



AUSTRALIAN SPEEDWAY RIDERS ASSOCIATION INC

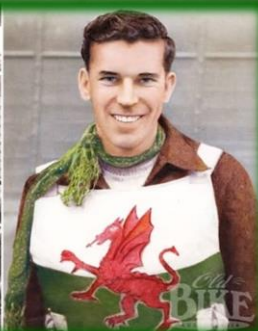
NEWSLETTER Q3/2025



Claremont Speedway 1950



Edwin Vernon Thomas "Chum" Taylor (4 April 1927 – 19 April 2025)



Cradley Heathens and Cardiff 1951

Start line at Claremont Speedway

CHUM TAYLOR TRIBUTE : PETER OAKES & BILL POWELL
FUTURE AUSSIE STARS : PETER BAKER BEAU BAILEY SGP3 PODIUM
SIDECAR SCENE : PHIL McCURTAYNE EUROPEAN NEWS SGP UPDATE
KIWI LEGENDS HONOURED VETERAN TIMELINE BUY SWAP & SELL
STATE SECRETARY ROUNDUP WHAT'S ON THIS WINTER



MEET THE ASRA 'A' TEAM

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PRESIDENTS REPORT Dave Mills

I have kept myself busy building a new set of starting tapes for Nepean to replace their drop gate system. Also I have been building a few engines. Who says you can sit around relaxing when you retire?

On the Grand Prix scene, Brady Kurtz has started his season like a house on fire! Now 2nd in the standings!

- Round 1 in Landshut saw Brady beating all comers, and with the new format, he qualified directly into the final. He finished 4th in the final. Doyle, Fricke and Holder were up in the top runners but didn't qualify for the final.
- Round 2 in Warsaw saw Jack Holder and Brady Kurtz qualify directly into the final, both in a class of their own. Jack Holder led the final from go to whoa with Brady hot on his heels and securing No.1 in the SGP standings.. Max Fricke had an up and down night and failed to make the final. Jason Doyle's night was unfortunately brought to an end in a horrific first corner crash.
- Zmarzlik won Round 3 in Prague to become the new SGP points leader. Holder after a relatively poor meeting, won LCQ2 and made the final... 4th place gave him 14 points and secured 3rd place in the standings. Brady Kurtz was relegated to No.2 in the standings with only 7 points.
- Dan Bewley won Round 4 in Manchester in spectacular style over Zmarzlik 2nd and Kurtz 3rd. Fricke missed the final after being squeezed out on the first bend of LCQ1. Holder missed the final after leading LCQ2, passed by Bewley riding the airfence. Returning from Injury Doyle only scored 3 points
- Zmarzlik won Round 5 in Manchester, passing Kurtz in the final with Holder 4th after winning LCQ1. Fricke lost out to Lindgren in LCQ2. Doyle had a disappointing round with only 3 points.
- Championship standings after six rounds; Zmarzlik 93pts, Kurtz 82pts, Lindgren 70pts, Holder 68pts

A great day was had by all at Nepean on the 7th June 2025. Some 27 riders, 125/250 and 500, spent the day with Craig Boyce and Mick Holder coaching them on their riding skills. We had riders from Adelaide, Townsville, Albury, Griffith, Brisbane and from all over NSW. They all rode till late in the afternoon, under control and supervision of these two experienced men. Throughout the day you could see the improvement in their riding control and their speed. Everyone left Nepean giving many thanks to the club & coaches. They all are looking forward to the next coaching and training day at Nepean on August 16th.



Cooper Antone
Lachlan Russell &
New Zealand Champion
Ben Whaley were all
at Nepean June 7

Footnote. We all hoped a peace deal could be brokered between Darcy Ward and the Brisbane track but it appears at the moment the hill is too high to conquer between them!



SECRETARY REPORT John Walker

Heading into the third lap of 2025, the finances, membership and public profile of our Association are all getting heaps of drive from the efforts of your committee. This is largely the result of the very enthusiastic responses to our Newsletters, encouraging former members to renew membership, and the success of our Facebook site.

Between our February and May Committee meetings, paid-up membership increased from 115 to 169, and membership of the Facebook site rose from 158 and is currently 216. While the paid-up membership still almost entirely consists of veteran riders, those asking to join the FB site are predominantly younger, including many current riders. Thanks to the contributions of correspondents including Dariusz Zakrzewski, with news of Aussies racing in Europe, and Darren Sonnenberg and Brian Darby, with memories of speedway through the years, the FB site has items to appeal to all generations of speedway riders and supporters.



Australian Speedway Riders Association
Private group · 216 members

The contrast between the demographics of the two types of “membership” confirmed that we should increase our efforts to attract younger riders to membership of the Association. Membership of the Association, of course, contributes to the Association’s running costs, while membership of the FB site is gratis. So the Committee has agreed to offer free membership of the Association to under-18s for the remainder of 2025. This offer has been made to all those on FB. And, recognising the significant role played by dirt-track racing as a feeder to speedway, we have circulated the same offer to all 41 dirt-track clubs across Australia as well as all eleven speedway clubs. Several of those clubs have agreed to circulate it to their own membership and we have already signed up a number of junior members. Big thank you to Gayle Mills for suggesting this ploy.

Other issues discussed at the May 3rd Committee meeting:

We are still looking for volunteers to take over the roles of Treasurer (Bill Powell currently acting) and a Social Media Manager (Terry Starbuck and myself currently acting).

We are considering appointing Youth Ambassadors in each State to prospect junior membership.

We are developing a more comprehensive memorabilia management system.

We are working on a new range of club T-shirts and polo shirts.

MEMBERSHIP PAYMENTS are an immediate priority as they provide essential funding for ASRA administration, particularly Newsletter design, print and distribution. Many longstanding members have been renewing but there are still a few back markers!.

Please call me if you are not sure if you’ve already paid or would like to update your membership contact details so that we can update and publish a new Membership Directory.

Juniors [under 18] are now FREE incl email newsletter; Please email, post or text John Walker; john.walker_nbn@iinet.net.au 158 The Park Drive, Sanctuary Point, NSW 2540. 0417 489281 with the following information: name, address, date of birth, contact number and email address.

Seniors \$25 [email Newsletter] \$40 [posted Newsletter]. Please pay ASRA at Commonwealth Bank BSB 062141 Account Number 10148587 **IMPORTANT:** Include MSHIP and your name in payment description.

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YOUTH AMBASSADOR DW43 DARCY WARD talking to Terry Starbuck



Talking to Darcy about the demise of junior speedway in Qld following the news that the NBJMCC holdover lease of the Mick Doohan Raceway will be terminated by Brisbane City Council towards the end of the year and the land sold off for industrial development.

Apparently NBJMCC intends to see out the remainder of the current 2025 racing calendar which includes: The Brisbane Cup in December 2025, the rescheduled Junior and Senior QLD Dirt Track Championships and the QLD Classic and Post Classic Championships but as yet no dedicated speedway meetings have been programmed.

What is the status with NBJMCC?

'I have submitted a proposal to run a series of meetings and junior training sessions but to date I have not received a positive response. Given this situation I may need to look at alternative Qld tracks where I can continue to support speedway development, using my name and track record to attract young kids and provide much needed practice time for junior and senior riders.'

What track options are available to you?

"Ipswich and Kingaroy are probably the only real options. Ipswich is closer to Brisbane but Kingaroy, whilst only a small club, could benefit from more support and a dedicated junior program. It's a larger track but they can easily accommodate 125's, 250's and ideally dirt trackers. They are also not tainted by people's ego's which in my view have progressively wrecked the sport at many venues like North Brisbane, Ipswich and Kurri Kurri. Kingaroy management are genuinely passionate about the speedway and providing opportunity for juniors. For the record I have also approached Kurri Kurri who have dismissed my proposal, they only seem interested in club practice days and promoting the women in sport "EmpowerRide" program "

How can we attract juniors into speedway?

"Very simply we need to target dirt track which historically have provided the overwhelming majority of speedway riders. My plans at Brisbane included invitations to 65 and 85 dirt track kids, much the same as Speedway Experience have successfully done at Nepean. All clubs need to combine dirt track and speedway promoting a natural pathway into speedway and highlighting the career and financial rewards. Dirt track kids enjoy having four or five rides in a few hours and trying out on a 125. I think ASRA should rock up and promote speedway at dirt track events when we can offer regular 'come and try' meetings in Queensland ".

Do you think SGP4 190s have a role in Australia?

"Not really, I think they are too fast for small Aussie tracks. They make it difficult to teach throttle control and positioning. You can 'wring the neck' on a 125 and still be in charge. If they do end up here, the larger Kingaroy track would be ideal ".

Who do you think are the most promising junior speedway stars?

"Beau Bailey is clearly destined to make the grade. He's got style and pace but sometimes a little impatient as in his SGP4 Final exclusion. His bronze medal run off race was real class. Cooper Antone is also kicking goals following his SGP4 silver medal success in the last two years. He certainly looks the goods on a 250, especially considering his mini-me size!"

A-Z OF SPEEDWAY MACHINES 1926-1980

by Tony Webb



A-Z OF SPEEDWAY MACHINES 1926-1980

DUGGAN SPECIAL / BLACK SWAN 1946-51

Vic Duggan/ Wal Phillips

Sydney. Australia

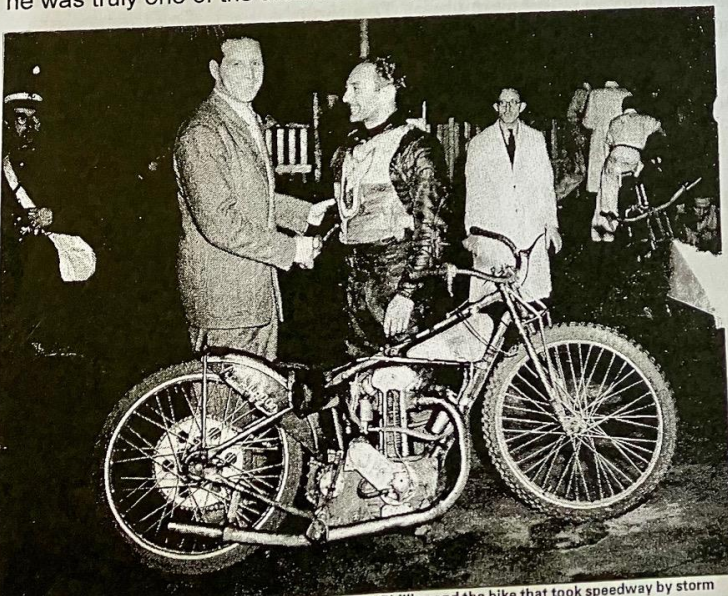
Harringay. North London

Vic Duggan and Max Grosskreutz equally share the credits in the speedway frame revolution of the immediate post war years, through their separate research and experiments on the speedway frame design in the late thirties. Vic spent the war years as an airframe fitter building Mosquitos for De Havillands he then put his welding skills to use once speedway started again in 1946 in Australia.

The Duggan, which was also known as the Black Swan, was very much lighter than all other bikes, using a welded construction of T45 tubing with an extra tube running under the fuel tank and the engine set further back. Vic remained in Sydney in 1946 honing his new prototype, where he blitzed the opposition on his machine, which was the result of preparations started in 1938. In early 1947 he was ready to take on the best in the world.

In company with brother Ray and Cliff Parkinson the trio flew to England for the 1947 season at Harringay where he teamed up with mechanical genius Wal Phillips. This was a formidable partnership which took the speedway world by storm climaxed by Vic winning the 1947 equivalent of the World Championship. This success was to continue until the end of 1950 when Vic retired still at the top of the speedway world.

Not a great many Duggans were produced, it was not possible to combine the production of the Duggan with the 24/7 demands of a racing career, Vic's ideas were soon adopted by English frame builders and signaled the development of the "diamond" speedway frame as we know it today. But Vic Duggan will always have the knowledge that they were his ideas and he was truly one of the architects of speedway machines today.



■ Simply the best: Vic with top mechanical guru Wal Phillips and the bike that took speedway by storm

LOOKING AHEAD : FUTURE AUSSIE STARS

courtesy of Speedway World & Peter Baker



Success at junior level is no guarantee of stardom as a senior, while others who were not outstanding as juniors develop slower and still go on to dizzy heights. Over the past two decades the dirt track scene has spawned nearly all the Australians who are now racing in either Moto GP or World Superbike, as well as plenty who have had, and still have, lengthy careers in speedway.

As I said last month, the choice of going to road racing or speedway is something that does rightly come down to individual choice.

My concern is that riders, and their parents, are not given enough information about a career in speedway and given the opportunity to give it a try.

It is great that there are some 32 Australian riders contracted to teams in the UK leagues for 2025 – but where are the next 10 Australian riders to follow them going to come from?

The ranks across Australia at the moment are not exactly overflowing with numbers to the extent that if state championship meetings were restricted to riders from within a particular state then they would all be pushing to find 16 of their own riders to run that meeting. And that is for open or senior level; heaven forbid having enough riders at Under 21 or Under 16 level.

Speedway needs numbers. There is a pool of riders contesting dirt track who need to be encouraged to at least give speedway a go. Motorcycling Australia does nothing to push speedway, whereas participation in road racing and even motocross is heavily promoted.

Riders, and their parents, can be attracted to the Wayne Gardner, Michael Doohan and Casey Stoner success stories but for each of them there are dozens whose careers disappear into the ether, having cost their parents LOTS of money.

To even get in to road racing requires a massive investment by families, in some cases requiring a substantial financial contribution to even get a ride at various levels of competition.

One of the best junior dirt track riders I have ever seen did try junior speedway (125cc) but found it boring before he went road racing in one of what seems like a plethora of tiers of competition overseas, where he did extremely well, but came up just short of advancing to Moto GP racing. He then came home and started an apprenticeship before he turned 20. When I asked his father what it cost to chase that dream – well, I won't tell you his answer, but it was LOTS.

Speedway is different in that while I am sure most riders, particularly in their teenage years, have the world championship as their ambition, many have shown over the years without getting anywhere near competing in the SGP that speedway can be a career that can last for two decades. That is what I am sure the youngsters and their parents in many cases do not realize.

The opportunity to try speedway needs to be pushed, along with information as to where it can lead.

Those who are already in junior speedway know about it; many in dirt track I am sure do not.

If someone tries speedway, and rejects it, that is better than never having tried it. We do not want 25-year-olds thinking "I wish had tried speedway 10 years ago".

It seems that attracting riders to speedway in Australia is left to individuals like Craig Boyce, Mick Holder and Darcy Ward to entice and encourage youngsters. Pleasingly both the Albury Wodonga and Kurri Kurri Junior clubs have introduced some newcomers to junior speedway this year.

It is all very well to use the 'Build it and they will Come' concept as those two clubs have a junior speedway track at their complex – but it needs more – it needs encouragement and even cajoling to at least get the youngsters to give speedway a go. While Australia does presently punch above its weight in producing significant performers on the world stage in speedway that will only be maintained with a lot more concentrated effort than is currently in place.



CHUM TAYLOR OBITUARY

Courtesy of **Speedway Star**

Compiled by Peter Oakes

Pictures: John Sommerville Collection

EDWARD VERNON THOMAS (CHUM) TAYLOR

(1927-2025)

CHUM Taylor was almost certainly Western Australia's most successful rider and held a unique record as the first (and as yet only) speedway rider to have been honoured by King Charles III.

Sadly, he was too ill to know that he had been awarded Australia's equivalent of an MBE and didn't live long enough to be presented with the Medal of the Order of Australia (OAM) for services to motorsport.

In the citation, reference was made to both his speedway record – Australian Champion in 1966, five-time Western Australian Championship winner and captain of the Australian Test team between 1971 and 1973 – and his political career as a member of the Balclutha branch of the Labour Party of Australia.

Chum was notable in that he was deeply immersed in politics and was actually asked if he would stand for election to the Western Australian government but declined.

He was a fierce campaigner for rights for the generation of pensioners and in fact resigned from Australia's Liberal Party because he did not feel their policies were helpful to the elderly and continued campaigning as a Labour Party member.

He spent some years in a voluntary capacity with a number of charitable institutions, liaising with the Western Australia State Government to improve the housing and conditions of older persons in the community.

Son Glyn revealed: "At one time Channel Nine flew him to different conferences as a representative of the elderly and pensioners and he did that for quite a few years. He was passionate about helping the elderly and he had a lot of political friends."

His 1986 autobiography, *A Dangerous Life*, was jointly written with one of those friends, Geoffrey Miller, a motorsports-loving lawyer who became a Queen's Counsel, sat on the Justice of the Supreme Court, the last two years serving as a Judge of Appeal, and was also a member of the Royal Commission of Inquiry into Drug Trafficking.

It is, perhaps, difficult for anyone living in Europe to appreciate the celebrity status that Chum had in his native Perth. One acquaintance told me: "He was like David Beckham in Western Australia. Speedway in the state must

have been very close to, if not the number one sport. Between 20,000 and 40,000 people would regularly go to watch at Claremont in Perth.

"He was voted Sportsman of the Year and he had a lot of friends within the political parties."

Taylor was rarely referred to by his given names and confirmed how he picked up the nickname Chum when he was still in his pram in a 2021 interview with magazine *Old Bike Australasia*: "A favourite auntie of mine on her regular visits to our home used to say, 'how is my little chum today?' and it has stuck with me ever since."

He was born in Perth as speedway (or dirt-track racing) was establishing itself in Australia and his father was into racing, but with four-legged animals rather than two-wheeled machines.

He said: "My father was employed by the Swan Brewery looking after the horses and was also head stableman for [horse trainer] Bob Burns senior at the Belmont track."

Chum left school at 14, went to work as a general labourer at the local flax mills in the isolated town of Boyup Brook, some 170 miles from Perth, his family having moved there during the Second World War.

He returned to the state capital in 1944 when he was 17 and took a job as an apprentice cooper, making wooden barrels at the Swan Brewery where his deceased father had previously worked.

While serving what was a five-year apprenticeship, he bought his first motorbike, a 1930s BSA, and joined the Harley Motor Cycle Club, competing in road-

racing, point-to-point events and scrambles on a 1937 BSA 350cc Empire Star.

Speedway, the only motorcycle sport where you could earn money, was the natural progression and he began racing at the 641-yard [586 metres] Claremont track on a sponsored Rudge, splitting any prize money he did win three ways – a third for the maintenance of the machine, a third to the bike's owner, and keeping a third for himself.

In 1950, one of the Claremont Speedway's shareholders, motorcycle dealer Ossie Michelsen, offered a similar deal, providing him with a 500cc JAP.

Later that year he bought his own machine, a bike that had been ridden by another Australian legend, pioneer racer Ron Johnson.

WITH a trade behind him, Chum jumped at the opportunity to race in Britain and signed for Johnnie Hoskins who was promoting at Glasgow's Division Two Ashfield Giants but he was not an instant success as he tried to adjust to smaller tracks than he had ever ridden at home.

After scoring only two points in his first four 1951 league matches, he was loaned to Third Division Cardiff.

It was a shrewd move and in two seasons with the Welsh side he established himself sufficiently to earn a move to top-flight Bristol in 1953. He remained with the Bulldogs even when they dropped a level the following season.

He returned home to Australia at the end of that year and didn't return to Britain until 1958 when he signed for Southampton, where he averaged close to eight points a meeting, qualifying for the 1960 World Final.

He won a qualifying round at

Swindon but narrowly missed out on the top nine and an automatic starting place at Wembley. However, when Ron How and Eric Williams had to drop out through injury, he was upgraded and finished 11th with five points, including a race win.

He missed both the 1962 and 1965 British seasons but his experience was crucial and he was enticed back to the UK for spells with Oxford (1963), Poole (1964) and Cradley Heath (1966).

For more than a decade he dominated the Western Australian scene with state title victories in 1958, 1962, 1963, 1964 and 1970.

He was also the 1966 national champion and carried on racing regularly in Perth. He also made one last appearance in England in a second-half at Crewe, where his son Glyn, born in Wales during his father's stint with Cardiff, was a team member.

Glyn remembers: "He went into turn three, the guy behind him hit him and he broke his shoulder blade. He recovered, went back to Australia and carried on, making his last appearance for Australia in 1973."

Ironically, Chum was actually drafted into the Kangaroos line-up for the second of two Test matches at Perth, on Friday, December 7, when he scored six points in a heavy defeat against a Great Britain side including Nigel Boocock, Peter Collins, Jim McMillan and Doug Wyer.

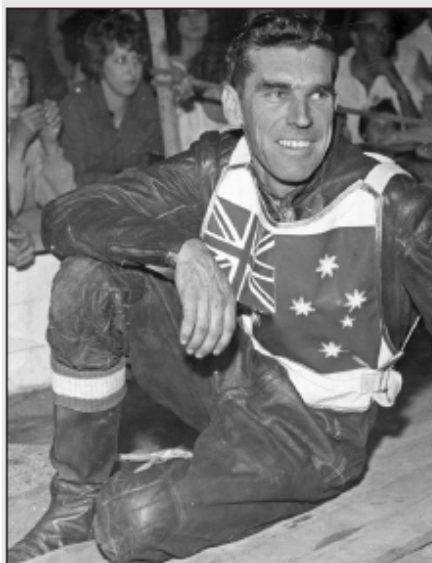
Australia had lost the opening Test of the series by two points a fortnight earlier and the Aussie selectors made two changes. Phil Crump replaced Bob Valentine and Chum took over from...his son Glyn!

Chum recalled: "After 25 years riding speedway, I resolved to retire. I felt that my eyesight was not as good as it used to be and I needed to wear glasses."



Jack Young, Marian Kaiser, Ove Fundin and Chum Taylor before Heat 1 of the 1960 World Final

CHUM TAYLOR OBITUARY continued



Chum at Wembley in 1960

"I was happy enough to retire. I have always tried to give my personal best in competition and life. There is a great deal of pleasure and pride for me to know that I have rewarded speedway fans all over the world with excitement from my riding."

FOR much of his hemisphere-hopping career, Chum had worked for the Coca Cola Bottling Company and retired as transport supervisor of their Perth operation.

He then ran his own business and was a regular visitor to meetings in Perth and, every

three or four years, he would make the trip to the UK to see Glyn and his family.

Glyn added: "Right up until I'd say the last 10 years, he watched speedway when he could but more recently, he just felt the sport went in the wrong direction.

"He was really against this digging at the gate sort of stuff and he thought the best thing that could ever happen would be to reintroduce the concrete starting area. I remember him coming to Leicester when I was doing the track there and when I was ripping up the starting area, asking: 'What are you doing?' He couldn't believe what was happening."

In retirement he also became an active member of the Australian Speedway Riders' Association, serving as president in 2004 and 2005 and was given life membership.

ASRA Welfare Officer Bill Powell paid tribute: "Chum was a regular attendee at our annual reunion dinners and always displayed keenness and passion towards our association, which he supported enthusiastically."

Chum was taken ill with dementia and admitted into a nursing home in Perth. Sadly, he didn't recognise family or friends and was too poorly to personally receive the award after he was inducted into the Australian Speedway Hall of Fame in Melbourne last year.

Glyn said: "We have just spent a few months back home

in Australia and seen Dad quite a bit. I went to see him on the way to the airport to come home at the end of last month."

Chum, who died on April 19 in the Juniper Ella Williams Residential Aged Care Home at Naranda, Western Australia, is survived by Glyn and partner Ellen, granddaughters Melissa Johnson and Melanie Gates, grandson Zac and great-grandchildren Sophie and Lucy.

The funeral date has yet to be arranged but will be sometime next month. The family plan to stream the service at a time that is convenient for Chum's friends in Britain and once we know full details we will publish them in a future issue.

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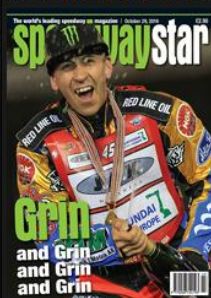
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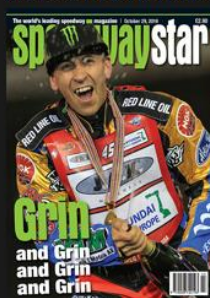
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VETERAN TIMELINE courtesy of Brian Darby



Wimbledon, England 1929

..and these were the boys from "the Colonies "

A moment in Speedway history.!

What was probably the first unofficial Test match between England and Australia. It was an overwhelming victory for the Colonies. The final score is not available but after 4 heats in a 6 heat match "the Colonies" led 25 to 10.


Vic Huxley, Geoffrey "Buzz" Hibberd, Frank Arthur, Max Grosskreutz, Wilfred "Billy" Lamont and seated is Hilary Buchanan.

ASRA WEBSITE

Check out ASRA website [Google asra.info] for latest member news, newsletter link, photo gallery, solo and sidecar speedway archives, coming events and much more.



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The OFFICIAL WEBSITE of The AUSTRALIAN
SPEEDWAY RIDERS ASSOCIATION Inc.

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**SCROLL DOWN
FOR ASRA
MEMBER NEWS**

The Veteran Speedway Riders' Association of Australia was formed by a group of Vets in 1991. The Association name was changed to the **AUSTRALIAN SPEEDWAY RIDERS ASSOCIATION** on June 5th. 2014. We look forward to the support of all current ASRA Members and for some of you younger riders and fans from the '80s, '90s and 2000s come on ! join us NOW..and let's get stronger. The Association was Incorporated in August 2016.

0129748

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MAITLAND CENTENARY Dec 15th 2023



TIME OUT FOR THE SHEFFIELD TIGERS
TYE WOFFINDEN , CHRIS & JACK HOLDER, JOSH PICKERING



PICKO PRACTISING PEASHOOTER SHORT TRACK!

MAITLAND COMMEMORATIVE PLAQUE : 1920'S MATLAND MODELS & ORIGINAL TROPHY



MAITLAND SPEEDWAY

15.12.1923 to 29.3.1952

IT IS WIDELY ACCEPTED THAT MODERN MOTORCYCLE SPEEDWAY RACING IN AUSTRALIA BEGAN ON THE MAITLAND SHOWGROUND, WITH THE FIRST RACING HELD UNDER ELECTRIC LIGHTS ON DECEMBER 15TH, 1923. THE MEETING WAS STAGED BY THE THEN SECRETARY OF THE HUNTER RIVER AGRICULTURAL AND HORTICULTURAL ASSOCIATION, MR. JOHN S. HOSKINS.

THE FOLLOWING MEETINGS IN THAT INAUGURAL 1923 - 24 SEASON WERE PROMOTED BY MESSRS. CAMPBELL AND DU FROcq OF SYDNEY, UNDER THE DIRECTION OF MR BILL DART. THE FIRST RACES WERE HELD ON A GRASS TRACK BUT IN 1924, A TRADITIONAL DIRT TRACK WAS LAID AND THE EXISTING TROTTERING TRACK FOLLOWS ALMOST EXACTLY THE SAME LINE AS THE ORIGINAL SPEEDWAY. RACING FOR SOLO AND SIDECAR MOTORCYCLES AND IN LATER YEARS, SPEEDCARS, CONTINUED AT THE MAITLAND SHOWGROUND UNTIL THE END OF THE 1951 - 52 SEASON.

DURING IT'S LONG SPEEDWAY HISTORY THE SHOWGROUND FEATURED SUCH GREAT RIDERS AS AUSTRALIAN WORLD CHAMPIONS LIONEL VAN PRAAG AND ARTHUR "BLUEY" WILKINSON, BILLY LAMONT, ERNIE BUCK, BILLY CONOULTY AND BILL MELLUISH AND SIDECAR CHAMPIONS JIM DAVIES, CHARLES "CHOOK" HODGEKISS AND PETER SPEERIN. THIS PLAQUE WAS ERECTED BY THE VETERAN SPEEDWAY RIDERS ASSOCIATION OF AUSTRALIA & THE VINTAGE SPEEDCAR ASSOCIATION OF NEW SOUTH WALES AND WAS UNVEILED ON

MAY 18TH 2003 BY KEITH "BUCK" RYAN, WHO WON THE 2 LAP AUSTRALIAN SOLO CHAMPIONSHIP ON THIS TRACK ON FEBRUARY 9TH 1952.



ASRA LIVERPOOL SPEEDWAY EXHIBITION

MARCH 1ST : Bill Powell

The Australian Speedway Riders' Association was proud to have been invited to be part of this historical event at the Liverpool Regional Museum, engaging in the display of speedway bikes and memorabilia. Thank you to ASRA President Dave Mills for arranging for the ASRA display, conveniently located on the grassy area adjacent to the museum entrance. This area provided exhibitors with relief from the 40 degree temperature of the day.

At such an event the ASRA always takes the time to respectfully pay tribute to those who have paid the supreme sacrifice competing in the sport they loved. On this occasion two tribute boards containing photographs and memorabilia of Liverpool Legends Gordon Gausco and Geoff Curtis were on display.

This event was held in conjunction with a free exhibition celebrating the history of "The Place of Pace" Liverpool Speedway 1967 - 1989. and featured a static display of both the cars, bikes and memorabilia. The ASRA invited as many ex-Liverpool competitors / pit crew / helpers and family members as possible to participate in this event so as to create a large social reunion for our members.



ASRA members proudly displayed the following machines; Steve Burdus with his late Father Alan's Multi Australian Champion Sidecar winning Vincent. Rod Steep and the beautifully restored Doug Tyerman Suzuki outfit. Richard Day's JAWA 890 solo - his last original bike. Jeff Lee's JAP solo. Grant Ellis ex Billy Sanders solo. Bill Powell ex Jim McIntyre Mattingly JAP solo.

Each exhibitor was presented with an ASRA Show Day Award plaque as a memento of this historic event.

It was so good to see so many of our members visiting our display and autograph the "Kwiksnax" breast plate as a permanent memento of their attendance. It was very pleasing to catch up again with former Liverpool Flyer, soloist Greg Kentwell. who made the trip down from Queensland.

I was delighted that 89 year old Kenny 'Mouse' Benson was able to attend on the day, assisted by two family members. Ken met up with many old friends and re-lived his Liverpool memories, especially his relationship as mechanic for Ole Olsen.

In conjunction with the event's organisers. it was an honour and privilege to arrange the attendance of two special guests. Nola Harper, sister of Australian solo great, the Late Gordon Gausco - a Liverpool Legend. Nola was accompanied by Keith Hunt, who was a lifelong friend of Gordon Gausco and is a close member of the Gausco family. Keith was Gordon's right-hand man and mechanic during Gordon's racing in Australia. In April 2013 at the "Salute to Liverpool Legends" presentations, Keith had the honour of accepting the crystal trophy that was awarded posthumously to the family of Gordon Gausco. Gordon was fatally injured at Liverpool Speedway in 1970. Renown Speedway journalist Dennis Newlyn conducted an informative and sometimes touching interview with Nola and Keith. *Thanking all those who attended this event and made it such a success.*

KIWI LEGENDS HONOURED



BARRY BRIGGS 6:15 AM
to Dana ▾

A couple of weeks ago I was given the Honour to ride a couple of laps .. at Western Springs Speedway in Auckland .. New Zealand, to represent myself and my Speedway Mates .. 'Champions all' .. for the closing of the Western Springs Speedway track after 96 years .. to a full capacity crowd .. probably my last Speedway laps ??

Riding with me .. in my heart was .. Ronnie (Moore) .. Ivan (Mauger) .. Geoff (Mardon) .. Trevor (Redmond) .. all Christchurch boys .. I'd been flown to NZ by the generosity of promoter 'Kiwi John' .. then cared by mates who put up with me for a couple of weeks ..

Thanks all .. it reminded everyone of New Zealand's rich Speedway heritage .. the 'World's Press' would remember being told by us in many interviews .. it was the 'Christchurch Water' that made us winners !

Cheers

Barry b



COMPILED BY PETER OAKES

PLOUGH LANE UNVEILING

THE statue of double World Champion Ronnie Moore will be officially unveiled on Saturday, July 5.

The sculpture of Ronnie in action has already been completed and will have its first public airing when it is in place at the new Wimbledon Stadium, home of League Two AFC Wimbledon.

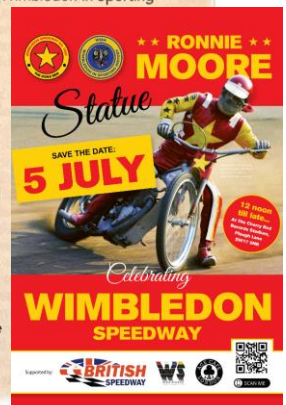
Tasmania-born legend Ronnie spent 17 seasons in the Dons' colours and made more than 450 appearances for the club between 1950 and 1972.

His only other British club was Coventry, where he rode in a couple of matches on a short-term contract in 1974 after travelling to Britain to represent New Zealand in the World Team Cup.

The statue is the combined work of Yorkshire sculptors Jason Heppenstall and Lorraine Botterill and is a result of the co-operation between the heritage charity WISH (Wimbledon in Sporting History) and TheDonsDen, a campaign group run by former rider Jon Stevens.

The new stadium, on the footprint of the old greyhound and speedway stadium in Plough Lane, was officially opened on November 2, 2020 and from July 5 fans attending games will be able to see the sculpture of one of the speedway club's biggest stars.

It is expected that members of the Moore family – Ronnie passed away in 2018, aged 85 – will be present at the unveiling.



SIDECAR SCENE 1 Phil McCurtayne

images by Judy Mackay



OCEANIA CHAMPIONSHIP : Gillman Speedway Adelaide March 29th.

The FIM sanctioned Oceania Sidecar Championship has long been one of the prestige meetings of the season attracting most of the top outfits. This one was no exception apart from the late withdrawal of Darren Treloar and Blake Cox due to matters beyond their control. Tyler Moon and Adam Lovell took their places for the event.

With Mark Plaisted/Ben Pitt, Justin Plaisted/Brian Anthony, Trent Headland/Jaxon Rayner and Moon/Lovell all equal on 12 points after 16 heats they were scheduled to meet in heat 18 to decide the first three finalists, drawing for gate positions.

Mark and Ben got the jump out of gate one and led until Trent and Jaxon got a little sideways, were clipped by Tyler and Adam and turned turtle in turn three...see image opposite. Neither were hurt fortunately, and the three bike re-run was won by Mark and Ben with Justin and Brian second and Tyler and Adam third putting all of them through to the final.



This relegated Trent and Jaxon to the semi final and they jumped out into an early lead until the race was stopped by a nasty crash involving Malcolm German/Cameron White and Josh Pascoe/Ayrton Canning. White lost contact with the outfit through turn three and was run over by Josh and Ayrton who had no way to avoid him. They then crashed heavily onto the fence in what looked like a big one. White was lucky to escape with just a broken arm. Josh and Ayrton were not able to make the re-run. Headland/Raynor had a mechanical issue at the start so Kim Menadue/Shane Dolan cruised to a win and a place in the final on their own.

The final got off to a bit of a shaky start when Justin/Brian overcooked it in the first turn whilst travelling in close company with Mark/Ben and spun. After a review, the referee called everyone back in. In the re-run Mark and Ben ended up with a clear win from Moon and Lovell with Menadue and Dolan third after Justin and Brian had a spectacular infield excursion.



SIDECAR SCENE 2 Phil McCurtayne

images by Judy Mackay



BOWEN APRIL 20th : MARK PLAISTEAD WINS HIS FOURTH AUSTRALIAN SIDECAR CHAMPIONSHIP

Things didn't start well in heat one when Moon/Lovell led away, Treloar/Cox got completely filled in and Rob Paterson/Shayne Crowhurst upended after hitting the fence. The race was declared with Moon/Lovell first, Byren Gates/Michael O'Loughlin second and Treloar/Cox picking up one point in third.

The dramas continued in heat four with Brodie Cohen/Josh Murray refused permission to start by the referee due to the belly pan falling off their outfit as they left the pits. Justin Plaisted/Brian Anthony and Trent Hedland/Jaxon Rayner swapped places and paint until the last corner when they made contact and Hedland/Rayner speared infield. Plaisted/Anthony crossed the line first but were excluded as a result of the incident and the win was given to the Hedland/Rayner pairing.

After twelve heats things were getting tight at the top of the points table and with the real prospect of some of the top riders looking down the barrel of having to make the finals via the semis. Only Mark Plaisted/Ben Pitt and Trent Hedland/Jaxon Rayner were on a maximum at this point. The three top point scorers, with an automatic start in the final were : Trent Hedland/Jaxon Rayner 15 points Mark Plaisted/Ben Pitt 13 points Tyler Moon/Adam Lovell 12 points

The B final brought together Max Howes/Riley Commons on 11 points, Justin Plaisted/Brian Anthony also on 11 points, Darrin Treloar/Blake Cox on 10 points and Byren Gates/Michael O'Loughlin on nine points. As they lined up, Darrin and Blake's bike started to smoke badly. Treloar signaled for his second bike to be brought out from the pits but time had run out and he was excluded. With the Howes/Commons spinning out in lap one, Justin Plaisted and Brian Anthony had an untroubled win over Byren Gates and Michael O'Loughlin to take the last spot in A Final.

The final was a ripper. Elbows out, rubbing racing with no quarter given and none asked for. On a really challenging track full of ruts and bumps making wrestling these very powerful modern outfits around no place for the faint hearted. Going into the last lap it was clear that Trent Hedland/Jaxon Rayner and Mark Plaisted/Ben Pitt were going to fight this one out but Tyler Moon/Adam Lovell were snapping at their heels only needing a slight crack to appear.



Not for the first time this season Plaisted and Pitt pulled off a last corner, last second pass on Trent and Jaxon to take the win with Tyler and Adam just falling a couple of meters short of Trent and Jaxon to take third place. This makes it four in a row for Mark and Ben.

So, we are done for the year. It will be interesting to see which riders make up the fields next season. Some very well known outfits are either for sale or have changed hands. Retirement is probably on the cards for some. Time will tell.



Grand Prix. Starting from the 2025 season, the number of riders who automatically qualify for the next year's Speedway Grand Prix will increase from six to seven. At the same time, the number of permanent wild cards for the following season will be reduced from four to three.

Grand Prix of Germany, Landshut, 3rd May. World champion, Bartosz Zmarzlik, won the first round of this year's Speedway Grand Prix. Brady Kurtz made it to the final but failed to podium. Max Fricke and Jack Holder were eliminated in the semis. After a crash in his last race, Jason Doyle finished in a distant 14th place..

Grand Prix of Poland, Warsaw, 17th May Jack Holder won ahead of Brady Kurtz, who became the leader of the series. Max Fricke was eliminated in the semi-final. Jason Doyle had to withdraw after a serious crash in Heat 15.

Grand Prix of Czech Republic , Prague , 31st May.

Bartosz Zmarzlik regained the lead in the overall standings. Kurtz was eliminated in the semi-final after crashing due to a mechanical failure. Jack Holder made it to the final and finished fourth securing third place in the standings. Max Fricke failed to reach the semi-final. The injured Jason Doyle was absent.

Grand Prix of UK , Manchester, June 13/14th

Brady Kurtz made it to the podium twice at his home track. On Day 1 he finished third and on Day 2 he came second. Jack Holder also reached the final on Day 2 but did not podium. Max Fricke, winner of the sprint race on the Day 1, was knocked out in the semi-finals in both rounds. Jason Doyle returned to competition after injury, round 2 marking his 100th SGP career appearance. After 6 rounds Zmarzlik now leads SGP standings with two Aussies, Kurtz and Holder in the top four, Fricke 7th.

SGP CHAMPIONSHIP STANDINGS					
LEADER			9	DOMINIK KUBERA #415	+39PTS
1	BARTOSZ ZMARZLIK #95	+93PTS	10	MARTIN VACULIK #54	+38PTS
2	BRADY KURTZ #101	+82PTS	11	MIKKEL MICHELSEN #155	+34PTS
3	FREDRIK LINDGREN #66	+70PTS	12	ANDERS THOMSEN #105	+32PTS
4	JACK HOLDER #25	+68PTS	13	JAN KVECH #201	+31PTS
5	DAN BEWLEY #99	+61PTS	14	KAI HUCKENBECK #744	+22PTS
6	ANDZEJUS LEBEDEVS #29	+46PTS	15	LEON MADSEN #30	+16PTS
7	MAX FRICKE #46	+46PTS	16	PATRYK DUDEK #16	+16PTS
8	ROBERT LAMBERT #505	+43PTS	17	JASON DOYLE #69	+13PTS
			18	CHARLES WRIGHT #16	+7PTS
			19	ERIK RISS #16	+2PTS

■ **Speedway Grand Prix 2026 Qualifying Rounds.** Three qualifying rounds determined the fifteen riders who advanced to the final stage of qualification for the 2026 Speedway Grand Prix Series — the Speedway Grand Prix Challenge (Holsted, Denmark, 9th August). The best five from each round progressed. Out of the three Australian riders, only Jack Holder secured a place in the Challenge by finishing third in Abensberg. Chris Holder and Rohan Tungate were eliminated, with Tungate knocked out in a run-off in Lonigo.

■ Injuries.

After recovering from their injuries, Jason Doyle and Ben Cook returned to racing. Cook suffered a broken left wrist during a British Premiership match at his home track in King's Lynn in mid-April. Doyle, on the other hand, dislocated his left hip in mid-May after a crash during Grand Prix of Poland in Warsaw. The injury re-emerged a few days later during a Polish Ekstraliga match in Częstochowa.

Tai Woffinden is still undergoing intensive rehabilitation after serious injuries during a pre season match with his Polish team in Krosno at the end of March. The three-time world champion suffered multiple fractures, including a fractured T9 vertebra, a double femur fracture, and a comminuted fracture of the right humerus.

■ Speedway Grand Prix 2.

Qualifying rounds were held in Pardubice (the Czech Republic), Glasgow (Great Britain) and Debrecen (Hungary). No Australian riders managed to qualify. In Pardubice, James Pearson finished mid-pack. Due to rainfall, the meeting in Glasgow was abandoned after three rounds. With four riders tied on points, the final qualifying position was decided by a draw and Tate Zischke was unlucky. Mitchell McDiarmid came close to qualifying in Debrecen, losing a run-off race to finish in fifth place. Warner Bros. Discovery Sports and the FIM subsequently awarded permanent wild cards to Mitchell McDiarmid, Adam Bednář, and Dan Thompson.

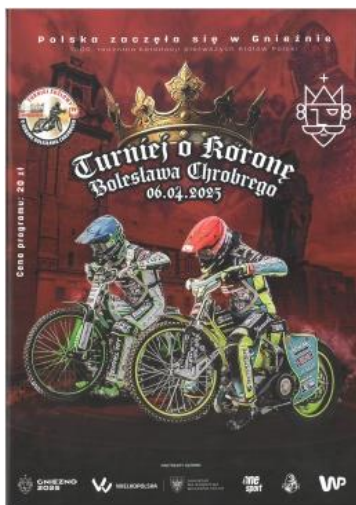
EUROPEAN NEWS 2 Dariusz Zakrzewski

SGP3 FINAL PRAGUE MAY 30th. Beau Bailey added a bronze medal to the silver he won at the 2024 FIM SGP3 Final in Gorzow. See report on page 21. Nate Smith finished down the order on 2 points.

■ Another 2 Australian riders in Europe.

Alex Adamson has signed a contract with the second team of Slangerup Speedway Klub which competes in Denmark's 1. Division (the second tier of competition). Jordy Loftus joins two Edinburgh clubs: Edinburgh Monarchs (the second tier) and Edinburgh Monarchs Academy (the third tier).

■ **Club rider movements for the 2025 season . Poland.** Fraser Bowes: Motor Lublin → Unia Tarnów. **Great Britain.** Justin Sedgmen: Sheffield Tigers. **Denmark.** Michael West (debutant): Munkebo Speedway Club; Alex Adamson (debutant): Slangerup Speedway Klub. **Czech Republic.** Michael West (debutant): AK Slaný. **Germany.** Michael West (debutant): MC Nordstern Stralsund. **France.** Troy Batchelor (return to racing in the French league): Moto Club Marmande; Tate Zischke and Michael West (debutants): Moto Club Marmande.



THE CROWN OF BOLESŁAW THE BRAVE – POLAND'S FIRST KING, GNIEZNO, 6TH APRIL

For the fifteenth time, the first capital of Poland hosted the speedway knights battling for the royal crown. This year's anniversary tournament took place on the thousandth anniversary of the coronation of Poland's first kings: Bolesław the Brave and his son Mieszko II Lambert.

Among the strong lineup of riders were the current individual world champion, Bartosz Zmarzlik, and two Australians: Jason Doyle and Jack Holder. Friends and rivals on the track did not forget about Tai Woffinden, who had suffered a serious injury a week earlier. During the rider presentation, they unveiled a banner supporting Tai.

In the early phase of the competition, the current European individual champion, Andžejš Ļebedevs, remained unbeaten. In the third round of heats, he defeated both Doyle and Zmarzlik. Neither Doyle nor Holder managed to win a race in their first three outings. Jason Doyle secured his heat victory in his fourth start, beating Jack Holder, who thereby lost his chance to advance to the final.

The final featured the two best riders from the main round — Zmarzlik and Ļebedevs — as well as Doyle and Artem Laguta, who claimed the top two spots in the race-off. Bad luck struck Jason Doyle on the second lap of the final when a mechanical failure forced him to retire while he was running second behind Zmarzlik. As a result, the 2017 world champion missed out on the royal podium, where he had stood in 2018, finishing third.

Results: 1. Bartosz Zmarzlik (Motor Lublin) 13+3; 2. Artem Laguta (Sparta Wrocław) 10+2; 3. Andžejš Ļebedevs (Stal Gorzów Wielkopolski) 12+1; **4. Jason Doyle (Włókniarz Częstochowa) 11+failure**; 5. Fredrik Lindgren (Motor Lublin) 10; 6. Robert Chmiel (Orzeł Łódź) 9; 7. Kevin Fajfer (Start Gniezno) 9; 8. Wiktor Przyjemski (Motor Lublin) 7; 9. Vadim Tarasenko (GKM Grudziądz) 7; **10. Jack Holder (Motor Lublin) 7**; 11. Casper Henriksson (Start Gniezno) 6; 12. Piotr Pawlicki (Włókniarz Częstochowa) 6; 13. Adam Ellis (Start Gniezno) 5; 14. Patryk Dudek (KS Toruń) 5; 15. Oskar Fajfer (Stal Gorzów Wielkopolski) 2; 16. Oliver Berntzon (Moonfin Malesa Ostrów Wielkopolski) 1; 17. Patryk Budniak

STATE SECRETARY ROUND UP

QLD Steve Magro [Graham Gardiner & Darren Sonnenberg]



Queensland Motorcycling lost one of its most loved and respected officials and mentors when Barry Newton passed away on May 29th, aged 87 years. Barry accumulated an astonishing 65 years of service across numerous disciplines, although speedway was his true love. His passing will affect many in Queensland and around the country, particularly within speedway circles. Fittingly, he was honoured at last year's MQ Centenary Awards Night, with the "MXstore Lifetime Achievement in Motorcycle Sport" award. Recently Barry had been suffering from ongoing health issues, and just last week Barry had lost his beloved wife Fay.



Kingaroy Bees Official Tracey Tunstall said, "He was such an incredible mentor for so many people, and so willing to help. When we started Kingaroy, he gave us so much time and help and was always encouraging and supportive, and then later even with the subcommittees." He was old school, but he moved with the times. He used to say, 'you have to forget about the old days and get on with the new'. MQ Board member Allan Halley - a great personal friend of Barry - said, "He had a great, non-judgemental way, and newer officials would come and talk to Barry to check that what they thought was right, was okay. "It became a standing joke whenever Barry was seen being asked for his advice by a younger official or a rider, they'd say, 'the confessional was open'.

"His contribution to this state will take a while to be realised."

RIP Barry Newton - 11/11/1937 - 29/05/2025

QLD Welfare officer Grahame Gardiner visited Kevin Torpie with John Finglas at the end of February. Kev was looking a little better than previous visits but his health is such that he won't be able to return home. Christine is currently looking for a care facility and it sounds like this has not been easy but is the only option to look after Kev and keep him comfortable.



MARBURG SHOW
May 10th
Darren Sonnenberg's
Godden and Nigel
Boocock Weslake



STATE SECRETARY ROUND UP continued

QLD Steve Magro [Graham Gardiner & Darren Sonnenberg]



With the imminent demise of junior speedway at Mick Doohan Raceway through DW Speedway Promotions, 2025 sees the termination of speedway within the Brisbane metropolitan area, for the time being at least. The junior solo and sidecar divisions are the inspiration - the essence of our sport - with 125cc and 250cc solos and Pee Wees for the little 'uns. Just imagine, if they'd been around in the 60's and 70's! Aside from financial assistance, it would seem what's needed most is bums on seats. It's hoped that gather rounds could happen with all parties, including Motorcycling Queensland. Today the juniors continue to provide the inspiration, the lifeblood of our sport. Although Queensland's current situation has certainly seen better days, we can look further afield than the outskirts of Brisbane and we're fortunate to have three such venues. The Kingaroy Junior Motorcycle Speedway Club operates at Kingaroy Showground, a tidy little stadium with a genuine speedway track surrounding juniors' 133 metre oval inside. Simon Rogerson, who used to race solo's at the Ekka in the 70's, is president. Similarly, the Ipswich Switches club (at the motorsport complex, Willowbank) is focused on 125cc and 250cc speedway, whilst also catering for dirt track racing. Dwayne Rew, father of current Birmingham rider Keynan is President. The North Qld Speedway Riders & Supporters Club Inc. are a dedicated band, aiming to keep speedway events happening in FNQ, specifically at Bowen Speedway. Matthew Pilcher is President.



CSAQ CAR SHOW MAY 18TH ALBANY CREEK TAVERN



STATE SECRETARY ROUND UP

NSW Rod Colquhoun



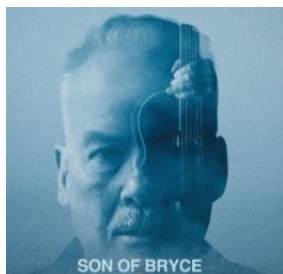
EAST COAST SUCCESS

Some incredible performances overseas from our Australian riders, particularly at World Championship level. We are in the enviable position of occupying 25% of the full - time rider line up at the highest level of the sport, which is almost completely at odds with what is happening here at home. Hopefully Kurri Kurri can find its mojo again as it was a pivotal piece of the puzzle here on the East Coast, having secured some Government funding. This has become even more important now that Darcy Ward has cut ties with North Brisbane, a venue that picked up a lot of the slack following Kurri's demise. With three of our Grand Prix riders being from NSW (Jack, Jason and Brady) and one being from Victoria (Max) it is imperative that our up and coming riders have decent facilities available to them.

MUST BE AN AGE THING!

It seems everywhere you look there is a speedway bike restoration project underway, with a plethora of riders from the 70s 80s and 90s putting in long hours to turn out an upright bike to be proud of. Matt Gibson (NSW), Lee Redmond (WA), Dave Cheshire (WA), Nigel Flatman (UK / WA) and Chris Watson (NSW) are just some of the notable former racers spending hours in the shed reinventing the glorious past!

Variety was the spice of life back in the day, with Weslake, Godden, JAWA and GM engines all leading the way at various times, having taken off from JAP as the dominant force. Whatever way you look at it, there is certainly something easy on the eye about a nicely restored upright bike. Matt Gibson's Jawa 898 upright machine (pictured) is absolutely stunning.



SWEET SOUNDS? I recently slipped outside my comfort zone and tried to turn my hobby of playing guitar into something more significant. A hell of a lot of time and money went into releasing my debut single "House on a Mountain" and it's been an interesting journey. Steady sales in Australia complimented by far higher outcomes in America and Brazil !. I wouldn't call myself multi-talented, more like "Interested in too many different things to be good at any of them". Look me up on all platforms under my Artist name – **"Son of Bryce"**.

SPEEDWAY EXPERIENCE NEPEAN March 15th was a huge success, attracting riders from all across Australia. Class Results : **500cc** 1.Alex Adamson 2. Jordy Loftus 3. Ben Whalley 4.Brad Page **250cc** 1.Beau Bailey 2.Ky Mitchell 3.Cooper Antone 4.Jacob Adamson **125cc** 1. Cooper Antone 2.Blake Schlien 3.Ryleigh McGregor



Ky Mitchell Townsville



Jordy and Anika Loftus Gold Coast



Blake Schlien Mildura

BEAU BAILEY WORLD SGP3 PODIUM courtesy of Steve Magro



SGP3 FINAL PRAGUE MAY 30th

NSW bombshell Bailey bounced back from a third place in his opening ride (and a questionable disqualification in his second) to rack up three wins, earning a spot in the third-place run-off. He then battled his way past Gennerich to add a bronze medal to the silver he won at the 2024 FIM SGP3 Final – Gorzow.

SEE Beaus controversial exclusion <https://www.facebook.com/watch/?v=1850666538999819>

SEE Beaus winning run –off ride <https://www.facebook.com/share/v/1BsJNWvYTE/?mibextid=wwXlfr>

Sadly Victoria's Nate Smith lacked race pace and with only 2 points was placed fourteenth.

Beau said: "In the first heat, it was one of those rides. In the second, I got excluded. Before my third heat, I wanted to cry. But I made it into the run-off. I had to sit behind Carlos until he made a mistake, but I was able to get past him."

Bailey also takes to the 500cc bikes now, bidding to fight his way to a top-four finish in the either the Australian Championship or one of the state championships, which would earn him the chance to apply for a UK visa.

He said: "I'm done with the 250s now. I wanted to give them a crack this year. I'm going back to Denmark on Sunday to train on the 500s until I go home. Then I'll do the Aussie and state championships, and hopefully I will get a visa for the UK next year."



Top 3 of the Speedway Grand Prix 3.
Sven Cerjak Slovenia (silver medal),
Villads Pedersen Denmark (champion),
Beau Bailey Australia (bronze medal).

STATE SECRETARY ROUND UP

WA Tony Wilton



In the season ending Rod Slater Super Series final on April 5th the main interest in the solo division was the possibility of Daniel Winchester taking the trophy after a long break through injury. Mitch McDiarmid (now racing against the best in Europe) had a points lead, but Daniel could overtake him with good results tonight. This certainly looked a possibility after he won his first race by a large margin. Unfortunately, Daniel was cursed with bike problems and he failed to finish another race. Remaining heats matched Jack McDiarmid, Kobbie Ziedas, and Colby Mason, with the final being taken out by Jack after just catching Colby right on the line in a great finish.

B Grade Solos were fought out between Trevar Dossett, Alex Prall and Xander Smith, with Trevar winning the final from Xander.

The 250 cc final was won by Axle McCarthy from Phoenix Elliott and Regan Dossett. 125cc Solos saw Mason Robins on top from Noah Sandilands and Brock Watson. Classic Solos saw the evergreen Nigel Flatman on top in all events. Dave Cheshire, Cliff Corrigan and Frank Killeen all provided good opposition.

Flat Trackers were boosted with the inclusion of top desert racer Ben Grabham who showed his class taking out all events after "chasing the dirt" high on the track. State Champion Des Heys was a welcome inclusion to the fields after a long break and he rode hard and fast as we expected from him. (Be good at home Des and get leave pass for next season please!)

The sidecars saw Corey Blackman unavailable and Josh Wells had brother Brayden as passenger. They were hoping for a good night however luck did not go their way. Jonah Sita was taking a break and father Mick was happy to take the controls of the bike. His practice laps showed that he certainly meant business. As it turned out, Mick, with Oz Cullen on the side won all heats other than one in which he was excluded. Bob King/Daniel Wallis, Adam Wenn/Jamie Thompson, and Rocky Bryan/Cushla Beadman all showed great form, but Mick and Oz took the final from Adam/Jamie and Rocky/Cushla. Adam and Jamie were rewarded with the Rod Slater trophy after showing near perfect consistency in this and a previous round. The ever improving combination of Rocky and Cushla were second ahead of Mick and Oz. Classic sidecars put on a good show. Kevin Ellis/Colin Hastie and Dan Birch/Alex Prall were winners in what were entertaining events.

Chum Taylor's Funeral May 14th.

A crowd of around 180 people attended Karrakatta on a beautiful sunny day for Chum's funeral. Bill Powell had provided a fitting tribute which was read to those in attendance. Con Migro gave a eulogy highlighting Chum's life and dedication to the sport. In attendance were many riders from the past including Robbie Madden, Jim Phillips, and Mick McKeon, and of course Chum's son Glyn. Speedcar drivers such as Geoff Stanton, Graham Jones and John Fenton were also on hand to pay their respects. Another familiar face in the crowd was speed record chaser Rosco McGlasson.

STATE SECRETARY ROUND UP

SA/NT Shane Parker



Bob White Sidecar Cup March 15th Heat points: Max Howse / Riley Commons (NSW) 13, Richard Stephens / Nick O'Brien (NSW/SA) 13, Kym Menadue / Shane Dolan 12, Justin Plaisted / Brian Anthony 10, -Malcolm German / Cameron White (Vic/SA) 10, Byren Gates / Michael O'Loughlin (Vic) 8
Ev 36 SF J. Plaisted German, Gates, Rudloff Ev40 Final J. Plaisted, Stephens, Howse, Menadue.

500cc Solo Scratch Races Points: Sam Martin 12, Jack Norman 8, Riley Plum (Vic) 3,

Flat Track Solo Handicap Races Points: Riley Plum (Vic) 12, Dale Knights 8, Cornelius Twist 3, Matthew Paterson 1

Under 16 250cc Solo Scratch Races Points: Kobi Canning 9 (R-3-3-3), Ruby Chapman 7 (3-F-2-2)

Classic Sidecar Demonstrations Riders/Passengers David Lindsay / Nick Johns, Lee Banks / Damian Egan, Aaron Silvy / Jaron Silvy, Glen Hollis / Jeremy Sherwood, William Walker / Liam Sherwood.

Junior Speedway Under 16 125cc Solo Scratch Races

Heat points: Riley Stout 12, Owen Chapman 5, William Nicol 4, Nate Sadler 3.

Final : Stout (B), Nicol (R), Chapman (W), Sadler (Y)

Saturday 29th March **Paintmaster SA FIM Oceania Sidecar Championship**

Full report on Page 14 Sidecar Scene 1



Mark Plaisted/Ben Pitt (white), Kym Menadue/Shane Dolan (blue)



Riley Stout, also winner of D&D Mechanical meeting at Sidewinders on April 12th the final 2024/5 meeting.

Heat points: 9-Mark Plaisted/Ben Pitt (SA/Vic) 15 (3-3-3-3-3), 16-Justin Plaisted/Brian Anthony (SA) 14 (3-3-3-3-2), 7-Tyler Moon/Adam Lovell (Qld) 13 (3-3-3-3-1), 2-Trent Headland/Jaxon Rayner (SA) 12 (3-3-3-3-FX), 11-Kym Menadue/Shane Dolan (SA) 10 (2-2-1-2-3), 3-Malcolm German/Cameron White (Vic/SA) 10 (2-1-2-2-3), 1-Josh Pascoe/Ayrton Canning (SA) 8 (1-2-2-Xi-3),

Ev 25 SF Menadue (B 62.007), Headland (R-ret), Pascoe (Y-fell, ns), German (W-passenger fell exc)

Ev 27 Final M. Plaisted (R 59.876), Moon (W 60.650), Menadue (Y 62.937), J. Plaisted (B-exc, infield)

Paintmaster SA \$1000 Dash-for-Cash winners Trent Headland and Jaxon Rayner

Junior Speedway ; Under 16 125cc Solo Scratch Races

Heat points: Ryleigh McGregor 11, Riley Stout 11, William Nicol 8, Nate Sadler 6, Owen Chapman 5 (1), -Koby Smith 3, -Jett Plaisted 3, Cooper Karpinski 1 Ev 24c SF Plaisted (Y), Sadler (R), Smith (B), Chapman (W-1st, exc, off track) Ev 24d Final McGregor (R), Stout (B), Nicol (W), Plaisted (Y)

Several coaching days have been run by Shane Parker, the last one ran in conjunction with Speedway Experience's Craig Boyce along with one of Australia's newest Speedway coaches Tim Redpath, who qualified as a coach after shadowing Craig and Shane for several events. He is now Tasmania's first coach with coaching days planned at Moorland Beach Speedway in Devonport NZ.

STATE SECRETARY ROUND UP

VICTORIA Howard Williams



First and foremost a quick introduction to yours truly.

Born in the UK in the 50's. Saw my first speedway meeting as a young lad at Blackbird Road, Leicester in about 1961 and immediately fell in love with the smell and the sound. The love of racing came later. My family migrated to Australia in 1963 and other than a couple of random meetings I didn't attend any speedway at all for about 38 years. Got the internet in about 2001 and searched for speedway in Australia. Started going to Broadford (my first meeting was the British Young Lions tour in 2002), fell in love with speedway again, and gradually started to get involved with the local club (SSRAV). One day I made a random comment at a club BBQ about being willing to give announcing a try if we didn't have an announcer thinking nobody would listen or remember. Wrong !! To cut a long story short I've been announcing at Broadford since 2005. I also usually announce at Undera and sometimes at Albury / Wodonga.



I'm a bit of an internet junkie and through various forums and chat groups and have met many wonderful people along the way. I was an admin on the British speedway forum for a while in the 2000's, and for Australian championship meetings I send results to the British speedway live updates site. Somehow along the way Peter White "volunteered" me to write meeting reports for his magazine for the major meetings held in Victoria, although Mildura often write their own reports. It's been an interesting journey that in many regards wasn't planned and just happened !!



Victorian Fred Tracey, Promoter of Tracey's Speedway in Melbourne in the 1960s has been honoured with a statue at the Highpoint SC Shopping Centre. Highpoint is about a mile from where Tracey's was located and it is nice to see recognition of the Speedway's history in the middle of such a major Shopping Centre in Melbourne's west.

Photo by Paul Van Den Akker (Avalon Speedway Fire Rescue Team member).

Easter Weekend at Broadford

An enjoyable weekend was had by all that attended the Shannon's Classic Bike event at Broadford on the Easter Saturday / Sunday weekend. The idea is to encourage anyone with a suitable motorcycle to come along and enjoy a weekend of combined socializing and non-competitive riding. The format was split sessions alternating between speedway and dirt track90 minutes on the speedway track, then the track was changed to the dirt track configuration.... then 90 minutes on the dirt track.

There were many varied and diverse bikes of various makes on show including uprights, long trackers, classic sidecars, American flat track bikes, a demo of two HRD Vincent sidecars, and European grass track (anti clockwise) sidecars. There was something for everyone. Of particular interest was a unique local creation by Victorian engineer & designer Leon Jackson who created the long track bike opposite, nicknamed "The Beast." Many were seen scratching their heads whilst admiring the work of art that Leon has created.



(Photo Colin Rosewarne Photography)

STATE SECRETARY ROUND UP

VICTORIA Howard Williams *continued*



Victorian Track Update

I thought as a first submission as state secretary I should give a summary of the current position with speedway tracks in Victoria, of which there are five. These can be split into three categories

Top level clubs (Mildura and Albury Wodonga)

Both these clubs are in major regional cities and enjoy strong local community support and local sponsorship. Both are easily accessible and not difficult to get to. Both also enjoy the luxury of having strong motorcross / dirt track divisions that help in keeping the clubs financially viable. Mildura run major meetings every 2 – 3 weeks through the summer which is far more than anyone else. As with all tracks rider numbers are a constant worry. The pleasing thing about Albury Wodonga is they have a strong junior contingent who are very active and the hope is that there will eventually be a cross over into speedway. The Albury Wodonga committee is relatively young when compared to other tracks which helps keep the enthusiasm levels up.

Second tier clubs (SSRAV at Broadford)

The Speedway Sidecar Riders Association of Victoria (SSRAV) run events at the Motorcycling Victoria owned complex at Broadford. They run club events every 2 – 3 weeks from October to March. The main drawback to growing speedway is that the track has a 6 pm curfew so we can never run night meetings. On top of that there is one noise free weekend per month where no tracks at the Broadford complex can run. Despite being in the country and some 2 kilometres from the Broadford township some residents seem to have an issue with noise. Once every 4 – 5 years we hold the Victorian solo speedway championships but by necessity that must be conducted as a day event which is not ideal. The other major problem is an aging group of officials and a similarly aging rider group.

Work in Progress Clubs (Undera and Myrtleford)

These clubs are seeking to run speedway on a regular basis again after a period of inactivity. Myrtleford lapsed after an unfortunate 2005 meeting which is remembered for all the wrong reasons due to the tragic Ashley Jones accident. In the last few years, the club has been reactivated but is currently having problems getting the track passed as suitable to race. The major problem is the track fence which is concrete but which is about to be replaced by rubber belt fence backed by a tire wall. The fence design was recently passed by MV. In 2025 the club has run a midget car race night and the Victorian ride on lawnmower championships to at least get something happening and alert the local township that things are on the move. Their big problem is they are starting from a very low base with not enough officials or riders. Myrtleford has been sending new officials to Broadford club days to obtain the required training / hours to be able to become fully fledged officials.

The photo is of the Myrtleford track which is one of the more picturesque speedway tracks in the country.



(Photo credit Colin Rosewarne Photography)

Undera shut down during the COVID period. At the same time the two main officials (president and track curator) both decided they were physically well past their prime and after many years of service took the opportunity to gracefully retire. Since then, the club has held some practice days but nothing on a regular basis. They also held one Victorian senior solo title in 2023 but only managed 12 riders instead of the usual 16. Undera also has its own track issues. At only 290 meters its been deemed to be too short to hold state or national championships, where minimum track length should be 300 meters.

STATE SECRETARY ROUND UP

TASMANIA Leon Jowett



As the Tassie sunny days start to shorten and the thought of cooler weather and shorter days ahead of us in my mind, there is probably not much to report in the state round up.

I used to think that the saying 'build it and they will come' was an American cliché. Well, this has happened to the hard working Tasmanian Speedway Motorcycle association (TSMA) club building the Moorland Beach Speedway.

Saturday March 22nd saw the Speedway Experience arrive to conduct our first coaching day. Thanks to Craig Boyce, Matt and Alex Adamson, for their time and effort to come all the way to Tassie and run the coaching day. Welcome to the Moorland Beach Speedway family guys. By the end of the day everyone could see the skills gained by both junior and adult riders. Craigs wealth of knowledge and great communication skills and Alexs riding demos had everyone's attention. The club officials were in Matts ear all day long on all matters relating on how to run a successful club and speedway complex.



Craig Boyce, Matt and Alex Adamson



Saturday May 3rd one of our club members Tim Redpath, attended a coaching day at Gillman Speedway, Adelaide South Australia. Thanks again to Speedway Experience, Gillman Speedway, Craig Boyce and Shane Parker for running the day so Tim could finish his coaching accreditation.

On May 13th Motorcycling Australia track inspectors turned up for a track inspection. Track licences have now been issued for the junior and senior tracks. Thanks to Ben Wilson Motorcycling Tas, who has been of great assistance to the club, guiding us through from the first concept of the speedway till present time. The water bore and pump have now been installed, although we are limited to come and try/coaching/training days at this stage until we complete some infrastructure to be compliant prior to race events, hopefully in 12-18 months time.

Upcoming Events: Coaching days will start shortly, weather permitting.

OUR THOUGHTS AND GOOD WISHES ARE WITH YOU

Bill Powell - Welfare Officer



TRIBUTE TO CHUM TAYLOR BY BILL POWELL

President and Life Member Edwin Vernon "Chum" Taylor.

It is with deep sadness and regret that I have to inform you of the passing of former ASRA Chum aged 98, Chum passed away peacefully early Saturday morning 19th April 2025 at Juniper Ella Williams Residential Aged Care facility, Noranda WA following a long illness.

Chum was a long-time member of the VSRA/ASRA serving as President in 2004/05. He was a true gentleman, a regular attendee at our annual reunion dinners and was always keen and passionate towards our Association, which he eagerly supported.

Chum was a fan favourite. On the track he was known for his daring rides from the back mark in handicap events at Claremont Speedway in Perth WA. At times he raced off the 240-yards handicap mark in an 8-bike field. The racing was high energy, brave racing. He was one of the greatest solo racers in WA's history. A fine racer who asked or gave no quarter.

The Western Australian solo legend and former Australian Champion Edwin Vernon "Chum" Taylor, survived a 25-year racing career in Australia and overseas. His name has gone into the record books as one of the greatest Australian speedway riders of all time.

Chum began his speedway racing career at Perth's Claremont Speedway during the 1948/49 season astride a Rudge machine. He later went on to international success, when in 1960 he represented Australia in the World Final at England's Wembley Stadium. Another of Chum's remarkable achievements was claiming the 1965/66 Australian Solo Championship crown at Rowley Park Speedway South Australia.

Chum retired from racing at 46 years of age in 1973. In his retirement years Chum became an advocate for senior citizens' rights and care - fighting for a better deal for pensioners. His determination and hard work in this field placed him in high esteem within the WA Community. He became well respected both at a local and national level amongst all of the political parties. He has been paid many tributes for his input and participation in speedway and motorcycling in Australia, some of those being:-

In November 2013 he was inducted into Motorcycling WA Hall of Fame. In June 2023 he was awarded the Medal of the Order of Australia in the King's Birthday Honours list. The citation was for his service to motor sport in recognition of Chum's brilliant speedway career. In June 2024 he was inducted into Speedway Australia Hall of Fame in Melbourne. Unable to travel because of ill health the Late Trevor Harding received the award on Chum's behalf. The Chum Taylor Cup is contested annually in his honour at the Pinjar Park Speedway outside of Perth.

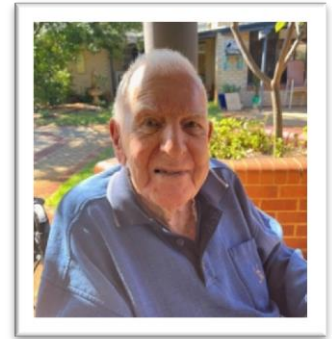
On a personal note, I feel both lucky and honoured that I knew Chum as well as I did. Chum stayed with me at my residence in the lead up and following days around the ASRA annual dinner periods. Those days were spent catching up with fellow members and/or enjoying good socialising. This is where I learnt so much of Chum's high personal standards of honesty and integrity in everything he did. I have many happy thoughts and memories of Chum, and they are ones that will stay with me forever.

I received a text from Chum's long time good friend Con Migro that I feel sums up Chum's life. *"That Chum lived a Dangerous Life but well lived."* A Dangerous Life refers to the title of the book about Chum's life written and published in 1986 by Geoffrey Miller QC.

A good kind and wonderful friend to us all who will be sorely missed.

Deepest sympathy is extended to Chum's family and many friends at this sad time. With heart felt gratitude and appreciation, I especially thank Chum's granddaughter Melanie, for her constant care and support of Chum during his period of illness and for her regular news updates to the ASRA regarding Chum.

RIP CHUM



OUR THOUGHTS AND GOOD WISHES ARE WITH YOU Bill Powell - Welfare Officer



It is with deep regret that I advise of the sad passing of long time ASRA Member Graeme Hartman, aged 84 years. Graeme passed away Tuesday 11th March 2025 whilst in a care facility. He unfortunately had been suffering ill health for some time.

During his many years involved in speedway - what really stands out was the generosity, support and passion that Graeme provided to both solo and sidecar divisions racing at the Sydney Royal. This created "Rider Incentive" providing an exciting and successful racing format.

At Graeme's service, conducted at the Eastern Suburbs Crematorium in Sydney on Thursday 20th March, former Sydney solo competitor and long and close friend, Jim Crowhurst, delivered a speedway tribute to generous gentleman Graeme. Jim's words, I feel this extract reflects the spirit and camaraderie of competitors that strongly existed in that era.



Graeme's career started as a skid kid in the mid-fifties at Sydney Sports ground. He joined Eastern Suburbs Motorcycle Club and raced short circuit at Arcadia and other tracks around the State. He progressed to stock bikes on Speedway. His first ride on speedway was how most riders get their start - as a replacement. This was for Bill Bryden at Cumberland Oval in the late fifties. Later he became a regular rider at Westmead, Kembla Grange and the Showground in the late fifties, early sixties. Graeme ultimately became a backmarker in the handicap races - riding off 80 yards. He was right amongst it riding alongside such big names as Bill Bryden, Brian Collins, Bob Sharp, Lionel Levy, Barry Hopkins, Noel Richards, Pat Dann and many more. Graeme also travelled to Rockhampton to ride with Bob Sharp at the Rockie Showground during winter.

He retired in the mid-sixties to concentrate on building up his business at Shell Auto Port, Pagewood, along with building up the profits at the nearby Pagewood Hotel. Every Friday night Graeme would hold court and the usual bunch of suspects would roll in..... Mick Page, Dick Derby, Bob Pickering, Jeff Davis, Kenny Bell, Laurie Siedl and Gordon Robbie. Lots of drinks – lots of laughs.

In his career Graeme won the 1961 NSW Junior Solo Championship. Graeme was also very proud to remain the holder of the 3-laps clutch start record at the 620-yard track at Westmead speedway. He set the record in 1960 of 68 seconds. This record will stand forever, thanks to the bulldozers.

Graeme retired from racing around 1963 but he remained active in the sport. He sponsored a number of speedway riders and drivers – Geoff Curtis, Doug Tyerman, Garry Gugliemi and myself in the compacts.

On a personal note, I first met Graeme in the early sixties. I liked him straight away. I loved his enthusiasm for the sport and I could tell he was a fair dinkum bloke. I travelled to the Brisbane Exhibition ground and Adelaide's Rowley Park with him. Great times – we laughed, he was friendly, was easy to get along with and knew a lot about the sport. Later on, on the Peter White GP tours we had many more laughs and made great memories that I am still grateful for today. They were fantastic times.

I think speedway in Sydney – back in the day – was not like any other sports like rugby league or cricket where there were hundreds of competitors each week.

In our speedway sport, on a normal night at the Royal, there were only fourteen riders, so it seemed more like a family. Everyone knew everyone else and everyone respected each other, even though the racing was hard. The camaraderie was great.

Graeme left an indelible mark on people he came in contact with. Like I said, speedway was like a family and Graeme surely became like the Godfather.

OUR THOUGHTS AND GOOD WISHES ARE WITH YOU Bill Powell - Welfare Officer



Kevin Torpie : Australian and Scottish Solo Champion.

The ASRA has received the following news from Kevin's beloved wife Chris that Kevin is currently in a Care Facility due to declining health. Details are: John Wesley Gardens, Residential Care, 19 Halsmere St, Geebung, Queensland 4034 Telephone: 1800 448 448.

Kevin would appreciate visitors and correspondence from his many friends and supporters. Unfortunately, at this time telephone contact is unavailable.

The lovely and memorable photo opposite is of gentleman Kevin and his beautiful Middlesbrough (UK) born wife Chris in England in March 1965.



Our thoughts and best wishes are with Chris and family at this time.



'Kevin Torpie who gave excellent service to both Australian and U.K. Speedway. Kevin raced for Edinburgh and Middlesbrough in the 1960s. He was also selected to race against England on no less than six occasions, Kevin was an Australian Championship finalist five times between 1967 and 1974 he won the Victorian State Championship in 1966.' Reg Fearman

Footnote re Northern NSW and Southern Qld Members,

"Once again, on behalf of the ASRA Executive Committee and myself I extend our thoughts and sympathy to our members, friends and communities who have had their lives, homes and businesses devastated by the recurrence for the fifth time in the last few years of severe flooding."

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SPEEDWAY RIDERS SUPPORT LINE

Alan Elliot : Psychotherapist/Counsellor

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The Speedway Rider Support Line was created after the sad death of British speedway rider Danny Ayres, who took his own life in 2020. Steve Luxton a lifelong Exeter supporter who had emigrated to America and became known for his role as "Cobra" in the American TV show "Gladiators" wondered if anything could be set up to help riders if or when they need help. Steve contacted his friend Alan Elliott a professional Psychotherapist/Counsellor who also had inside knowledge of speedway . It was agreed that a completely free counselling service. be available to all riders and their associated family members 24/7. Since that time the service has been widely used by numerous people, not all of which have been riders.

The service is not confined to the UK, it has no boundaries and continues to be used as far afield as New Zealand and Australia. There are no limits on the subjects discussed, if it is of concern to you then contact us. All discussions and contact information is completely confidential. We never under any circumstances contact our client, this is to ensure nobody else in a household knows a person has contacted us. The service is completely free, no financial contributions are accepted and no products are sold or endorsed, the service is completely voluntary.

The question many may ask is who is this person I will be talking to, how much life experience have they had and are they down to earth people that I can relate to and confide in.

Alan started work for the National Coal Board repairing and overhauling diesel locomotives, years later he was in charge of a large workforce and was the Mechanical Inspector for the whole South Wales Area. When the government closed all the mines Alan was asked to be the Engineer in charge of an engineering workshop in Caerphilly. He was then head hunted to be the Works Superintendent for Alfred Cooke a Heavy Engineering Company in Cardiff. Whilst working there a friend who lived close to him said he had gone on a counselling course at the local college and he thought he might find it interesting. The next term Alan enrolled in the course at his local college and decided that it was the way he interacted with people that made him successful in his managerial role. Consequently he decided it was more important for him to help people than work in industry choosing to pursue a new more satisfying career. He continued to progress onto the next course at a different college for another two years where he gained his Advanced Diploma in Counselling and then went to the University of Wales on a post graduate course which qualified him to be accepted as MBACP. Alan has many years experience as a fulltime professional Psychotherapist/Counsellor both in private practice and as a senior practitioner in various organizations.

In speedway Alan used to ride in Cradley Heath mid-week meetings where he was told to invest in better equipment if he was to stand a chance of being given a contract. He then decided to go to Newport where he was given second half rides and was contracted to Newport where he occasionally stood in for visiting teams Hackney and Canterbury being two of them. Although he had beaten many first team riders from various teams in the second-half he felt he was not going anywhere so when Newport closed he called it a day. Years later when Newport opened at a different venue Tim Stone asked him to be the Starting Marshal which he did for a number of seasons. Then Carmarthen asked him to be their Starting Marshal which he was until the closure of the showground . Alan will be 82 in October and now rides a Suzuki GSX 1400 on the road and says when time is called he won't be going quietly.

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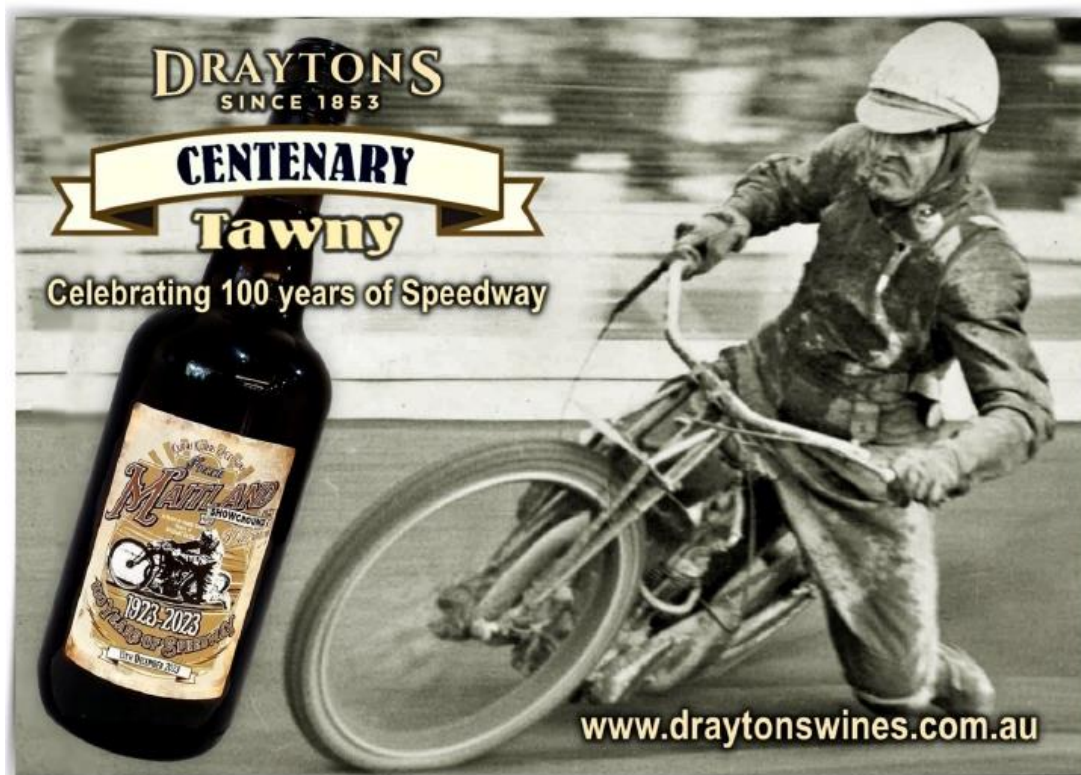
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MAITLAND CENTENARY TAWNY STILL AVAILABLE: see website

WHATS ON John Walker

Email details of your events to john.walker_nbn@iinet.net.au



July 4 – FIM SGP2 of Sweden – Malilla
July 5 – SGP Round 7 – Malilla, Sweden
July 12 – Club Day, Speedway solos/sidecars, flat track, Kurri Kurri Speedway, 73-81 Dickson Rd, Loxford NSW
July 26 – Speedway only, Ipswich Switches Junior Motorcycle Speedway Club
August 1 – FIM SGP2 of Latvia – Riga
August 2 – SGP Round 8 – Riga, Latvia
August 2-3 – City of Penrith MCC Charity Weekend - ASRA invited to display bikes & memorabilia.
August 16 – Dirt Track only, Ipswich Switches Junior Motorcycle Speedway Club
August 16 -- Speedway Experience Nepean
August 23 - Speedway & AFT only, Ipswich Switches Junior Motorcycle Speedway Club
August 30 – SGP Round 9 – Wroclaw, Poland
September 6-7 – Dirt Track Club Championship Rounds 3 & 4, Albury Wodonga
September 12 – FIM SGP2 of Denmark – Vojens
September 13 – SGP Round 10 – Vojens, Denmark
September 13 – FIM Speedway Youth World Cup (Vojens, Denmark)
September 13 – Dirt Track only, Ipswich Switches Junior Motorcycle Speedway Club
September 14 – MX practice day, Albury Wodonga
September 20 - Speedway & AFT only, Ipswich Switches Junior Motorcycle Speedway Club
September 30 – FIM Speedway of Nations Semi-Final 1
October 1 – FIM Speedway of Nations Semi-Final 2
October 3 – FIM Speedway of Nations – SON2
October 4 – FIM Speedway of Nations Final
October 11 - Dirt Track only, Ipswich Switches Junior Motorcycle Speedway Club
October 12 – MX practice day, Albury Wodonga
October 18 - Speedway & AFT only, Ipswich Switches Junior Motorcycle Speedway Club
November 15 – Family Fun Day, Ipswich Switches Junior Motorcycle Speedway Club
December 13 - Speedway & Dirt Track only, Ipswich Switches Junior Motorcycle Speedway Club
December 13-14 – Australian U21, U16 250cc, U16 125cc and U16 Team Championships Albury-Wodonga Speedway Club.
December 13 – NSW Solo Championship Tamworth MCC 500cc Senior, 250cc Junior, 125cc Junior

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