingham rider, Neil Mortimer was sadly out of luck. He scored only two points in his five outings.

Full scorers were: Alan Hunt 15, Eric Boothroyd 14, Arthur Duncan 11, Jimmy Gooch 11, Peter Williams 9, Nick Nicholls 8, Roy Bester 7, Graham White 6, Roy Browning 5, Jim Lightfoot 4, Dave Collins 3, Claude Warne 3, Gerry Hickson 3, Vern McWilliams 3, Hooky Bremner 3, Neil Mortimer 2, Pat Clarence 0.

Fred Wills will probably miss most of the early meetings this season due to a fractured ankle which he sustained in a meeting at Capetown. Although Wills announced his retirement mid way through last season he has stated a determination to ride in as many league matches as possible. This crash will delay Wills plans for some time.

Speedway is expanding rapidly now in the Union. For the first time since the National League was formed some four years ago, Klerksdorp and Vereeniging will field teams in the five circuit league. These tracks replace Randfontein and Pretoria who no longer have members in

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"A beating has been arranged"

15.12.56 SSN.UK

THE South African speedway scene continues to confuse Springbok speed fans. No one knows exactly what is happening, but briefly the position is this. Two rival parties, one operating from Johannesburg, the other from Pretoria, are running the sport. Each has brought overseas riders out and intend to run a full season.

This rivalry between the two groups is preventing South Africa from having its best ever speed season and some concrete move must be made to resolve the differences if the sport is to survive.

The Pretoria officials have worked out an attractive programme for this season and have also worked on plans for discussion should the South African R.A.C. be successful in bringing the two rival parties together.

Basically the idea is for a five team league comprising Pretoria Eagles, Wembley Lions, Springs Stars, Durban Hornets and West Rand Rockets to run on a home and away basis.

Other competitions in mind include two three match test series, one South Africa against England, the other South Africa against the Commonwealth and Europe; an International Pairs contest; a World's Best Pairs Contest final; the South African Championship and the South African Match Race Championship.

One idea for a recomposed league set up which will give teams the riders they wish for is a repooling as follows:

Wembley Lions: Henry Long (captain), Eric Boothroyd (Birmingham), N. Nicholls (Coventry), Peter Willis, J. Lightfoot (Coventry), Jimmy Meade, Johnny Bekker and Toby Boshoff.

Springs Stars: Trevor Redmond, Ronnie Genz, Ray Cresp, Roy Bester, Tony Edwards, Dave Collins, Fred van Zyl and Shorty Loveland.

West Rand Rockets: Peter Craven (captain), Trevor Blokdyk, Howdy Byford, Pat McKenzie, Claude Warne, Denis Newton and A. Cock.

Durban Hornets: Alan Hunt (captain), Neil Mortimer, Roy Browning, Verne McWilliams, J. Gooch, J. Hickson, B. Messer, H. Bremner.

Pretoria Eagles: Doug Davies (captain), Olle Nygren, Barry Briggs, Arthur Duncan, Jimmy Scott, Charles Brander, Howard Cornell and Dave Naude.

Pretoria though have formed teams to contest challenge matches before the National League schedule and drafted teams as follows. The late Terry Courtnell, so tragically killed in a car accident, was to have raced for Pretoria Eagles. The Pretoria Speedway Associations teams are:

Pretoria Eagles: Barry Briggs, Olle Nygren, Jimmy Scott, Charles Brander, Howdy Cornell, Frank Armstrong, Dick Scott.

West Rand Rockets: Peter Craven, Howdy Byford, Derek Blokdyk, Trevor Blokdyk, Ray Cresp, Stan Coch, Percy Binder, Peter Greyling.

East Rand Stars: Trevor Redmond, Ronnie Genz, Denis Newton, Fred van Zyl, Nic Dormehl, Trevor Bond, Kevin Robertson, Duppel du Plessis.

Recently Mr. Ray Dempsey of the South African Speedway Association received threatening phone calls. Now Mr. John Bunton of the Pretoria Speedway Association has revealed that he received two telephone calls.

A man, so far unidentified, told Mr. Bunton that "a beating up had been arranged."

Another speedway official, Mr. Malan of Springs, has also received abusive phone calls.

"PIRATES"

15.12.56 SSN.UK

Sensational report from Farley Spencer in Johannesburg

LATEST move in the South African speedway "war" is a recommendation by the South African Speedway Control Board acting on the authority of the R.A.C. to the British Board of Control that drastic action be taken against Alan Hunt, Ron Mountford, Eric Boothroyd, Jimmy Gooch, Peter Williams, Nick Nicholls and Jimmy Lightfoot who are riding on tracks under the jurisdiction of the South African Speedway Riders' Association.

These tracks are, according to a South African Control Board official "pirate" circuits.

Main reason for the Board's desire for action is because no member of the S.A.S.R.A. has applied to the Board for a licence nor are their tracks licensed by them, yet the British riders making up Alan Hunt's team are racing with them. Only eighteen riders, those in action at Pretoria and Randfontein, have applied for Control Board licenses.

A recent statement issued by Mr. Frank Bennett and Mr. B. Moore said "The promotion of speedway has become chaotic. This is tragedy indeed for speedway in the Union was once a flourishing sport. Now the S.R.A. are operating away from the Control Board and that is a state of affairs that cannot be tolerated." South African speedway is indeed at the moment a great mix up. The Board controls only two tracks and eighteen riders; the S.R.A. have seven circuits under their control and the majority of riders in the Union.

The reason for the split appears to be through the report that the S.A.S.R.A. "disbanded" the Control Board. Commenting on this

a Board official said: "This may well be possible on paper, but it can never be thus in effect for the Board is appointed by the authority on all speedway matters. The Board was reconstituted to meet with the Riders' Association approval but they did not grant this."

"The S.A.S.R.A. could continue to run on unlicensed tracks. We cannot stop that but there has to be control somewhere and by not conforming to Board regulations the tracks and officials under their control must suffer because they will not be able to import overseas riders who come under the control of the R.A.C. Possibly the matter will sort itself out, but the crucial time for Hunt's party will be when they return to England for next season. Will the British Board act on the advice sent from South Africa as requested?"

Charges laid by the Board against the Riders' Association are that they are operating without Board licenses; they refuse to let all touring team riders race on all tracks and that they brought a seven man team to the Union after permission had been granted for them to bring six riders to South Africa. The Pretoria and Randfontein tracks who originally wanted to bring out twelve riders reduced their quota to eight in an endeavour to bring about a reconciliation to those in control.

(SPECIAL NOTE: See Stop Press News on page 10).

RAY CRESP

15.12.56 SSN.UK

reports from South Africa

THE meeting scheduled for Pretoria for November 21 was postponed until November 24 through rain. Unfortunately it was rained off again at the second attempt and as a consequence postponed until November 28.

The South Africans are showing terrific hospitality towards us. Butch Mader and his wife, at whose hotel we are staying, are really great people. Whenever we want transport to go anywhere they lend us their Cadillac. This means we look like million dollar "toffs" rather than the non-eating speedway team Howard Jacobi described our party as!

We are doing very well indeed, being paid immediately after the meeting and also having our hotel bills paid by the Pretoria Speedway Association.

The meeting at Randfontein on November 22 was really a great meeting. Barry Briggs beat Olle Nygren to win the first leg of the November Match Race Championship by 2-1. In one race Olle broke the three lap record with a time of 45 seconds.

Despite a cold evening a large crowd enjoyed the match between West Rand Rockets and East Rand Stars. Final result was win for the Rockets by 50-46.



Peter Craven is still flying round these Springbok race ovals and is unbeaten out here. He also broke the four lap record three times, his final figure being 61.2 seconds.

This meeting was spoilt by the absence of Trevor Redmond, Dennis Newton and Ronnie Genz, who were told by the doctor to rest for another week. Howdy Byford rode, though, and scored 11 points. Complete details of the meeting are: Barry Briggs (New Zealand) beat Olle Nygren (Sweden) by 2-1 in the Match Race Championship.

WEST RAND ROCKETS (50): Peter Craven 15, Charlie Brander 3, Trevor Blokdyk 8, Howdy Byford 11, Ray Cresp 8, Trevor Bond 4, P. Binder 2, D. Hardman 0. **EAST RAND STARS (46):** Olle Nygren 11, Fred van Zyl 5, Nic Dormehl 6, Barry Briggs 14, Jimmy Scott 9, Peter Greyling 0, D. Scott 0.

Alan Hunt stars

writes JOY GREENHALGH

Durban, Natal. THE opening meeting at Hoy Park, Durban, when the British touring team were to have ridden against the Hornets, was rained off and the second attempt was also somewhat damp. The crowd was poor, the track bad and the riding as a whole left much to be desired.

The tourists had never been on the track before and the local lads had not ridden at all since last season.

However, Alan Hunt rode as well as always, being unbeaten all evening and having improved the four lap record on two occasions. Eric Boothroyd, on his first outing, set up a new one lap flying start record of 13 secs., and Jimmy Gooch showed promise.

The season really started with a league match between Wembley Lions and Hornets.

Here are some highlights of the racing:

1. A most exciting race in which Long raced home ahead of Hunt, riding as everyone knows he can ride, but as he seldom does at Hoy Park. 1st Long, 2nd Hunt, 3rd White (new record 55 secs.).

2. Williams and Gooch both fell and it was an easy win for McWilliams. 1st McWilliams, 2nd Meade.

3. Hickson fell and Duncan, in trying to avoid him, somersaulted through the air on to the grass in what looked to be a very nasty fall. He was removed on a stretcher. In the re-run, minus Duncan, Hickson fell again and so did Browning. Boshoff raced on alone but Browning was soon up and giving chase. Nearing the finishing line Boshoff lost his chain but managed to coast home ahead of Browning. 1st Boshoff, 2nd Browning.

7. The "White Ghost" proved that he has returned to form, to everyone's delight, in what must be his finest ride for Hornets. He not only beat Long, but equalled the new record set up by Long earlier. 1st Browning, 2nd Hickson, 3rd Long.

8. Duncan was not too happy and his bike seemed in like condition. 1st Hunt, 2nd White, 3rd Boshoff (equalled record).

14. The race for which we had waited with anticipation all evening, and what a race it was too! For two laps Long was in the lead with Hunt about three lengths behind, but then Alan delighted us with his fighting win from the back, and a new record of 54.8 secs. 1st Hunt, 2nd Long, 3rd Williams.

DURBAN HORNETS (51): Alan Hunt 11, Graham White 7, Jimmy Gooch 3, Verne McWilliams 10, Roy Browning 11, Gerry Hickson 2, Hooky Bremner (Res.) 2, B. Motley (Res.) 5. **WEMBLEY LIONS (51):** Henry Long 9, Pat McKenzie 2, Peter Williams 5, J. Meade 3, Arthur Duncan 1, Toby Boshoff 6, Ken Long 4, Stan Hopf 1.

15.12.56 SSN.UK

STOP PRESS

In a special announcement Mr. T. B. Leadbetter of the South African Speedway Control Board announced that: "All unlicensed speedway riders and tracks in South Africa are internationally suspended forthwith in accordance with speedway regulations 319-322. The R.A.C. (S.A.) will confirm to the Federation of International Motor Cyclists in London."

The season continues in Pt. 11.2, - Jan-April 1957