

OXFORD SPEEDWAY

The home of 'The Cheetahs'



Cheerful Cheetah, Jimmy Gooch

OXFORD v SHEFFIELD

THURSDAY, 14th JULY, 1966

at 7.45 p.m.

Price 1/-

Cowley Speedway Promotions Ltd.

Promoter—Danny Dunton
Directors—D. DUNTON (Managing), R. J. AUSTIN

THE STADIUM . COWLEY . OXFORD

Tel Oxford 79626 (Race day only) or Chesham 3473

OFFICIALS

Clerk of the Course—D. DUNTON A.C.U. Referee—A. B. TAYLOR
Pit Marshall—C. STEVENSON Announcer—R. TIMMS
Hon. Medical Officer—Dr. K. DURRANT Machine Examiner—C. STEVENSON
Starting Marshall—H. HARRIS Colour Marshall—J. HANCOX

ST. JOHN AMBULANCE IN ATTENDANCE

Held under Speedway Regulations of the Speedway Control Board

BETTING STRICTLY PROHIBITED

Rights of admission reserved
Track Licence No. 66/20

NOTICE. The Management reserve the right to alter this programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme, tickets for a subsequent meeting are issued at the entrances (available for any 1 of the next 3 meetings). In no circumstances will any money be refunded. Betting and unauthorised photography strictly prohibited. Unauthorised venders will be prosecuted.

MAKE A DATE . . . for the following fixtures

Home	Away
Thurs. 21st July, Long Eaton (B.L.)	Fri. 22nd July Newport (B.L.)
Thurs. 28th July Poole (B.L.)	Sat. 6th August Kings Lynn (B.L.)
Thurs. 4th August Halifax (B.L.)	Mon. 15th August Exeter (B.L.)
Thurs. 11th Aug Vargarna (I.C.M.)	Sat. 27th August Coventry (B.L.)

Promoter's Piece

Hello there!

Phew! I've hardly got my breath back after that almost unbelievable last-heat win over Wimbledon Dons last week. You don't need me to pat Des Lukehurst on the back again for his brilliant performance in getting past Jim Tebbly and Trevor Hedge to partner Arne in the decisive 5-1 which got the lads home 40-37.

The two whip-rounds a couple of groups of supporters made for Des showed what everyone thought of his fantastic ride. One, as you know, made it up to him for his one exclusion, the other amounting to £3 8s. 6d. allowed Des to give the lads a toast to many more fine victories before the season is out.

The significant thing that Des said after the meeting was, "That was the first time I knew we had a crowd up here. You could really hear them." Certainly, it's a long time since I've seen a Cowley crowd really rise to the lads like they did then. They certainly deserved it, but let's hear it like that all the way. It makes a tremendous difference to the team's confidence.

The needle sharp racing we saw all the way last week only goes to prove what I am prepared to boast at any time, "This is the finest—and certainly the fairest—track in the country." I can honestly say that you never see racing like the Wimbledon match anywhere else in the country.

It is a fact that our circuit here benefits the home riders less than any track I know. And our recent improvements here have quite definitely made the racing even keener than before.

Over the last month we have, as promised, banked up the corners and also re-based the track in one or two places where the foundation needed strengthening. This has undoubtedly made for faster, closer and clearly more exciting racing.

But, going back to a behind-the-scenes look at the team's great win over Wimbledon it is fair to say that all is not yet right. Boy, would we take some stopping if every one of the lads chose to be on peak form the same night—and, more important, if their bikes all matched up too!

It was a worrying business in the pits last week. First poor Eddie Reeves. As you remember, no doubt, his engine had seized solid the week before. Unfortunately, his replacement completely lacked power and at the time no one could quite make out why.

Then there was Morrie with another touch of the mystery gremlins. We again could not put our fingers on the trouble. Could be in the mag., or maybe the carburettor. Still, unable to afford this sort of frustration again, Morrie buckled straight down to a complete engine re-build in time for last Saturday's date at Cradley.

Jimmy Gooch was right back on top of his form but again he was struggling with that same clutch trouble. It is the sort of thing which obviously has a bad psychological effect on a rider. So here's crossing the fingers for Jimmy—and all the others.

But, as you may have read, the really unnerving business last week was over the frame of Arne's bike. We're all just thanking our lucky stars that it didn't go—or at least was not spotted until he was safely through winning that vital last heat.

He came in from it to find that his frame had more or less fractured through the steering head. The top and down tubes of the diamond were dangerously split.

If he had seen anything like this earlier in the meeting he would obviously have had to transfer to his second machine which, as you saw, brought him no luck at all in the second half. The throttle came adrift and it meant that Arne, for once, did not make the Burn-up final.

As you see we start our series of pen portraits of the riders with our skipper, Arne. They're a shy lot but we shall, we hope, be wringing one a week out of them from now on.

On the correspondence side. A fortnight ago we invited your comments on what you, the fans, thought about our suggestion that it might be an idea to raise the admission charge to 5s. entitling everyone to go to all parts of the stadium. We have to report that—at the time of going to press—we have not received a single letter on the subject. How about that for enthusiasm! If we had suggested 10s. we would have had a few, I guess!

And so to the business in hand again—tonight's British League match with our visitors from Sheffield. You doubtless recall that the Tigers beat us 44-34 in our first match of the season on April 7th at Owlerton, so we have another score to settle!

Sheffield, like many teams, take a lot of stopping on their own track but we're banking on profiting from their suspect away form. Last year we beat them 41-36 here. Here's to a repeat.

Just to give you an idea of how our visitors are going at the moment, it is interesting to note that they thrashed West Ham 46-32 at Sheffield last week, when every home rider was among the points.

Bob Paulson was top Tiger that night with nine points, but only a couple behind was our old friend Jack Kitchen who is now back at Sheffield as captain.

The former Belle Vue ace has only quite recently been persuaded to come out of retirement and come back to the Tigers from his father's garage business.

Good to see you again, Jack, and all you Sheffield "Blades". So now it's on with the racing. May the best team win and, as ever—Up the Cheetahs!

OXFORD v SHEFFIELD

(Cheetahs)

(Tigers)

BRITISH LEAGUE

4 laps-clutch start Race Points 1st-3 2nd-2 3rd-1 Winner decided on Race Points

Track Record—63 seconds, The Late Peter Craven (Belle Vue). 9th May 1963

Oxford Team Manager
SID KNIBBS

Official Measurement
of the track 354 yards

Sheffield Team Manager
TERRY THORNHILL

Event 1	RIDERS	Substitute	Helmet Colours	R's Pts.	Result	Team Points	
						Oxford	Shef
Heat 1	1 Arne Pander		Red		1st.....		
	2 Eddie Reeves		Blue		2nd.....		
	1 John Dews		White		3rd.....	Prog.	totals
	2 John Hart		Y. & B.		T.....		
Heat 2	3 Jimmy Gooch		Red		1st.....		
	4 John Bishop		Blue		2nd.....		
	3 Jack Kitchen		White		3rd.....	Prog.	totals
	4 Billy Bales		Y. & B.		T.....		
Heat 3	5 Des Lukehurst		Red		1st.....		
	6 M. McDermott		Blue		2nd.....		
	5 Bob Paulson		White		3rd.....	Prog.	totals
	6 Eric Hockaday		Y. & B.		T.....		
Heat 4	2 Eddie Reeves		Red		1st.....		
	7 Tony Clarke		Blue		2nd.....		
	2 John Hart		White		3rd.....	Prog.	totals
	7 Arnold Haley		Y. & B.		T.....		
Heat 5	5 Des Lukehurst		Red		1st.....		
	6 M. McDermott		Blue		2nd.....		
	3 Jack Kitchen		White		3rd.....	Prog.	totals
	4 Billy Bales		Y. & B.		T.....		
Heat 6	3 Jimmy Gooch		Red		1st.....		
	4 John Bishop		Blue		2nd.....		
	1 John Dews		White		3rd.....	Prog.	totals
	2 John Hart		Y. & B.		T.....		
Heat 7	1 Arne Pander		Red		1st.....		
	2 Eddie Reeves		Blue		2nd.....		
	5 Bob Paulson		White		3rd.....	Prog.	totals
	6 Eric Hockaday		Y. & B.		T.....		
Heat 8	4 John Bishop		Red		1st.....		
	7 Tony Clarke		Blue		2nd.....		
	4 Billy Bales		White		3rd.....	Prog.	totals
	7 Arnold Haley		Y. & B.		T.....		
Heat 9	5 Des Lukehurst		Red		1st.....		
	6 M. McDermott		Blue		2nd.....		
	1 John Dews		White		3rd.....	Prog.	totals
	2 John Hart		Y. & B.		T.....		

Event 1	RIDERS	Substitute	Helmet Colours	R's Pts.	Result	Team Points	
						Oxford	Shef
Heat 10	3 Jimmy Gooch		Red		1st.....		
	4 John Bishop		Blue		2nd.....		
	5 Bob Paulson		White		3rd.....	Prog.	totals
	6 Eric Hockaday		Y. & B.		T.....		
Heat 11	1 Arne Pander		Red		1st.....		
	2 Eddie Reeves		Blue		2nd.....		
	3 Jack Kitchen		White		3rd.....	Prog.	totals
	4 Billy Bales		Y. & B.		T.....		
Heat 12	3 Jimmy Gooch		Red		1st.....		
	6 M. McDermott		Blue		2nd.....		
	1 John Dews		White		3rd.....	Prog.	totals
	5 Bob Paulson		Y. & B.		T.....		
Heat 13	1 Arne Pander		Red		1st.....		
	5 Des Lukehurst		Blue		2nd.....		
	3 Jack Kitchen		White		3rd.....	Final	totals
	6 Eric Hockaday		Y. & B.		T.....		

INTERVAL

INDIVIDUAL SCORE CHART

OXFORD	1	2	3	4	5	Total	SHEFFIELD	1	2	3	4	5	Total
1 Arne Pander (cap.)							1 John Dews						
2 Eddie Reeves							2 John Hart						
3 Jimmy Gooch							3 Jack Kitchen (cap.)						
4 John Bishop							4 Billy Bales						
5 Des Lukehurst ^o							5 Bob Paulson						
6 Morrie McDermott							6 Eric Hockaday ^o						
7 Tony Clarke							7 Arnold Haley						

^o Supplementary Reserve

Oxford Riders Averages — up till June 30th, 1963

	Rides	Pts.	Bo's Tot.	Av/ride
Arne Pander	25	67	1 68	2.72
Jimmy Gooch	25	46	4 50	2.00
John Bishop	24	36	3 39	1.62
Eddie Reeves	21	25	3 28	1.33
M. McDermott	21	21	5 26	1.23
Des Lukehurst	21	18	4 22	1.04
Tony Clarke	19	13	5 18	0.94

EVENT 2 CHEETAHS CHASE

Peter Seaton	Red	1st
M. McDermott	Blue	2nd
John Hart	White	3rd
Eric Hockaday	Y.&B.	Time

EVENT 3 CHEETAHS BURN-UP

The winners and seconds move to the final

Heat 1	Jimmy Gooch	Red	1st
	Eddie Reeves	Blue	2nd
	Jack Kitchen	White	3rd
	Bob Paulson	Y.&B.	Time
Heat 2	Arne Pander	Red	1st
	John Bishop	Blue	2nd
	John Dews	White	3rd
	Billy Bales	Y.&B.	Time

EVENT 4 OXFORD SCURRY

Arnold Haley	Red	1st
Peter Seaton	Blue	2nd
Tony Clarke	White	3rd
Des Lukehurst	Y.&B.	Time

EVENT 3 FINAL

Red	Blue
White	Y.&B.
1st	2nd
3rd	Time

★ If you want to meet your favourite rider after the match or would like a drink whilst watching the racing, the speedway Bar is open to EVERYONE— come and join the friendly atmosphere. hic!

LUCKY PROGRAMME No 0350

Pen Portrait . . No. 1

ARNE PANDER.—Age 35 (on Tuesday). Born at Herning, Denmark. Trade or profession outside speedway: mechanic. Lives in Oxford. Married with one son. Started in speedway in 1955 in his native Denmark. Joined the Cheetahs 1959. Previous clubs—none. Track highlights—five championship finals (European, Danish, Midland Riders and of course Scottish Champion, 1965). Favourite track—“any English track”. Other sports or interests—darts, billiards, fishing. Ambitions? “To get through to World Final.”

LETTER BAG

We received a letter from Mr. R. Corley, 34 Nuffield Drive, Banbury, and while sympathising with some of his remarks, we feel his points were expressed too harshly and would only cause ill-feeling and embarrassment. For this reason we cannot publish it.

* * *

Tel. Oxford 59542

38 Elmhorne Road,
Wolvercote,
Oxford
July 6th, 1966

Dear Mr. Dunton,

In view of the excellent racing we enjoy, criticism may appear a little harsh; even so, there are several aspects that can be looked into.

1. Before the season started we were informed that racing would commence at 7.30 p.m., and that there would also be less time spent between heats. Racing invariably commences at 7.45 p.m. Secondly, and more important, there is far too much time-wasting before and after heats. Is it a 7.30 or 7.45 p.m. start? Also, can we PLEASE get each heat going more quickly?

2. Riders holding, and breaking, tapes. This time-wasting habit was less frequent when the riders were held back. Cannot this be done again?

3. Watering of the track. Not for the first time this season, spectators at the Glasgow match went home with hair and coats covered in shale. A watering during the interval would have prevented this. We “regulars” don’t like going home like this; I am sure the riders don’t like racing on it; most important of all, however, is that if anything will deter newcomers from coming again this will!!

Slicker meetings, plus a better-watered track are “musts”, especially if lost—and new—supporters, are to be tempted back. Apart from this no grumbles and thank you for keeping our Thursday nights alive.

Yours sincerely,
PETER STONE

Danny’s reply:

1. We have now changed back to 7.45 p.m. start.
2. This is against S.C.P. rules. No one is allowed to assist a rider at the starting gate. Previously the assistants held the opposing teams’ bikes to enable the home riders to get away first.
3. It is extremely dangerous for the riders to change the condition of the track during racing.

8 Town Furlong,
Appleton,
Near Abingdon,
Berks
July 2nd, 1966

Dear Danny,

I know its a little early to enquire, but I am wondering if you are running a coach to Edinburgh on September 17th for the Cheetahs, away match. If so, would you consider people paying their fare at so much a week like Ian Hoskins? He collects the money at say 10s. to £1 a week so that by the day of the match fans have paid for their seat without any hard-up feelings.

Yours faithfully,
K. J. WHITE (Mrs.)

UP THE CHEETAHS!

Danny’s reply:

Anyone interested in booking a coach seat to Edinburgh, please hand in their name at the supporters, shop. We will then see if there are enough of you to book a coach.

DON'T FORGET . . .

. . . NEXT WEEK

THE
CHEETAHS

OF OXFORD

with

TONY CLARKE

ARNE PANDER

JIMMY GOOCH

versus

THE
ARCHERS

OF LONG EATON

with

RAY CRESP

JOHN MILLS

NORMAN STORER

BRITISH LEAGUE

THURSDAY, 21ST JULY, 1966