



Australian  
& Overseas



# SPEEDWAY NEWS

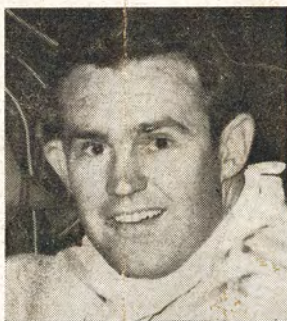
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## A GREAT ERA IS OVER

Speedway followers throughout the country are carrying a weight in their hearts, the sport in whole has been set back years and life will never be quite the same again. The greatest driver in the country has driven his last race on earth and the best era of Speedcar racing to date has come to an end with the passing of Jeff Freeman.



Jeff was tragically fatally injured in a crash during the Feature event at Westmead on Sunday, 9th May, when he moved out to pass Johnny Stewart and Wal Brooker on the pit corner.

It was exactly the same line he'd pulled on many an occasion, where he'd shown the Offy's nose up on the outside and then pull under an opponent entering the main straight.

Following rain the previous day, the bulk of the track surface had been graded up to the fence and was particularly deep and heavy at this point. On the inside Jeff knew

Johnny Stewart would slightly wash-out on the slick surface and he straightened up the Offy to ensure a check-free run well out. And then it happened—as Jeff pulled back into his slide, the rear wheels struck the heavy dirt, pulled the front wheels into it also, and the front nosed-in. The tail rose and the car half rolled into the fence before cartwheeling twice and crashing upside-down to the track.

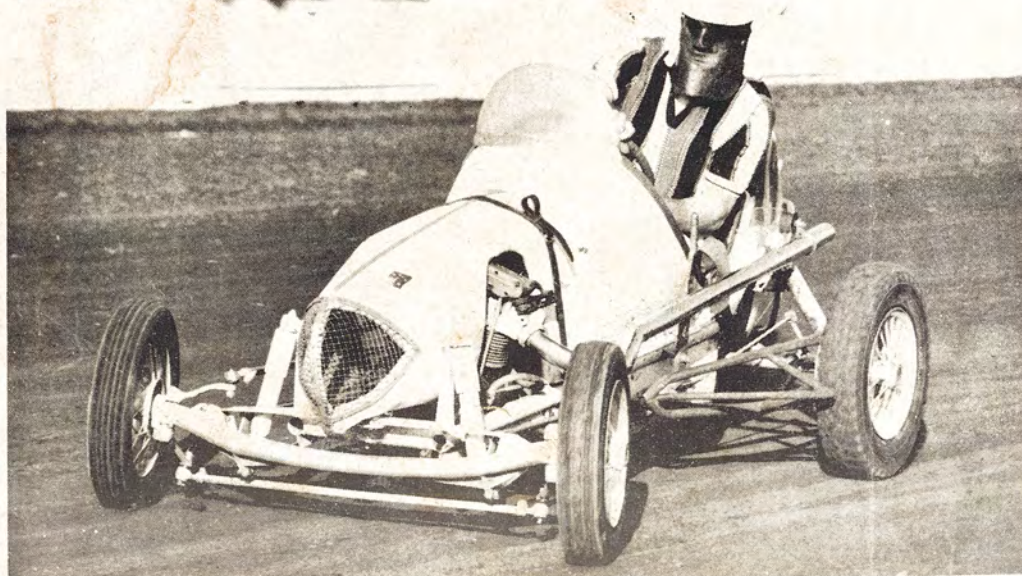
Jeff lost his life when he struck one of the wooden support posts which protrude above the fence at the circuit. It was all over in a few seconds and it was unbelievable. Shocked owners, drivers, officials and friends openly broke down, some were unable to believe their eyes for hours afterwards, while a hush fell over the entire arena. The event was immediately declared, with Sid Reed, Len Brock and Wal Brooker the unhappy placegetters in a race they wished had never been held.

# Tribute to JEFF FREEMAN



One of Jeff's most treasured possessions is the striped T shirt he wore to victory on many occasions in the Verdich twin. He gave away many track suits but would not have parted with this T shirt for anything. This photo was taken during his first season at the Royal.

This was one of Jeff's first drives on speedway - in the Verdich No. 14 twin at Westmead.



23rd May, 1965.

SPEEDWAY NEWS

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EDITORIAL—

## A TRIBUTE TO A TRUE CHAMPION

"The greatest thing in life is the accomplishment of any task for the love of it" . . . and so he passed over.

I think we now know that Jeff Freeman was never meant to die in bed, grey of hair and tired of limb, but the way he would have chosen himself—on the dirt circuit at the wheel of a fast car.

It is incredible to think that we will never see him at the wheel again, shaking himself down into his harness and raising his arm in a mischievous salute to the stands.

Here was a man, given by nature more than most, full of the love of life, a propelling driving talent and an infectious sense of humour. He took a boyish delight in winning and, in the minds of the multitude who loved him and admired his dexterity and courage, the memory of the "Champ" will linger for ever.

This man was a rarity, who drove a racing car like all of us would like to drive a racing car. He was a perfectionist in anything he turned his hands to and speedway-wise he was the greatest tactician this country has ever produced. He studied the sport, cars, drivers and tracks. He always knew what he could do, what he would do and what the driver in front of him would probably do.

How hard it is to write one's feelings for a friend. If our children, and their children in the generations to come, grow up with a nature such as his, this world of ours will be so much a better place to live in.

With his loss, a shadow lies across our lives; but it will pass, leaving behind a lustre of a special kind.

It matters not how long we live, but how.

VALE JEFF FREEMAN.

On behalf of Speedway throughout the world, we offer our utmost sympathy and regret on the passing of Jeff Freeman to his mother, Mayfree, and his family.

Mayfree is indeed an example to us all as this wonderfully strong woman has borne her tragic loss with exceptional strength and courage. She is a woman in millions, just as her son was a man in millions.

We would also like to extend our condolences to National Club President, Len Steele, on the recent passing of his wife after a long illness.

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## HE LIVED 60 HOURS EVERY DAY

### JEFF THE TERROR.

**As a child, Jefferey Edwin Freeman could best be described as a real-life Tom Sawyer. From his earliest days he had that same cheeky grin and high spirits.**

He spent the first 16 years of his life at Mudgee, N.S.W., where he was born.

Typical of his escapades was one occasion when he rowed up the local river with a mate in their "boat"—an old bath tub—to steal some melons from a nearby farm. The enraged elderly farmer caught sight of the boys making a "getaway" with their haul and, probably not thinking of the terrible injuries he could have caused the lads, drilled the bath tub full of holes with a shotgun and down went their "pride and joy" to the bottom.

The joke behind the incident was the fact that he was the same farmer Jeff helped dig and water the plants every afternoon after school (he'd mark the ripe ones with a finger-nail to make them easy to find in the dark). He was the favourite of every elderly or sick woman in the district, to whom he'd give quite innocently his "hauls" the following day.

Jeff had a burning desire to become a veterinary surgeon. He loved animals, taking half the dogs in the town with him whenever he went shooting. Horses held a special appeal for him and, to the horror and fear of everyone concerned, he'd walk unhesitatingly up to even the wildest horses in the district and lovingly pat them. To finish his studies, Jeff moved to join his mother, Mayfree, in Sydney. Bitten by the motoring bug he then decided to become a mechanic and served out his apprenticeship.

He was a "natural" sportsman. At Mudgee he had done quite a bit of amateur boxing with the local Police Boys' Club and sparred with several professionals in training sessions after his arrival here. Football entered his life for a spell and the many trophies he collected over the years included one won by him as a player with Clov-

elly in the Eastern Suburbs Junior Rugby League. It took him no time to become a proficient water skier after becoming interested in the sport.

### JEFF THE MAN.

**Jeff Freeman was the clown prince of all practical jokers and we were all victims of his never-ending hilarious line of gags, which would fill a lengthy novel if they were all told.**

A classic example would be the night he and close friends, Vic Mansfield and the late Jack Bissaker, "invaded" a local picture theatre. Racing into the foyer, a straight-faced Jeff panted out to the manager that a friend's wife was gravely ill and that they knew approximately where he always sat and would be easily able to find him. The manager sped them up to the lounge and down separate aisles the three went. Reaching the front section, Jeff in his loudest voice asked, "Are you there, Bill?" Naturally, there were many "Bills" in the audience and bedlam reigned as the three dived up and down the seats with exclamations of "He's here, I've got him," and so on ringing out until the manager became wise to the prank and chased them from the theatre.

He'd pull up in the middle of the 'Cross', turn the ignition off and pull up the bonnet of a car, banking traffic up as onlookers helped with the "trouble" or pushed the car from the middle of the road. He would lie on a road and tell gathering crowds to the shock of a friend standing nearby that the friend was "some idiot who'd just run him down with a car," which—with Jeff faking some injury—would generally bring some abuse and dirty looks in the friend's direction. He once pulled up an innocent rider of a two stroke motor bike, excitedly explaining that "his wife was having a baby" and talked the rider into rushing him to Town Hall station, jumping on the back with a suitcase. Approaching red lights Jeff screamed out, "Don't stop now — go through" and, amid the screeching of brakes

all around, through the innocent "helper" charged flat to the boards at around 10 miles an hour. Heaven is certainly a funnier place these days.

An admirable side of Jeff's personality was his love of the young, old and unfortunate. If a youngster wrote to him requesting an autograph, Jeff would buy and post an autographed photo. He would go out of his way to talk on his hands to several deaf and dumb chaps who were very keen admirers, after taking the trouble to learn this art so that he could converse with them.

Hardly a person in the sport did not owe Jeff a favour. He would help any driver who would listen to advice and many competitors are much better performers since adopting his suggestions and theories.

At the N.S.C. Cabaret on only the Friday before his death, Jeff gave ample evidence of his generosity during an "auction" for a bottle of champagne. With all opposing prospective purchasers dropping out around the £6 mark, friends took the bid "on his behalf" up to £10, but he unhesitatingly and happily paid the tenner—for once he'd been the victim of a joke.

### THE RISE TO THE TOP.

**A sheer fluke introduced Jeff to Speedway. A friend, Johnny O'Connor, and Jeff had arranged a double date with two girls one Saturday night but the girls stood them up and Johnny took him to the Showground, "smuggling" Jeff into the pits. Alan Verdich was having trouble starting his car and Jeff, onlooking with interest, suggested the probable cause of the trouble and was proved right on examination.**

He raced a stockcar for Ernie Meagher (No. 30) briefly at Windsor in 1958 while, at Westmead that year, Ernie's speedcar recorded a lap at around 28 seconds in practice and Jeff Freeman had driven a midget for the first time.

Jeff had become friendly with Dallas James and, after Norm Jackson was fatally injured in a crash in Verdich's twin, Dallas

suggested to Alan that Jeff drive the car and he was soon behind the wheel of No. 14.

He drew posy 3 and finished third behind Rob Greentree and Tony Burke in his first race when Westmead opened in 1959. At his third meeting he had a harmless meeting with the fence and the following week had his first win in an Encourage, the first of three consecutive wins in these events. He moved into the A-grade ranks and ran a second to Johnny Harvey in a Sprint, his first Senior placing. On his 19th time out, Jeff collected the H'cp Final from Harvey and Johnny Stewart and three starts later took out his Heat and the Final of the H'cps, plus his first Feature from close friends Peter Johnson and Dallas James.

Jeff at this stage had more "go" than experience and, although he was a little 'hairy' at times, was progressing quickly.

At the Royale in '59/60, Jeff won 5 Sprint races and was placed in two Features. The only other Feature he finished in was the N.S.W. title, in which he came in seventh.

Following a run of mechanical failure at Westmead, Jeff won 9 events at the Royale in '60/61, including a record sequence of six wins in a row, a Feature and the Sydney Cup being in the list. He was rarely unplaced when he finished and his placings included a third in the N.S.W. title behind Johnny Harvey and Lindsay Olling. This season was marred by the loss of Peter Johnson but Jeff kept on and later, on World Derby night, switched to the Max Linklater Holden—which had previously been piloted by Nev Doherty.

He had the opportunity of learning to use the additional horsepower in the Holden during the 1961 Windsor season. Nine wins came his way again at the Royale in '61/62, including one Feature and a great sprint victory over Leroy Warriner. In one Feature he was coming a great second to Bob Tattersall when he clipped the fence and spun wildly on to the grass late in the event.

A third to Tatt and Warriner in the World Derby finished off a good season.

## The Man Who Lived For Speedway

The edges still needed trimming, but a really great driver was well on the way and Tattersall was one of the first to state it that year.

Back to Windsor for the winter and Jeff was co-backmarker with Len Brock, Peter Cunneen and Johnny Peers. Linklater received an offer for his car from New Zealand which was too good to resist and, for the opening meeting at the Royale, Jeff piloted Herb Elliott's 77. The Feature was probably the wildest drive of his career as he rocketed the car through to 5th spot after winning a sprint earlier in the night.

His big break followed when Don Mackay, after a disagreement with Johnny Harvey, engaged Jeff to drive the ex-Tattersall Offy No. 75, Andy McGavin moving into No. 76. Under guidance from Andy and Don, Jeff took things easy for the first few weeks, learning to use the power of the Meyer and Drake mighty 4-cylinders.

Across to Perth during the '62 Empire Games and Jeff let the Offy have its head on the big circuit. He collected the 25-lap W.A. title, broke four records and, with McGavin, pulled in record crowds. Stopping off in Adelaide en route home, Jeff was running well in the Harry Neale Memorial Trophy when Bruce Rickard stood on his nose and rolled into the Offy's cockpit, but the amazingly quick reflexes of the Sydney youngster enabled him to get down quickly enough to escape injury.

Back home for the N.S.W. title and locals noticed his improvement when he brought off a cool, calm and collected third. He then collected his first Sydney record when he demolished Ray Revell's time in winning a 9-lap sprint from Tattersall. Jeff, McGavin, Brock and Peers journeyed to Auckland in January, 1963, and this trip saw Jeff take over as Australia's top driver.

He top-scored in the tests against New Zealand and just prior to their departure brilliantly won the Auckland Cup in record time. Back home, Jeff immediately won three Features in a row, including the Syd-

ney Cup. A fine third behind Tatt and Davies in the World Derby followed after the Offy's diff had scattered gears everywhere when he was running right with Davies for the lead in the Australian Grand Prix.

He won the 50-lap Victorian title from Aub Cherry and Joe Braendler. Up to Brisbane and Jeff gave Davies a great battle for the ¼-mile World crown before the American won narrowly. He took out the 30-lap Australian Grand Prix and the "Golden Fleece" 100 lapper in great style.

Back to Westmead for the 1963 Winter Season and Jeff blew an Offy motor for the first and only time in Blair Shepherd's recently acquired ex-Tattersall car. He was proud of his "non-blowing" record and even this one was not his "fault", as the motor went while Jeff was taking up his position at half pace.

He brought down Blair's Repco and, with topline engineer and former driver Tommy Bradshaw, set about rebuilding the car. Jeff took out the National Winter Season Championship and was given a tremendous ovation one afternoon when, after Johnny Stewart had hit a slick spot and slammed into the fence during a match race for the Winter Season Match Race Title, Jeff immediately offered John a re-run the following week.

He had his second escape from injury when a front wheel of Johnny Peers' car grazed Jeff's helmet as he quickly ducked after both had finished up in a multi-car crash. At the tail-end of the season Mackay resumed preparing the Offies and Jeff had his first run in the ex-Warriner No. 76, winning the Feature in record time.

At the start of the '63/64 Sydney Season Jeff opened a new chapter in his career. He was now the complete master of the Offy and his driving developed its true touch of class. He preferred to out-think opponents rather than shunt them slightly if they wouldn't move out of his path. During the season he collected 6 wins and 8 placings in the Features, plus wins over Tattersall

and Davies in match races. He had the first roll of his career when he clipped a spun car and flipped on the Pit Corner and had another escape when he flipped after being squeezed for room entering the bullpens corner, but on both occasions he climbed out uninjured. He looked a chance in the Australian Grand Prix but missed the re-start when Stewards didn't notice him cutting across the grass to take his position in a re-run during heavy rain. He blew a tyre during the N.S.W. title when running third.

Jeff again came home third in the Sydney World Derby—behind Kev Park and Tattersall—but, up to the Brisbane Exhibition, and Jeff held out Tatt for 25 laps to win the Australian Championship. In the Brisbane World Derby the following week, Jeff and Tatt had a tremendous battle until Jeff, in second spot, was black-flagged after a rear tyre had thrown a tread on lap 40.

Jeff and Don Mackay had a disagreement and the champ proved his ability to drive any car beyond doubt when he drove Wally Pont's 51 at Westmead and had the Feature won until the tailshaft went and he spun out. Two weeks later he was back with Mackay, finishing third to Blair Shepherd and Johnny Harvey in the Brisbane Grand Prix.

When Westmead opened last year, Jeff linked up again with Max Linklater. At the end of May he was charged by Johnny Stewart as having deliberately crashed him in an event and Jeff was suspended for 12 months, mainly as a result of his being so

upset over being accused of such a ridiculous thing that he declined to furnish evidence of the jammed throttle at the hearing and believed that the Committee would know he would never do such a thing.

Jeff's love of the sport was clearly seen following his suspension. Offers came from Perth for him to drive there with the then non-affiliated W.A.S.D.A. A well-known Sydney barrister contacted Jeff with an offer to fight the case free of charge—including court action against statements made in a Sydney newspaper. Friends offered affidavits swearing to Jeff's innocence, but he kept the matter on his own shoulders to save any harm being done to the sport.

The N.S.C. Committee cleared Jeff of the charges and he finished out the season in the Linklater and Elliott Holdens, leaving the Mackay team because of a business matter and Len Brock stepped into No. 75 on Mackay's return from the 'States. The car was sold to Blair Shepherd at the start of the summer season, Jeff telling him "you now have the best car in the country".

Two Feature wins came his way in the Linklater Holden at the Royale last year, one of them being one of the best races ever seen when he coasted across the line with a blown motor to down Johnny Harvey by inches.

A third in the N.S.W. Title followed and then John retired and moved into road racing. Jeff received an offer from Mackay to rejoin the team and agreed to do so in



Jeff and Johnny Stewart pictured in action during one of their 1963 Winter Season clashes.

## The Only Risks He Took Were Calculated

December after a lot of consideration, mainly because he considered an Offy a more reliable and better machine, plus the fact that there was less risk attached as he was automatically a backmark driver and wouldn't have to push as hard all the way. Out came the paint brush at Jeff's request and the number 75 replaced 76.

Handling troubles plagued Jeff and teammate Len Brock for a few weeks but he was back in the Feature winning lists by late January. In March he was offered a tremendous guarantee by Auckland promoter, Harley Arthur, for a one-night stand as they needed opposition for Tattersall, who had run riot over the locals.

Jeff flew across, drove Merv Neil's Rothman's Offy—which he'd never even seen before—and proceeded to clean Bob up two straight in match races.

Arthur walked up to Jeff and asked could they rig up something for the third heat as he still needed a crowd-drawer after his departure. Jeff, who didn't want to throw an

international race, told Arthur to "leave it to me" and proceeded to lose the jump of the third heat, blasted up to Tatt, hit the brakes and slid sideways in a fake spin-out. Later in the night he was involved in a last corner tangle with Tatt and Terry Roycroft and ran up and over Tatt's bonnet back to the track and finished second—he'd been paid well to put on a show, as the crowds hadn't been good, and had done the job well—not for the money, but mainly to help the sport.

Home again and Jeff downed Tattersall by three-quarters of a lap to win the Craven "A" Championship. He then turned in a brilliant performance to come from behind Tatt and collect the Australian Grand Prix, completing a hat-trick of Features.

The fact that Jeff had to concede Tattersall 10 yards start in the World Derby was proof alone that here was not only our best driver, but one capable of holding more than his own in the 'States.

At the start of the event Jeff hung well



Jeff sits dazed in the Offy after three viciously-quick flips in the big pit corner pile-up at the Royale on 30th November, 1963. The late Nick Collier is about to climb from

Ern. Meagher's 73 sitting on its side in the foreground, while Brian Myers, Don Hunt, Lew Marshall and Sid Clarke were also involved.

back. He would get a feeling in his stomach when something was going to happen—he had it every time there was a serious crash in a race, in fact he hung well back at the start of his last event—but this was one time it backfired on him and by the time Jeff started coming through he had given Tatt too much start and finished second.

To Brisbane again for the ¼-mile World Derby and Jeff was just starting to make his run when he blew a tyre while in third place.

At Westmead again this season he'd been running extremely well. The week before his death Jeff brilliantly won the last Feature he was destined to finish in and had built up big leads in the National Award, the N.S.C. pointscore and the Season's pointscore.

### THE FUTURE.

Jeff was flying to America on August 1st for a month's tour. Wrestler Ray Stevens, who is a likeable personality away from the Stadium, had grown to like Jeff so much in the brief period he knew him that he was buying an Offy for Jeff to use in some 16 drives in the 'States. Jeff was hopeful of faring well, as he considered he was representing Australia over there and that this country's sporting reputation had to be upheld.

There was a move afoot for N.S.C. President, Len Steele, and old friend and former associate of Ray Revell's, Ron Harding, to buy an Offy while Jeff was in the 'States and have it prepared locally by Eric Kydd, the Chief Engineer at Qantas, and Tommy Bradshaw.

At Qantas, where he had been employed on the ground maintenance engineering staff in hanger 96 for the last year, Jeff was well-respected and was in line for a good career. The company's journal recently included a large article on their Speedway champion.

Jeff had taken many flying lessons and his goal somewhere in the future was to obtain his pilot's licence, quit Speedway while still at the top, and make flying his life.

This probably would have been when he'd have settled down and married as, while he was racing, Jeff refused to become serious with any girl and was a man with a thousand 'phone numbers.

### THE COLUMNIST.

Jeff's column in this magazine was something he enjoyed doing, as he got quite a kick out of it. It was not written for him using his name, as we wished to pass on to you his thoughts and comments. In a field new to him, he set out with typical determination to help improve the Sport and was quite willing to stick his own neck out if anything could be gained for speedcar racing by it.

The last column he wrote attacked prize-money paid to drivers in "the most dangerous sport in Australia". In almost every column he wrote the expression "Speedway is a great and exciting sport" which, in order to avoid repetition, was sub-editorially deleted from the printed copy.

We were privileged to have Jeff with us and will endeavour to carry on with the job he set out to do.

### HIS HOPES.

Jeff looked forward, as so many of us do, to the day when the National Speedcar Club—through the licensed premises fast becoming a reality—would have and promote its own track. Gone would be the days of fights with promoters and we think even the promoters, who must like the sport in the first place to conduct it, would not be sorry to see this come about.

He always said that he'd "come back and haunt anyone" who gave Speedway away if tragedy befell him.

A man always to say a prayer before going to sleep, no matter where he was, Jeff often told his mother, "Mum, if you've got any religion in you, any religion at all, you'll know I'll be out there somewhere in one of the cars." Even drivers he was tutoring are keeping on because that's the way he wanted it. This great sport must continue to expand and improve.

## Farewell To A Champion

### HIS FAREWELL.

Jeff Freeman was honoured with one of the biggest funerals ever seen in Sydney and certainly the biggest ever held for an Australian Speedway identity. Drivers and official representatives of Clubs in New Zealand, South Australia, Queensland, Victoria and all sections of the sport and tracks in N.S.W. were in attendance. There they all were, assembled to pay their last respects to one of nature's gentlemen, together with his workmates, friends, relatives and fans. An estimated 1,500 people packed St. David's Church, Arncliffe (where the service for the late Peter Johnson (Pantlin) had also been held). They stood in the aisles and those who couldn't get inside waited to join the procession. A Qantas jet winged overhead during the service.

A police escort and a guard of honour led away the procession and hundreds of cars stretched for more than 3 miles as it made its way to Woronora Crematorium. Police were stationed on intersections and saluted the hearse, while staffs of garages and engineering establishments stood in tribute on the footpath outside their businesses.

The floral tributes alone were proof of the esteem in which he was held. Several wreaths were placed on both the Showground and Westmead circuits.

A minute's silence was held during meetings at the Royale, Westmead and Windsor while even the Sydney Stadium on wrestling night and the Windsor R.S.L. Club observed similar tributes.

Speedway truly said a tremendous goodbye to its Champion of Champions.

### MEMORIAL TROPHY.

So many wanted to donate a "Jeff Freeman Memorial Trophy" that it has been generally agreed amongst his friends that they pool their resources and make the trophy the best in Australasian Speedway. At present it looks like being conducted on

a nation-wide basis, as he had friends throughout the country.

A move will be made to have his number, 75, frozen by the National Speedcar Club and kept in his name for as long as Speedway exists in this State.

This was the driver who will never be forgotten and, with a gripping numbness we say good-bye to a friend, until we meet again.

## OVER TO YOU

This week Speedway had something taken away from it. Suddenly there is a feeling of emptiness.

Gone is a man whom we could never forget.

Gone also are the nights when he was cheered to the echo as he punched the famous little black Offenhauser around the Showground.

Jeff Freeman was Speedway in Sydney and the sport could not receive a more severe blow.

So to everyone who saw this man race, never forget him, because you will never see another like him.

"STILL HIS FAN."

**This contribution is typical of the contributions to this column we have received since Sunday, 9th May, and it has been selected to represent the feelings of the many who wrote and the thousands who followed Jeff. For the others who forwarded contributions prior to that date concerning Jeff, which would have been published this issue now that we have additional space available, please accept the knowledge that he read and enjoyed many of the letters, although they will now not be published.**

## FINAL VICTORY

**WESTMEAD, 2nd May: An improved track surface automatically resulted in better racing at this meeting, which was highlighted by the late Jeff Freeman's brilliant record-breaking drive to take out the 15-lap Speedcar Feature.**

The field was away to a good start, with Laurie Seidl leading early from Don Hunt and Wal Brooker. Lew Marshall was quickly up to second spot, but Freeman was mowing them down at a rapid rate and on lap 5 blasted around Marshall at the pits and under Seidl in the main straight to lead. Marshall moved to second and Len Brock to third when he moved under Brooker on lap 10. The finish saw Freeman 100 yards clear of Marshall with 80 to Brock, followed by Brooker, Middlemass, Park, Seidl, Staples, Oram, Bowland, Higgins and McCrae. Jeff's time took 6.6 secs from Peter Bowland's record.

Billy Warner accounted for Dick Briton in their 2-lap Hot Rod match race and broke Geoff Wicks' record by 4.2 secs. On a freshly watered track, Warner ran down front-runners Stan Phillips and Ian McManus to win the First Handicap, but officials surprisingly ordered a re-run of the event later in the programme. Warner again made no mistake, leading home Dick Briton and Ian McManus.

McManus (from 50 yds.) built up a handy lead in the 12-lap Feature, but again there was no holding Warner (550) and he

caught Ian late in the event. Don Fortune (130) brought his Dodge home in third place.

A spectacular pile-up occurred in the "B"-Grade Stock Rod head when Ron Keough rolled, while Wright finished up in the boards and was demolished by Tony Andrews, Lyle Healey clipping the wrecks as he sought breathing space.

The Senior Final saw backmarker John Alexander (210 yds.) continue his winning form by comfortably leading in Gary Cooke (200) and Paul Burton (30).

## SEYMOUR'S SUCCESS

**The final event for the Royale 1964/65 season was the 15 lap Hot Rod race, which, following racing at Windsor the previous day, attracted only 10 starters.**

George Polley, favoured by posy 3, jumped into the lead, which he held for eleven laps before Arthur Seymour, who was playing his usual waiting game, blasted around Polley and a group of "stragglers" in the main straight.

Wicks, who had gradually worked his way through the field, was under Polley on the back straight lap 14 to be second.

Polley slowed with a punctured rear outside tyre, allowing Ron Isbill to move into third place.

Laurie Parry, who showed little dash, burnt his foot when a radiator hose burst during the last lap.

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## SHARP'S STILL BOSS

Producing the form that recently made him the National Champion, Bob "Cowboy" Sharp swept all before him at the meeting to win at all four starts at the Royale on May 1st.

Little do most fans realise that behind the scenes the "Cowboy" has been plagued by problems with the new E.S.O. and after his great last lap in the handicap final to edge out Warren Hawkins, the motor mysteriously cut out once again.

Hawkins rode extremely well at the meeting and except for a slight brush with the fence during the last lap of the Handicap Final, may have held the "Cowboy" at bay.

Barry Hopkin is slowly but surely returning to the form that made him the outstanding rider during the early part of the season and with his wrist back to normal he will be the one to watch next season.

Despite an early fall, Ray Sharp rode well in the scratch events and kept brother Bob "honest" in the Scratch Final.

Having his first Sydney meeting this year after spending the season at the Claremont Speedway in Perth, Gunter Haslinger sized up the Sydney bowl again, while Greg Kentwell was beset with problems all night.

It was hard to assess the potential of Perth rider Ken Greedy, as he only received one start at the meeting.

On May 10th, Barry Hopkin was right back in top form at this postponed meeting, notching a brilliant double in scratch events.

Bob Sharp and Hopkin were heat winners and with "Cowboy" leading down the back straight the Final appeared to be over, but this was reckoning without Hopkin as he picked the best piece of track close to the fence and swept around the "Cowboy", who was riding tight, and from there on the result was never in doubt with Hopkin winning from Bob and Ray Sharp.

Just as Barry dominated the scratch events, so did Ray Sharp rule supreme in the handicap section.

Warren Hawkins turned in a fine ride to win the first heat from Greg Kentwell and John Dunne, then Ray Sharp just managed to stay ahead of brother Bob in the second stanza.

The Final was almost a repeat of heat two with Ray leading Bob Sharp through the field to go on to a narrow win, with Hopkin third ahead of Bruce Croxon and Hawkins.

Greg Kentwell's list of mechanical failures was added to at this meeting when a broken crankpin put him out of contention in a scratch heat.

Perth's Ken Greedy had his second Sydney meeting but with only limited opportunities, is finding it hard to find the quick way around.

—KEN PREECE.

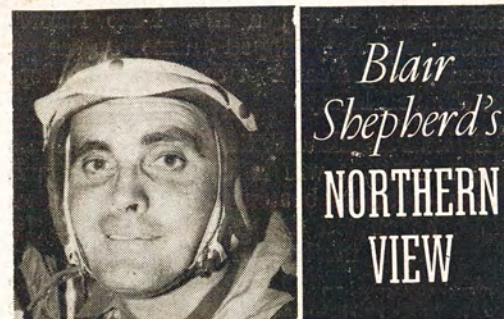
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### Greetings, Speedway Followers,

This issue's column is a hard one for me to write for, like so many others both in and out of Speedway, I am feeling the loss of my close friend and fellow driver, Jeff Freeman.

He was endeared to the hearts of all Brisbane, both competitors and followers alike, and I speak for all when I say he was a champion right through. I offer our written sympathy to his mother, relatives and friends and remind them that their loss is shared by all in Australia.

Vale Jeff.

The Speedcar Feature races in Brisbane are still being dominated by my fellow-Offy chauffeur, William (Be) Goode. Bill has now taken home the money in four consecutive features, a new record in itself, apart from his record-breaking times in two of the events. One of Bill's most convincing wins was in last week's 100-lap annual classic. Nice work, Bill, and another plug for your hard-working mechanics, the Mulcahy brothers.

Sydney driver Lew Marshall has just completed a fortnight's stay in the Northern State and he's always a popular driver up here. Lew's one of the boys we enjoy racing against at all times and he's a thorough gentleman.

Ron Wanless (the iron man) survived a nasty-looking flip in last week's Feature and crawled out with only a few scratches. I saw him the next day—he was having a hot bath and was too stiff to move!

Two newcomers to watch in Brisbane next season will be Gus McClure and Bob Morgan. Gus is now driving the ex-Goode Repeo and Bob in the Jim Cross Holden. Bob had his fourth drive in the car last week and made the field for the 100 lapper, running well until the final stages when his car overheated. He's fresh from the T/Q ranks, in which he was a big draw.

Brian Tracey has had his midget fitted with a Volvo motor by Volvo agent Laurie Mason and the car is now called the Mason Volvo. Brian gave it its first run in the 100-lapper and ran with the leaders for 40-laps until he blew a tyre. Looks like Brian will be a real problem in the coming season.

'Bye, until next issue.

BLAIR SHEPHERD.

**Footnote:** Blair cancelled his trip to America this month.

## ROBERTS WINS STOCKIE TITLE

**Bill Roberts won the 1965 50-lap N.S.W. Stockcar Title at the Royale on May 1st, when he defeated Max Dinte (driving Arthur Briggs' 22) and Ron Agnew.**

George Tattnell (who from the start had no intention of winning), latched on to the tearaway leader Nev Wills. George's brother, John, recorded the only other roll when he despatched Les Marks on the Pit Corner.

Tattnell, who was motoring on the inside with a very sick motor, spent the latter laps waving his rivals past, only to attempt to latch on to their rear-end as they went by.

### PRICE INCREASE.

This issue commences a "new look" for this magazine, with additional pages. The extra pages and a sharp rise in printing costs—we're about the last magazine or paper to increase its charge—forced us to increase the price to 1/6. Hope you don't mind paying a little extra for still the greatest value in Speedway reading.

## T-Q'S ADD VARIETY

The return of the Sydney T/Q club to Windsor on Sunday, May 2nd, gave the show the much-needed variety it requires.

Youngster Max Mann took the honours with a winning double, taking out the First H'cp Heat and the Feature, in which he narrowly defeated Ray Platt and John Hawkins after leading from the end of the opening lap.

Merv Gillies and Platt locked wheels at the entrance to the back straight on lap 2, before Gillies spun backwards into the fence, necessitating the blue flag. Mann led away in the re-run but by lap 9 Platt had wheeled his E.S.O. up to be within a length of Mann. Stan D'Arcy broke a back axle during lap 10 and the blue flag was shown by a corner steward, but the flag was missed by officials, who declared Mann the winner.

Ron Isbill sent spectators scurrying for cover when he lost the rear wheel of his Ford Cobra Super-Modified on the first corner of the Hot-Rod Feature. The field was further depleted when Les Smith, Fred Bowler and George Tattnell tangled on the first corner of the re-run.

Newcomer Jim Stanley finally won the event from Barry Pinchbeck and Wal Seymour.

Ken Edwards dropped the bearings in his

O.H.V. Ford during the Stock Rod Feature, after earlier setting a new 1-lap record. Earlier John May flipped 4 times on the pit corner during Heat 2 of the Stockrod H'cp, but escaped injury.

Bryan Purssell took the Speedcar honours with a brilliant win in the First H'cp and was a certainty beaten in the Feature, in which he piloted the field for 7 of the 10 laps before mechanical trouble sidelined him, allowing Allan Hartley to move into the lead. John Garey finished fast to take second, with Ray Kilpatrick third.

Bill Finch, Noel's father, was badly burned in the pits and was rushed to Royal North Shore Hospital, suffering from first, second and third degree burns.

**Ron Isbill took the individual honours the following week with a winning treble with his super modified, with George Tattnell and George Polley relegated to the minor placings all afternoon.**

The Stockrods were without Ken Edwards overheader and honours were shared between Noel Finch, Vic Toomey and Ted Nelson (his first win with his Chrysler Royal) with a win each, while Brian Hayer, with his Austin A40, was the runner-up on each occasion.

Joy Roberts, winner of last year's State Woman's Title and wife of the recently-crowned N.S.W. champion, Bill, took out the Ladies' Stockcar race.

For Sydney's Top Sunday Afternoon Entertainment

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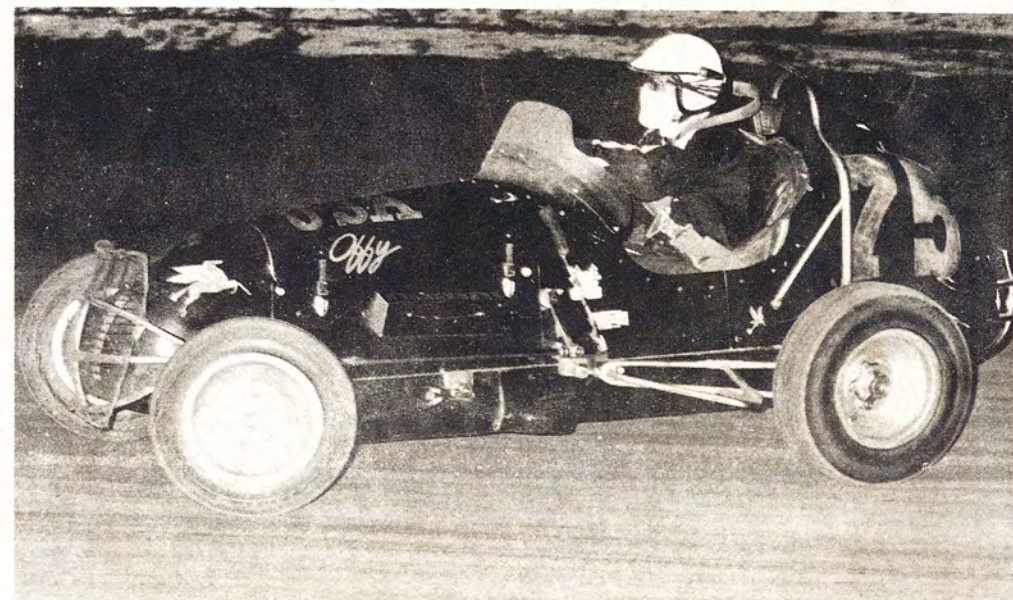
- Children free if accompanied by an adult.
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## Tribute to JEFF FREEMAN



Jeff caught in a typical high-spirited mood at the National Speedcar Clubs Cabaret in 1960. Always one to be in everything and anything, this side of his personality will be certainly missed by the many who knew him.

Jeff as the crowd loved him - Scorching the Don McKay Offy around the Showground circuit, he recorded many of the greatest drives ever seen on the track and was the most colourful Australian personality ever to sit behind the wheel on it.





## ROD SPOT

With **CLIVE SEVENOAKS** and  
**DON FORTUNE**

We've finally "commandeered" a space in the "Speedway News" for hot rods and we'll have more for you next issue. Firstly, we'd like to pass on our respects to the relatives of the late Jeff Freeman. He will certainly be missed by all those who follow Speedway.

Looks like we might see some inter-club racing this year. The two main Sydney clubs, Westmead and S.C.O.D.A., may be getting together to provide some interesting races.

An interesting new car on the way is Don Parker's. Don has been out of the sport for a while but older fans will remember him as a real charger, so watch out for this combination.

Billy Booth's new super modified has gone into the workshop to have a new Holden 179 motor fitted. It's one of the lightest cars around and will be another to watch very shortly.

Barry Pinchbeck has had some really bad luck this year. His O.H.V. Ford motor was completely overhauled after last season at Windsor and blew after a couple of races this season. He put it back together and bang-ho again! Let's hope he has a change of luck soon.

The way Billy Warner, Bob Tunks and Gary Rush are going these days, it certainly doesn't look as though their walks down the aisle recently have affected their driving.

The popular "Jag Jockey," Dick Briton, somehow finds time in between racing and working to raise 5 young 'uns ranging from 1 to 7. You can't say this boy isn't a bad peddler!

## HUMPHRIES INJURED

Victorian Bill Humphries regained consciousness on April 5th in America after being in a coma for four days following being involved in a 3-car pile-up with Peter Brent Offy team drivers Len Duncan and Jigg Peters.

On April 4th Bob Tattersall won a 50-lap Offy 110 event at Toledo, Ohio, from Len Sutton and Paul Goldsmith. During the event Lloyd Ruby's car bicycled, ploughed into the guard rail and flipped a number of times. Lloyd was admitted to hospital with suspected concussion.

Dick Aiken, of Jolli, Illinois, received minor injuries when his car rolled three times during a Sprint at New Bremen, Ohio. Aiken rode over the rear left wheel of Bob Tattersall's Pflummer Holden, Bob spinning and stalling. Aiken's roll bar broke in three places in the crash.



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**WATCH FOR OUR NEXT ISSUE  
ON JUNE 13th (one week later interstate)**