



"STICKY FINGERS"

Magazine

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Issue 63 September 2009

Trivia: Reading Test Udder Buffoonery™
Productions LLC

Reading Test

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UdderBuffoonery.com

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Peters Prattling

Next month – Video Talk by Tony Holmes on US Navy Aircraft and Southern Expo 2009 video.

Scale Modelworld 2009 (IPMS Nationals)

I've received an update from the organisers to say that those members attending early for setup, i.e. before 9:00am on the Saturday and Sunday will require additional passes as well as their IPMS membership cards. If anyone is intending to come along and attend the show for IPMS Hornchurch please let me know as I should be receiving the passes sometime in October.

Home Life

Well my birthday has been and gone another year older and the eyesight has now really started to give way, I'm having to start using either reading glasses for close up work or vari-foculs, still it's better than not seeing at all that really would cramp the modelling style.

I really enjoyed my day out at Hendon and that's despite spending the day there in May when Barnet had their model show there. Strange how you can look at a plane and not notice something until a lot later. As part of the '70s build theme I had pulled out an Airfix Jet Provost Mk.5, lovely little kit to build and fairly colourful, even in the standard scheme. Thankfully for me AirDecal had just released a sheet of decals with marking for the planes flown by the Lincolnshire Poachers, who flew from Cranwell. This for me is one of the "home" airfields. I used to live in



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south Lincolnshire and Cranwell was in local terms "just up the road" so was a scheme that had to be modelled. It doesn't help that it is quite attractive, to me anyway. The scheme is the standard white and red fuselage with light grey wings, but with the addition of a light blue "swoosh" from the tail wrapping under the fuselage to join up with another strip underneath the fuselage meeting at a triangle design underneath.



Anyway back to the point, yes there is a point somewhere in here! Looking at the plane my wife asked whether they were flown by the Red Arrows, cue anorak moment. I supplied the relevant information that they had flown Gnats before the current Hawks so not the same plane and then proceeded to mention that the Jet Provost was flown by the Lincolnshire Poachers, she has a similar interest in the location as we met whilst at the local grammar school, so we've sort of grown up together. I was explaining about the blue "swoosh" and then just happen to notice a discolouration on the red part of the rear fuselage just where the "swoosh" would be. Looking more closely at the tail there was also a now very obvious line in the white paint where the blue should have been. Underneath there was further discolouration where the triangular design would have been. My suspicion at the time was that the fuselage at least was one used by the Poachers and at some point repainted or stripped of the blue colour but leaving behind the paint ridges and discolouration. So if nothing else us modellers can take heart that those faint ridge lines that we might sometimes get in the paint after the masking has been removed are occasionally accurate!

Strange how you can look at a plane and completely miss some details and then because of some distraction they pop out! I'd looked at the plane during the Barnet show and even taken some reference photos but hadn't noticed the paint colour differences. A quick trawl of the internet shows that although the Hendon Jet Provost wasn't an original Poacher from the '70s it was painted up in the scheme in 1985 as this was one of two RAF Jet Provost display jets supplied by Cranwell.

Royal Flying Corps Monthly Safety Report

The following safety tips from the Daedalian Foundation are excerpts from a Royal Flying Corps monthly safety report. The report was signed C. St. John-Culbertson, Royal Flying Corps, Colonel, and was dated 21 December 1917.

INTRODUCTION Another good month. In all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units

RESUME OF ACCIDENTS

Avoidable accidents

1. Avoidable accidents this last month.



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- a. The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.
 - b. A B.E. 2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who was signaling to the gunners.
 - c. Another pilot in a B.E. 2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.
 - d. A Longhorn pilot lost control and crashed in a bog near Chipping-Sudbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.
 - e. While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge. f. A B.E. 2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.
2. There were 29 unavoidable accidents from which the following are selected:
- a. The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.
 - b. Sixteen B.E. 2 s and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.
 - c. Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

COST OF ACCIDENTS: Accidents during the last three months of 1917 cost 317 pounds, 10 shillings and sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

ACCIDENT BRIEFS

No. 1 Brief - No. 912 Squadron 3 December 1917 Aircraft type B.E. 2C No. XY 678, Total solo - - 4.20 Pilot Lt. J. Smyth-Worthington, Solo in type - - 1.10 The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented manoeuvre, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude, and by skillful manipulation of the flying wires successfully sideslipped into a nearby meadow.

Remarks: Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation.

R.F.C. Lundsford-Magnus is investigating the strange behaviour of this aircraft.

No. 2 Brief - No. 847 Squadron 19 December 1917 Aircraft type Spotter Balloon J17983, Total solo 107.00 Pilot Capt. * * * , Solo in type 32.10
Captain * * * of the Hussars, a balloon observer, unfortunately allowed the spike of his full-dress helmet to impinge against the envelope of his balloon. There was a violent explosion and the balloon carried out a series of fantastic and uncontrollable manoeuvres, while rapidly emptying itself of gas. The pilot was thrown clear and escaped injury, as he was lucky enough to land on his head.

Remarks: This pilot was flying in full-dress uniform because he was the Officer of the Day. In consequence it has been recommended that pilots will not fly during periods of duty as Officer of the Day.

Captain * * * has requested an exchange posting to the Patroville Alps, a well-known mule unit of the Basques.

No. 3 Brief - Summary of No. 43 Brief dated October 1917 Major W. de Kitkag-Watney's Nieuport Scout was extensively damaged when it failed to become airborne. The original Court of Inquiry found that the primary cause of the accident was carelessness and poor airmanship on the part of a very experienced pilot. The Commandant General, however, not being wholly convinced that Major de Kitkag-Watney could be guilty of so culpable a mistake ordered that the Court should be re-convened. After extensive inquiries and lengthy discussions with the Meteorological Officer and Astronomer Royal, the Court came to the conclusion that the pilot unfortunately was authorized to fly his aircraft on a day when there was absolutely no lift in the air and could not be held responsible for the accident. The Court wishes to take this opportunity to extend its congratulations to Major de Kitkag-Watney



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on his reprieve and also on his engagement to the Commandant General's daughter, which was announced shortly before the accident.

FLYING SAFETY TIPS.

Horizontal turns. To take a turn the pilot should always remember to sit upright, otherwise he will increase the banking of the aeroplane. He should NEVER lean over.

Crash precautions. Every pilot should understand the serious consequences of trying to turn with the engine off. It is much safer to crash into a house when going forward than to sideslip or stall a machine with engine troubles.

Passengers should always use safety belts, as the pilot may start stunting without warning.

Never release the belt while in the air, or when nosed down to land.

Engine noises Upon the detection of a knock, grind, rattle or squeak, the engine should be at once stopped. Knocking or grinding accompanied by a squeak indicates binding and a lack of lubricant.

WATCH THAT FIRST STEP. The First Marine Air Wing had this write up in their Safety publication Wing Tips

It was conceded by all that the pilot had accomplished a brilliant piece of work in landing his disabled machine without damage under the circumstances. It is not with intent to reflect less credit upon his airmanship, but it must be noted that he is a well experienced aviator with over 40 total hours in the air, embracing a wide variety of machines, and this was his seventh forced landing due to complete failure of the engine.

It was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury.

Some thought should be devoted to a means of identifying wing-traversing catwalks to assist aviators in disembarking from their various machines.

Forthcoming Shows in 2009/2010

Shows with highlight have been booked for us to attend. If you wish to attend any of the shows with the club stand please let me know so I can attempt to book space for the club.

2009	
27 th September (Sunday)	IPMS Brampton – I've requested 2 tables
4 th October (Sunday)	East Anglian Model Show, Ipswich Town FC. – we have 2 tables allocated
7 th & 8 th November (Saturday & Sunday)	Scale Modelworld ("The Nationals"), International Centre, Telford, Shropshire TF3 4JH
2010	
7 th February (Sunday)	IPMS Milton Keynes – not had an invite to this one jet but would expect we will be
20 th & 21 st March (Saturday & Sunday)	Southern Expo
23 rd May (Sunday)	IPMS Barnet, RAF Museum Hendon

Peter



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Robins Ruminations

The nights are drawing in fast now and the garden is slowly being put to bed for the winter, thankfully. My Wife's strawberries have finally finished fruiting after around eight weeks, and very nice they were. Nothing like the tasteless ones you buy in the shops, full of flavour and no need for so much as a grain of sugar. The tomatoes are still going, just, Adele has been busy cooking the excess into various types of Passata. So in the coming cold, dark months of winter we will have the taste of our summer garden as a basis of our pies, stews and Italian cooking. With just a couple of more cuts of the lawn to do before putting the lawnmower away for the winter, the prospect of more modelling time is growing in my mind. However it won't be long before Southern Expo begins to stir from its summer hibernation and need Peter's and my attention. Bang goes the extra modelling time!

One project that I have had on the back-burner is now emerging from the planning and preparation stages and will now be making its way onto my modelling table once it has been cleared of the other part built models. I will be building a Spitfire and a Me 109 of the Battle of Britain period, the kits used will be 1/48th from Tamiya, nice simple builds. I'll keep you posted on their progress; I'm not sure whether that sounds like a threat or a promise.

The other day my Wife came downstairs, leant over me while I was sitting in a chair reading a magazine and whispered in my ear. "Our Son's out, the jobs are done, I think that it's time for us to have some quality time in the bedroom". I soon put the magazine away and headed for the stairs. I could hear some soft music playing, how romantic I thought, however I found our bedroom empty. Following the music I stuck my head in the back bedroom and found my Wife playing Spiders Web solitaire and listening to music on the computer. "I thought you might like to do some modelling while it's quite and I could sit here and keep you company" Adele said, with an innocent look on her face. I'm still not sure if my Wife was on a wind-up or what, but I have my suspicions. Still with modelling now the only option on offer, I wiggled my way into my chair and took the lid off of the Dr.1 box.

Got the Fokker!

At last month's meeting I had my Eduard Fokker Dr.1 kit on the table as work in progress. For those that remember, I had only just started the kit by snipping a few parts from the spruces. After the "encouragement" by my Wife to get into my back-bedroom / modelling room, I got stuck into building the model.

As is my habit now, I cut as many parts off the spruces as possible, took off the seam lines and moulding marks before reattaching the pieces to stretched spruce or cocktail sticks. This included guns, switch boxes, wheels, propeller, ammunition containers, seat, floor, map bag, bulkhead and all the other various pieces that this process can work for. These parts were then painted their various colours, washed and dry-brushed as appropriate and put aside for later use. The inside of the fuselage was painted in two shades of light brown, the long "V" shape along the being wood coloured. On the real aircraft this was a shaped reinforcing piece of plywood. The rest of the inside was painted a light cloth colour and later washed with a mixture of green and black washes to simulate the green outer dope "bleeding" through the cloth. It is worth at this point in looking at the top camouflage of the Fokker Dr.1 in a little detail.

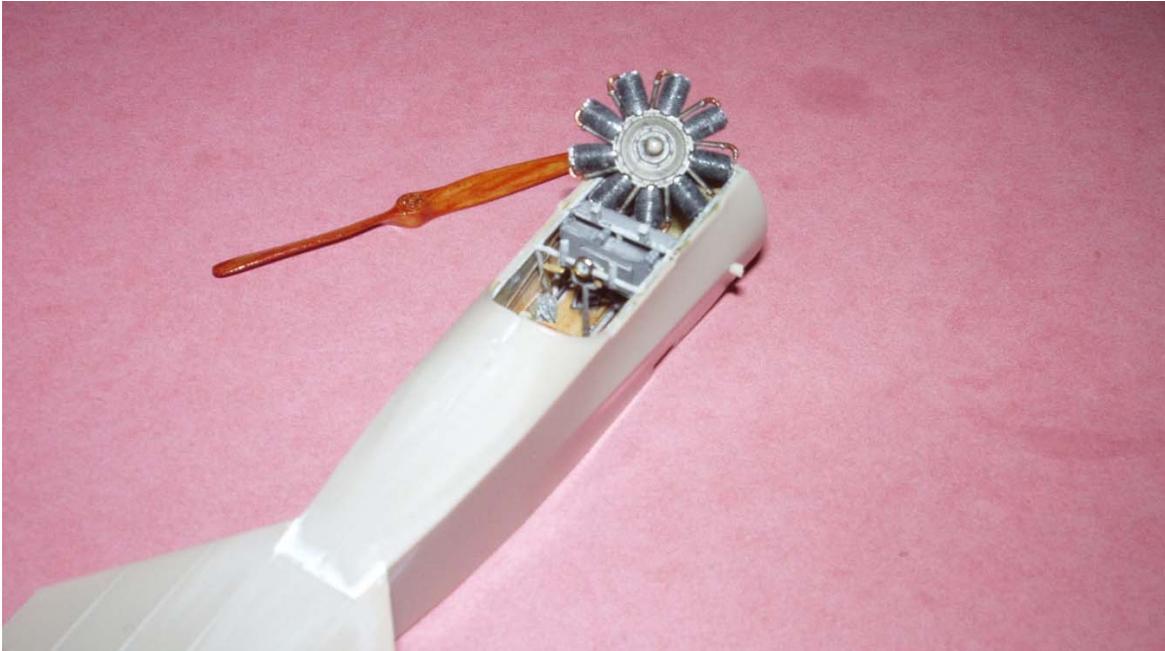
The cloth the Dr.1 was covered with was plain linen that had been brush painted while laying flat with a dark green coloured dope. The brush was not re-loaded until it was almost dry, leaving a distinctive "streaky" appearance on the cloth. The airframe of the Dr.1 was then covered, the sides of the fuselage vertically, the top of the fuselage at 45 degrees and the wings at a slight angle. The metal and wooden parts of the outer-airframe were given a solid coat of olive green. Looking at the many photographs of the Dr.1, I was surprised at just how streaky the appearance was, going from very dark olive green in parts to almost natural cloth. I had always thought that the streaky colours were very subdued, a hangover from 1960's box art and incorrect illustrations I guess. Now all I had to work out was how to replicate the effect in 1/48th scale.



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While considering this thorny problem I got on with building the cockpit. A simple build with only rudder bar, control column, side tubing, seat with its supports and a couple of "tubing" pieces. These parts were added to the floor pan and rear bulkhead, the ammunition holders were then attached to the tubing. The only things I added to the kit that was missing from the kit was an "instrument" with a brass surround, seat belts and a brass lever left over from an old, half used, brass set. I was worried about how all the parts would fit into the two fuselage parts, but Eduard had engineered a good kit and the two halves sandwiched the cockpit parts perfectly. A small amount of filler under the nose and the tail to fuselage joint and things were looking good.

However other matters now reared their head and I was unfortunately forced to lay the Dr.1 to one side and attend to them. So for the past couple of weeks, other than writing this article, I have been "otherwise engaged". Which is a shame as it meant that the little Fokker wouldn't be ready for tonight's competition. However, with luck I might have it ready for Ipswich, we'll see.

M.A.F.V.A. SHOW REPORT

Last Saturday the club attended the Essex MAFVA show in the sports hall at Marshalls Park School, Danny, Steve and myself attended for the club. Although Phil, Mick and Kevin were also in attendance, they were in their MAFVA capacity, but still came around for a chat often. The unloading and parking was well sorted out by having a person, (Kevin), directing the process, a good idea given the small size of the closest car park.

The club was allocated a six foot frontage, but double depth and by the time the public entered we had the stand well filled and looking pretty good with a good verity of model types on display. The light was very good, (I was deeply envious given the lighting at Harrow Lodge!) and plenty of room both in front of and behind the stand. Catering was on hand; I didn't indulge myself, but heard no complaints on price or quality and so must have been good. The show this year was subtly different from last year with a more diverse mix of both trade and display stands. Obviously the show was still mostly AFV related, but more aircraft and ship based displays were in evidence. Four war gaming tables were at one end of the hall and busy all the day with two land-based games and the other two being sea and air based games.

One display that I found very interesting was of real, but de-commissioned, British Rifles from the Baker Rifle to the short Lee Enfield Rifle, made from around 1825 to 1945. My personal favourite was the Martini-Henry rifle dating from around 1880 and made famous for its use in the defence Rorkes Drift during the Zulu wars. A beautiful rifle, from an aesthetic point of view, with a wonderfully simple, idiot proof and robust action. I must admit to being bias as I have used a shotgun from the same manufacturer with exactly the same action.



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There were some very good bargains under the tables, mostly armour of course, but very tempting all the same, please note, I did resist, well almost. I picked up four Superscale decal sheets for WW1 Albatross fighters for only £4, a bargain in anybody's book. I have three Albatross models in my cupboard and for only four pounds I now have an extra ten colourful options to choose from. The three of us took it in turns wandering around and I think saw and bought everything we wanted, or perhaps could justify to our other halves in spending our pennies on! The day seemed to drift by and before we had a chance to become bored of looking around or chatting, it was time to start packing up and head home. A very enjoyable way to spend a Saturday and I would recommend this show to the entire club's membership to attend, after all it's not far to travel to. My thanks go to the Essex MAFVA club for inviting the club. Another plus for the day was no long drive home, for me only six minutes of driving! It took me longer to unload the car than it did to get home.

The only down side of the day for me was that I was distracted while looking on a second-hand bookstall and ended up leaving behind a couple of books I was going to buy. So I'll be phoning the trader up today to see if they still have them available and have pay the postage, my own silly fault.

Well that's the official club bit done and dusted. Now for my personal comments, these are my own and are nothing to do with the club in any way.

I had heard various rumours of a change of leadership at the Essex branch of MAFVA and the reasons for them. However, I will reframe from adding any more comments as I was not present at that clubs meeting, but can easily believe most of what I have heard. I will simply say that the change seems to have had a positive and invigorating effect on the club. I will put my hand up and admit to not looking forward to attending this show three months ago, but would do it as a "club duty" to help out a local model club. However the show had a much less heavy handed feeling about it and being more diverse, I think that the show, while rightly AFV orientated, will now begin to attract a larger number of modellers once the word gets around. Top marks to the club's membership and the shows organising committee in particular for making an O.K. show into a very good one. If the club is invited back next year, I'll make sure that I'll be attending if at all possible.

My Official hat is now on.....

Well this evening is competition night and I hope that I am as "overworked" booking in all the entries as on the last completion night, fingers crossed. I shall keep it brief by saying, enjoy the evening, good luck to all those that enter the competition classes and may the best models win.



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Don't forget that next Sunday is the Brompton Model Show and well worth a visit in my opinion. The club has been allocated twelve feet of table space, if you are intending to attend and bring along your models please let Peter or myself know and we'll make sure that there's space available on the tables for you.

The Sunday afterwards, 4th of October, is the Ipswich Model Show. This year being held at the Ipswich Town football ground for the first time, shouldn't be too hard to find or find a parking space I guess. Same again, let us know if you're going to attend with models so we can make sure that the table space is sorted out.

Of course if you just decide on the day to attend these or any other model shows, as long as you are there before the public opening we'll always accommodate the models somehow.

Robin

Wrighty's References - "A Childs' War Diary" Part 2

1944 Spring – Back in London life continued into the new year much the same as before, until one day when we went to school (Cann Hall Road Leytonstone) in this case. A big surprise greeted us.

"Window" you probably all know what it was, in case not: it was strips of tinfoil metal which was dropped in bundles which split up when dropped and disrupted the enemy radar. It was first used by Bomber Command in late 1943 on the Hamburg bomber raids and was so successful it became part and parcel of the bombing raids thereafter, but it was still secret in 1944 nobody knew what it was or its purpose.

However the Germans by now had worked it out and obviously used their own version. On arrival at school that morning the playground was full of these black/silver strips everywhere, approximately 12" to 18" long looking like lead flashing from a chimney in colour. Desperate teachers, parents and ARP personnel were fussing around trying to stop us kids picking up the stuff. The rumours passed around, were that it was poisonous, would electrocute you, burn you or explode if you put it in your pocket. The next thing I remember was a trolley bus passing by suddenly lost its electro-poles in a blinding flash from the trolley bus wires, where the "window" had become hung up on the wires, another bus came in the opposite direction and ended up in the same situation. The mothers screamed in blind panic at the ARP "Save the children", to wit we were hustled into the school shelter pronto, where we stayed for most of the day. By the time we came out it was home time and all appeared normal, it was later mentioned that they were German booby traps never to be touched but that was it. I never saw one again.

This was probably dropped by bombers taking part in the so called mini blitz or "Baedeker Raids" implemented by the Germans in 1944 over the London area.

1944 Summer – One summer's day I was sent to run some errands for my mother at the grocers shop just across the main road (Cann Hall Road E11) opposite to the school. I don't believe they had lollipop ladies then, but usually a junior policeman to do that job. I arrived just in time to be stopped by him, when an Army convoy was about to pass, I liked arithmetic, so as the lorries passed I began counting them. All the vehicles were brand new, they trundled by and seemingly went on forever. Not being an AFV fanatic I cannot identify them but medium sized two seater open back trucks, all exactly the same. I think the convoy was 207, finally followed by 2 Army outriders on motorcycles, presumably on the way to take part in D-Day. I've thought hard about where they were going, maybe to the Royal Victoria and Albert Docks for shipment. They did not come from Fords as they were going in the wrong direction, anyone else have any ideas?



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1944 Autumn – By the autumn of 1944 we had something new to worry about, the Fieseler 103, better known as a the “buzz bomb” or “doodle-bug”. These little nasties soon made themselves known by the unique sound of their pulse jet engines. If you heard that sound you knew to run for cover because if it stopped that meant the buzz bomb was coming down to explode.

On this particular day in early autumn I had just got home from school, I had never actually seen an F.103 before and thought I'll have a look at this one, when that familiar sound filtered the air. Before I could do anything else my dad came rushing into the garden, scooped me up and dived into the Anderson shelter at the bottom of the garden. We landed on the spread out mattress to one side of the shelter, “I wanted to see that” I told dad, “it's stopped” he yelled and lay on top of me. The next thing I heard was the whistling sound it made as it was falling to earth. I didn't hear any explosion only a blast of wind that sent the shelter door flying up the garden. I can't recall what happened next.

The flying bomb had struck about 100/150 yards away on the opposite side of Cann Hall Road, taking out about a 250 sq metre area between the Thatched House Junction and Janson Road.

Note: looking at it today the devastated area can be seen by the after war type council houses and the low level blocks of flats around the Janson Road area.

Surveying the damage afterwards didn't mean that much to us kids who were used to bombed houses all-around us, the only thing, this one was much bigger, 5 or 6 streets were wrecked and also damaged beyond repair was St Columbia's Church near the epicentre of the blast. The fact that it didn't mean that much danger wise, a week later I saw my first F.103 doodle-bug, dad was at work and I heard it coming, I stood by the shelter (now without a door) calm that I could dive in if it cut out. It was at about 1,000/1,500 ft, the engine was still going strong. I watched it disappear in the direction of Leyton Orient F.C. I later learned that it did cut out and crashed just behind Leyton Bus Garage, near to the Bakers Arms and Lea Bridge Road.

That is not quite the end of the story, the bombed Vicarage of the church still stood, minus floor boards and stair treads but us kids used it as a hideout and often played there, going up the treadless stairs balancing along the floor bearers of the upstairs rooms. Today's P.C. army of health and safety would have been horrified, but it was never blocked off or doors sealed up, probably no men to do it (all in the Army) and nobody was even hurt either.

It didn't quite end there either, about 2-3 years after the end of the war some of the site was cleared by the “War Damage” demolition contractors. On flattening the area that was once Janson Road the made a cycle speedway track. At this time 1948/49 speedway was very popular as an after war sporting event. West Ham were the local heroes riding at the “Leyton House” stadium near Becton Park on the A13. Local youths formed teams and riding any old pre-war cycles they could get, stripped them down and raced on the track at Janson Road. You may have heard of the Janson Hammers from around 1950. I became aware of the Sunday afternoon meetings by bunking off Sunday school to go and watch the matches each week.

The captain of the Hammers was a lad about 18 years old named Len Silver, he and another lad called Ronnie Genz, were the top lads at this sport. During the '50's and early '60's both enjoyed a career in speedway, Genz became a good rider for New Cross, whilst Silver was not quite so effective, I can't remember who he rode for as during my National Service I lost touch with speedway.

But in 2003 when I started going to speedway again I was surprised to learn that Silver was the promoter of Rye House Speedway and had been involved for many years. He is today the oldest and one of the most knowledgeable promoters in the game and even has the nickname “Mr Speedway”, still promoting @ Rye House at nearly 80 years of age.

If it hadn't have been for the F.103 maybe he would have just been another plumber or bricklayer?

Alan