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BLOCK LETTERS

LONDON (Chingford)

S.O.S. from Chingford Rangers. The Rangers wish to know of a league in their area, with reference to applying for membership. They have a strong team, and are well on the way to completing the building of their track. League Secretaries should write to: **Mr. R. Lawman, 110, Valley Side, North Chingsford, E.4.**



SCOTLAND (Glasgow)

Eighteen year old William Slater is looking for a team in the Glasgow area who could use another rider. Managers can contact William at **92 Maclellan Street, Glasgow, S.1.**

LONDON (Kentish Town)

Rider in need of a team in the Kentish Town area is Glen Wilgrove. Glen is 15 1/2 and is very anxious for a trial. Team managers and secretaries should contact him at: **19 Falkland Road, Kentish Town, London, N.W.5.**

LONDON (Wood Green)

Another rider looking for a team is E. Horne, who would like to hear from a cycle speedway team in, or in any of the surrounding districts of Wood Green. Teams interested contact him at: **23, Bounds Green Road, Wood Green, London, N.22.**

LONDON (Hither Green)

Speedway team looking for a league are the Catford Lions. Ages of riders are between 12-17, and there is every hope of the management being taken over by an adult. League secretaries in this area write to: **D. King, 142 Springbank Road, Hither Green, S.E.13.**

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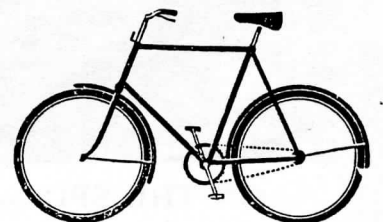
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Ta Very Mooch

WELL, here we are again folks, your favourite cycle speedway mag., bringing you a well written survey of the month's news. My, and how the months seem to fly! It seems like only yesterday we reviewed the possible chance of seeing the Scotch boys racing us, and now they've been here and gone, leaving behind rigid descriptions of the nicest bunch of lads you could wish to meet.

I've seen them all. Captain Bill Ritchie from Shieldhall, very tall and unmistakable with his auburn hair and upright style of riding. Winner of more races that he cares to remember, Bill is probably one of Scotland's outstanding riders to-day. He certainly convinced me when I saw him down here.

Pete (1948) Bell (as he is known by most of his pals, had a very successful tour. Pete joined the Craighton Eagles in 1946, when they were under the captaincy of Matt Jardine (Scotland's Tiger Genz). Pete earned his nickname for being 1948's most unbeatable rider. When Matt retired, Pete admirably filled the gap.

Says EDITOR
GRAHAM PAYNE

EDINBURGH'S "TWIN'S"

Then there's the two "twins," Danny McGrath and Tommy McNeil from Edinburgh. Not really twins, but called so because of their likeness when dressed in their white riding kit. And how those lads can team-ride, certainly worthy representatives of their country.

If you saw any of the Scot's matches you will agree with me when I say they're good; they're clean, and win or lose, they're always happy. One in particular, Crossmyloof's own John Weinman. He's the brightest of bright spots in the whole of the tourists ranks. His straight face when telling one of his famous jokes is worth watching, and just lately he's been doing quite a lot of autograph signing.

The way he collars his victims and scratches his name in their books is certainly one of his comical highlights. He must take most of the credit for keeping the lads in good humour.

There is a rumour that on their way down in the train, they had been laughing so much at John's wisecracks that most of them had to be carried out of the carriage, including John himself, still laughing to the point of tears.

A HAPPY WEEK

Yes, these lads provided a happy week, perhaps the happiest, in our far from dismal cycle speedway season. Scores did not matter, both sides raced for the sheer fun of it, and both gave a good account of themselves. We missed smiling Barry Shapley, our special Scottish correspondent, but he will be down to see us all sometime in July. Also "Red" Monteith, who was unable to make

EAST LONDON: NO BREAK

We are happy to announce that East London has not broken away from the Southern Region Board, as was reported in last month's Cycle Speedway Monthly. The East London meeting was stormy, and managers did voice their opinions as was stated; but they never once contemplated a break away.

If our article caused any inconvenience to East London or Control Board members we are sorry, and apologise for having misinterpreted the facts.

However, we feel sure that East London managers are very glad they have not severed any connections with their controlling body who are doing their utmost to help teams all over the country.

the trip at the last moment. No, Scotland were not at their top strength, many were unable to snatch a week's holiday from work, but the lads that did come down proved that determination and skill is definitely not lacking over the border.

It was unfortunate that the Dutch boys could not make the trip, and full credit goes to the Southern Region Control Board for the way in which they arranged the Scotch visit to fill the gap as though nothing was out of order. Just an example of the Board's work to get our boys some really good experience, and a change from racing between themselves.

And besides having thoroughly enjoyed ourselves, we can only say what the Scotchman said at the sight of his first week's wages—*Ta very mooch!*

GREEN ACORNS

AT the Acton Acorns latest meeting it was decided to change the team's colours. Since 1946 when the club was first formed, the colours have been yellow and grey, but the Acorns have now decided that a change will do their reputation no harm. In future you will be able to see them tearing into the bends in green polo neck jumpers with the crest and lettering embroidered in yellow.

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CYCLE SPEEDWAY MONTHLY VOTED OFFICIAL ORGAN

By L. A. MILES

APPPLICATION for membership to join the Surrey and S.W. London League by the Tooting Tigers and their Cubs, and Mitcham Broadsiders, resulted in an extraordinary meeting of all interested clubs in the area to embrace affiliated and non-affiliated into one organization.

THE meeting was held on Wednesday, 11th May, at Balham. Representatives of 14 clubs attended, while 7 others agreed to join the new organisation in the absence of their representatives. As a result, Surrey and S.W. London now boasts of 3 leagues, the latter being composed entirely of some 7 schoolboy teams, surely the first of its kind in the country.

The three leagues are as follows:—
Division I.—Clapham Panthers, Mitcham Broadsiders, Morden Meteors, Tooting Tigers, Tooting Tiger Cubs, Wimbledon Wippets, and the Wimbledon wolves.

Division II—Battersea Racers, Chessington Eagles, Manor Broadsiders, Mitcham Broadsider Cubs, Wandsworth Eagles, and the Wimbledon Wildcats. Streatham Hawks and Green Belt Racers have yet to confirm official acceptance.

Division III—(Schoolboys League): Battersea Racer Cubs, Clapham Panther Cubs, Beddington Hammers, Morden Banshies, River Tigers, St. Helen Saints, and the Wandle Wasps. Wimbledon Wolves Cubs official confirmation awaited.

An application for membership from P. Steele of Milford, Surrey, unfortunately could not be accepted owing to the distance required to travel. However, should other clubs in the Milford area wish to form a league I am prepared to assist them by forming a division of our league in that area. Meanwhile, I suggest that this club apply for membership to a Hampshire league with a view to becoming enrolled for the summer season. Should I receive any applications from this part of Surrey I will immediately notify all concerned.

The Surrey and S.W. London Control Board formed at the meeting on Wednesday now comprises the

following: *Secretary*, L. A. Miles, 112 St. Agatha's Grove, Carshalton. *Treasurer*, B. Keynes, 32 Tilehurst Road, Wandsworth. *Representative to Southern Region*, (Affiliated Members): W. J. Cattle, 141a Penwith Road, Earlsfield. *Members of Board*, Div. I—W. J. Cattle, C. F. Malyan, S. Dunnet. Div. II—A. G. Freakes, W. R. Gibbons. Div. III—W. Blackmore, J. Link, G. Miles.

The question of affiliating all clubs to the Southern Region Control Board was again debated, and the following suggestions sent to the manager of that body for consideration at their next meeting.

1.—That the affiliation fees be reduced to 1/- per week, per club, 50% of which to go to the Southern Region, and 50% to the Surrey and S.W. London Control Board.

2.—That insurance be optional and not a condition of affiliation.

3.—That the ruling under which affiliated clubs are barred from racing non-affiliated be temporarily lifted.

4.—That special consideration be given to clubs or teams with 75% or more schoolboy riders, on the question of affiliation fees.

5.—Will the Southern Region officially recognise and adapt Cycle Speedway Monthly as the official cycle speedway magazine?

HANDLE BARS

Next item on the agenda, the alteration or addition to league racing rules brought to light several interesting points. The width of handlebars has been limited to 2 ft. 6 ins., measured in a straight line from handlegrip to handlegrip.

A team failing to arrive for a league match will now be fined a sum equivalent to the league matches fee, i.e. 1/6.

To tighten up on bad starts the following provision was made: A line to be drawn 16 ins. from the tape, the riders front hub to be stationery over this line. Breaking the tapes will result in an exclusion. Should more than one rider break the tapes the first one to do so will be disqualified.

The question of riders drifting from one club to another and the prevention of possible poaching of club riders has, we hope, been solved by the new ruling. That is no rider may be transferred from one club to another once the season has started. A rider changing place of residence only will be allowed special consideration.

The official adoption of Cycle Speedway Monthly as the official organ of the Surrey and S.W. London league was agreed by all present. A copy of issue No. 2 was passed round, and all present were invited to contribute articles of club interest, leaving the secretary to act as representative for league affairs. Several clubs have already decided to order bulk supplies.

The Surrey and S.W. London league commenced to operate on Sunday, 5th June. Through the medium of the Cycle Speedway Monthly, the secretary of the Surrey and S.W. London league offers to leagues in the London area for 1st, 2nd or 3rd division test matches on a home and away basis.

Why should affiliation prevent you from accepting our challenge? Given conditions more in keeping with the pockets of our riders, who knows, the London and S.W. London C.B. may also be an affiliated region soon, in which case, a policy of accepting challenges from all and sundry will be adopted.

Secretaries wishing to accept our challenge are asked to suggest dates in July, August and September only, this to enable our league to get under way, and an estimate of our riders qualities to be ascertained. Vacancies still exist in all three Surrey leagues: Clubs wishing to join are asked to write in immediately to the League secretary.

The Surrey and S.W. London League clubs are busy team building, unattached or would-be riders are asked also to write to the secretary, who will fix them up with a club in their area.

Adults interested in Youth organisation, who would like to assist in this branch of sport, would be welcomed to act as neutral stewards in league matches. Finally, the Surrey and S.W. London C.B. wish all clubs good weather and good racing for the summer season.

COVER BOYS

Four captains straining hard at the tapes. (l. to r.): **D. Bottazzi** (W. E. Wanderers), **J. Walker** (Islington Tigers), **K. Godwin** (Edmonton Eagles) and **J. Buttery** (London Pirates)



SHOWMANSHIP WILL ATTRACT THE CROWDS

CYCLE speedway has come a long way since the pioneer days when badly formed leagues and teams were continually splitting up and confusing the attempts made by some to keep the sport alive.

Now things have made a decisive turn for the best, and we have every right to blow our own trumpets about the progress that has been made.

But there is still one point that has to be answered no matter how good, how well organised a team may be. It is—how can we draw in a large crowd to watch us? How are we able to show everyone the real thrills cycle speedway contains, if they do not come to see?

By **ROY BULLET**

Suggested by Reader
CLIFF ROSE

Now the answer in my opinion is but one word—showmanship. But, you may well say, we know that applies in speedway proper, how does it fit in with our sport. Are you forgetting we are amateurs, with no bustling cigared promoter to wave his large hat in the air and hand out a fat pile of pound notes to a crowd-jerking rider.

Or are we to spend most of our club money, to have huge posters printed for every match. Anyway, we have a showman in our captain, and he hasn't drawn the crowds yet.

SHOWMANSHIP

Right, now let me explain what I mean by showmanship. I do not mean a group of riders tearing round the track showing off to the others. That will never attract the crowds. No, showmanship in this case means an outward appearance—a team's performance and general attraction.

It is up to every manager or promoter to consider the onlooker, to try and imagine the other's outlook on the sport. Ten to one many who have seen cycle speedway consider it consists of four lads skidding round the track, sending up a shower of cinders, and looking quite pleased with themselves afterwards for no apparent reason. And I know for a fact that there are some who like the sport a great deal, but refuse to go and see it because they can never distinguish between the teams, and never have a typewritten programme to help them.

So there's your first point. Provide your team with coloured breastplates, which can be made out of plastic.



Ken Worlock (Whitby Lions) shows us his class both in skill and riding kit.

There must be a rider who fancies his chances as a professional artist who will gladly help by painting the team's emblem on them. One of the fathers, maybe.

Don't ride in any old coat or jacket, a roll neck jumper is the ideal thing, with old trousers and thick army boots complete with gaiters. Get a standard riding kit.

KEEP THEM IN TOUCH

Next thing is to keep your onlookers in touch with the riders and score. One manager in London yells out a heat by heat description of the match. He certainly draws a big crowd, too, everyone goes home with a greater knowledge of the match and the sport. Just the thing.

Surely you can scrape together and afford a microphone and loud speaker. But an equally good method is a blackboard and easel. One can then chalk up the heat score and rub it out in time for the next.

Make your track tidy. Try to keep up with the times. Don't be content to make your track perfect and then dump all your waste on the area around. Remember, that is where the crowd has got to stand. Spend an evening or so clearing up, try to find a better method than the bricks for your white line, and elastic for your starts.

INTO THE HEADLINES

Then the rest is up to you. You must ride in a clean, sportsmanlike manner, fight your way to the top, preferably into the headlines of your local papers. Once you have established a good name for yourselves, and are known over most parts of your town, you will find the crowds coming to see you. And when they see a colourful, well-managed team, they will come again and again, in fact, you can take it from me they will never stop away. Good luck.

TRACK CHAT

WEST HAM'S Carnival Queen was a very interested spectator at Janson Road the other day when the Stratford Hammers defeated the Forest Gate Tigers—needless to say the riders were also very interested spectators, but they were not watching the racing!

RON "Tiger" Genz is now home on leave from Germany, and to his old Club's (the Forest Gate Tigers) joy, he will be turning out for them.

He can also be seen on a Monday at Raleigh speedway along with Len Silver and Colin Clarke, all of whom are practising for their hopeful entrance into speedway proper, this all under the watchful eye of "Ozzie" Powell.

Colin Clarke, is brother to speedway star Pat Clarke, and while racing round the Raleigh track the other day had an argument with the safety net and came out of it with a badly gashed foot. Never mind Colin, better luck next time.

THE Stratford Hammers are very happy, for to them goes the amazing record of not losing one match in eight months racing, at home or away. Their closest call was at Raleigh, where they drew with the Eastwood Meteors.

The Hammers have come up against some very good opposition, and count in their bag, such teams as Acton Acorns, Wembley Panthers, West Ham Eagles, Warwick Lions, Harefield Pirates and the Eastwood Meteors.

They claim no individual star and agree that their second strings are every bit as good as their best leaders, with the reserves not far behind. If this is the case, they are going to take quite a bit of beating this year.

FOLLOWING their recent successes in the Wembley and District Winter League, the Acton Acorns have started their fight for the summer league championship in workmanlike style. Their wins to date have totalled three out of a possible five, having lost the other two, they are still pleased at the start they have made in this season's racing.

In their first match the Acorns were away to the Kingsbury Rangers. Although the result was undecided up

(Continued on Page 1.)

THE SCOTCH LADS LOST AT THE GATE

GOOD 'ole Johnny Hoskins. That's what they're all shouting over the border up North, and how that grand speedway promoter deserves every bit of praise. If you only knew the trouble he went to ensure that the Scottish lads would be able to come down here and give us a real bumper week, you'd be over the Highlands and thanking him yourself.

Johnny was enlightening their hopes by making lighter his pocket. He put in a good word to dubious employers and his success will probably earn him the title of the daddy of cycle speedway.

Scotland make no excuses, but we know the strangeness of the tracks and the four years of staying at home must have made considerable difference. And to that must be added the fact that the English sides were always varied, whereas the Scots lads rode with the same team practically every evening. But Scotland are waiting for the time when an English team visits them, and then they will be able to use the very valuable services of Red Monteith, Ron Braham and Barry Shapley, to mention a few!

Maybe Scotland did lose their six matches, but they have every reason to be proud of their performances. And our team of reporters who saw them race and have related to you a different angle of their matches below, were greatly impressed.

VERSUS SOUTHEND

SOUTHEND and Rayleigh beat the Scots lads 87—45 at the Eastwood Meteors' track at Kent Elms

George Stevens (England) leads Bill Ross and Pete Bell (Scotland) out of the bend in first test at Raleigh.

Tour a Complete Success

VERDICTS FROM OUR TOURING REPORTERS

Corner in the first match of the tour. And some good racing was witnessed by a large crowd of enthusiasts.

Scotland's Bill Ritchie scored fifteen points on a hard track to get used to. He showed us all the skill and dash that has got him the number one label in Glasgow. Dave Thomas and Les Campen also notched fifteen for the home side. Southend's reserves were far superior, and the Tourist's included Bob Garland (Glasgow) and B. Baptie (Edinburgh) their last minute travellers in the side. Neither of them getting a real footing on the track and notching a very brave three between them.

Dynamic Danny McGrath from Edinburgh's Wallyford Aces, had a good match and with team mate Tommy McNeill collected thirteen points between them. Tommy, captain of the Aces, was their top-scorer back home, and the winner of the Edinburgh League Cup trophy last year.

As a preview to the first test at Raleigh, it contained no actual surprises, but it certainly showed us that these lads Scots lads have grit.



Dennis Bottazzi, West Wanderers, winner of the International Grand Prix at Janson Road, with manager S. Leeds and ass. manager J. Perry.

FIRST TEST

THE big day arrived, and a large crowd had assembled in the stadium at Rayleigh. Although most of us present rather expected wonders from the Tourists, their losing by 32—88 points did not lower our admiration at their gallantness. It was Bill Ritchie and Danny McGrath who impressed me the most, with their veteran-like style. But two or three men do not go to make a team, and sadly this was the case here.

One thing in particular I noticed. The Scots lads hadn't the track machines as our riders had. They hadn't the large two foot sweeping spanned handlebars, and they were using far too high a gear to do anything extra good. They seemed to be pedalling fast but getting nowhere. Yet they were superior when going into the bends. Bill Ritchie was sometimes ten or twelve lengths behind but would make it up on the bend.

At the gates, too, and I think this applied to all of their matches, they were far too slow and a trifle shaky. This, more than anything else accounted for their losing the matches as they did.

John Daubney of the Eastwood Meteors and Johnny Murch, both from Southend, piled up the points in their favour and gave a faultless display. After the racing both teams were presented to Mr. R. Laird, Chairman of the Scko Social and Sports Club, who gave Captain Johnny Murch an Ecko "Princess" portable radio set, which is to be contested for at a later date. The next evening, Danny McGrath and John Daubney, together with Bob Simkins, appeared in the Picture Page programme on television.



VERSUS LONDON

THE London versus Scots Tourists drew a very large crowd to Camden High Street, the home of the famous West End Wanderers. And although the Scots fell to the tune of 81—37, it was by no means a walk-over as the score suggests.

London never did look like losing, but long before the end it seemed as though the visitors were going to lessen the gap between the scores.

The track was absolutely neutral, even though two of the Wanderers were riding. Just before the match the Council had changed the position of the track, and were beginning to build the place up. Unfortunately, programmes were not available in time, and the council's loud speaker van failed to turn up, but Stan Leeds gave out a heat by heat description of the match to the crowd and so kept them in touch with the score and different riders.

With Ray Black unable to ride, Jim Preddy (Wanderers) substituted, and scored eleven points in five rides. Team mate Dennis Bottazzi notched a fighting twelve to round off a nice Wanderers' scoring. Honours went to Cyril Prince, however, from West Ham, who was unbeaten in six rides with eighteen points.

Danny McGrath was best for the Tourists with eleven points. His win in Heat Three over Bottazzi and Newsom was grand to watch. Last into the bend, he skidded through the two to finish way ahead at the post.

Pete Bell, improved with each race. He was unplaced in his first three rides, then forced a third, then a second then beat A. Newsom by a few lengths in his last.

VERSUS MIDDLESEX

AT the Kingsbury track, Middlesex, we saw a sorry match. As far as the Scots lads luck was concerned, it was right out. They could do nothing right, and this on top of the English lads good riding, pretty well caused their downfall.

Long before the end most of us knew that it would be another case of 88 something in our favour, the actual score being 88—31. Saddles came off, spokes lost and wheels buckled, yet still these Scotch boys rode on, defeat imminent. In Heat Twelve, we saw Bill Ritchie way out in the lead when he mis-timed his skid into the bend and became a cropper, leaving Ron Hawkwood and Dennis Peters their easiest 5—1 of the evening. Bill mounted again but the handicap was too great.

Middlesex's best were Dennis Peters and Ron Hawkwood, both from Northwood, who scored 15 each. Dixie Dean, riding in place of K. Little, scored 13, as did Alan Hibbert and Roy Rogers.

Bill Ritchie with 8 and Pete Bell 7, upheld the Scottish tradition of fighters. Bill was the only visitor to win a race.



England's captain at Rayleigh, Johnny Murch, speaks to the crowd after R. Laird, chairman of the Ecko Sports Club had presented him with an Ecko Princess portable radio.

The last race was the most thrilling of all, Danny just coming through on the last bend after Johnny Murch and Ken Cooper had led all the way.

Tommy McNeill, captaining the team in Pete Bell's absence, scored 8 points, and B. Ritchie's 8 points were the next highest scorers.

Max Bacon (Northwood), topped the English list with 15, and with his partner Dave Johnson (11), finished the afternoon's best pair. Cyril Prince and Ken Cooper got 12, and Johnny Pinnock, riding as substitute for Phil Fishon, scored 11.

GRAND PRIX

WHIT Monday at Janson Road, saw the final appearance of the Scotch lads in a rounding up International Grand Prix meeting. Sixteen picked riders from England and Scotland took part and the ultimate winner being West End Wanderers own captain, Dennis Bottazzi. Dennis and Fred Smallwood (Acton) finished level on points, and Dennis won the thrilling decider. Johnny Livings was third with eleven points. This is a great honour for Dennis, as his opponents were comprised of test riders, London's Grand Prix winner, and the best of the Scotch riders.

HOW THEY FINISHED

- Scots Tourists, 45; Southend, 87; at Kent Elms Corner, Essex, on May 29th.
- Scotland, 32; England, 88; at Rayleigh Stadium, Essex, on May 30th.
- Scotland v. England—Cancelled; at New Cross, London, on June 1st.
- Scots Tourists, 37; London, 81; at Camden High Street, London, on June 2nd.
- Scots Tourists, 31; Middlesex, 88; at Kingsbury Circle, Middlesex, on June 4th.
- Scotland, 42; England, 78; at Northwood, Middlesex, on June 5th.
- International Grand Prix: Winner, D. BOTTAZZI, at Janson Road, East London, on June 6th.

THIRD TEST

THE third and final test match was held at the Council-built track at Northwood, and in perfect weather a large crowd saw England win the series by 78—42.

And what a fitting battle to the final match, Scotland lost, but were a different team to the night before. The track, though very thick and heavy, suited them more than the English riders. And I think that had it not been decided to let the teams do only two laps instead of the usual three, we would have seen Scotland's only win of the tour.

The Tourists were always packed up close in the finishes, and that extra lap might have seen them through. Danny McGrath gave a faultless display scoring 14 points.

“Speedway Gazette”

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Round the Tracks

HAMPSHIRE

ALL SET TO GO

Cheshire Achievements

THE newly-organised Hampshire Cycle Speedway Control Board, whose league matches commenced on Sunday, 15th May, consists of ten teams, namely: Bombers, Stars, Turfs, Hawks, Vikings, Racers, Rockets, Gremlins, Vultures and Lions.

Although the Southampton boys are in no way new to cycle speedway it is a novel experience for them to have their sport completely organised by adults.

The extent to which the older people are helping is symbolised by one of Southampton's Aldermen, Mrs. Leach, who is presenting a shield to the league. And there is also the hope that medals will be presented to winners and runners alike, in the league championship.

C
L
U
B

* SOUVENIRS

This league is by no means devoid of stars for to name but a few of their outstanding riders there are F. Golden, who was runner-up in the Ringwood Cup competition a few weeks ago. Pete Farnham who's three lap record of 44.8 for the Stars circuit of 110 yards seems to be going to take quite a bit of beating.

Don Smith (Bombers), G. Lawrence (Vikings) and G. Collins of the Racers are but a few of the people from this league showing great promise for the coming season.

One of the teams, the Southampton Turfs, have made a very impressive performance even before the start of the league fixtures. For out of fourteen friendly matches played against neighbouring teams they have won twelve, and to add to the completeness of their victory, only two of these matches have been played on their home ground.

Their last two matches were at

Speedway Star Aub Lawson with cycle star Bert Hudson, after the latter had just been presented with the East London Riders Championship trophy by Aub. A 1948 flashback.



teams racing for want of something better to do. But they were wrong.

When a training school opened several of the Greyhounds attended and gave a good account of themselves, and they returned home determined to start a league team.

Their first official matches were in the Speedway World cup competition, and although some of the lads did not fancy their chances, they beat the Eastwood Monarchs after keen racing by 22 points. Then they went on to dispose of the Cranford Stars in good fashion, but were later knocked out by the veteran team, Honour Oak Aces.

Riders who are helping the Greyhounds to the top are: Ron Olds (Capt.), Stan Larkis, Tony Tanner, Ray Holloway, Harry Beadell, Denny Haines, Don Murrell, Wally Johnson, Paddy Cross, Roy Etches, Derek Street, Derek Ward, Jim Watt and Ken Baxter.

Running through the Greyhounds records, they have yet to be beaten at home in official matches, although the Warwick Lions did lower their colours in a friendly. In league matches they have an unbeaten list of matches, home and away.

Mr. D. Talbot (Manager) and Mr. J. Watt (2nd team manager and track official), have been doing a grand job of work, and the team feel they owe their entire successes to these two and to the happy crowd of supporters that regularly attend.

* * *

ONE of Cheshire's strongest teams are the Cheadle Hulme Racers, who were formed in July, 1945. The rider responsible for their formation was Louis Grepp, better known to all riders as Lew. It might be interesting to note that Lew Grepp was runner-up in the 1947 championship to Brian Moston. Brian winning the deciding heat after each rider had tied with 14 points.

Original riders for the Racers were Bill Green, Douglas Taylor and Frank Booth. These were joined later by Mick Walton and Bill Cheetha.

The team was first managed by rider-manager Will Green, but was eventually taken over by Doug Taylor. This left Will to stick strictly to riding, an art which he had long since perfected, so that now he is a worthy candidate for the first ten, in the whole of the North of England.

The Racers' first meeting against a team who called themselves Woodlands, and who came from Cheadle Hulme, where the race was held, resulted in a win for the Racers by the narrow margin of two points. From this start, however, they have gone from victory to victory, and at the end of the 1948 summer season were winners of the Lancs and Stockport District League.

At the Cheadle Hulme Test Match in 1948 all the riders in the Cheshire side from Cheadle Hulme got over 10.

home and away to the Bitterne Park Vikings, one of their league opponents. Although the Turfs won both of these matches they were both thrilling events and an example of the thrills this Hampshire league has to offer in the coming season.

* * *

EAST London—the very mention of those words usually sends two teams into one's head, namely the Stratford Hammers and the Beckton Aces. But what of the new clubs who are making their debut in cycle speedway? Soon they will be respected as veterans, and will come into the foreground.

One team, the Ripple Greyhounds, are fast proving their chance in East London's second division. Formed in 1948, they hold their matches at a track in Ripple Road.

At first they thought that cycle speedway in their part of London would be no more than two pick-up



East London's Ripple Greyhounds in happy mood. This picture includes Ron Olds, Stan Parkis and Tony Tanner. The Greyhounds have one of the best tracks in their part of London.

Ray Webster 15, Will Green 15, Lew Grepp 13, and so on.

Also in 1948 there was staged a match, Cheadle Hulme and Adswoods versus the rest of the league. The Cheadle Hulme Adswoods team winning by the convincing score of 83-37.

Again in 1948, in the riders championship all four of the Racers entries reached the final, and finished up by returning with third and fourth positions.

THERE are many teams firmly established in Dagenham this season. Every week boys are getting together and forming clubs, and the latest to do so are the Dagenham Wildcats. The Wildcats are a young schoolboy side, for most of them are under 14, yet they plan to beat their older opponents when they meet.

The Foxland Panthers, last Dagenham team to go out of the Speedway World trophy, are a very strong combination. Glen Dower, their No. 1 man is practically unbeatable at the home track. The Dagenham Aces are a team to be reckoned with. Dennis Hubble was chosen to represent England (Southern Region) in the second test match at New Cross, when the Scots lads couldn't make it in time.

One of the finest tracks in this area is that of the Wantz Wallabies at Rainham Road. It has large sweeping

bends and it has a very fast surface.

Perhaps the most famous is the Stadium Stars and most of you will remember how their young captain, Terry Coell, won the London Grand Prix earlier. The Stars also have a good track and always draw a large enthusiastic crowd for their home matches.

* * *

THE coming season in the South East will be the best since the formation of cycle speedway. At the time of writing it is not known how

many teams will be competing for league honours but it should be in the region of sixteen. At the last South East London Control Board meeting it was suggested that a Second Division be formed, but this was rejected by a large majority.

Honor Oak Aces, the present champions of the league, are confident that they can retain their title, and from what I have seen of them this season they are going to take a lot of beating. A few weeks back they made short work of Beckton Aces at Honor Oak and they recently scored a double over the Verney Lions, winning 63-31 at Honor Oak and 55-40 at Verney. In each of these matches the star rider was Vic Winter, who has few peers in the art of teamwork. If any team is to take Honor Oaks place at the head of the table it is most likely to be Peckham Stars.

The Stars, who are in the Semi-final of the "Speedway World" Cup, have the strongest all round team in the South of London and the manner in which they disposed of Tooting Tigers at Peckham a couple of weeks ago, must make them firm favourites for the World Cup and the South Eastern League.

One thing however that Peckham must see to is their supporters. Last week during a meeting between Peckham Juniors and Verney Racers which resulted in a 13-point win for the latter, I noticed that in almost every Heat the supporters were throwing tufts of grass and dirt at the visiting riders and twice large bricks were thrown. Now this is not good enough

(Continued on page 15)

Here are the 1948 Summer League Champions, the London Pirates, together with their trophy. In this photo are L. James (capt), J. Buttery, C. Maddox and P. Sholl.



WHO WILL BE THE GLASGOW KING THIS YEAR?

IN Glasgow cycle speedway circles for the past three years there has always been one rider who has stood out from the others. A rider, who, from the very first week or so has proved his skill and daring on the cycle cinder tracks.

But with about three months gone from this season, no rider has taken the path of fame and stayed there!

Bill Ritchie got a foot to it when he only dropped one point in seven weeks; but last month Pete Bell came into the limelight and took over the supremacy. Remember Pete's amazing form in 1948? April: unbeaten, May: beaten only once, June till September: top points scorer.

This season he hasn't quite regained that form, and has been beaten by some of last year's unknowns, but we cannot count him out altogether. Last month he showed plenty of dash and I think that month went to Pete without a doubt.

But this season isn't like the last, one little bit as far as race form is concerned. It's not so much an individualist's, you've simply got to fight your way to reach Glasgow's crown for its cycle speedway king.

There are many in the running for the honour this year. Among the foremost being George Sutherland, Barry Shapley, "Red" Monteith and Ron Braham to mention a few.

Barry Shapley has not scored a maximum on his home track at Crossmyloof, but he is very consistent and a good team rider, for this alone he is placed in the running. There are rumours that Barry is due for some speedway proper trials.

George Sutherland, another grand rider who is continually providing the surprises. He hasn't shown us what we know he is capable of doing, but as I said he can provide shocks by hitting the brilliant spots at the times most needed.

Other names to watch out for are Bob Browning, John Weinman and J. Brown, all top-class racers. But favourite for the title is Shieldhall's captain, Bill Ritchie, who, since last March has hit an amazing form and carried off most of the trophies and honours. Yet this vital question remains: who will be Glasgow's king this year? We must wait till after the present series between Scotland and Southern England has been determined before we shall be able to get a definite idea. Meanwhile, every Glasgow lad will be lining up at the tapes eager to prove his chance . . .

They can talk of Phil Bishop, Ron Johnson and Bert Spencer and their body jerking crashes, but if they knew about cycle speedway's Hoppy Cassidy of the Paisley Aces they'd soon stop and wonder. For Hoppy

Asks BARRY SHAPLEY

has a endless list of unhappy misfortune.

In 1945 he had pluerisy and his one deflated lung kept him out of racing for some time. 1946 and 47 saw him still in hospital, and when he did come out in 48, he sustained a broken rib, ankle and wrist through cycle speedway. Before this season started, he broke one of his fingers and the doctor has advised him to

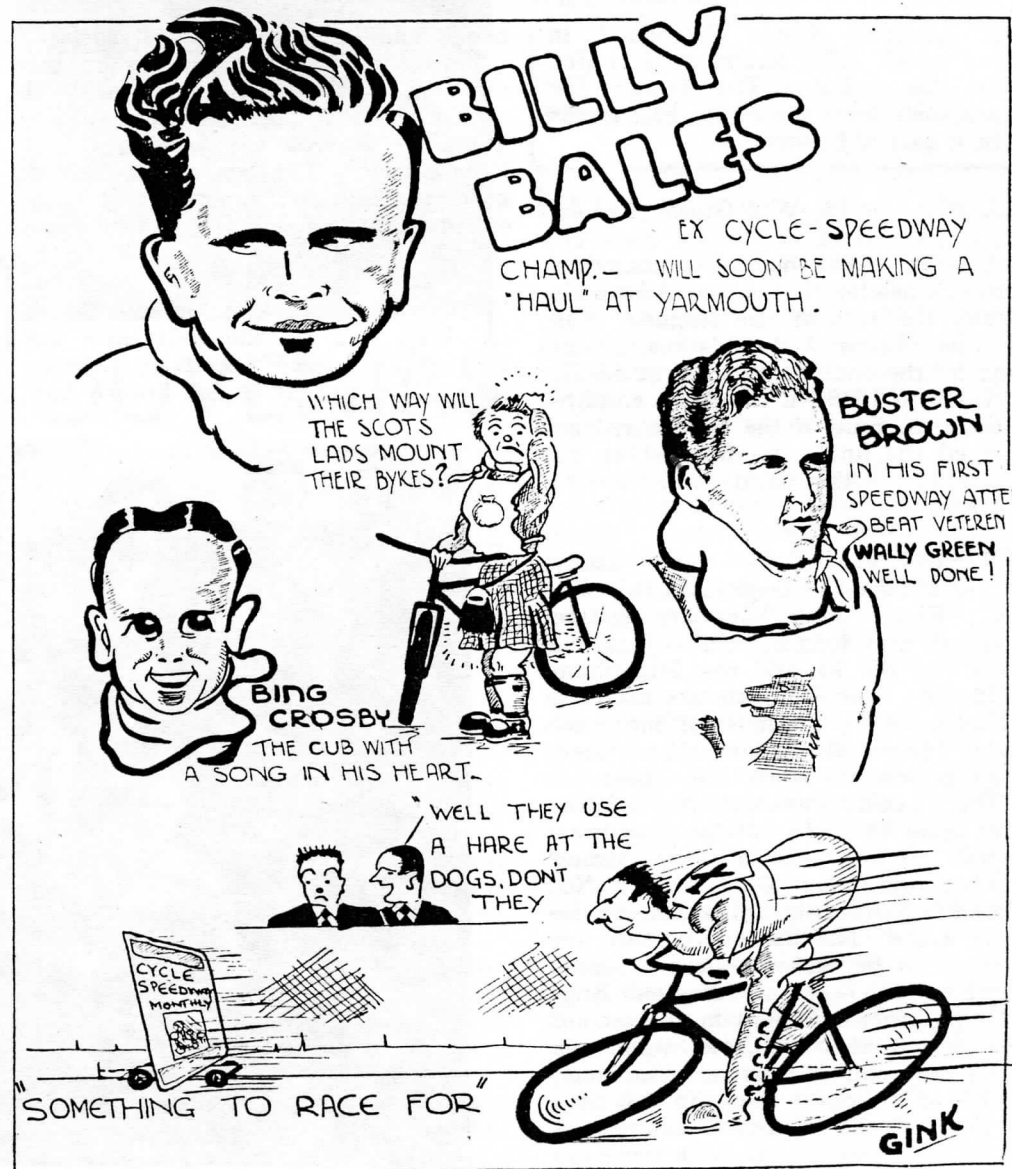
stop altogether—and Hoppy thinks he will, but you never can tell . . . it's a good job we've got this new free insurance scheme, anyway.

The Scottish Individual Championship starts soon, and the rounds to be held in Glasgow will be on June 11 at Crossmyloof, June 18 and June 24 at Shieldhall, August 6 at Crossmyloof and the final at Crossmyloof on the 17th of September. We should see some interesting racing here, as Scotland's best riders are competing.

SKETCHBOOK

By GINK

Introducing our new cartoonist and caricaturist, GINK. GINK will draw exclusively for Cycle Speedway Monthly, and will often tour the tracks jotting down sketches. Watch out for him at your track. Every month well known and unknown cycle speedway riders will be portrayed in this corner, it might be you next month! Keep a look out for members of your team. GINK, a qualified artist, is very interested in cycle speedway. And it is only fit that we have him to draw for us each month.



"SOMETHING TO RACE FOR"

GINK

ANOTHER SORT OF MATCH

Ted (Madman) Marsh of the West End Wanderers (foreground) wasn't nicknamed Madman for his health! He is seen here showing off his favourite trick to Jim Peeble of the London Pirates. My!, bet their glad we've a free insurance now!

HERE is a new feature which brings to you results and reports of the outstanding matches of the previous month. Thrills and spills from the tracks as brought to you by our on the spot track Reporters and compiled and summed up by Ace Reporter JAMES PRENTICE. We invite all club secretaries to send in highlights of their matches.



★
IN one of last month's thrilling Speedway World cup competitions the Beckton Aces narrowly avoided defeat at the hands of the Honor Oak Aces. After Beckton finished the first round with a 30 point margin, the Oaks fought back gallantly to reduce the arrears and nearly succeeded in pulling the game out of the fire. This second round comeback gave them a win by 54—37.

In one heat only one rider finished, owing to the fact that the two Beckton riders were disqualified and one of the remaining Oaks crossed the line.

JAMES PRENTICE sums up: *A worthy cup thriller, my only regret being one team had to lose.*

★
HAVING applied through the "Help" column of Cycle Speedway Monthly, young Derek Carter got himself a trial with London's Castleton Stars. After showing the manager his form on the track he obliged one of the stars by loaning him his machine. The star rider, T. Tarrant, then shot into the bend in a spectacular broadside.

A spill imminent, he laid his bike down in veteran custom and not a moment too soon. For racing behind him with no chance to turn was R. Snelling of the Albion Romans. Man and metal collided, and when poor Carter ran out to inspect his bike its likeness to a figure eight was amazing. Derek has the promise of a new wheel and realises that is just one of the unlucky sides to cycle speedway.

PRENTICE sums up: *I realise this is the age of swing, but for a bike to do the rhumba, well, that's something new.*

ON THE SPOT

Here is a new feature which brings to you some of the high spots from the most thrilling of last month's matches.

★
Send in your report of the most thrilling incident at your track—
TODAY!

★

A FEW weeks ago when the Hull Starlets staged a practise match, one of the riders who was due to race in the next heat slipped a box of matches into his pocket, out of the way. He led from the gate, involved in a keen tussle and got himself tied up in a front wheel skid. This would have ended in just another cycle speedway incident but for the fact that as soon as he hit the ground, amid the flying cinders came a loud bang followed by a terrific fizzing. Dragging himself clear of the track the rider slunk away examining a hole where his trousers used to be.

PRENTICE'S sum up: *No doubt this was a striking match, any way this just goes to show there are more than one way of lighting them.*

★
THE Ipswich Vampires of East Suffolk are now a very firmly established club, one of the best in their area. They won all last month's matches and have been asked to give a display of racing during their carnival week at Needham Market. They accepted this offer in the hope that the team would gain support and that other people will be encouraged to start their own teams.

PRENTICE'S sum up: *Thanks to you Vampires, its teams of your calibre that have made cycle speedway what it is to-day.*

★
OVER the border there is an exciting struggle for leadership in the Glasgow League. It is very hard to distinguish the most thrilling of last month's matches, but certainly the Crossmyloof Giants are well in the running for the title as their results indicate. Here are a few to

note: *Crossmyloof Giants—58, B. Shapley, 17; J. Friar, 12. Shieldhall Stars—50, B. Ritchie, 16; R. Miller, 12. Crossmyloof Giants—60, B. Shapley, 17. Charing Cross Rangers—48, B. Browning, 16.*

Barry Shapley, Giants' captain, has a habit of scoring 17 for each match, just one short of the maximum that he has never scored on his own track.

League positions up to and including May 21st:—

	P	W	L	D	Pts.
Cross, G.	4	4	—	—	8
Craigton	5	3	2	—	6
Paisley, A.	3	1	2	—	2
Shield, S.	4	1	3	—	2
Charing X. R.	4	1	3	—	2

PRENTICE'S sum up: *Barry, all I can say is that England ought to be mighty pleased you won't be coming this trip. All the same we're sorry.*

★
THE recent challenge match held at the Marauder's cycle speedway track started with a bang. In Heat One, with the four riders hurling into the first bend, dare-devil Cliff Rose of the Marauders, attempted to overtake on the outside. Just as he was about to break through, a resounding bang echoed the track, and Cliff skidded over, his tyre burst in shreds. Cyril Penney, just behind, wrenched off the track on the outside bank, leaving the visitors with one of the easiest 5-1 wins ever seen there.

PRENTICE'S sum up: *I say, ripping time, what!*



"TRESPASSERS WILL BE PROSECUTED"

Quotes J. PRENTICE

EVERY week new teams are being founded, and with their formation comes the search for a track, unless they have been lucky enough to find one beforehand.

The need for new teams and new faces is always a novel one; but securing a track is a different proposition. For in many cases when a track has been found, authority has, in some way or the other, come down upon the team with a heavy hand.

This is only to be expected in some cases, for if a team chooses council or private ground to ride on it is only correct for them to be turned off. Surely with all the bombed sites and open spaces around, space could be found for this new and popular sport.

There are however, notable exceptions to the prejudice against cycle speedway, and to those who are helping in this way are conveyed the heartfelt thanks of the many who go to make up cycle speedway's ranks.

An example that comes to mind is that of the Leyton Aces, who, after being turned away from their track by a forest keeper, applied to the Leyton council, who rented them a suitable space at a moderate fee of £1 0 0 a year.

Nevertheless, there are other teams who are not so fortunate as the Aces. Teams who have found it practically impossible to obtain a new ground, and to them is the grim alternative of the necessity to ride all their matches away from home. And thus they are forced to lose one of the major advantages of any team, the familiarity of their own home track.

More recently is the case of the Casteleton Stars, who also were unfortunate in having the forest keeper turn them off their track. As much as they cared to protest, it made no difference to the keeper or his decision. There are many who will agree with him, for perhaps this particular spot of land did happen to be privately owned, nevertheless, it is almost certain that he had seen the Stars riding there earlier and had taken no notice.

Cycle speedway is unlike its big brother. Apart from a few exceptions, we have no spanking tracks, no space that we can say is strictly ours for cycle speedway racing. At any moment we await the roar from the forest keeper as he waves his old shot gun in defiance of our obstinacy and lumbers up, his face a mask of anger.

Don't get me wrong though, remember if you are riding on private land, if you must go. Make full inquiries before you chose that nice piece you've had your eye on for weeks.

WOMEN & WHEELS

SHE HEELS THE VAMPIRES

By C. F. TAYLOR

FOR three years now, ever since London's Valentine Vampires have been formed, Miss Jean Howe has followed them loyally through all of their matches, both home and away.

TRACK NURSE

This year the Vampires entered the Ilford League, and it is not only their ambition but also Jean's to see them on top of the never ending fight for league leadership.

Most girls who support cycle speedway and go in for the administration side, usually end up as secretaries, but not so Jean. She has an enviable position of track nurse, and wet or fine you will be able to see her at every match awaiting for any unlucky casualties that might turn up.

SUPPORTERS CLUB

Jean loves her job, and does not intend to leave it, although recently she was twice accidentally knocked down by the lads as she mingled with injured and machines on the track. Luckily neither time she was seriously hurt, but then they breed them tough round that way.

She has taken upon herself the task of getting even more supporters for the Vampires, and for this purpose she is designing and is having made a new supporter's badge. She intends to form a club later.

Dancing, tennis and cycling are some of her hobbies. But Jean has been well and truly bitten by the cycle speedway bug, for which there is no cure.

To the Vampires' supporters she is already a well-known and well-liked figure. Not once since the Vampires' formation has her enthusiasm waned or her interest lessened.

Who's Who

No. 4

DENNIS BOTTAZZI

(West End Wanderers)

A fitting personality has been chosen for this month's Who's Who. A rider who has ridden against the Scotch in the recent tour and gave a very good account of himself. It is sixteen year old Dennis Bottazzi, captain of the West End Wanderers.

Dennis, with roughly two years cinder track racing experience behind him, has recently hit the most surprising form.

Cool tempered, clean and one who never dispairs, Dennis is a great team man, and has only scored a few maximums at his home track. He prefers to shepherd home his second strings and reserve riders.

Already the North London Individual Champion, and the runner up in this year's London Grand Prix, Dennis can now add more honours to his list. On Whit Monday he finished top of a great field of riders, consisting of test team men and Terry Coell, the lad who beat him in London Grand Prix, to win the coveted International Grand Prix.

Dennis finished with thirteen points on level terms with Fred Smallwood, and won the re-run displaying good riding.

Earlier, He had won the North London Best Pairs Championship with team man Jim Preddy. Both were unbeaten with 25 points. Runners up in this event, held at Camden were Jimmy True and a young rider named Graham Warren.

Dennis plans to go on winning, and from what I've seen he most certainly will!

(Continued from Page 5)

to the thirteenth heat, it was then the Acorns went on to score sufficient points to carry the victory in their favour. Their next match again took them to new ground when they visited Brent Bridge for a match with the Colindale Aces. To their disappointment the strangeness of the track had an adverse effect on them and being unable to settle down, they tasted their first defeat of the season.

However they found their feet on their newly-acquired track at the Welsh Harp, Hendon, and were able to defeat the South Harrow Greyhounds to the tune of 39½, 34½, in a keenly contested match.

After this, the London Pirates visited the Acorns at the Welsh Harp. the track was very greasy, and on this surface the Pirates fell to the Acorns, with a far from disgraceful score of 41, 43.

EX-RIDERS ARE WORRIED

says BILLY LAMONT

EX-RIDERS of cycle speedway have a problem of their own. When, in 1946, cycle speedway came into existence everything was 'raw', machines and riders. Gradually things changed, machines began to resemble track bikes and those raw novices turned out to be the sport's first aces. Then came the time for most of them to be called up into the services to serve approximately two years conscription. For a while names like 'Tiger' Genz, Bob Frame and Ken Nash vanished.

TIME MARCHES ON!

If these lads who are in the Forces ever race again they will find a difference. For example a match was staged between the Forces and the Rest. What happened? The Forces' team was "swamped." "Tiger" Genz, who could hold his own against anybody, lost his first race to Len Silver.

The whole of the Forces' score was incredibly low! What had happened to them? They had not had enough practice, their style seemed to have changed, their old dash was missing. Bob Frame considers the lads in the Forces do not get the practice or the training that they received at home, which stands to reason.

A completely different style has developed in cycle speedway. In "the old days" usually the first rider into the first bend was the winner. A rider was purely an individualist. Now things have changed. Team riding has come into play. Like everything else, cycle speedway has kept up with the time, progressing all the while.

WHAT WILL THEY FEEL LIKE?

Soon some of the riders will be out of the Forces, a few will consider themselves too old to ride, some will have other interests, but there will be a few who will surely want to ride again. What will they feel like? They went into the Forces a star—only to return and find to their bitter disappointment that they are hardly better than an ordinary novice.

They will be two years behind the times as far as racing is concerned, they have a lot of valuable ground to cover before they regain their old form. What does the future hold in store for them? Only time—and their grim determination will tell.

KEN RANDALL, famous Beekton Ace, states that with the ending of the present season he will "retire" from actual racing and set about to manage his own team. Rider-Manager of the Warwick Lions, Alan Cornwall has his medical for the National Service in April.

"FREEWHEEL" ADOPTED

We knew it would happen, they've bagged him at last! Freewheel Freddy, curly headed hero of Cinders' comic strip, has been claimed at the Stockport Defiants' mascot.

There was a flurry of mail for Freddy, and he was so excited that he couldn't open them fast enough. Stockport team were first, though, he tells us. And I'm only too pleased to be their mascot, he added proudly.

You can take it from me he's as pleased as Punch.

Only dark spot on this happy occasion was the appearance of Shylock Domes. "They might have chosen someone worthy of the position," he growled jealously.

Don't worry Defiants, Freddy won't forget your kindness.

HOLVEY WINS THE SURREY CHAMPIONSHIP

SURREY and S.W. London staged their first individual championship recently under perfect weather and track conditions at the Morden Meteors' track at Rosehill.

16 riders took part and over 200 enthusiastic onlookers witnessed keen and thrilling racing. L. A. Miles, the Surrey Control Board Secretary and C. J. Malyan, Manager of the Clapham Panthers, were the stewards for the meeting.

Stan Dunnett, with the advantage of riding on his home track started favourite and gave a good account of himself. He would have won the title had he not had the bad luck of being excluded in Heat 17 for boring. Stan won all of his previous races and had to be content to finish third.

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R. Holvey, rider-manager of the Wimbledon Wolves, was the ultimate winner. He finished level on points with Cooper and won the thrilling decider.

After the racing, L. A. Miles presented Holvey with the championship badge. It may be interesting to note the previous record of Holvey in the Surrey winter league. He rode 72 times, won 43 races, dead-heated two of them, came second 11 times, third three and fourth three, to finish the splendid performance with 169 points out of a possible 216.

Final Scorers: Holvey, Cooper, 13; Dunnett, Shepherd, Gray, 12; Chatfield, Edwards, 8; Jones, Tozer, 7; Pennington, Miles, Fielder, Lewis, 5; Webb, 3; Gallacher, 2; Blackwell, 1.

THEY RACED AT MIDNIGHT

SOME time ago, I remember promising to tell you about the old East London Test team's successful visit to Norwich back in 1948. It is a story that I always like to tell for it was one of the happiest week-ends I have ever spent in my cycle speedway career.

It all began at the Black Lion, Plaistow, club room of many of East London's famous teams. The Test riders, famous names such as Tiger Genz, Ray Black, Cyril Prince and Art Redman, had assembled around the lorry which was to take us up to Norwich.

With us was 30 or so excited supporters, some of them other riders, and the others girls.

Our plan originally was to ride to Norwich on the Saturday afternoon, race our match then pop off to the Firs Stadium to watch Norwich v. Birmingham speedway, returning home in the evening.

Imagine our horror, when we were informed that the lorry man would not drive through the night. And try as we did, we couldn't change his mind on the matter. It simply meant that we wouldn't start back until the Sunday morning!

After a glorious journey we at last reached Norwich and met our guide who took us to the cycle speedway track. It was situated in a clearing of a small wooded hill, and it had

MORE REMINISCENCES AND FUN FROM

LEN SILVER

been dug out by hand to make it level.

We wasted no time in getting on with the match, which incidentally, turned out to be a real humdinger. They beat us that time by two points, but we won the series on aggregate by nine.

After this, we were just about all in. From the time we started none of us had washed, and taking into consideration our dusty ride in an open lorry, together with some keen cinder racing we felt, and must have looked, very untidy.

Nevertheless, we tore across the town, still dressed in our riding kit, making for the Firs Stadium. All the way skidding in and out of traffic and causing great alarm to many dear old ladies.

The match at last over, we again dashed everywhere in a vain attempt to find an open cafe. But nine o'clock saw us back to the little track on the hill, tired, dirty and extremely hungry.

The moon had just dropped behind

the clouds as our little fire spluttered to life and sent a warm red glow over the huddled group. We could hear the lorry pulling away as the driver went to town to book himself a room for the night. But he had generously left his tarpaulin cover and we all fought for a piece to lay on.

Then some of the Norwich lads brought us a hot mug of steaming coffee, which we gulped down gratefully.

Then we settled down again, and some of us tried to get a little sleep. Nothing doing! And midnight saw them tearing around the track attempting the record! Others went exploring and found an orchard, and when the word leaked back to camp most of us went through the charge of the Life Brigade all over again. To return gorging sour fruit, hard pears and knobby carrots. And being by nature hardened cycle speedway riders most of us tried to hide the gnawing pain in our stomachs—without success.

At seven in the morning we awaited our lorry driver's return, but by nine there was no sign of him! Some of us toured the town but returned empty-handed.

Then, about eleven, there was a roar as the lorry drove up—four hours late. With a mumbled excuse about having overslept, the driver opened the back and we piled on. With many handshakes we left the Norwich lads.

Apart from taking wrong turnings, rushing the lights and swerving indignant police constables, our journey passed uneventfully.

So it ended, one of the happiest adventures in my whole cycle speedway career.

FREEWHEEL FREDDY

By CINDERS

Mike Smirk, a rascally spiv, has been dressed to look like our hero, Freewheel Freddy. He knocks out Freddy while he is seeing to his track machine, and plans to ride in his place in the Dobfield Grand Prix that starts in half an hour's time. Tying up Freddy in a nearby barn, he is about to walk off when he meets ace reporter Scoop Stevens, a friend of Freddy. This puts the wind up him, and at the start of the Grand Prix he is still worrying ...



LETTER

In answer to S. Dunnett's letter on affiliation, which appeared in last month's issue, I would like to correct some wrong impressions that may have resulted from some of his statements.

The statement regarding affiliation fees, club funds, money for insurance policies and *a little something to the secretary of the league* is, to say the least, objectionable.

As secretary of the Surrey and S.W. London C.B., I would like to enlighten readers with the true facts concerning our organisation. Affiliation fees here amount to no more than 9d. per week, per club. If a team does not ride in a league match in any week, then members of that team do not pay a fee.

In effect, Surrey and S.W. London Clubs ride in 14 matches during the summer league, and therefore each pays 10/6 summer season affiliation fees. During the past winter season, Surrey clubs were asked for the same amount over the same number of matches. Therefore, our organisation's affiliation fees for a complete year amount to £1-1-0.

Regarding club funds, that, of course, is purely a local affair and, quite rightly, I do not interfere. Naturally I would like to see all our teams insured, but that is a subject that the clubs decide themselves.

The "sore point" in S. Dunnett's letter is *the little something to the secretary of the league*, and it hits me very hard. Throughout the winter league, when I only had eight clubs, their whole postage expenses were paid out of my own pocket. Also, the riders' licences, rules, fixture lists, results and league tables were printed by myself and issued free of charge to all clubs. The cost of paper, stationery, etc., coming from my own pocket for the benefit of our young riders.

The only deductions made from league funds were rents for the hire of the league headquarters for our monthly meetings.

We now have 25 clubs. This is much more than I can bear from my own pocket in expenses. Printing has to be done on a far greater scale, and paper is used by the ream. Is it not to be wondered then that I have decided to charge up some of my expenses to C.B. funds?

S. Dunnett's suggestions are evidently meant for the Southern Region C.B., but why refer to the secretary of the league? That can be nobody but myself, and believe me, his allegation could not be further from the truth.

Finally S. Dunnett should remember the meeting at which Mr. T. A. White was present, when a statement of accounts was renered and passed.

No little something to the secretary was entered in the accounts, a copy of which can still be seen by any member of the Surrey and S.W. London League.—**L. A. Miles, Surrey C.B., 112 St. Agathas Grove, Carshalton**

(continued from page 9)

and Peckham Manager Mick Denny should stop these outrages at once.

Now for the black spot of the month. Somewhere in every sport you get a figure who lurks in the background and proceeds to try his hardest to give the sport a bad name. In the South East there is a certain person who, with his hired thugs, hangs aruoud one of the well-known tracks and at the word of the boss will beat up anybody who he names.

Another new team has been formed and are named the Verney Racers. The Racers have had two matches to date and won them both. Their colours are the same as Harringay Racers Speedway Club. Captain of the team is Al Degerland and the rest of the team are: Norm. Cast, Spud Murphy, Doug. Duggan, Roy Cast, Joe Bull; and the reserves are chosen from Art Calvert, Bill Lucas, Pee Wee Alec and Ray Schnieder. The Racers offer a challenge to any team in the South of Landon. Any takers?

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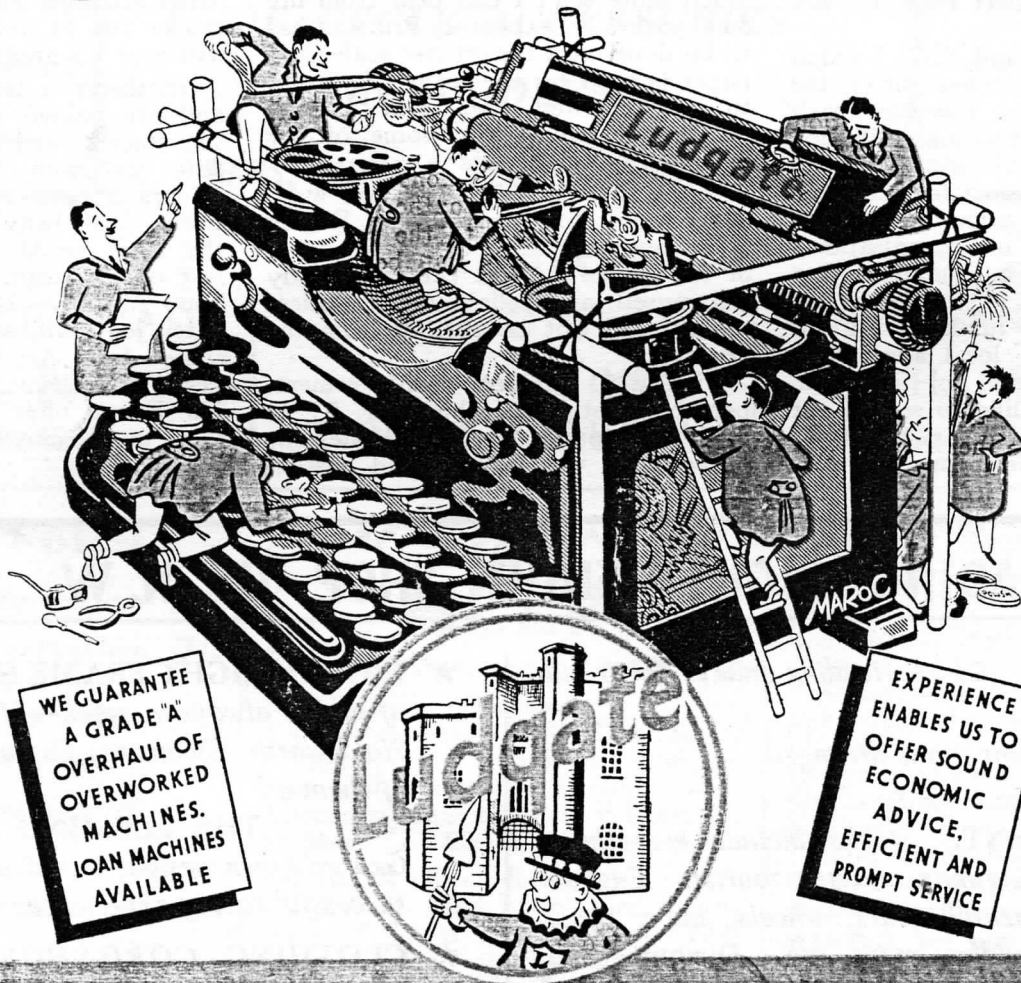
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