



AUSTRALIAN SPEEDWAY RIDERS ASSOCIATION INC

NEWSLETTER Q4/2025

*SGP SILVER MEDALIST
BRADY KURTZ*



WINNER:
GORZOW
MALILLA
RIGA
WROCLAW
VOJENS

Photo Taylor Lanning

SGP SENSATION BRADY KURTZ : DENNIS NEWLYN
RONNIE MOORE WIMBLEDON LEGACY : PETER OAKES SPEEDWAY STAR
NEW TEAM MEMBERS MITSUBISHI MAGNETO : BILL POWELL
SIDECAR SCENE : PHIL McCURTAYNE
EUROPEAN NEWS : DARIUSZ ZAKRZEWSKI
VETERAN TIMELINES : BRIAN DARBY & BRIAN LEAR
MEMORABILIA MANAGEMENT GUY ALLOT MASTER TUNER : TONY WEBB
BUY SWAP & SELL STATE SECRETARY ROUNDUP WHAT'S ON THIS SUMMER

MEET THE ASRA 'A' TEAM



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PRESIDENT'S REPORT Dave Mills

Since my last report, unfortunately, it's been even quieter on the local scene, with rain and floods creating havoc with anyone trying to run meetings or having a ride. Even the NSW Classic Dirt track meeting at Nepean, that a lot of older speedway riders were looking forward to, was rained off. The next Speedway Experience Day at Nepean is on the 13th September 2025, for riders who will get the expert experience of Mick Holder and Craig Boyce, to improve their riding skills.

On the SGP scene, Brady Kurtz continues to show his class at each meeting. He has won the last 5 Grand Prix in a row !. He is only 3 points short off of the lead held by Bartosz Zmarzlik. Brady's dad, Steve Kurtz, and the rest of his family and crew must be so proud of him. Jack Holder, Max Fricke and Jason Doyle continue to keep the riders on their toes in each meeting of every Grand Prix.

I have plenty to do in my workshop with 5 engines, in different stages of restoration and rebuilds, just waiting on parts from overseas to complete them and another 2 engines on the way.



Edgar Phipps JAP



Setting timing on Geoff Watson GM



Rodd Dunn Weslake



Peter Mills JAP

Since selling our 2 door Falcon, and clearing the garage, I have ample room to clear and store projects that have mounted up in there. With my dad's trusty lathe I have had plenty of things to make.

I am finally getting on top of the engines stacked around the place.

First was the Edgar Phipps Meason JAP. The parts arrived from England and I was able to finally complete the rebuild. Next was a Weslake for Rodd Dunn. It needed valve guides faced and seats re-cut. Everything else was OK and went back together nicely. Geoff Watson's GM had broken a conrod and needed another complete head, a barrel sleeve and piston kit, conrod and big end plus many hours of assembly and resetting everything again to obtain all the correct clearances and timing.

My brother's 84s JAP engine that I had rebuilt for him, had a missing ignition system. As the Marelli magneto doesn't have a platform, Allan Jones gave me a Ducati CDI system, that someone had tried but were unsuccessful with it. I made a new shaft for it, backing plate, points and converted it to an Interspan Ignition Box.

Lastly, I heard that John Langfield wasn't doing too well and gave him a ring the other day. After chatting to him, he assured me that he was doing OK and in good spirits. He said that he was looking forward to Cowra's next meeting when Steve and Brady Kurtz will be home at the end of the European season.

So, until the next time, I hope to find you all in good health and spirits



SECRETARY REPORT John Walker

In a letter to Andy Nightingale in July, WSRA Chairman Bert Harkins wrote;

“The days when the WSRA is open to only retired riders have long gone and we have an obligation to ensure that the Association continues and for that future to be assured we need to attract young members as well as provide those of us who have been around a lot longer with reasons to continue our membership for many years to come.”

Well, we must be doing something right at ASRA! We currently have almost 200 paid-up members, up from 169 in May and 115 in February. This is in spite of losing some former members who have not responded to the three reminders they have received. Emails recommending ASRA membership have been sent to all Dirt-track and Speedway clubs around the country, and we’ve sent similar messages to all Aussie riders with Facebook profiles. We currently also have over 300 members on our Facebook site, up from 203 in May, and it has become a lively and valuable source of information for riders old and young.

Among the overwhelmingly favourable feedback emails was this, from Donna:

“Well, you’re doing a fabulous job. My dad loves the subscription. My dad means the world to me, so thank you for keeping him connected to his beloved speedway! People need to appreciate and thank our beautiful older generation more often. What a massive change you all have seen and had to adapt to. Thank you for paving the way for the next generation. You must remember how special you all are!”

I have recently made a lot of progress on developing a Ranking system for Solos. Aussie riders’ results in the following events/leagues are now included: Scores from all SGP1 rounds, SGP2 rounds and the SGP3, Averages from both Premiership and Championship clubs in the UK, Averages from PGEE, M2E and U24 clubs in Poland, Averages from both Bauhaus and Allsvenskan clubs in Sweden, Averages from clubs in the Danish League. Scores from **SOME** Australian and State 125/250/U21/Open Championship meetings from 2024-5.

As you can see, it’s harder to get results from Australia than for the rest of the speedway world – e.g. nothing on Motorcycling NSW/Vic/Qld/SA/WA websites about championship results! This will disadvantage younger riders who haven’t yet raced in Europe, because they won’t get a ranking if I haven’t got the results.

Just like the World Tennis Rankings, each competition is given an “Event/League Rating”, which is a measure of the “toughness” of the competition. I’ve put a lot of effort into comparing scores – e.g., the Polish PGEE is not far off SGP level, GB Premiership & Danish League are easier, so on down to State 125ccs.

The top 20 ranked riders, as they stand, are below – they look sensible but treat them as provisional –it’s bloody complicated and I live in hope of finding those additional Australian results, so that all 60+active competitive Aussie riders are represented, including the juniors!

The “Notional Points Average” is a theoretical best score, based on your actual results in everything from 125cc to SGP, that you can be expected to get if you actually get a ride in a major meet!

PLEASE EMAIL CONSTRUCTIVE COMMENTS

TO: john.walker_nbn@iinet.net.au

Ranking	Rider	State/ Territory	Notional Points Average (out of 15)
1	Brady Kurtz	NSW	13.48
2	Jack Holder	NSW	12.59
3	Max Fricke	Vic	11.73
4	Jason Doyle	NSW	11.61
5	Ben Cook	NSW	11.37
6	Chris Holder	NSW	11.16
7	Jaimon Lidsey	Vic	10.98
8	Rohan Tungate	NSW	10.97
9	Keynan Rew	Qld	10.93
10	Ryan Douglas	Qld	10.68
11	Sam Masters	NSW	10.66
12	Josh Pickering	NSW	10.61
13	Zac Cook	NSW	10.40
14	Justin Sedgmen	Vic	10.36
15	Mitchell McDiarmid	WA	10.31
16	James Pearson	NSW	10.13
17	Connor Bailey	Vic	9.91
18	Tate Zischke	NSW	9.87
19	Luke Killeen	WA	9.84
20	Fraser Bowes	SA	9.82

YOUTH AMBASSADOR DW43 DARCY WARD talking to Terry Starbuck



Talking to Darcy about the problems facing Queensland junior speedway and speedway in general 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.

What's your take on North Brisbane status?

'As far as I'm aware there's not much happening. My understanding is they are running some speedway days, mainly driven by the riders who want to ride rather than the club itself. They are trying their best to keep the land but sadly whatever happens I don't think it will change anything'.

Do you think the new Moreton Motorsport Park track could be the answer?

'I've put my hand into the barrel and been in contact with key people. If they want to run bikes I believe they will contact me and have a discussion. But it's really early days for that as their plans are not generated around bikes, they're focused on sprint cars with the option of bikes potentially. At the moment they are just trying to get community backing and approvals.

I believe they will go with sprint car stuff first and see how things go. I don't get too confident on things like that because they are not bike people, bikes probably aren't their core business. You know what things are like when tracks are getting built and bikes are a side thing, they may well get to a point, go over budget and bikes will be overthrown. It's an unknown question for the sport and not one to rely on.

We really need a place for kids and up and coming riders to ride. I see Moreton Park as being a place for the boys to race when they come home from overseas. I don't see it being a base for kids to ride because they need to ride regularly and more than once a month.

Ipswich needs to be the base or people to learn with Moreton Park the place for state championships.

Ipswich is too far out from Brisbane to attract 2000 or so people but the sport needs a place for kids to ride every second weekend, that's what Ipswich needs to be.

You'll slowly get the junior numbers back if there's places to ride. In my 4 years at North Brisbane I had around 10 pee-wees and if I was running now I reckon I would have 15 or more'.

What does the future hold for DWSP?

'Outside of Moreton I've also been talking to a number of other venues who would benefit from my experience in running speedway meetings and using my name to attract juniors. We're proud to announce that DWSP has secured full promotion and management rights to this year's Queensland Title, we're bringing world-class speedway back to North Queensland! It's been far too long since bikes have roared around Pioneer Park, and we're ready to change that with a night of elite racing, top riders, and unforgettable action'.

What else is happening in Queensland?

'I understand ex-sidecar racer Russell Carswell from Triple R Motorsports is planning to build a motor sport facility on a property in Ballogie, that's about 30 minutes north west of Kingaroy. I believe the first stage will include speedway for juniors, seniors, sidecars & solos'.





MEET THE NEW TEAM MEMBERS

In order to address the nationwide decline in junior 125 riders the Committee agreed to seek and appoint a Youth Ambassador in each state to support the excellent work of Darcy Ward.

State Youth Ambassadors will be responsible for liaising with potential junior members;

- At dirt track club days and/or race meetings, promoting the pathway and career benefits of speedway **[see MNSW chart below]**, encouraging them to attend a 125cc come and try day and join the ASRA.
- At speedway club days and/or race meetings, promoting the benefits of ASRA membership, encouraging riders to join, highlighting free membership for under 18's.

The following appointments have been made to date ;

NSW Youth Ambassador Chris Steep from Wilberforce.

'My name is Chris Steep, my background in speedway extends over many years, my Dad Rob Steep was involved with Speedway Sidecars from the early 70's helping the likes of Doug Robson, Geoff Grocott, Warren Sullivan etc.

I was 16 when got my start in speedway it was in a F500 powered by a Jawa 897 at the Newcastle Motordrome, I then went on to drive Speedcars starting off for the Wells team in the famous #54 car which most people will remember from the Sydney Showground era with Sid Middlemas at the wheel. I have an engineering background and enjoy doing speedway bike builds and restorations in my spare time, I currently race modern and classic sliders in dirt track / longtrack events as well as solos at the Speedway Experience days, my son Cohen is 9 he also rides and enjoys both dirt track and speedway event.



VIC Youth Ambassador Mark Jones from Thurgoona NSW

I was born in Albury/Wodonga and have lived here all my life. I started racing dirt track at the age of 5 and at the age of 9 I concentrated solely on junior speedway on the 125cc bikes. I was able to win 2 Australian Under 16 Speedway Championships in 1999 and 2001 and progressed to senior speedway at the age of 16.

I was able to spend a couple of seasons in the UK racing for the Newport Wasps and Redcar Bears between 2010 - 2012. I'm married to Ella Jones, daughter of Phil Herne and younger sister to Lee and Jay Herne, all former international riders. We have 2 daughters Lennie and Molly aged 8 and 6.



Speedway Pathways
Developed with MNSW



BULLI ANTIQUE MOTORCYCLE WEEKEND

22-23 AUGUST 2025 – Bill Powell



The ASRA display at the annual Bulli NSW Antique Motorcycle weekend was, once again a great success, with thousands of people viewing and remarking on our excellent display of machines and memorabilia over two days.

This event is always professionally organised with numerous technical seminars and historic motorcycle club displays. On the Saturday a motorcycle auction was held, along with a swap meet.

It was so pleasing to see the interest shown in our photo board display. One board was displaying photos of the 1950s Sydney Showground speedway and the other showed 1960s Westmead racing. Quite a large number of people took photos of these boards.

This year's key speaker was Darrin Treloar, the multiple Australian speedway sidecar champion. The organisers introduced him as the world's greatest ever sidecar racer. Thank you to ASRA Members

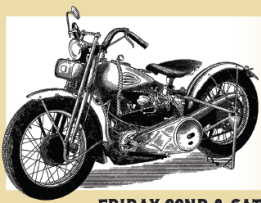
Grant Ellis (*Billy Sanders Weslake tribute bike*),

Allan Ekin (*Jim Airey 2-valve Jawa tribute bike*),

Greg Cameron (*Bob Baker 2-valve Jawa, mannequin rider and his beautifully restored 500cc BSA Slider*).

Thanks also to Ken Carratt and Dave Clifton for their assistance over the weekend.

BULLI ANTIQUE MOTORCYCLE WEEKEND



1928 Harley J0H Two-Cam Sam Opple Outdown.
Sam modified this bike in 1932 and it is one of a dozen Two-Cams he built to similar specifications. They were known for both their agility and performance.
See and hear this significant early custom motorcycle at Bulli this August.

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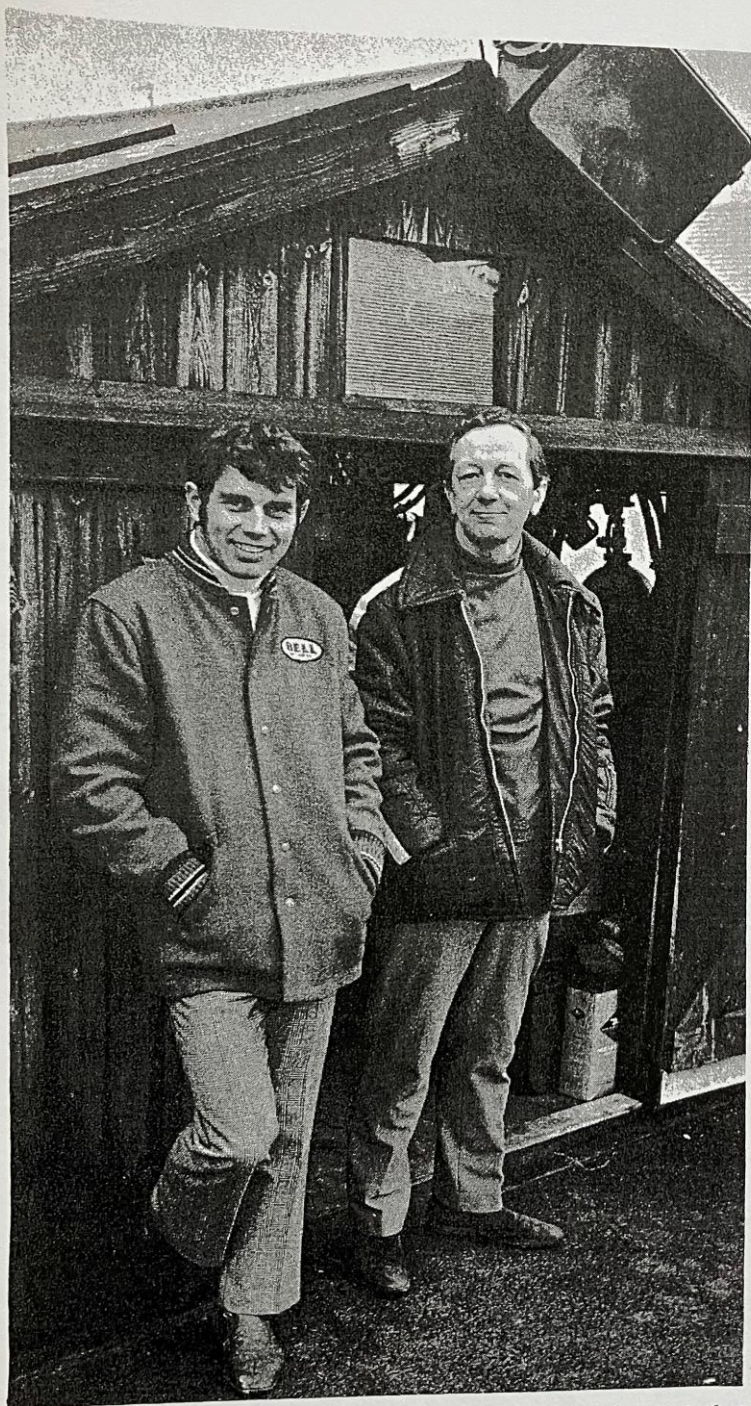
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A-Z OF SPEEDWAY MACHINES 1926-1980

by Tony Webb



Tuner Guy Allott (right) and Ivan Mauger outside the shed that has seen the tuning of four world championship winning engines.

Guy Allott: master tuner

GUY Allott is 47 and for 40 hours a week a toolsetter in the Derbyshire town of Buxton. But at 5 pm each day he assumes a different role, that of the world's top speedway tuner.

He has guided Ivan Mauger to his three titles and helped Ove Fundin to the championship in 1967.

Yet he charges an average of only £8 or £9 for a complete overhaul of a Jawa. And the work is done not in a factory but a wooden shed which, with all the "gear" moved out, would be just about big enough for the family car—in this case a Rover 2000.

He prefers to work for the foreign boys—"The home riders are not so dedicated," he says—and not surprisingly regards Mauger as the best man to work for.

This particular partnership began in the summer of 1963 when Guy's riding career was ended with injuries received at Sheffield—where he was captain—when he fell off the tractor in a pre-race parade.

"That finished me off, and I haven't ridden a bike since," he admits with some embarrassment. He lost the use of his right arm. "But it's OK now," he declares.

"Ivan came round to see me and we talked about speedway into the early hours of the morning. I've

A-Z OF SPEEDWAY MACHINES 1926-1980

by Tony Webb



worked for him ever since. He has gone to others in the meantime but always comes back."

If Mauger gets a works Jawa, why does he need a tuner? "Jawa supplied a bike last year — nothing else," says Guy.

"I went to the factory in Czechoslovakia with Ivan expecting to pick up a few hints. I didn't learn a thing, and I reckon we could even teach them a thing or two."

As it is, Ivan sends in a monthly report on how he and the bike have gone, pointing out any troubles they have had and sometimes the remedy.

The secret of speedway tuning, says Guy, is not so much improving the motor. "You've got to know the game inside out."

"And it's a game of traction and it all depends on the rider how you set a motor up."

COMPRESSION

He gave a comparison: Barry Briggs and Ivan Mauger. "Barry wants a bike that will do a million miles an hour. He puts his head down, winds it on and that's the way it stays. Ivan is different. He wants a placid motor he can handle."

Sounds easy? It doesn't end there. You also have to know the track and that's where there is the biggest danger of error.

"I slipped up at the British final in 1970. It was a high compression motor as I thought the shale would be fairly deep. It wasn't. It was slick and the result was all wrong."

"But the next week, when the track was right, he broke the track record coming from the back!"

Among the general rules are high compression for a big track, low for a small one. But he'll use anything from 11-1 to an almost unbelievable 17-1.

He admits to having "dabbled" with nitro in the fuel, but would rather see it outlawed. "A lot of people would like to use it, but you have to have the ability to handle a bike running on that," he says.

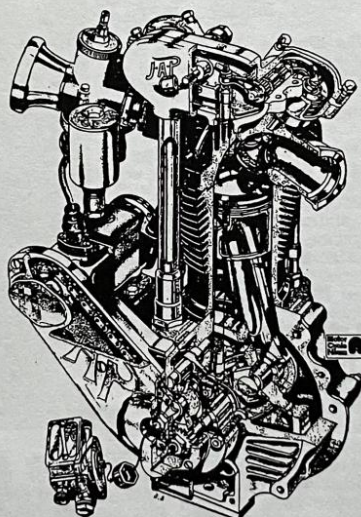
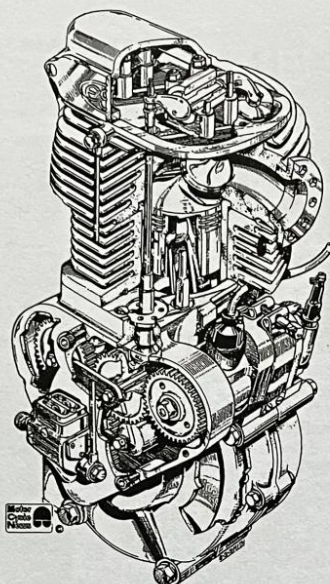
"And you never really know what will happen. I know someone who ran on it perfectly satisfactorily for seven meetings, then on the eighth a hole suddenly appeared in the piston — and you can't afford not to finish in a heat."

LOOSE BOLTS

The less the rider knows about the bike the happier Guy is. "In Fundin's day he didn't know the back of the bike from the front. And that was good," he says.

Why? "You can get away with much more," he smiles. "Bill Andrew was like that. I used to do all his motors for him. One night at Sheffield he was getting nowhere and couldn't find any drive at all."

"I told him to loosen the bolts that hold the rear end to the diamond. In the next race he went nearly all the



way down the straight with the wheel in the air.

"It's an old dodge and it works. But not everyone would be prepared to try it."

It's not just because Mauger is world champion that Guy rates working for him, but also because he can tolerate the "inevitable" mistakes.

He takes up the story: "I went to Russia with him. We hadn't started the motor until we got there, and when we did the rocker gear collapsed. I'd left something out."

"A lot of people would have gone up in the air, but not Ivan. He got the tools out, and we set about putting it right." It meant, among other things, a new piston.

"So it's experience that counts, and not big engine modifications," he

Jawa—the lazy man's motor'

Increasingly popular with speedway and grass riders, Czechoslovakia's Jawa Eso is the result of a long and hard struggle to emulate the British JAP. And in fact this alloy motor is a refined version of its counterpart with enclosed rocker gear and pushrods. It is noted for ease of maintenance and Guy Allott calls it "the lazy man's motor" because it needs so little attention. Nevertheless, despite constant development the Jawa is still behind on tractability and demands high revs for best results. Like the JAP, it employs a total loss oil system.

Jap—born 1928, still a winner!

Created in 1928, the amazing JAP overhead valve engine is still No 1 choice for many top speedway riders. The motor was designed by J A Prestwick's technical adviser Stan Greening as a challenge to the supreme Harley, Douglas and Rudge engines. Gradually weight was trimmed off and extra power gleaned until new ports, cams and timing boosted output from a weakly 33bhp to a potent 48. Specialised upbringing has given the JAP instant pick-up from low revs and earned it a glorious place in the history of racing engines.

claims. "The standard stuff is quite good enough, and you've got to have reliability."

And there isn't much between a JAP and a Jawa, he says, just that a JAP needs more maintenance. "The Eso is a lazy man's motor. You can do 15 meetings without doing anything to it."

That, though, is not recommended. A blow-up, including parts, will cost up to £60, more in the "shattering" cases. An engine costs £100 in bits.

At present Guy plans to carry on working in the wooden shed. In the future he might set up in a garage for his son Nicky—at 16 a "veteran" racer with a shelf full of schoolboy scrambles trophies. "I never really wanted to tune engines. I just did one or two and it snowballed."

ZMARZLIK WINS WORLD CHAMPIONSHIP

BRADY KURTZ : A Year To Remember

by Dennis Newlyn



Poland's defending world titleholder Bartosz Zmarzlik, 30, finished one point ahead of Cowra's Brady Kurtz, 28, in the title deciding Speedway GP grand final held at Vojens, Denmark to clinch a record equalling sixth World Speedway Championship on Saturday, September 13.

Even though Kurtz won the Danish round and established a new mark with five consecutive GP round wins, Zmarzlik needed only a second placing in the Danish GP on the progressive point score system over the ten rounds to clinch the 2025 title. With the victory, Zmarzlik now joins New Zealand's late, great Ivan Mauger and current FIM speedway delegate Tony Rickardsson (Sweden) as a six time world titleholder. Zmarzlik also became the only rider who has won four consecutive world titles in his overall career total of six. England's Dan Bewley picked up the FIM bronze medal. Third placing in the GP Vojens was filled by Danish Champion Michael Jepsen Jensen.

When we look back on 2025, it will always be remembered as the year that belonged to Cowra's Brady Kurtz in the Speedway GP arena. In his rookie full time season at the top individual level of the sport chasing the World Championship, Brady did Australia proud. It has been more than a meteoric rise to international stardom against the cream of the crop, it certainly was Brady Kurtz who stood out above anybody else and the way he has gone about the task of riding in the SGP.

Going into the final GP round at Vojens, Denmark on September 13, only three points separated championship leader and defending five times world titleholder, Poland's Bartosz Zmarzlik, and Kurtz.

Brady has approached the 2025 Speedway GP season – systematically, carefully, precisely, as he whittled down Zmarzlik's points lead from 14 to three. Right from the opening GP round this year he had the right mental approach to the job. Getting into the Speedway GP has been an objective for some years after he previously made only cameo one-meeting GP appearances as a wild card and track reserve in Melbourne's 2016 and 2017 FIM Speedway GP of Australia.

When he secured a permanent GP 2025 spot – by winning the 2024 FIM SGP Challenge at Czech track Pardubice on October 4 – he made the most of the opportunity. What came next lofted him into the elite class with five consecutive GP round victories – Denmark (September 13), Poland (August 30), Latvia (August 2), Sweden (July 5) and Gorzow, Poland GP (June 21). Kurtz is now the only man in Speedway GP history who has won five consecutive rounds since the title series inception in 1995.

He more than took the challenge to Zmarzlik, but also defeated him with performances that, on occasions, ruffled the feathers of the power-packed Pole. Brady only ever wanted just to qualify for his first full season contesting the World Speedway Championship GP series.

Whatever happened after that he considered a bonus . . . and what a mighty bonus it has been. He was cool, calm, collected and calculated without ever getting too far ahead of himself. "Every race presents its own challenge and in this business there are no certainties, anything can happen," he said as he approached the final round.

Kurtz has come a long way since he took his career to England in 2014 and rode for the Premier League Somerset Rebels club that took out the 2014 Four Team Championship. This was followed by the 2016 season with Plymouth Devils team (with his brother Todd) when the team won the 2016 Four Team Tournament. Brady then joined the Elite League Poole Pirates (2016 – 2019) followed by his current Belle Vue club (2020 – 2025). In 2024 he captained Belle Vue in their title winning season.

He is the current (and twice) Australian Champion, also a two times Australian Under 16 Champion (2010, 2012) and twice NSW Champion (2014 – 2014, 2014 – 2015).

He has put Cowra, NSW on the international speedway map and given the town world acclaim.



BRADY KURTZ : A Year To Remember

Photo Gallery courtesy of **FULLNOISE**
.com.au



Brady powered through a painful wrist injury to claim a career-first Speedway GP victory in Gorzow, capping off a gritty and emotional breakthrough win.



Brady (Red) edged out home favourite Bartosz Zmarzlik in a thrilling Wroclaw final, with the pair locked in a bar-to-bar battle that kept the Polish crowd on edge until the chequered flag. Photo: Taylor Lanning



MEMORABILIA MANAGEMENT

In order to protect and secure valuable memorabilia all ASRA State Secretaries are now responsible for compiling a State Register/database of memorabilia owned by ASRA members and non members in their respective state.

This will also identify potential static display exhibits; trophies, programs, magazines, race jackets, solo bikes and sidecars etc. Bill Powell as ASRA National Coordinator of Memorabilia and Archives will be collating state data records to produce a National Memorabilia Register....an inventory of historic speedway memorabilia, ownership, under loan items, where located or stored and registered beneficiaries. ASRA will also provide an advisory service on donation, beneficiary nomination, loan agreements, private collections, display and disposal of memoirs. Please contact Bill Powell bill.p133@live.com 0420 863169

All information is private and confidential and will not be shared with any party outside the ASRA without the owners consent and approval.

MEMBER ACTION

If you wish to register memorabilia or require advice on the above please contact your State Secretary for assistance and/or request the following;

ASRA MEMORABILIA ID LABELS: Self adhesive identification labels issued to registered memorabilia owners and attached to memorabilia. Labels request the owners family contact ASRA for advice if the owner passes away .

MEMORABILIA VALUATION FORMS : Bike Valuation or Memorabilia Valuation. An optional Donnington Auctions valuation service. \$150 per single submission or by negotiation on memorabilia collections. Completed forms and/or enquiries to Lisa Bradford lisa@doningtonauctions.com.au Landline 03 9882 1433 Mobile 0488 330 010

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	Contact ASRA for advice on memorabilia display, donation, loan or disposal. Bill Powell: bill.p133@live.com 0420 863169

LOAN REGISTER AGREEMENT FORM. A legal agreement for any member/non member wishing to loan out memorabilia for display purposes. Copies of completed forms should be lodged with your State Secretary.



VETERAN TIMELINE courtesy of Brian Darby



Two of our Association members: *Left* 1950s - Ove Fundin & the late Don Lawson at Norwich UK - Ove rode for Norwich 1955 to 1964 - Don rode for Norwich in 1955.
Right - Don and Ove - 2011 VSRA Re Union Dinner - Sans Souci NSW Australia.



A classic, late 1940s, photo from the Sydney Sportsground Speedway - Don Lawson leads Step Brother Aub Lawson followed by Ray Duggan.

Ray went on to lose his life at the Sportsground on 20-1-1950 in twin fatality accident with Norm Clay. Ray & Norm were good mates, they rode together - died together and were buried together in a twin grave.

A Frank Le Breton action photo..

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.



AUSTRALIAN SPEEDWAY RIDERS ASSOCIATION Inc.

Affiliated with Motorcycling Australia.

The OFFICIAL WEBSITE of The AUSTRALIAN
SPEEDWAY RIDERS ASSOCIATION Inc.

This page was last updated: May 17, 2025

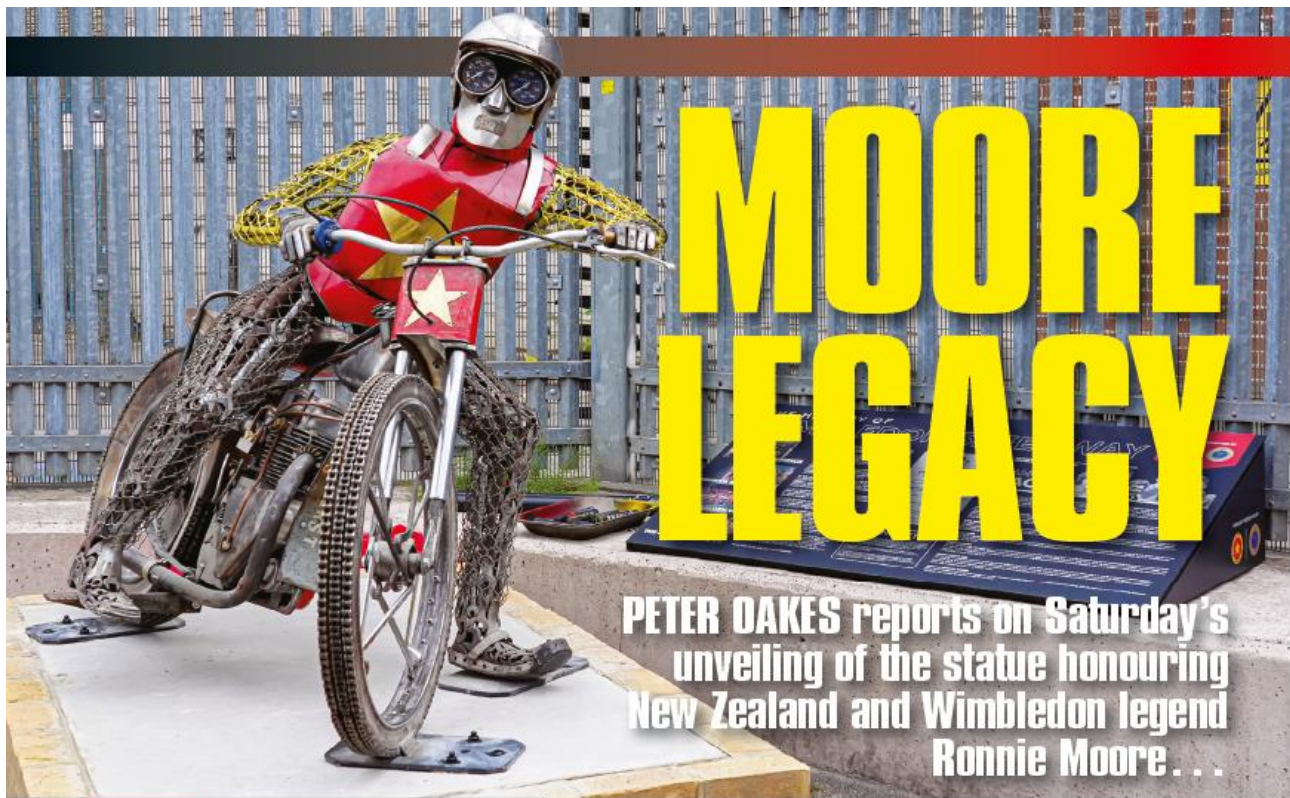


**SCROLL DOWN
FOR ASRA
MEMBER NEWS**

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

Visitors to this site
since 8-5-02



ONE of Jon Stevens' proudest moments came approaching 48 hours after the official unveiling of the Ronnie Moore statue at AFC Wimbledon FC's new Plough Lane stadium.

He was tidying up on Monday morning after Saturday afternoon's official unveiling when a group of school pupils were gathered around the memorial to the two-time World Champion, asking questions and reading about his life and the history of Wimbledon Speedway.

Admitted Jon, the driving force behind the statue that commemorates the British career of one of the sport's true legends and a former Dons rider himself: "The party of schoolkids must have numbered about 60 and I doubt any of them would ever have known about speedway.

"Now they have learnt about it and that is one of the main things for me, preaching to the unconverted and introducing them to speedway.

"Sometimes speedway bangs the drum to all the same people but now the statue is there for thousands, tens of thousands, maybe hundreds of thousands of people.

"So many, like those schoolkids, will never have been to speedway and won't know what it is. But they do now."

Another Monday morning visit to view the tribute to the Tasmanian-born New Zealander, who spent 17 seasons racing for the Dons, was former Swindon co-promoter Lee Kilby who popped in to get his first viewing of the statue that has pride of place outside the new stadium, in full sight of passers-by and those either shopping at the nearby Lidl store or visiting the local Starbucks or Greggs on the opposite side of Plough Lane.

Close to 400 people were at the unveiling on Saturday afternoon as another Dons' great, four-time World Champion Barry Briggs, helped lift the red, silk drape that

had been covering the sculpture by Jason Heppenstall. The West Yorkshire-based artist creates sculptures from scrap metal and he was at the stadium to see his latest work finally go on public display.

Briggo, who had flown in from his

California home, carried on regardless despite a gashed leg that bled profusely just before he was due to fulfil his duties after another guest had accidentally dropped a heavy book on his foot.

The unveiling was delayed slightly while



Sculptor Jason Heppenstall, Bert Harkins, Jon Stevens, Barry Briggs and David Hamilton

he received attention and had the wound bandaged but he went on to tell those gathered around the life-size representation of 'Mirac' of his indebtedness to his former Wimbledon team-mate in a short, moving speech.

Barry, 90, said: "I wouldn't have been standing here for anyone other than Ronnie. I owed a lot to him. Ronnie could have earned more money but he would have ridden for nothing because of his love of the sport and Wimbledon."

Members of Ronnie's family, daughters Lea and Kim, travelled across the world from their New Zealand homes.

Among former Wimbledon riders, from different eras, present were: Rudy Muts, Bert Harkins, Mick Hines, Peter Johns, Ray Morton, Gary Sweet, Steve Chilman, Mark Baldwin, Martin Elliott, Mark 'Buzz' Burrows and other ex-racers Barney Kennett, Terry Mussett, Steve Hone, Chris Pullen, Chris Standen, Paul Gachet, Trevor Geer and Phil Ranson, as well as ex-promoter Ian Perkin and other well-known speedway figures.

Also there was Boom Radio presenter and long-time speedway fan David Hamilton, his son David Pilditch, plus Steve Brine, whose father Cyril wore the famous Dons body colour between 1946 and 1962.

Afterwards, Briggo and a handful of the riders with Wimbledon connections were interviewed in a lounge at the stadium, where live TV coverage of that evening's Swedish Grand Prix was shown on a big screen.

A collection of stalls were selling or displaying memorabilia and more than a dozen bikes, most of which were fired up early afternoon, provided plenty of variety for the fans who turned up.

There were one or two initial hiccoughs screening the GP because of a fire outside the stadium that affected internet reception,

which also rendered the tills at the bar inoperative, but there was an upside bonus for everyone...free drinks were provided for the rest of the night!

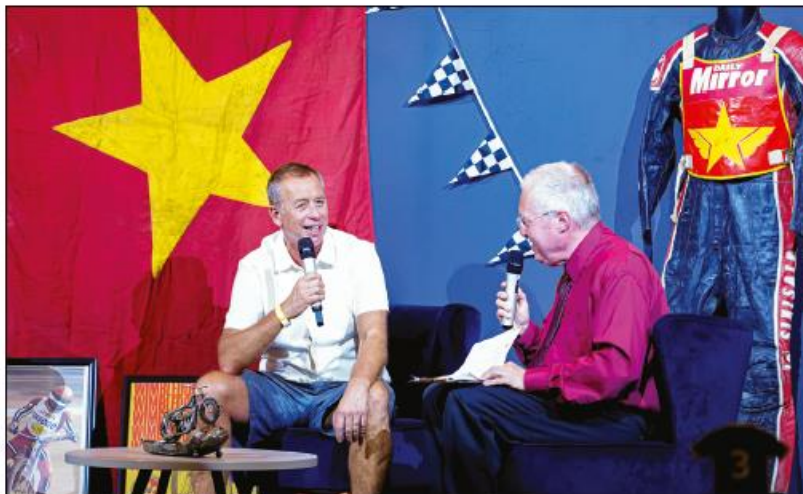
Stevens, who has been working hand-in-glove with John Lynch of the Wimbledon in Sporting History (WiSH) charity organisation, added: "We started the statue project after

Covid, four years ago, and it has been all about fulfilling our promise to the supporters.

"If you say you are going to do something, you should do it firstly and do it really well, which I believe is what we have done to a high standard. What we promised, we have delivered."



John Lynch, Jon Stevens and Barry Briggs officially unveil the statue



Former Wimbledon favourite Ray Morton is interviewed by MC Craig Saul



Briggo with Ronnie's two granddaughters

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SIDECAR SCENE

Phil McCurtayne



With the winter off season in full swing the highlight of the past few months was the running of the Annual Winter Sun Classic at Oakburn Park Mildura,

Although numbers were down a bit in some classes, there were enough competitors to put on some good racing all round plus the wonderful hospitality of the Club, the usual camaraderie of the sidecar people and of course, the terrific after meeting celebration in the club house.

A highlight was the strong West Aussie contingent featuring Dennis and Darrin Nash and Mark Mitchell on their Vincents and Ken Semmens in the Post Classic class. Seeing and hearing the Vincents along with Rob Kemp's 880 JAB on full song was a treat from another era. If anyone would like a video of the meeting they can be purchased from Tony Hargreaves by texting him on 042445948.



Suzuki 500 twin



Nash Mitchell Nash

With regular photographer Robyn McIntosh hampered by a shoulder injury she was only able to take her snaps from outside the safety fence but here are some of the various competitors.

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SIDECAR SCENE continued

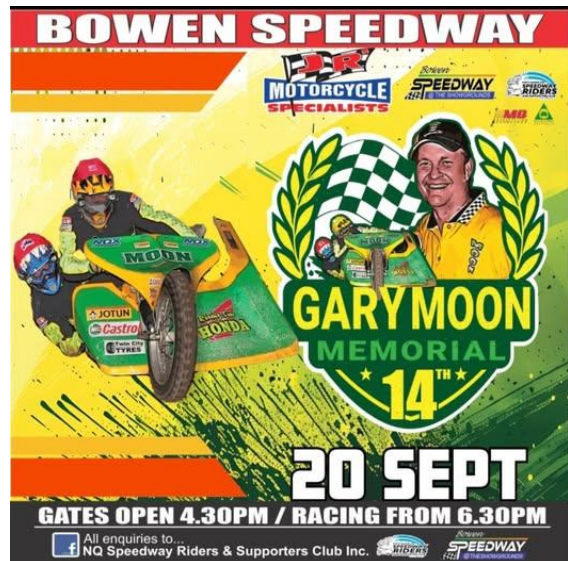
Phil McCurtayne



The Gary Moon Memorial Meeting kicks off the new summer season on the 20th of September at **Bowen Speedway North QLD**. From what I hear, nominations are looking good for the 14th running of this prestigious meeting.

Tamworth Speedway will host the NSW Senior and Junior sidecar Championships on the 14th of February 2026.

Prior to that, they are running the Farrell Transport Sidecar Stampede on the 1st of November and have penciled in a NSW vs Queensland Sidecars clash for the 29th of November. That's definitely one to look out for.



Meanwhile their Winter Club Championship is being run over several rounds including senior sidecars (check their Facebook page for dates).

Gillman Speedway gets off to a flying summer start with their annual Classic Championship on October 25th. This year the meeting will be dedicated to former SA rider Dave Adams.

November 8th sees the sidecars as support on the Gillman program but on the 6th December they are featured with the running of the \$2000 Paintmaster Sidecar Spectacular.

24th January features the running of the Jim Irwin Sidecar Spectacular with things really heating up in February and March.

February 7th: Bowes Family Sidecar Cup

February 21: Ray White Gawler SA Sidecar Championship

March 7th: Marker Brothers Sidecar Cup and Classic Sidecars

March 21st: Bob White Sidecar Cup

One of the biggest annual meetings happens on April 4th with the Ray White Gawler FIM Oceania Speedway Sidecar Championship being contested.

Mildura Speedway has a big sidecar season coming up.

Friday and Saturday the 24th and 25th of April sees them hosting the Australian Speedway Sidecar Championship. Book your accommodation early. This will be a ripper on this great little track.

On the run up to the title there's plenty to look forward to. On October the 18th they will run the 2025 Sidecar Spectacular which is always a hard fought affair.



Things really heat up after Christmas as the title gets closer.

January 25th: Gates sidecar Cup February 28th: Mildura sidecar Shoot Out

March 14th Victorian Sidecar Championship April 5th: 2026 Sidecar Spectacular



■ **Grand Prix of Sweden, Målilla, 5th July** Brady Kurtz repeated his result from the Polish Grand Prix in Gorzów Wielkopolski and won the Swedish Grand Prix. Jason Doyle also competed in the final, but after a fall he finished in fourth place. Max Fricke, on the other hand, finished in a distant 14th place.

Results: 1. Brady Kurtz (Australia) 20 ; 2. Bartosz Zmarzlik (Poland) 18; 3. Daniel Bewley (Great Britain) 16; 4. Jason Doyle (Australia) 14; 8. Jack Holder (Australia) 9; 14. Max Fricke (Australia) 3

■ **Grand Prix of Latvia, Riga, 2nd August** Brady Kurtz's third consecutive victory in this year's SGP series and Bartosz Zmarzlik's fourth place in the Latvian Grand Prix final meant that the Australian rider closed the gap to 6 points. Max Fricke and Jack Holder also reached the semi-finals, with Holder losing his semi-final heat to Kurtz. Jason Doyle, meanwhile, finished outside the top ten.

Results: 1. Brady Kurtz (Australia) 20; 2. Fredrik Lindgren (Sweden) 18; 3. Andžejs Ļebedevs (Latvia) 16; 4. Bartosz Zmarzlik (Pol) 14; 5. Jack Holder (Aus) 12; 9. Max Fricke (Aus) 8; 11. Jason Doyle (Aus) 6

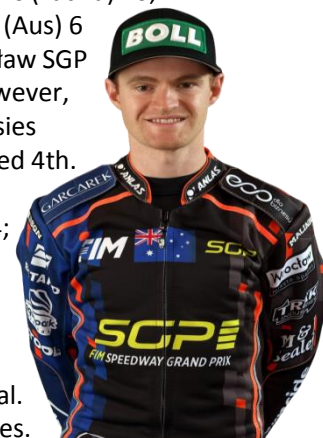
■ **Grand Prix of Poland, Wrocław, 30th August** After the sprint race preceding the Wrocław SGP round, Bartosz Zmarzlik extended his lead over Brady Kurtz from three to five points. However, following Kurtz's victory in the Polish Grand Prix, the gap returned to 3. Other three Aussies reached the semis, but only Jack Holder managed to qualify for the final, where he finished 4th.

Results (sprint race points in brackets): 1. Brady Kurtz (Australia) 20; 2. Bartosz Zmarzlik (Poland) 18 (+2); 3. Daniel Bewley (Great Britain) 16 (+4); 4. Jack Holder (Aus) 14; 5. Jason Doyle (Australia) 12; 10. Max Fricke (Aus) 7 (+1);

■ **Grand Prix of Denmark, Vojens, 13th September.**

Brady Kurtz won his fifth consecutive SGP round. In the final, however, Bartosz Zmarzlik finished right behind him and clinched his sixth title, drawing level with Ivan Mauger and Tony Rickardsson. For Kurtz, in his first full Speedway GP season, this meant a silver medal. Alongside him, Jack Holder also secured a spot in the top 7, qualifying for next year's series.

Results: 1. Brady Kurtz (Australia) 20; 2. Bartosz Zmarzlik (Poland) 18; 3. Michael Jepsen Jensen (Denmark) 16; 8. Jason Doyle (Australia) 9; 11. Jack Holder (Australia) 6; 13. Max Fricke (Australia) 4;



The final standings: 1. Bartosz Zmarzlik (Poland) 183; 2. **Brady Kurtz (Australia) 182**; 3. Daniel Bewley (GB) 142; 4. Fredrik Lindgren (Sweden) 134; 5. **Jack Holder (Australia) 118**; 6. Andžejs Ļebedevs (Latvia) 98; 7. Robert Lambert (Great Britain) 82; 8. **Max Fricke (Australia) 79**; 9. Mikkel Michelsen (Denmark) 70; 10. **Jason Doyle (Australia) 66**; 11. Anders Thomsen (Denmark) 66; 12. Dominik Kubera (Poland) 61; 13. Jan Kvěch (Czech Republic) 58; 14. Martin Vaculík (Slovakia) 51; 15. Kai Huckenbeck (Germany) 42; 16. Patryk Dudek (Pol) 16; 17. Leon Madsen (Den) 16; 18. Michael Jepsen Jensen (Den) 16; 19. Maciej Janowski (Pol).

■ **Grand Prix Challenge, Holsted, Denmark, 9th August**

The top 4 of the Grand Prix Challenge secured their spots in next year's series. Leon Madsen is returning to the SGP after a one-year break, while a new face will be Kacper Woryna, grandson of Antoni Woryna.

Results: 1. Dominik Kubera (Poland) 13+3; 2. Kacper Woryna (Poland) 11+2; 3. Leon Madsen (Denmark) 12+1; 4. Andžejs Ļebedevs (Latvia) 12+0;

■ **Speedway Grand Prix 2 Round 3, Vojens, Denmark, 12th September**

Nazar Parnytskyi has been crowned the new individual junior world champion, becoming the first Ukrainian rider to win a world title in speedway. 7th, 14th and 13th places in the series rounds left Mitchell McDiarmid 14th in the final championship standings. **The final standings:** 1. Nazar Parnytskyi (Ukraine) 52; 2. Wiktor Przyjemski (Poland) 42; 3. Mikkel Andersen (Denmark) 36; 14. Mitchell McDiarmid (Australia) 17;

■ **Speedway Grand Prix 4 Final, Vojens, Denmark, 13th September**

Cooper Antone reached the podium of SGP 4 for the third time. After winning two silver medals in the previous seasons, this time he secured the bronze, defeating Sweden's Ludvig Lundgren in a run-off.

Results: 1. Tino Stjernegaard Olsen (Den) 15; 2. Harry Möller (Den) 13; 3. Cooper Antone (Australia) 11+3;

EUROPEAN NEWS 2 Dariusz Zakrzewski

■ Premiership Knock Out Cup Final.

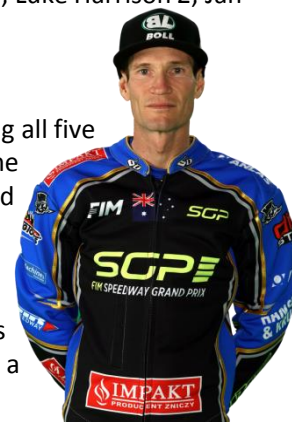
Leicester Lions, with three Australians in the line-up – Max Fricke, Sam Masters, and Ryan Douglas – won the Knock Out Cup of the British Premiership, defeating King's Lynn Stars over two legs. For Leicester, it was the first team trophy at the highest level of competition.

• **King's Lynn Stars v Leicester Lions, (1st leg) King's Lynn Stars 45:** Nicolai Klindt 14; Jan Kvěch 11; Richard Lawson 10; Chris Harris 4; Luke Harrison 2; Niels-Kristian Iversen 2; Lewis Kerr (guest) 2 **Leicester Lions 45:** Tom Brennan (guest) 12; Max Fricke 9; Sam Masters 8; Ryan Douglas 8; Kyle Howarth 5; Joe Thompson 3; Drew Kemp 0 **Leicester Lions v King's Lynn Stars, (2nd leg) Leicester Lions 60:** Ryan Douglas 14; Sam Masters 12; Max Fricke 10; Tom Brennan (guest) 9; Drew Kemp 8; Kyle Howarth 5; Joe Thompson 2 **King's Lynn Stars 30:** Nicolai Klindt 11; Chris Harris 7; Richard Lawson 6; Luke Harrison 2; Jan Kvěch 2; Scott Nicholls (guest) 1; Niels-Kristian Iversen 1

■ Grand Prix of Debrecen, Hungary, 20th August

Jason Doyle claimed a historic victory at the traditional Debrecen Grand Prix, winning all five of his heats and the five-rider final. The 2017 world individual champion thus became the first Australian ever to win this event. Another Australian, Michael West, finished further down the order on 5 points.

■ **Doyle's record.** Jason Doyle received a record payment in the history of Polish league competition for points scored in a single match. During his team Włókniarz Częstochowa's away fixture in Wrocław at the beginning of July, he scored 20 points from seven rides (2,3,3,3,3,3,3). At a rate of 12,000 PLN per point, this amounted to a total of 240,000 PLN (about AUD 100,400).



■ **Speedway Ekstraliga Camp, Toruń, Poland, 30th June-4th July** Two Australian riders took part in the annual Speedway Ekstraliga Camp in Toruń. In the 500cc Pairs Tournament, Alex Adamson and Roman Kapustin (Ukraine) finished third, scoring the same number of points as the second-placed pair: Oskar Kręgliński (Poland) and Zoltán Lovas (Hungary), but with fewer individual race wins. In the 500R individual tournament, Cooper Antone came close to a podium finish, ending up in fourth place due to fewer heat victories than Marek Ziman (Slovakia).

■ **FIM Women's Speedway Gold Trophy, Donji Kraljevec, Croatia, 12th July** Hannah Grunwald (Germany) won the second edition of the FIM Women's Speedway Gold Trophy, beating the defending champion and fellow German, Celina Liebmann, in a run-off. The only Australian, Tayla Street, finished 6th having failed to qualify for the final after a fall in her sem-final heat. At the accompanying Gold Trophy Youth Women Speedway Trophy of Croatia won by Demi-Blu Harris from Great Britain, Ruby Chapman claimed second place on the podium.

■ **Morris is back.** After a two-year suspension, Nick Morris returned to British tracks at the end of July. The 31-year-old rider signed contracts with his former club, the Berwick Bandits (Championship), as well as with the Sheffield Tigers (Premiership). Morris had been suspended by the Speedway Control Bureau in August 2023 after refusing to undergo a mandatory anti-doping test.

■ Club rider movements for the 2025 season .

Poland. Michael West: Stal Gorzów Wielkopolski → Speedway Kraków.

Great Britain. Jye Etheridge: Sheffield Tigers; Nick Morris (return to racing in the British league): Sheffield Tigers and Berwick Bandits

VETERAN TIMELINE

By Brian Lear



Vic Duggan

Victor John Duggan (16 October 1910, West Maitland, New South Wales – 24 March 2007, Queensland)^[1] was a motorcycle speedway racer who won the London Riders' Championship in 1947 whilst with the Harringay Racers.^{[2][3][4]}

Career

He started his career in 1937 with the Hackney Wick Wolves, before spells with the Bristol Bulldogs in 1938 and Wimbledon Dons in 1939. In 1947, he returned to the UK with the Harringay Racers.^[5] Was a co-director of the Sydney Sports Ground with Lionel Van Praag and Max Grosskreutz where he held the track record.^[1]

Vic Duggan won his first Australian Solo Championship in 1941 at the Sydney Sports Ground. He followed this up with the 1947 Aussie title, again at the Sports Ground and backed up to win three Aussie titles in 1948 (2 x 2 lap and 1 x 3 lap) at both the Sports Ground and the Sydney Showground Speedway.^[6] He was also NSW State Champion in 1940 and 1947. Many believe Vic would have won more Australian and NSW titles had it not been for World War II when racing was suspended.

He competed in the British Riders' Championship in 1947 and 1948. This competition was held in place of the Individual Speedway World Championship between 1946 and 1948. He was favourite to win in 1947 but fell in his fourth race and did not start his fifth. He won the title in 1948 with 14 points,^[7] the final was held at Empire Stadium on 16 September, in front of nearly 90,000 spectators.^{[8][9]}

Vic Duggan competed in the 1950 World Final at London's, Wembley Stadium where he finished in 13th place after scoring 4 points.

Duggan died of natural causes following a seizure on 24 March 2007, in a hospital in Queensland.^[10]

Vic Duggan



Born	16 October 1910 <u>West Maitland,</u> <u>Australia</u>
Died	24 March 2007 (aged 96) <u>Queensland, Australia</u>
Nationality	<u>Australian</u>

Career history

1937	<u>Hackney Wick</u> <u>Wolves</u>
1938	<u>Bristol Bulldogs</u>
1939	<u>Wimbledon Dons</u>
1947–1950	<u>Harringay Racers</u>

Individual honours

1941, 1947, 1948 (2 + 3 Lap)	<u>Australian Champion</u>
1940, 1947	<u>NSW State Champion</u>
1947	<u>London Riders' Champion</u>
1948	<u>British Riders' Champion</u>

Team honours

1939	<u>London Cup Winner</u>
1948	<u>Anniversary Cup Winner</u>

VETERAN TIMELINE

By Brian Lear



Billy Lamont

Wilfred Steward Lamont (12 August 1908 – 16 November 1988) was an Australian motorcycle speedway rider considered to be one of the original pioneer riders in Australia and the United Kingdom.^{[1][2][3]}

Career

Lamont was racing during the first days of speedway during 1924, racing at West Maitland.^[2] He arrived in Britain in 1928^[4] and became a star of the speedway circuits and gained the nickname Cyclone Billy Lamont.^[5] His first league season was with Wimbledon Dons during the 1930 Speedway Southern League season.^{[6][7]}

Lamont won the first of his two Dirt Track Championnat du Monde titles (an early version of the Speedway World Championship and rival of the Star Riders' Championship) at Stade Buffalo in Paris during 1931.

In 1932, he spent a second season with Wimbledon and recorded his best test match result for the Australia national speedway team.^[2] He would go on to earn 15 caps for Australia.^[1] He stayed with Wimbledon on the formation of the National League in 1932 before joining Clapton Saints in 1933.^[6]

On his return to British speedway in 1935 he joined Wembley Lions^[8] and later doubled up with Plymouth Panthers in the 1936 Provincial Speedway League. He would spend further seasons in Britain riding for Nottingham, Sheffield and Newcastle until the outbreak of World War II.^{[6][1]}

Billy Lamont



Born 12 August 1908
Newcastle, New South Wales,
Australia

Died 16 November 1988 (aged 80)
Merrylands, New South Wales,
Australia

Nationality Australian

Career history

1930–1932 Wimbledon Dons
1933 Clapton Saints
1935–1936 Wembley Lions
1936 Plymouth Panthers
1937 Nottingham
1938 Sheffield
1939 Newcastle

Individual honours

1931, 1935 Dirt Track Championnat du Monde

Team honours

1937 Provincial Trophy

QLD STATE SECRETARY ROUND UP

Steve Magro [Graham Gardiner & Darren Sonnenberg]



North Brisbane Junior Motorcycle Club faces closure after 30 years (Brisbane Courier Mail), with no viable new home for its 400 young members Club president Brett Nicholls said the decision would have far-reaching consequences for the state's motorsport community. There are no other suitable locations in Brisbane where the club could move and relocation to a greenfields site would cost millions, he said.

The club has started a change.org petition which has so far attracted over 2000 signatures.

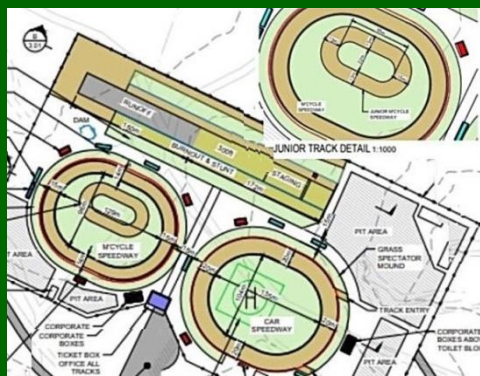
https://www.change.org/p/save-north-brisbane-motorcycle-club?utm_medium=custom_url&utm_source=share_petition&recruited_by_id=2f6c3600-3769-11f0-ad56-79591d9ded7c

North Brisbane Static Display Dates. Sun 7th Sept/Club Day 5, Sat 1st or Sun 2nd Nov/Club Day 6 (tbc)
Sat 15th Nov/Qld U21 Solo and Classic & Junior Sidecar Titles. Australia Day 2026 Albany Creek Tavern Car Show.

It's good to see bikes back at Pioneer Park. It's been a long time coming, but November sees FNQ's Pioneer Park as the welcome venue for the 2025-6 Queensland Championships. Darcy Ward has secured full promotion and management rights. Recognised as one of the nations best bike tracks, let's hope the meeting is well supported. Who knows, we may see a return of the Australian title if all goes well.

Meanwhile down south, not one but two new speedways have been planned;

- Firstly Gympie based Corbet's Group have set aside 20 million dollars for a "Motorsport Park" in Moreton Bay. Situated in Beachmere (near Bribie Island), plans include a motocross track and a clay-based sprintcar track. There's also a real possibility of a dirt oval going in, although not in the initial plans. Said Andrew Corbet: "We're still playing around with some concept designs...we need to work closely with council and government."
- Meanwhile 3 hours from Brisbane and a stones throw from Kingaroy in the tiny town of Ballogie, the council have approved "South Burnett Adventure and Motorsport Park" proposal from Triple R Motorsport fronted by ex-sidecar racer Russell Carswell. The plans include two purpose-built clay dirt tracks, side by side - a clay track for sprintcars and a 390 metre dirt track for senior speedway solos and sidecars. Ballogie has had the Development Application reports passed by the local council and Queensland Governments. Essential studies have included an Environmental Impact. So after years of planning and debate, South Burnett's new motorsport complex has moved one step closer to approval.



Russell Carswell
Triple R Motorsport



Location /Travel Time: Kingaroy 30 mins, Gympie 1 hr 50 mins, Toowoomba - 3 hrs 30 mins, Brisby - 3 hrs 20 mins
Stage 1 → Motorcycle speedway for juniors, seniors, sidecars & solos, plus camping grounds.

Stage 2 → Purpose-built clay dirt track for Sprintcars, Speedcars, Formula 500s, Compact Speedcars & more..

This will be an all-dirt motorsport complex like no other in Queensland – and construction starts soon!

WA STATE SECRETARY ROUND UP

Tony Wilton



Speedway in the West has been very quiet this winter, however we have been able to follow the stars in Europe who learnt their craft on the Pinjar track.

Cameron Heeps, Luke Killeen and Mitch McDiarmid have all ridden well for Oxford in the UK, although Cameron has missed some meetings through injury.



Cameron Heeps



Luke Killeen



Mitch McDiarmid

Mitch also shows great ability in both Poland and the SGP2 competition. The Oxford supporters seem like a great group as they took part in fund raising for both Luke and Cameron to pay for repairs to their bikes after major damage.

The WA Classic Speedway Association is a group aiming to preserve, restore and demonstrate historic speedway bikes, cars and Memorabilia for future generations.

The Association was formed in 1994 by enthusiasts including former solo champion Bob O'Leary.

Objectives of the group are to promote and encourage the preservation of speedway machinery including solos, sidecars, speedcars, hot rods and sedans with membership open to anyone with an interest in historic speedway.

The WACSA has use of the old Quarading Speedway track between March and October and holds static display's at various and shows throughout the year.

Quarading is a small town in the wheat belt of Western Australia an hour and a half drive from Perth

The track, on private property and was constructed over 50 years ago and hosted many divisions including speedcars and hot rods. For insurance reasons the track is now not open to the general public, however financial Association members are permitted to use it.

For all enquiries contact Debbie Webb on 0408 350 744

The next display being held by the Association is at the Curtin University Car Show in Bentley on Sunday October 5th.

Quarading Speedway Track



NSW STATE SECRETARY ROUND UP

Rod Colquhoun



RETURN OF THE MAESTRO

Awesome news for NSW bike fans with Darcy Ward striking a deal with Cowra Motorcycle Racing Club to run one or more events at the picturesque venue this summer. The first will run for two nights with a rider training school on the Friday followed by a full blown race meeting on the Saturday. Dates pencilled in for this are Nov 21/22, which should be a great start to this new venture. The Cowra track is a really cool facility and looks a bit like the Oxford track in the UK as far as size and shape goes. It has generous spectator mounds and loads of parking. Let's go!



BLACK CAT?

What about the run of luck for quietly spoken Hunter Valley racer Brad Page? A trip to England and a debut UK meeting beckoned for the talented youngster so he ventured to Tamworth in late July to hone his skills. Unfortunately, another rider fell in front of him and he suffered a badly broken wrist in what was a very fast accident. Having viewed the video I must say he was extremely lucky given the corner speeds at Oakburn Park. Due to the swelling the operation on his wrist was delayed, the flight to England was cancelled – and the rest, as they say, is history! Some things just aren't meant to be.

PLACES TO RACE?

Never wise to get too excited about this stuff, but the recent licencing of the Lake Liddell track in the upper Hunter and rumblings that Eastern Creek (Sydney Speedway) may run bikes is good news for bike fans. A huge amount of work has gone into Lake Lydell's 'Costa Mesa' style track including construction of a state of the art safety fence. For some reason the Pinjar Park track near Perth, which had similar track dimensions was eventually rebuilt to deliver a more traditional size. The Sydney venue has been plagued by construction and weather issues but a new Manager is in place and he is sending the right signals. I'd say 'Keep your powder dry' on both these pieces of news, but remain hopeful!



SPOILER ALERT?

Pint size young gun Beau Bailey (Grenfell, NSW) is back on terra firma and keen to hone his skills in preparation for his debut UK season with the Poole Pirates (2026). In exciting news for Aussie fans, he won't be making the mistake of hiding away from stiff competition, as many misguided riders have done before him. He will be chasing meetings and ultimately would like to be part of the four round Australian Senior Championship Series in January. That would be interesting! This kid can ride! My absolute pet hate is when an up and coming rider forgoes the opportunity to race in Australia so they can 'have a break'. C'mon!



NSW STATE SECRETARY ROUND UP continued

Rod Colquhoun



YOUNG GUN!

What about the ability of thirteen year old Albury resident, Cooper Antone? Bronze Medal in Vojens at the 2025 SGP4 World Championship, adding to his Silver success In 2023 and 2024. He is a world ranked junior rider and has his sights set on dominating junior racing in Australia this summer after racing in Europe racing – a long way from where he should be – attending school at Xavier Catholic College in Albury! He lives 15 minutes from Albury's Diamond Park, so his future is likely to feature plenty of sideways action!



SPEEDWAY EXPERIENCE NEPEAN

Nepean staged another highly successful Speedway Experience Come & Try /Coaching Day on Sept 13th. Some 18 riders were put through their paces by three super coaches, Craig Boyce, Mick Holder & Darcy Ward who made a special trip down from Queensland in support of his youth Ambassador role. Classes included 85cc, 125cc, 250cc and 500cc riders. PeeWee star DW43 Junior aka Charlie Ward enjoyed many laps on the junior track and received some tips from Mick & Boycey. New Northern Territory State Champion Reid Battye was honing his sideways skills ahead of seeking a UK club contract.

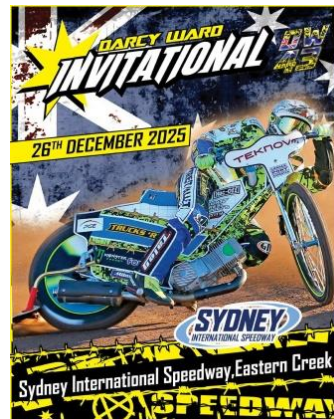


HUNTER MOTORCYCLING FORUM

Over one hundred speedway, dirt track, motocross and road racing riders, promoters and enthusiasts are expected to attend the Hunter Motorcycling Forum organised and hosted by Councilor Warrick Penfold at Maitland Town Hall on Sept 26th to discuss the future of motorcycling facilities in the Hunter. Speedway will undoubtedly be of primary focus given that Maitland Showground is the recognized birthplace of Australian Speedway and the future of Kurri Kurri is currently uncertain. ' Given the unqualified success of the Maitland Centenary event in 2023 we must keep speedway alive in the Hunter' Maitland Mayor Philip Penfold.

SYDNEY INTERNATIONAL SPEEDWAY

"It's Boxing Day Speedway in Sydney like you've never seen before, Sydney International Speedway is thrilled to announce the Darcy Ward Invitational, bringing world-class solo racing to Australia's finest speedway venue. This spectacular event is the result of a successful collaboration between Sydney International Speedway management, Darcy Ward, MNSW and MA, all working together to deliver a night of elite racing and unmissable entertainment. Some of the biggest names in the sport have already booked their spot at the starting tapes: Jack Holder/ World #5 Chris Holder/2012 World Champion, Ryan Douglas/Formal DWI Winner Tate Zischke [Belle Vue Aces]"



SA/NT STATE SECRETARY ROUND UP

Shane Parker

Paris Charles & Judy Mackay



"In my humblest, yet honest of opinions, it would be fair to say that the 60 minutes in the main arena has provided more promotional opportunity to the Speedway arm of Motorcycling SA than anything else in the last 5 years. Gillman Speedway, Ray White Stadium, South Australia and Sidewinders Speedway will all reap the benefits of potential new fans, riders, club members and possibly even sponsors?"



The four Solo riders, eight sidecar teams and eight Sidewinders Junior Speedway Club, plus teams and volunteers did an outstanding job with precision timing as they seamlessly came on and off the track during their very tight time schedule. The commentary duo of Paul Richards and Matthew Pantelis provided a great mix of explanation and excitement adding to the atmosphere while the visual expertise of Bob Potts Media Production provided the stunning video vision on the big screen for the crowd to enjoy.



ROYAL ADELAIDE SHOW : This inflatable speedway track attracted over 100 junior speedway prospects!

Looking forward to future show events I would like to see the 2 and 3 wheeled machines and their riders added to future Royal Adelaide Shows and even the possibility of an annual full blooded Speedway event as they continue to add another chapter to the iconic Wayville venue that first hosted Speedway in 1926. Next year will represent the 100th anniversary of Speedway bikes and if nothing more this milestone needs to be celebrated and the best way to do so is to let the Speedway Bike community twist those throttles loud and proud." *Paris Charles*



RUBY CHAPMAN: YOUTH WOMEN'S SPEEDWAY GOLD TROPHY OF CROATIA

Greg Hancock congratulates Adelaide's Ruby Chapman on taking second place in Croatia Gold Trophy 250cc 13-16 yrs.



SA/NT STATE SECRETARY ROUND UP continued

Shane Parker



The 2025 NT Gove Real Estate Solo Titles



2nd: Alexander Adamson 1st Reid Battye,

4th Harrison Ryan 3rd: Sam Martin



'What an incredible double-header weekend!. A massive congratulations to all the riders who gave it their all and showcased not only their skills but also the amazing camaraderie that defines this sport.

A huge shoutout to our new 2025 NT Title Winner Reid Battye – What a ride!
Each rider put on a fantastic show and made the titles truly unforgettable!

A special moment that made this weekend even more meaningful. It was incredible to have the previous reigning NT champion, Matt Johnson on the podium to personally congratulate Reid. Thank you so much, Matt, for making the trip, sharing your story, and being a part of this historic return. Your presence reminded us all of the deep roots and legacy of this great sport in the Territory..... Here's to more throttle-twisting action in the future!' *Copy and image courtesy of NTSRA.*

STOP PRESS Having qualified for a UK Visa Reid is looking for expressions of interest from UK Clubs.
Contact details; Reidb133@gmail.com 0401 949834

Alexander Adamson

'Stoked to come away with 2nd Place at the NT Speedway Solo Championship. I had a good meeting finishing top three on points before going into the semi final, which I won. That gave me third gate choice for the final with Reid, Harry and Sam, top race boys!

Big shout out to Kurt Baxter and the whole NTSRA club for putting on the meeting and making this happen, and for the visa opportunity".



VICTORIA STATE SECRETARY ROUND UP

Howard Williams



There is not much happening locally in our off season in Victoria but there is still some other news to share **Tayla Street** enjoys her time at the FIM Women's Speedway Gold Trophy in Croatia. Flowerdale (Victoria) resident Tayla Street returned from her visit to Europe filled with happiness after participating in the FIM Women's Gold Trophy in Croatia. This was preceded by a two day FIM training camp run by the likes of Greg Hancock and Phil Morris and covering varied topics including nutrition, fitness and mental preparation. Tayla amassed 9 points from her four heat rides to finish equal third and gain enough points to take her place in the semi final for the riders placed third to sixth. Unfortunately Tayla found herself behind after the start of the semi and in endeavouring to improve her position to earn a place in the grand final came unstuck and found herself on the ground. The resulting exclusion meant Tayla was deemed to have finished sixth overall.



This was no mean feat as Tayla's first ride on a 500cc laydown was only eight weeks prior where she confessed it was a somewhat wobbly first outing. That was followed by as many rides as Tayla could manage and she ventured far and wide to places including Mildura, Undera, Nepean, Gillman and Broadford to fast track her development. Even though Tayla had ridden lots of dirt track and had also had ridden on a Ross Guymer owned upright it was still a steep learning curve. Whilst in Croatia Tayla had shared with Greg Hancock a video of her first ride on a laydown to which

Hancock said "In eight weeks the progression to get where you are now is not normal". Well done Tayla !

Ladies of Speedway in Victoria.

While on the topic of ladies in speedway besides Tayla there are a few other dedicated young ladies who regularly participate in activities at the SSRAV club at Broadford, and I thought it would be nice to give them a mention. The good thing about all of them is they are happy, well adjusted, cheerful characters that are a pleasure to be associated with. Ladies please take note, you can make a difference and contribute to the sport.

Zoe Davies is the daughter of SSRAV president and former sidecar pilot Steve and sister of former solo rider James. Zoe participates in the dirt track category at Broadford. Originally Zoe may have treated things rather socially but as time has progressed she is becoming increasingly serious about her racing. Her development has been noticeable and its not simply about Zoe making up the numbers any more. Zoe's talents are not confined to on the track, she is also a keen photographer, she is also media officer with the SSRAV, and eagle eyed speedway fans may have noticed Zoe performing start line duties along with three other young ladies at several rounds of the national senior speedway championship.



VICTORIA STATE SECRETARY ROUND UP continued

Howard Williams



Lilly Cottrell

Another young lady with speedway in her pedigree. Lilly's grandfather Dave was well known in sidecar circles in Victoria although Lily has devoted herself to two wheeled machines. Lily commenced riding a laydown in seniors in C grade but was soon promoted to B grade and gives as good as she gets. There is no shortage of courage and determination with Lily. At first Lily was reluctant to make the move up a grade but when it was pointed out to her that regularly beating three 60+ year olds in C grade wasn't something she would want to publicly boast about she saw the light and was happy with the move. Sister April is / was also involved with speedway as a sidecar passenger most notably with Chris Walker in Victoria and then Mitchell Spear in SA, although recent motherhood has temporarily slowed April down a little



Abby Wason

Yet another familiar name in Victorian speedway with grandparents Ray & Marg and father Rick all very well known in north central Victorian racing circles. Abby competes in the dirt track category and has also tried her hand at riding upright. Abby keeps a low profile but thoroughly enjoys her racing

Ruby Hill.

Ruby competes in our dirt track section. Her main claim to fame is that she is currently an official with the Harley Club who also race at Broadford using the extension to the speedway track which gives the track a B shaped configuration with one long straight and the other straight having an indented curve in the middle of it. Kudos to Ruby for stepping up and taking on a role of responsibility. Ruby probably enjoys riding her bike on SSRAV club days without the burden of officialdom hanging over her head.

Update from Undera

Following on from the last newsletter, Undera has made progress on bringing the track up to current Australian standards. The control tower has undergone some structural changes including a new set of stairs, and the safety fence has been amended at the east end of the pits. Undera hope to resume speedway practice days by early October plus instigating some dirt / flat track days.

Sun 5th October – practice, Sun 26th Oct – practice, Sun 16th Nov – round 1, Sun 30th Nov – round 2.



Blake Schlein
Winner Leigh Adams Cup
Mildura Juniors Club Aug 10th



Restoration History – Mitsubishi Magneto 1

by Bill Powell



Upon reading the latest edition of the Veteran Speedway Riders' Association of New Zealand Newsletter, I read with interest in the following **"Can you Help"** section of their splendid publication. President and Editor, Colin "The Vicar" Tucker proposed the question *"Were any Mitsubishi magnetos ever used in New Zealand. If so, how successful were they – and what were they originally made for?"* Colin's question challenged me to research these magnetos. I hope the following history regarding these magnetos answers some of these questions.

The ad, which appears here, would have been placed in a program indicating that Bob Campbell is the East Coast distributor for these magnetos, which are endorsed by Bert Harkins. Bob was a very successful Sydney based solo rider and along with Bert, were fellow competitors racing at the Liverpool speedway in Western Sydney.



Discovery of the Mitsubishi magneto - I am grateful to Geoff Grocock for the following information. Geoff won the 1972 Australian sidecar championship at the Sydney Showground speedway. Geoff was racing a 750cc Kawasaki rocket ship, with passenger Warren Sullivan and became the first rider to win the Australian Championship on a Japanese powered machine. At that time Geoff was also the owner of GP Motorcycles at Villawood and was a Kawasaki dealer.

After his title win he left for Tokyo Japan with a small group of NSW motorcycle dealers, one being Bob Levy. Geoff met up with a couple of local contacts who showed him around. One was Happy Hirano, a Japanese speedcar driver who had toured Australia with some success. The other was Jimmy Ogisu, who had done much the same on solos.

Geoff and Bob visited a speedway circuit with Jimmy and Happy, who took them through the pits. The racing format and circuit were very different to that in Australia. This is where Geoff first saw these Mitsubishi magnetos utilised as an ignition source for the bikes that were racing.

These magnetos were smaller, lightweight and manufactured by the Mitsubishi Magneto Electronic Co. Geoff Grocott had been, since 1968, the NSW ESO, Jawa CZ Agent. The PAL magneto ignition fitted to the ESO and the 2-valve 890 Jawa at the time, was not always reliable. To Geoff's mind, this Mitsubishi magneto could be a replacement option. At that time Lucas had stopped producing racing and sports magnetos for those machines. The only one still produced and available was the 2 MTT, which was fitted to racing Manx Nortons.

Peter White, the renown and respected speedway journalist, became an intermediary between Jimmy Ogisu, who purchased them in Japan and Geoff, who sold them in Australia



Restoration History – Mitsubishi Magneto 2

by Bill Powell



These magnetos were reasonably priced compared to a replacement PAL unit. Geoff sold these magnetos by word of mouth to the close-knit speedway riders. The popularity of these magnetos spread both in speedway and short circuit racing. In 1980 McDonald Motorcycles in Bathurst was the NSW distributor for Mitsubishi magnetos and spares.

These magnetos could be fitted to the 2-valve ESO and Jawa machines without having to grind back barrel fins as they had less height than the PAL. All that was needed was a base spacer plate.

Bob Campbell bought GP Motorcycles from Geoff in 1974 when Geoff moved to Perth to start Kawasaki WA for the new distributor. Around 1977-78 Bob later sold GP Motorcycles to Maurie King, the then President of the NSW Solo Speedway Riders' Association. King became the Australian Importer for the NZ manufacturer 4-valve DOHC 499.6cc engine, the DENCO.



Photos courtesy Terry McKenna

Sydney Showground spectators were privileged to see Japanese lady speedway rider, Nanae Okamoto racing in the 1963-64 and 1964-65 seasons. She was riding a Japanese built OHC Kyokoto (meaning sunshine) 350 cc machine running on petrol rather than methanol. This machine was fitted with a Mitsubishi magneto. This probably would have been the first appearance of this magneto in Australia. I believe the manufacturing origins of these magnetos was to provide ignition for stationary industrial motors. Around 1972 Peter White became the importer of Kyokoto engines into Australia. Around six engines were sold.

Sydney solo rider Jim Crowhurst, who later raced a 500 version of this motor, made the comment that the Mitsubishi magneto was the strongest part of this motor. This raises the question that our New Zealand counterpart, Colin Tucker, may be able to answer. Were any DENCO and Kyokoto engine machines ever raced in New Zealand?

I must thank the following people who have assisted me greatly in supplying information for this article. Geoff Grocott, Peter White, Dave Mills, Jim Crowhurst and Terry McKenna.



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TASMANIA STATE SECRETARY ROUND UP

Leon Jowett



A lower than average Autumn/Winter rainfall in Tassie has allowed the Moorland Beach Speedway coach Tim Redpath, with assistance from club members and trainee coaches Dean Von Bibra and Danny Pearn to conduct several coaching days; June 7th / June 21st / July 5th / July 19th / August 2nd / August 23rd.

Tim has advised me that over this period, fourteen riders have participated in the coaching days. Twelve of these riders being in the 6-12 year age group, with two being just over the 12 years old. He has had inquiries from another two juniors wanting to participate in the next coaching day when weather permits.

The club has four 125cc junior solo bikes and two 250cc full size solo bikes. Along with another two 125cc junior solo bikes that the club recently purchased, have now been sold to junior club members.

The Moorland Beach Speedway club president Dean Johnson, who had been on holiday in South Australia, returned home with engine parts given to him by Neil Burston from the Port Pirie Speedway South Australia. Thanks Neil and all the best with your speedway endeavours. The help and assistance from many mainland clubs is much appreciated. Speedway Experience, Craig Boyce is returning to Tasmania on October 4th for another coaching day and will assess the clubs progress since his first visit.

I attended the Moorland Beach Speedway AGM held on August 23rd and two new office bearers were elected. Outgoing President Dean Johnson and Secretary Neil Quinn were thanked for their efforts in setting up the club over the past four years. Neil advised the meeting that he is to take up a position of board member of Motorcycling Tasmania. Guest speakers were welcomed from Motorcycling Tasmania. CEO Ben Wilson and Vice President Liam Richards spoke on compliancy issues and courses that committee and club members needed to consider in the Clubs transition to holding race events in the next few years. In the afternoon after the meeting ended some of the older club members stayed on to watched a group of energetic and enthusiastic juniors attend a coaching day session.



REMEMBERING PAST MEMBERS.

Graham Patrick Howell 3-05-1952 - 24-06-2025.

Graham was farewelled at a private family cremation and will be remembered as part of the Howell racing family of Devonport Tasmania. From the early days of beach racing, the family covered a couple of generations of competitive racing. Younger brother Steven had several stories of Graham. One common occurrence was race day preparation on the solo, being a couple of quick runs around the streets of Devonport and back in the shed before the police turned up.

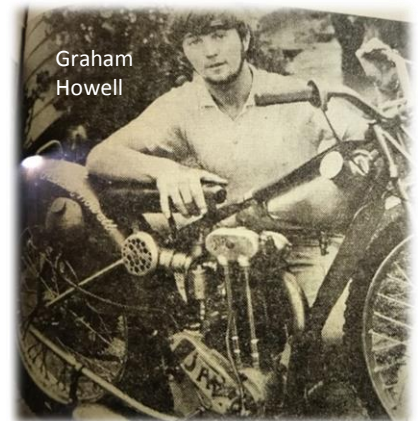
Beth Grace Stuart 26.02.1942 - 7-07-2025.

Beth was farewelled at a private family cremation. Wife of long term speedway sidecar rider Rod (dec), Beth was typical of most of the speedway wives that helped out at the club and on race days. From the early speedway days Rod raced a Triumph sidecar until the early seventies when they stepped up to a Honda 750 four cylinder outfit known as Uncle Sam. With swinger Neil Ohalloran they were competitive for many years. In later years continued involvement with Motorcycling Tasmania committee as speedway representative, until ill health forced retirement. The bike still remains in the family ownership and I am often allowed to display it at local bike shows.

Our thoughts are with their families and the contributions they made to the early days of Tassie Speedway.

UPCOMING EVENTS

Oct 4th Coaching Day/ Speedway Experience Craig Boyce. Coaching Days subject to enquiries and weather.



OUR THOUGHTS AND GOOD WISHES ARE WITH YOU

Bill Powell - Welfare Officer

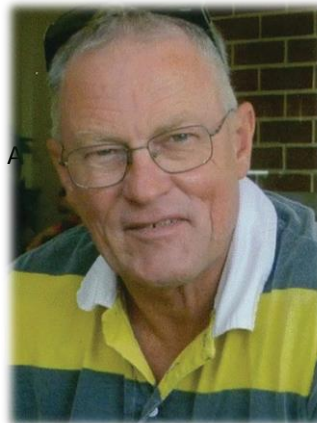


Trevor Dare

On behalf of the Members of the Australian Speedway Riders' Association, the Executive Committee and myself, I extend our deepest sympathy in the passing of our good friend Trevor Dare.

Trevor was a career motorcyclist, later becoming a well respected MA official. He made many friends within the sport of motorcycling. Trevor was appointed an ASRA Awards Judge for the Solo and Sidecar Most Improved Rider Awards in 2019. The ASRA is most grateful for the passion and commitment Trevor provided in making these Awards so successful.

Deepest sympathy is extended to Trevor's Family and his many friends at this sad time. *RIP Trevor*



John Hitchcox

It is with deep sadness and regret that I have to inform you of the passing of valued NSW ASRA Member and friend John Hitchcox, aged 84 years. John passed away peacefully on the morning of Saturday 2nd August 2025.

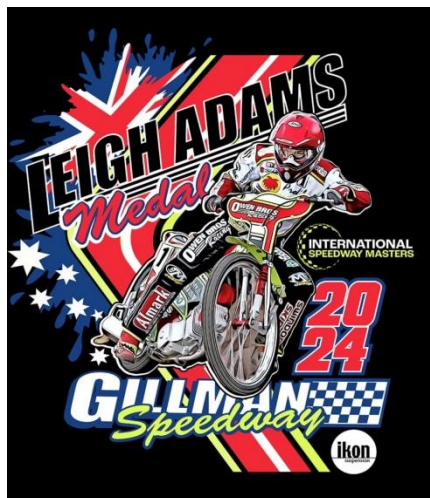
His life revolved around motorcycling, especially dirt track and speedway. John was an accomplished "A" Grade Short Circuit competitor with the Eastern Suburbs Motorcycle Club, then Parramatta Motorcycle Club.

John, when living at North Ryde in Sydney, would visit many retired racing competitors. With his friendly and trusting personality he imparted strong bonding and friendship. One such person was the late Lionel Benson, former sidecar and solo rider, who John formed a long association with. It was Lionel who was responsible for John joining the ASRA. Deepest sympathy is extended to John's family and friends at this sad time. *RIP John*.



On behalf of the ASRA, I extend our heartfelt sympathy to all those who have lost someone dear to them.





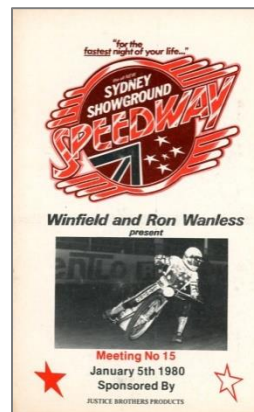
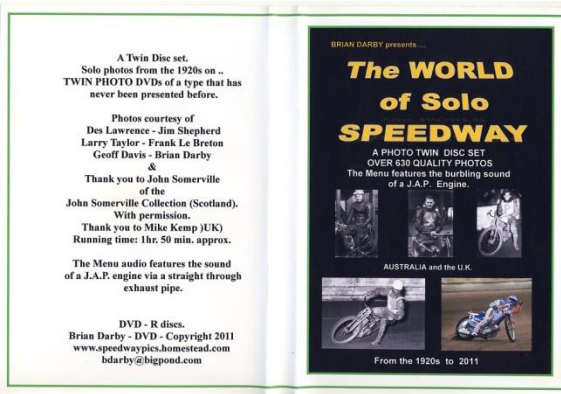
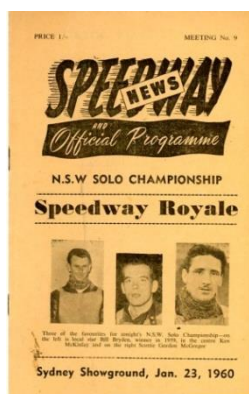
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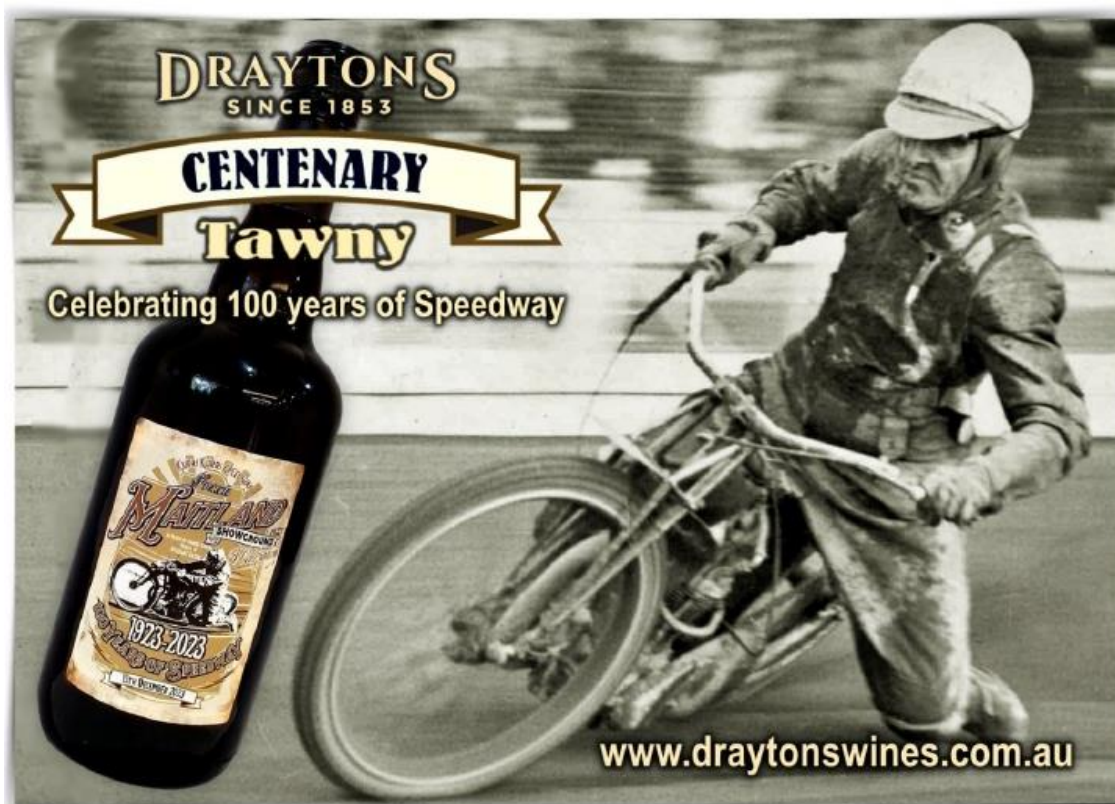
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MAITLAND CENTENARY TAWNY STILL AVAILABLE: see website

WHATS ON John Walker

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



Sept 30 - Torun FIM Speedway of Nations Semi-Final 1
Oct 1 - Torun FIM Speedway of Nations Semi-Final 2
Oct 3 - Torun FIM Speedway of Nations – SON2
Oct 4 - Torun FIM Speedway of Nations Final
Oct 4 - Mildura State of Origin Solos
Oct 12 - MX practice day, Albury Wodonga
Oct 18 - Speedway & AFT only, Ipswich Switches
Oct 18 - Kurri Kurri Speedway Club EmpowerRide
Oct 18 - Mildura, Sidecar Spectacular
Oct 25 - Pinjar Park Taylor/Nash Foundation Cup
Oct 25 - Gillman Speedway Classic Championships
Nov 1 - Tamworth Farrell Sidecar Stampede
Nov 1 - North Brisbane, Club Day 6 (TBC ? Nov 2nd)
Nov 8 - Gillman, Summer Meet, Solos & Sidecars
Nov 9 - Albany Creek Tavern Speedway/Car Show
Nov 15 - Family Fun Day Ipswich Switches
Nov 15 - Pinjar Park, State Champs, 125, 250, 500cc
Nov 15 - North Brisbane U21 Solo, Classic & Junior Sidecar Titles.
Nov 21/22 - Cowra (Woodstock) Darcy Ward Training School and Race Day.
Nov 22 - Gillman Solo & Sidecar Championships
Nov 22 - Bowen, BKB Queensland Sidecar Champs
Nov 29 - Tamworth, NSW vs QLD Sidecars (TBC)
Nov 29 - Mildura, Vic Solo Champs, 500/ 250/125cc.
Dec 6 - Gillman Spectacular Solos/Juniors
Dec 13 - Pinjar Park, AMR Event Cup (TBC)
Dec 13 - Speedway Ipswich Switches
Dec 13-14 - Australian U21, U16 250cc, U16 125cc & U16 Team Championships Albury-Wodonga Speedway.
Dec 13 - NSW Solo Championship Tamworth 500cc Senior, 250cc Junior, 125cc Junior
Dec 27 - Mildura Phil Crump Solo Classic
Dec 28 - Gillman SA 250cc/500cc Solo Championship
Jan 3-4 - Wodonga, Australian Solo Championships R1&2
Jan 7 - Mildura, Australian Solo Championships R3
Jan 9 - Gillman, Australian Solo Championship R4
Jan 11 - Gillman, Oceania 500cc Speedway Champs
Jan 17 - Mildura, Jason Lyons Solo Trophy
Jan 17 - Pinjar Park, Teams Event
Jan 24 - Gillman Jim Irwin Sidecar Spectacular
Jan 25 - Mildura, Gates Sidecar Cup
Jan 26 - Australia Day – Car/Bike Display Albany Creek
Feb 7 - Pinjar Park, Braxton Sutherland Forever 7
Feb 14-15 - Tamworth NSW Senior & Junior Sidecar Champs

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