

Amateur Cycle Speedway

THE SPORT'S ONLY MAGAZINE PAGE 2 OPINION

THE return of "Amateur Cycle Speedway" to the market was well received, if net sales figures are anything to go by. It is obvious that enthusiasts everywhere longed for their favourite, hard-hitting and informative magazine back again after a publishing lapse of over eight months.

Let it be said with frankness that we did not expect "Amateur Cycle Speedway" to return to the market when we closed the editorial office behind us on that gloomy May day last year. The severe paper restriction of that time was solely to blame for our "disappearance."

Now we have been given a second chance. Naturally, it was not ignored. The office windows were thrown open, typewriters uncovered, papers dusted and the electrifying atmosphere, always present during the preparation of an issue of "Amateur Cycle Speedway" and which we had all missed so much, returned.

THE BEST SERVICE

Now perhaps we can all witness a prosperous, expanding cycle speedway Press, with free and fair competition bringing to you the best service of news and the most trenchant of views.

They say 1952 will be the sport's greatest year. Will it also be a year of progress as far as "Amateur Cycle Speedway" is concerned? Conditions in our industry are still hard. Costs mount in all directions. Nevertheless, we are resolved to spare no effort and no expense to sustain and build "Amateur Cycle Speedway's" reputation as the sport's greatest journal.

"AMATEUR CYCLE SPEEDWAY" IS YOUR JOURNAL. IT IS THE SERVANT OF THE RIDER, ENTHUSIAST AND OFFICIAL ALIKE. IT WILL NEVER LET YOU DOWN.

★ NEXT ISSUE ★

You must NOT miss next month's issue of "Amateur Cycle Speedway." If you do, you will miss the first instalment of "KEN—CAPTAIN COURAGEOUS," the true life story of Ken Cooper, captain of England. It's a rip-roaring serial written by Editor Graham Payne. In this issue also will appear "MY TWELVE TO FOLLOW," in which Roy Bullet will list, together with his reasons, the twelve teams he thinks will go far in this year's National Team Championship. The thrilling conclusion of "THE RAGGED RACERS" can also be read as well as all the latest speed news and pages of pictures. Order your copy NOW from your newsagent or send in a subscription direct to this office.

YOU'RE telling US!

Do you want to let off steam? Is there something you want to get off your chest? Have you something on your mind? Have you an envelope and a tuppenny-ha'penny stamp? If the answer to all these questions is yes, then you should not waste any time in writing to "You're Telling Us," Amateur Cycle Speedway, 15, Locket Road, Wealdstone, Harrow, Middlesex.

Helmets . . .

Angry note from Ian King, of Sayers Court Road, St. Paul's Cray, Kent:

"Why, oh why, do some Control Boards still insist that their riders should wear crash helmets! You hardly ever hear of a really serious accident these days and the riders who are silly enough to wear the bally things don't seem to realise how daft they look!"

But, Ian, have you ever thought what might become of helmet colours if there wasn't any helmets for them to go on?

GX

Miss Gwen Cullen, of Hendon Road, Wandsworth, London, S.W.17, says:

"Re your article on National Trophy Oddities (March issue), I was interested to learn that for the past two years teams with something crossed as an insignia and with captains whose names began with 'G' eventually won the Trophy. I think it would be a good idea for other teams with crossed insignias and G-surnamed captained to write to you. We could then see if history would repeat itself."

How about that, you teams?

Who Did? . . .

B. Issac (ACSRA Member No. 305), of Mansfield Road, Nottingham, wants to know:

"Who started cycle speedway? Some of my friends say it was the Scottish, others say East London, but none of them are really certain. Can you help me?"

Earliest record I have clearly states it was East London, although Birmingham and Scotland were never far behind. There are some who will tell you they raced long before the war, but you can ignore them. As soon as bikes were invented, there were some who raced around the roads, but never in the form as cycle speedway as we know today!

Congrats . . .

Bob Shaw, of Oxenhope, Keighley, sends us this month's bouquet:

"Congrats. on a new style front cover. It is most attractive. My local newsagent tells me that he's selling more than ever before. With that cover—I don't wonder!"

What a nice boy you must be! Always telling the truth!

Superb

Envious David Gill, of Amesbury Road, Cardiff, South Wales, writes:

"We in Wales envy the boys in London for they have superb tracks and authorities who organise things. There's nothing like that here—yet!"

Don't despair. It took the London boys

the best part of five years to get where they are. In 1957 perhaps Wales. . . .

Ragged!

Strong letter from P. Kempster, of Bedford Road, Edmon-ton, N.9:

"The inclusion of a fiction story ('The Ragged Racers') spoils an otherwise excellent magazine. I would estimate that not two in ten people who take cycle speedway seriously will welcome this latest idea. How about having a hundred per cent news magazine. We don't want the 'Ragged Racers'!"

Maybe the Editor ain't so hot at story writing; but gee, you shouldn't have told him!

'Extra'

But John Roberts, of Devon Mansions, Tooley Street, London, thinks:

"The 'Ragged Racers' add just that little 'extra' to your paper. It puffs out the reading value for many of our supporters whilst they await the start of a match. However, when the 1952 season is well away, will you continue the 'R.R.' in place of news?"

No, John. The Racers will make a graceful exit as soon as the season is under fire. That goes for reader P. Kempster above, too!

"I filled handlebars with SAND!"

CYCLE Speed-way, to those knowing little about it, is considered a rather dangerous sport. But in my experience, considering the length of time that I have been riding, this is not the case.

Perhaps I have been fortunate in this respect. My worst accident, if you can call it that, was the time when I hit the safety fence at our Cheadle Hulme circuit. I contacted it head-on, travelling at a fair speed. My machine broke in two from under me and the front wheel disappeared under the bottom bracket. Apart from one or two minor bruises, I was unhurt.

Once, at Belle Vue, I came a cropper and succeeded in lodging some cinders under the skin of my knee, and although it is three years since it happened, the scars can still be clearly seen. These, together with a spill at Janson Road (London) track, where I hit a bumpy patch and landed heavily on my chin, are the worst accidents I have ever had.

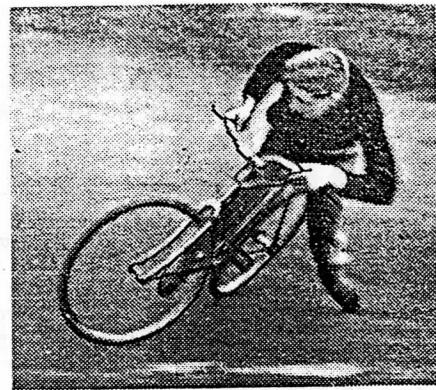
I think machines can play a major rôle in determining how serious an accident you may experience. My idea of the ideal machine, one that would be reasonably accident-free, would be one with a short wheel base, not too wide handlebars, a low seat, a high bottom bracket and, of course, good tyres and a strong chain. A hint concerning handlebars which might prove useful and which has certainly proved its worth to me is the prevention of kinking which often weakens the bars and results in a break. I snapped several pairs in this manner, but have now prevented further occurrences by plugging up one end, filling them with fine sand, then plug the other end. This adds slightly to the overall weight, but its effect on breakages is so remarkable that it is well worth it!

A word on gearing. I usually ride 40-20, occasionally 40-22 for smaller tracks. These two gears have served

A CHAMP AND HIS TROPHIES



Above: The Champ in action. Perfect balance and speed as illustrated here gives Lew the right to the "throne." Left: Lew and his trophies. They include the Mars Trophy, Champion's Golden Helmet, County Silver Helmet, Manchester Trophy and Medal. Photo: Eric Porter.



DATES OF THE 'MARS'

COMPETITION

ENTRY forms for the "Mars" National Individual Championship, of which this is the second year of competition, have already been received by the sponsors. The qualifying rounds are to be arranged by the counties themselves, but the county final results must be made known by July 12.

The semi-finals will take place on Sunday, August 9, in the Southern Section, and on Saturday, August 16, in the Northern Section.

The Grand Final will take place in London on Saturday, September 13.

me best during the past year.

In my opinion, far too many tracks are too round in appearance, and do not give riders a fair chance of overtaking. When I say round, I mean that the straights are too short in comparison with the radius of the bends. The best surfacing, I have found, is either fine cinders or shale rolled really hard.

One final word. I am now looking forward to a good season, and, at the same time, wondering whether the Services decide they need my help before I have a chance to make many more friends in this sport which we all hope will become even more firmly established and popular.

HELP · HELP · HELP

This is the section for teams who want riders and riders who want teams. If you are enrolled as a member of A.C.S.R.A. (see page 10) your notices will be published free. If you are not, then a nominal payment of 6d. per notice is required.

OXFORDSHIRE. Launton Grasshoppers require home and away matches. Contact E. Cannon, Hon. Sec., Church Lane Farm, Launton, near Bicester, Oxon.

SUSSEX. Fishersgate Flyers want home and away matches with London teams. Sunday away matches preferred. Write, Mr. Watson, 95, St. Aubyns Road, Fishersgate, Partridge, Nr. Brighton.

JUNIOR CHAMP

NORWICH Junior Championship, which is held at Earlham twice a year—at the beginning and end of the season—was recently won by Colin Imbusch, of Sprowston Aces. The Championship is open to all reserve or novice riders. The Aces provided first, second and fourth places.

Leading scorers: C. Imbusch, 14½; J. Noller, 14; S. Adams, 12½; B. Baxter, 12.

RE-RUN COST HIM THE NORFOLK GRAND PRIX

FIRST match of the 1952 season was the star-studded Norfolk Grand Prix, at the Beeches track, Earlham. A crowd of about 1,000 saw Brian Moston, Lancashire Individual Champion, and on his first visit to Norfolk, take the Championship with 14 points, two more than his closest rival, Bob Reeve, of Tuddenham Rangers (writes Wog Vickers). With Moston as visitors were Ken Cooper of Hertfordshire, Lew Grepp of Manchester, and Fred Smallwood of Wembley.

After ten heats, Bob Reeve and Fred Smallwood were unbeaten with six points. Brian Moston and Colin Warminger (deputising for Don Morris) both had five. Moston won heat 12 from Ken Cooper, and thus went ahead with eight points. In the following heat, his three closest challengers met. Reeve, Warminger and Smallwood were all fast from the tapes, but they finished in that order, which meant that Reeve had gone into the lead once again with nine points.

1st, 3rd IN SAME RACE

Reeve lost the Championship in heat 17. Whilst well out in front, Jeff Dye infringed the rules and a re-run was ordered. In this re-run, Reeve, tired from his previous effort, could only finish third. Moston, seizing his chance, easily took heat 19, to become the 1952 Grand Prix winner. He dropped only one point.

Mr. George Fernyhough, Secretary of N.A.C.S.A., had travelled to Norfolk from Manchester, and presented the trophy to Moston, also plaques to Reeve and Warminger. Final placings:

B. Moston, 32333: 14; B. Reeve,

33321: 12; C. Warminger, 32222: 11; M. Flood, -3122: 10; L. Grepp, 2-332: 10; F. Smallwood, 331-3: 10; W. Vickers, 21231: 9; K. Cooper, 12211: 7; H. Dearing, 211-3: 7; B. Cannell, 11112: 6; R. Rix, --23-: 5; B. Plaford, -31---: 4; J. Parden, 1-2-1: 4; L. Perrett, 121--: 4; J. Dye, 1-2--: 3; N. Summers, 2----: 2.

NOT RACERS' DAY IN NORTH ENGLAND CHAMPIONSHIP

THE North of England Trophy Final took place in Manchester recently. The Trophy, which was given by Mr. J. Morston, had been competed for by affiliated teams in Cheshire, Lancashire and Yorkshire. Finalists were Chorlton Aces (Lancs), 1950 and 1951 finalists in the National Team Championship, and Cheadle Hulme Rangers (Cheshire), captained by English Individual Champion, Lew Grepp (writes T. B. McLeod).

Chorlton ran out winners by 57 points to 39. They were off to a flying start, notching a 5-1 win in the opening heat, but by the fourth heat, the Rangers were only two points behind. However, the Aces went on to take both heat 5 and 6 with 5-1 wins, to give them an advantage the Rangers could never make up.

Jack Pennington, beaten only once, notched 14 points for the winners, whilst Brian Moston, Norfolk Grand Prix winner, scored 11. For the losers, Lew Grepp tried hard to rally his side with a rousing display, but as the records will have it, it was not Racers' day.

backbank



Be a good scout
Tell me where
I can get a bike
like yours...

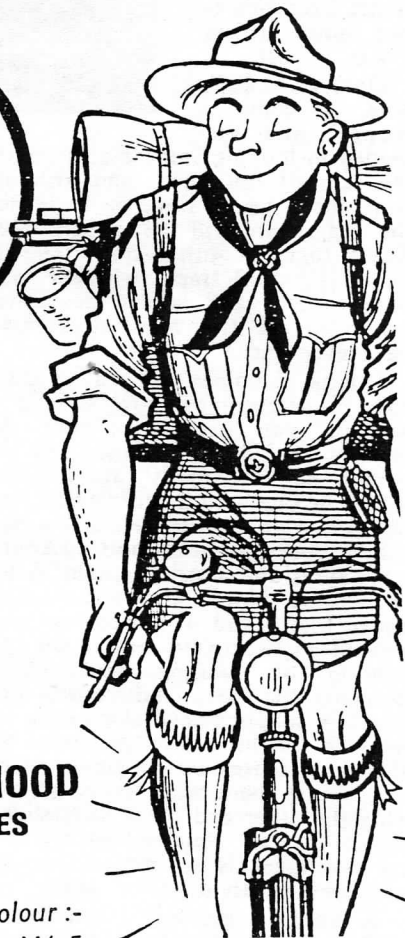
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THE SPORT'S BIGGEST CONTROVERSY CONTINUES—

THERE'S a poster hanging on the wall in my office. It's been there some time and was probably designed and exhibited by one of the more enterprising of our office juniors. I've always meant to tear it down and send it hurtling across to the waste-paper basket, but I've never really got round to it. Perhaps it's because it strikes me as original, witty and, most important of all, true.

Let me quote from it:

"WANTED—DEAD OR ALIVE. The sum of £100 will be given to the person or persons who succeed in capturing and killing the notorious adjective 'SKID KIDS.' Similarly, £100 will be given to any person thereafter who succeeds in establishing a new adjective in its place."

A little far-fetched perhaps, but nevertheless it is about time we ousted that nickname "Skid Kids" once and for all.

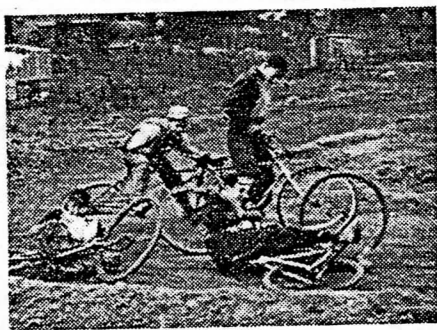
It is obvious that it originated way back in '45 when the sport was rough and tumble, probably from the newspapers who tended to over-glamorise and find a human angle to their story. They did it in football, hence "Soccer." In rugby, "Rugger." They called motor speedway "Dirt Track." And in these examples the nickname stuck.

Surely we are able to see further than the ends of our noses to realise that "Skid Kids" has never been a true description of riders in cycle speedway. How can it be—it's only half right! Granted we do "skid" but I trust the majority of us have passed the "kid" era!

Let's Smash It !

No, "Skid Kids" must be smashed once and for all, and "Amateur Cycle Speedway," always game to "take the plunge" in the interests of our sport, has launched an "Anti-Skid Kids Campaign." You are all invited to co-operate to help find a better word.

Few alternatives are so easy a com-



WHAT better way of finding out than buying a copy of your club's official programme? It should be incorporated into the rules that every club should see to it that the spectators at each match are correctly catered for and are supplied with attractive, neat, easy-to-understand programmes; and for only a few pence. Too many times are club programmes produced in a shameful manner. Perhaps badly printed or simply duplicated, and even then do spectators find that they are asked to pay exorbitant prices. In these days of strict paper

the sum of £100 will be given to capturing and killing the notorious



ROY BULLET

opens a new probe into the sport's craziest phrase.

**WANTED:
ANOTHER
NAME FOR**

Skid Kids

bination as "Skid Kids," but some of the suggestions to hand include: "Cycle Speedsters," "Skidway Riders," "Junior Speed Track Riders," "Junior Speedsters," "Pedal Speedsters," "Speedway Cyclists" and "Cinder Cyclists."

To help us select a new name for cycle speedway riders, this is what we want you to do. We are going to hold a "Postcard Poll" and we want you to send us, on a postcard, your vote



"Gee, pa, were you the original 'Skid Kid'?" (The sport's greatest cartoonist, "Amateur Cycle Speedway's" own Bill Ritchie, drew this specially for us. Bill is at present an M.P. out in Korea. We wish him the best of luck.)

for (i) any one of the above suggestions, or (ii) one new suggestion of your own.

This poll will be open for two months, at the end of which we will total the votes and announce the new, and we trust, worthy successor to "Skid Kids." The result of this campaign rests with you, our readers. Please co-operate and do send along your vote and tell your pals to send theirs as well. Remember, on a postcard, please.

And so, for the next two months, let our slogan cry from track to track throughout the country: "LET'S SMASH 'SKID KIDS.'"

"Who's the rider who's fallen over?"

rationing and high cost of printing, club officials are finding it increasingly difficult to produce a tip-top club programme that can be sold for only a few pence and yet still further their own club funds.

However, here is some good news! *Amateur Cycle Speedway* is now able to supply all teams with well-printed, attractive programmes on high quality gloss paper with appropriate blank spaces in which spectators can insert riders' names, etc. Approximate size of these programmes is 9ins. by 6ins. Prices (including postage) which allow a very reasonable margin of profit to the clubs who purchase (the programmes will sell like hot cakes at 2d. each!) are: £2 10s. per 1,000; £1 6s. per 500; 13s. 6d. per 250; 6s. per 100.

Club officials are invited to order their supplies for the coming season immediately (cash with order) or send a stamped addressed envelope for sample to:

AMATEUR CYCLE SPEEDWAY (DEPT. PROG.)
15 Locket Rd., Wealdstone, Harrow, Mdx.

TRACK CHAT

Brighton's Patcham Aces have been forced to disband owing to the loss of their track. It would seem that there are too many other attractions at this seaside resort to take the riders' interests.

Sussex county team, **Beddingham Tigers**, have also been forced to disband, this time owing to national conscription. Remaining riders, including captain **Don Criddle**, have been signed up by **Fishergate Flyers**.

Ipswich Vampires will have two teams in operation this season. To grade the riders, they recently staged an Individual Championship, best of the bunch were their old 1951 riders, although the winner, **Bob Suckling**, is a newcomer. Top scorers: **Bob Suckling** 12, **Barry Shapley** (Scottish champ now in the R.A.F. and riding with the Vampires) 10, **Roy Booth** 8, **Dick Andrews** 8.

Latest first round results of the National Team Championship include: **London**: West End Wanderers 51, Warwick Lions 45; **Dorset**: Gem Pirates 55, Trinidad Eagles 41; **Hants**: Totton Tigers 46½, Southampton Racers 49½; **Wilts**: South Marsten Jets 43, Highworth Wolves 52.

Malcolm Flood, Norfolk's ex-cycle speedway ace, has been given a provisional contract with Norwich Speedways. As a reserve in the "Easter Cup" he secured a fall, a second, and won the scratch race. Also competing was **Billy Bales**, Norfolk's original cycle speedway ace.

TWO MONTH ISSUE

THIS issue of "A.C.S." is the first published during the 1952 season, and to ensure that we included some of the first-of-season reports we were forced to delay publication over the Easter period. Consequently, this issue will be a special two-month edition combining both April and May. Readers who have entered subscriptions of six and twelve months will have their period increased by one month. The cause to combine two months will not arise again, and in future "A.C.S." will appear regularly each month.

The Second instalment of our almost-true Cycle

Thriller . . . CAPTAIN OF THE RAGGED

LOOMIS BECOMES 'ACS' READER

A CERTAIN Professor Maxman has been found shot dead in his London workshop. However, knowledge of his secret died with him. Chief Inspector Calverly, captain of the London cycle speedway team known as the "Ragged Racers", won a match, has been appointed to the case. Later it is announced that the professor left a giant trophy to the London Cycle Speedway Board for competition. The trophy, stolen and two mysterious individuals, **Poul Loomis** and **Kon Philips**, believed to be killers, are out to retrieve the trophy for reasons best known to themselves.

A GROUP of men were seated round a long table in a small church hall adjoining Battersea Park. They talked softly among themselves; smoked cigarettes freely and were obviously on edge as if awaiting the arrival of another.

The entrance of the hall revealed two figures, stiffly alert. Ordinary figures in dull coats and soiled trilby hats. For some minutes they had been waiting there.

A black Humber swung the corner and slid to a halt at the hall entrance. A door was thrown open, a tall figure leapt nimbly to the pavement, strode over to the two figures and mumbled a few words.

The newcomer entered the hall.

Inside, the group were silent. They watched him as he loosened his coat, threw his hat on to the table and eased himself into the only vacant chair at one end. He spoke almost at once.

"Gentlemen. As you will now have realised, this is no ordinary meeting of the London Cycle Speedway Control Board. Your chairman, Mr. Mills, has probably already explained to you who I am and why I am here." He stopped to pick up a duplicated circular laying before him. In large type, he read: "Chief Inspector Calverly, New Scotland Yard, opens the evening's business." He went on: "And I notice that I have been given top billing!"

"He called it MAXATOM"

A chuckle went round the group. "I am here to investigate recent developments in your sport. As you all know, some weeks back a Professor Maxman was found brutally murdered in his London workshop. It is my job to bring the killers to trial and what I have to say to you this evening is strictly confidential. News of the professor's death subsided for many weeks until it was announced that his son, **Sidney**, had inherited his father's entire estate and wealth. Also a huge trophy, probably designed and made by the professor. His son decided to donate this trophy to cycle speedway and handed it over to you for competition. I don't suppose any of you knew Maxman was

working on a new metal which he called 'Maxatom.' He claimed that his metal was absolutely atom-blast-proof and that vehicles built of 'Maxatom' would withstand the direct blast of an A-bomb and occupants of such vehicles would come out unscathed.

He had only produced a limited amount of this metal and for security's sake had cleverly concealed it in some unknown form. He meant to hand the formula over to Whitehall, but was murdered before he had that chance. Whitehall, therefore, were in the dark and are extremely worried should other Powers attempt to track down the metal.

"After weeks of investigation, I had a hunch: most of us at the Yard do. It struck me that the professor's trophy could easily have been of 'Maxatom'; that the trophy was, in fact, the professor's idea of complete concealment."

"Good Lord! You mean that the trophy is probably made of this new metal. But it has been stolen!" interrupted one of the group.

"Not stolen, sir. That little episode was arranged between your chairman and myself. The trophy is at present at the Yard where a copy is being made. The secret of 'Maxatom' is saved, as my hunch proved to be correct. But the killers are still at large—they must be tracked down immediately! This is what I propose. Tomorrow we shall announce that the trophy has been recovered in good condition and that a man has been detained for questioning. I have a strong hunch also that the killers may, by now, have guessed that the trophy could possibly contain 'Maxatom' and so if we state that it will be on show at the first round meeting next Saturday, we should have some very important spectators at that match."

"Your son **Rory** rides for the Easterly Racers, doesn't he, Inspector?" asked one member.

"That is correct. But he knows nothing of this," was the reply.

Paul Loomis gave a grunt of complete satisfaction and flung his pen

Speedway RACERS

WRITER

ory. Before his
een working on.
Rory Calverly,
ause they rarely
ssor, in his will,
phy is suddenly
the Professor's

By
HAM PAYNE



... he judged the distance meticulously and leapt. Loomis collapsed under the tortuous weight. . . .

down on the table. Before him was the letter he had just finished writing. An official-looking document on neat, headed notepaper.

"Have you finished it?" inquired Kon Philips, Loomis's companion, who occupied a chair by the coal fire.

"Yes, my dear Philips, the letter is finished." Loomis swung round to face his companion. "Listen to this." He read:

AMATEUR CYCLE SPEEDWAY
Founded: UNDERhill
1949 0098

To: Rory Calverly, Esq.,
Captain, Easterly Racers.
Dear Mr. Calverly,

I would like to take this opportunity to wish the Racers all the very best in the coming round of the Maxman Trophy. Let's hope it's a really tip-top battle. I have been asked to send someone along to cover the meeting on our behalf. Unable to be present myself, I am sending our new staff reporter, Mr. H. Evans. He will look out for you and will probably be accompanied by a photographer.

Yours in sport,
ROY BULLET,
"Amateur Cycle Speedway."

PS.—Don't bother to reply to this letter. I know you won't mind our coming along!

"You shoulda been a
Writer"

"Pretty good," grinned Philips. "You shoulda been a writer. You've got talent."

"Thank you, Philips."

"But," added the other uncertainly, "are you sure you can get away with it? S'posin' Calverly gets wise that

it ain't the real guy who's writing. What then?"

"Don't worry, he won't. This letter is on an exact copy of the headed paper and, to all intents and purposes, it's Bullet's own writing. On Saturday, with the trophy on show, you and I, Philips, will be a couple innocent newspapermen after a story. After a story . . . that's a laugh! Now, nip out and post this, will you? It wouldn't do to miss the post. . . ."

* * *

The following Saturday afternoon the fans were convinced they were about to witness a massacre. The Melbury Monarchs were, on present standing, twenty times as good as the Racers; but the Racers, although hopelessly off-form, were hoping that Lady Luck would once again rear her head at them. The Racers were a fighting bunch of lads—Ragged perhaps—but if they were to go down, it was a sure bet they would do so fighting.

The track was in perfect condition. The cinders were black and hard, the centre smooth and green. On a small table covered with the National flag stood the fabulous Maxman Trophy, full twenty inches of glittering silver. Close to it, in the guise of a track official, stood Inspector Calverly. In the pockets of his long white coat his fingers were crossed.

Gaily-coloured bunting was strewn over the pits and officials rushed to and fro among the riders like a swarm of bees. The strains of jazz music blared from the loud speakers; spanners clanged as riders made last-minute adjustments. The big moment was drawing near. Suddenly the music stopped and the announcer gave out the riders for heat one. Rory Calverly and Barny Plowman

for the Racers, Bob Hazzard and Jim Mysen were representing the Monarchs—a strong pair that any team would wish to have. As the riders wheeled their machines from the pits, Monarchs' supporters, clustering round the rails, yelled their war-cry:

"Two—four—six—eight,

We'll leave the Racers at the gate.

M-O-N-A-R-C-H-S—

MONARCHS!"

At the tapes, Hazzard, a tall figure in dirty-looking leathers, swung his machine in Rory's direction and held out a hand. There was a smile of complete confidence about him. "Hi there, Rory," he grinned. "Will you be coming along to watch us in the next round?"

"Oh no," was the reply. "We don't plan to do any watching in this competition."

A coin was spun. Rory called correctly and chose third berth whilst Barny claimed the inside. The air was electric as the four helmeted riders faced the gate amid a buzz of anticipation. The starter was alert; the riders pressed forward.

"Stop them, they've got
the Cup!"

Unexpectedly, the loud speakers crackled. The voice of the announcer, breathless and excited, blared out to the vast crowd. "Those two men in the centre . . . they've got the cup. Stop them!"

The race was forgotten. Rory and Hazzard leapt from their machines and raced across the grass verge towards the running figures of Loomis and Philips. White-coated officials, Inspector Calverly among them, were also in pursuit.

Loomis reached the cinder track and holding the trophy with one hand, drew a revolver with the other. He knelt, took careful aim at a section of his pursuers and fired.

"Craccckk!"

Someone staggered, threw up his arms and crashed to the ground. Loomis swung round and raced off in the direction of the entrance gates. Philips had apparently disappeared. However, Loomis had not noticed the figure of Barny Plowman who, bent over his handlebars, pedalling furiously, had circled the track and was now just behind him.

The lone rider stiffened, almost stood on his pedals. The crowd watched him silently; he must not fail. He judged the distance meticulously and leapt. Loomis heard him, swung round, levelled his revolver, then collapsed under the tortuous weight of the rider who had landed fair and square on his shoulders. The gun and the trophy went skidding across the track. . . .

(Continued next issue)

THIS MONTH'S CASE

Have you considered the tremendous effect it would have? In cycle speedway it is easier to slide round 90 degrees (or, in other words, a complete corner) than it is round the present 180 degrees curve.

I think it is impossible to try to slide your machine round today's type of bend without losing speed. Let's have four straights with four corners for faster, exciting racing with broadsides that give the riders speed instead of slowing them down."

READER P. Warren of New Cross, puts up this month's case. He says: "Some seasons back I noticed a report in a magazine that suggested we should introduce square tracks into the sport. Well, why not?"



THE Court is ready. Editor Graham Payne sits in black cloak and long wig as the Judge. Staff reporters Roy Bullet and James Prentice are, on this occasion, acting as Counsel for the Defence and Prosecution respectively. Each month readers are invited to send in their case; it may deal with any subject appertaining to the sport. We will select a case, state the facts and let the two counsels thrash it out. The object of the Court is to find, for the good of the sport, a fair decision.

You, the readers, will constitute the Grand Jury. Once you have heard the pros and cons of the case you are invited to send in your verdict in letter form, the best of which will be published next month. Firstly, then, we'll hear from:

Counsel for the Prosecution (James Prentice): So reader Warren wants us to re-lay all the tracks to make them square instead of the orthodox two straights and two 180 degrees bends, simply because he claims this will enable riders to get more from broadsiding. It is, in fact, a most incredible suggestion that will surely ruin the sport if it was ever allowed to happen. If so much could be gained from them, why then have not the majority of motor speedway tracks introduced them long before this time? If square tracks were desired, then it would mean that track surfaces would have to be re-graded to ensure fast and safe riding. No! A most costly and futile idea.

Counsel for the Defence (Roy Bullet): Riding these days is generally agreed to be well below standard and far too slow. If there is any way in which we can speed up and enliven meetings, then, for the sake of the sport, let us give that idea a fair trial. Reader Warren is, in my

opinion, on to a good thing. In Holland, the tracks are noted for their suicidal bends (they are almost square and hairpin in many places) and the average standard of riding over there is generally better than ours. This is proved by the fact that a touring Dutch team whacked our lads on our orthodox track in London two seasons back. The knowledge they had gained on their "square" tracks enabled the Dutch riders to master our "curves" easily. Yes, square tracks deserve a showing.

The Judge sums up: What do you think? Are you for or against square tracks in this country? It's up to you, readers, in your position as Grand Jury, to bring in a verdict of Guilty or Not Guilty against reader P. Warren for submitting the suggestion. Verdicts in letter form to "Amateur Cycle Speedway" Grand Jury, 15 Locket Road, Wealdstone, Harrow, Middlesex. A selection of them, together with the result of this case and a further new one will be published next month.

NATIONAL TROPHY

Championship—or, if they are members, are failing to enter their teams into the competition on or before the allotted closing date.

NACSA should probe into the matter—a serious one. It is usual in most big competitions for each succeeding year to see a bigger percentage of entries and not, as in this particular instance, a decreasing number.

Of the total 242 teams entered this year, London boasts the greatest single county representation with 22, Surrey next with 19.

Results of the first round will have already reached the "News Chroni-

THE GRAND JURY'S

VERDICT

Here is the findings of the Court on last month's case

YOU, the Jury, have considered your verdict on last month's case in which reader P. Watson urged for all bends to be banked. You studied the two Counsels and decided, by 87 per cent to 13 per cent, that reader Watson was wrong. Banked bends are not wanted.

Two members of the Jury put forward very sound suggestions. Firstly, Mr. J. Taylor, of Kingsbury, Secretary of the Acton Acorns. He says: "To bank a track transforms the sport into cycle-racing. And under such conditions a rider astride a lightweight frame with tubular tyres would have an advantage over the inside man with a speedway machine. Why not place the outside position nearer the bend by having the gate at an angle to the track?"

Similar idea comes from S. Leeds, manager of West End Wanderers. "I am already using slanting gates," he says. "On my track, the outside rider has an 18-inch lead over the inside man. In fact, No. 2 has a six-inch advantage over No. 1, No. 3 has six inches over No. 2, and No. 4 has six inches over No. 3. In this way you cut out 'gate sandwiching' and riders must keep abreast into the bend."

So there you have it. Reader Watson was found guilty of submitting an unwanted idea. That's the first case the Grand Jury have thrashed out in its efforts to "clean up" the sport.

SECOND HERTS SPOTLIGHT

The second number of the "Herts Cycle Speedway Spotlight" is now on sale. England captain, Ken Cooper, is the Editor.

SHOCK—*from page One*

cle," but are not yet to hand for publication. Following are the dates of the meetings in all rounds.

Second Round: To be raced off by April 29th. **Third Round:** To be raced off by May 20th. **County Semi-Final Round:** June 4th. **County Final Round:** June 17th.

INTER-COUNTY ROUNDS. — **First Round:** July 1st. **Second Round:** July 15th. **Area Semi-Final:** July 29th. **Area Final:** August 12th.

National Semi-Finals. — Weekend August 30th/31st.

National Final.—(Venue to be yet decided) September 13th.

F. C. PALLETT, the Kent County Press Officer, informs me that Kent will be very much in the news this year. A new trophy has been donated by Messrs. Hockaday, Bexleyheath sports outfitters, for presentation to the winner of the Kent Individual Championship. A trophy has also been provided for the runner-up in the Championship by the late manager of the now defunct Welbex Jaguars, and will be known as the Welbex Cup.

Yet a third trophy, the Fifteens Trophy, is up for competition this season. Donors are the Fifteens Association, of Orpington, and it will be raced for on a knock-out basis.

N.A.C.S.A. are inquiring for possible tracks in Kent on which to stage the "News Chronicle" Championship semi-final rounds. Maidstone, Cray Valley and Cray Tigers' circuits are suggested as venues.

Kent's first test match will take place on the Cray Tigers' track on May 3rd, against a formidable Surrey side. Welling Wings' new track, allotted by Bexley Council, is now completed, and the opening will probably take place at the end of this month. It is hoped that the Mayor of Bexley will be present for the opening.

Flyers not lonely

ISOLATED team is the Fishergate Flyers, of Brighton. Nearest teams are twenty and fifty miles away. However, I am assured that the Flyers will be very active this season. They intend to challenge London teams and, on the home legs, will provide the London visitors with an enjoyable day at the seaside.

This year's line-up will be very much the same as last. "Split" Watson, now in the R.A.F. at High Wycombe, comes home each weekend to be with his old partner, Fred Emery. "Pat" Patterson is the new skipper, although ex-skipper Art Willard will still be riding. Big things are expected from youngster Boyd Neal, who showed grand promise last season.

Flyers hope to attract such teams as the Stratford Hammers and Cray Tigers down this season. Their first meeting is with Wimbledon Stars, whom they beat last year by the odd point.

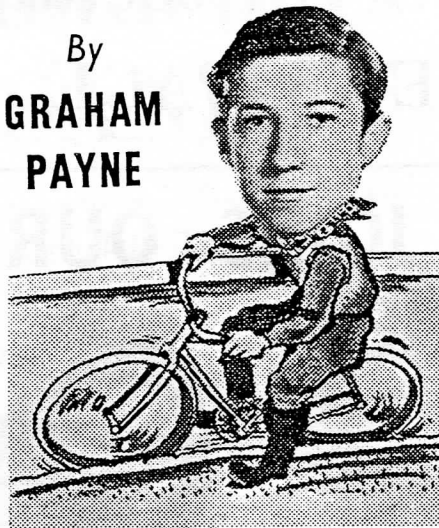
S.E. Board re-shuffle

THE South East London Control Board recently lost two of their teams when the Ruskin Flyers and Tooting Tigers left them for the newly-formed London League. This was not the result of a dispute; the two teams were of the opinion that they would be able to have a more varied racing programme in the new league.

This loss has caused a general change round on the S.E. London

TAKE IT FROM ME

By
**GRAHAM
PAYNE**



Control Board. New Chairman is Mr. A. B. Owens; Vice-Chairman is Mr. W. Wotherspoon. Mr. K. B. White now combines the two jobs of Press Officer and Treasurer. Miss E. Goody is Secretary.

For this season they have signed up the Chiswick Comets (one time London Gunners), and the line-up with the Comets will be: Bermondsey Greyhounds, Blackheath Aces, Mortlake Monarchs, New Cross Rangers, Nunhead Dragons, Peckham Stars and Verny Lions. League starts on May 1st, and is divided into four-week periods: One week for league racing, one week individual championship rounds, another week of league racing, and a week of best pair rounds. New competition this season will be the S.E. London match-race championship.

Aces are hoping

BRADFORD'S Frizinghall Aces hope to gain high honours this season in the Bradford and Leeds League. Their first opponents will be the 1951 League Champions, Grange Leopards.

Aces line-up will be: Dennis Smith (Capt.), Donald Nelson, George Clay, Keith Parkinson, John Hudson, Billy McHugh, "Darky" Proctor, A. N. Other. The Aces were Yorks Champions last year in the "North of England" Trophy. They have also started a Supporters' Club as they had very good attendances last year.

First R.A.F. team?

AIRCRAFTSMAN BLACKWELL, better known to us as Battersea's "Tiger" Blackwell, was planning to start the first R.A.F. cycle speedway team when he was stationed at R.A.F., Halton. He had the co-operation of many other riders now stationed in

the R.A.F., and was all set to get permission for a track. Unfortunately, "Tiger" was unexpectedly posted to R.A.F. Wildenrath, Germany, and plans for the R.A.F. team crashed.

But "Tiger" doesn't give up so easily. And he hopes to have a R.A.F. team in Germany soon! He told me: "It will be the first R.A.F. team, also the first team in Germany. We will also challenge Dutch teams as we are stationed only eight miles from the Dutch border."

If "Tiger" can do it, and I think he can, then we shall have an A.T.C. team, an Army team and a R.A.F. team.

The Editor's Tongue

IT may interest you to know that I have decided to give special "awards" to the worst performances of teams in the "News Chronicle" team championship. "Awards" will be known as "The Meritorious Award of the Editor's Tongue," and will take the form of certificates. I will award one to the team who, in my opinion, puts up the worst show each round. M.A.E.T.s for the first and second rounds will be announced next issue.

Goodey was good

COUNCILLOR R. J. GRANT officiated at the opening of the Edmonton Saints' track. He wished the club success during the present season.

An Individual Riders Championship was staged, and the winner was R. Goodey, who scored 15 points. Runners-up were L. Westwood and A. Hawker, they scored 13. All three were members of the Saints team. After the Mayor had presented Goodey with the trophy, a track record competition was staged. The track for four laps measures 300 yards, and the fastest time was put up by R. Goodey, with 48.3 secs. This was a grand achievement after winning the individual trophy.

Saints' Chairman, W. Treacher, would, through my columns, like to thank those riders from other teams for their co-operation in making their first meeting a success.

"We'll get byes!"

SURELY the luckiest team so far is the Roxeth Rockets, of Middlesex. In the first round of the "News Chronicle" National Championship they received a bye. In the second round of the same championship they received a bye. In the first round of the Thames Valley Silver Cup competition, an extraordinary thing happened—they received a bye!

have
you
joined
ACSRA ?

Readers' Association

NEWS PAGE



GEOFF DUKE JOINS OUR READERS CLUB

PETULA 'PET' CLARK AS WELL

LATEST personalities to join the "Amateur Cycle Speedway" Readers' Association are Geoffrey Duke, world 350 and 500 c.c. motor-cycling champion, Fastest Man on Wheels, and Sportsman of the Year; also vivacious star of celluloid, Petula "Pet" Clark. They are members number Six and Seven respectively. Both were most pleased to accept. Negotiations are in hand to make Geoff. Duke the A.C.S.R.A. Honorary President.

Hundreds are joining A.C.S.R.A. every week, but we still haven't reached our target of 5,000 yet. Nevertheless, considering the Association is only two months old, the number of members we have warrants no complaint!

Have you joined A.C.S.R.A. yet? It's very simple. Simply fill in that form printed below (or, if you do not wish to spoil this copy of the magazine, copy it out on plain paper) and Bob's your Uncle! You are a member. Your order will then be sent off, together with your Membership Number. Membership Badges and Cards are not yet ready, but in the next column you will see what you have to do to get them.

Get your pals to order their copies and so become A.C.S.R.A. members. We want this to be cycle speedway's chummiest international Association! There are many privileges in store for all members, and prizes if our "scouts" spot you wearing your badge!

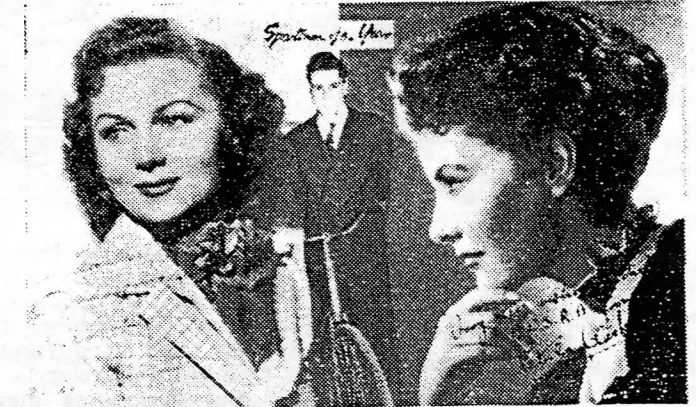
5,000 BY FRIDAY, 13th.

You are invited to join in our new "5,000 by Friday the Thirteenth" campaign. By Friday, June 13th, we hope to have reached our target of 5,000 members. Special enrolment forms will be sent to you on receipt of stamped addressed envelope.

BADGES READY SOON!

At the top right-hand corner of this page you can see the A.C.S.R.A. badge. Can you imagine this in metal, gilt and enamel form, with rider in green, machine and background in gold and yellow wording on black scroll top and bottom? If you can, then you have some idea of the official A.C.S.R.A. badge that is at present at the manufacturers being made.

All members should order now, in advance, their badge and attractive membership card by sending 2/- postal order



Here they are, ACSRA's three latest members. Left to right: Hollywood's Rhonda Fleming, our own Sportsman of the Year, Geoff. Duke, and Petula Clark. We are sorry that the only photo we had of Geoff. was a small one, but next month, when we officially announce him as Honorary President, we'll make up for it.

This Month's Lucky Member

HUNDREDS are rushing to join A.C.S.R.A., but luckiest of them all so far is J. Eley, of Peel Street, Derby. He is member number 500. Reader Eley is therefore invited to contribute anything he wishes for publication. He can either draw a cartoon, write an article, in fact, contribute anything he wishes in any form he wishes. It must, of course, appertain to cycle speedway. His efforts will be published next month. Meanwhile, we are drawing near member number 1,000. He (or she) will indeed be a lucky member, for he will become Editor of this News-Page for a whole month!

And now, we say "HAPPY BIRTHDAY" to the following members who have celebrated their birthdays during April and who will during May:

- S. Smith (200), M. Adams (209), R. Shand (211), W. King (212), C. Manclark (204), M. Hibbert (230), D. Spurr (233), Miss A. Adams (234), Miss B. Adams (235), J. Peach (236), Miss K. Peach (237), Miss G. Walsh (255), K. Scott (257), J. Smith (258), Miss Townsend (322), R. Brown (327), B. Child (422), W. Treacher (434), B. Greenwood (461), M. Tooby (469), Y. Redfern (472), R. Smith (474), R. Evans (481), R. Towers (482), D. Hasler (513), A. Adams (514), A. Johnson (515), L. Byrne (519).

If you order regular copies of "Amateur Cycle Speedway" you automatically become a member of the Readers' Association. You are advised to complete the form below TODAY, and post off to "Amateur Cycle Speedway," A.C.S.R.A. Dept., 15, Locket Road, Wealdstone, Harrow, Middlesex. Subscription rates are: 3s. 9d. for 6 months' subscription; 7s. 6d. for one year's subscription. Prices include postage and packing.

I understand that to join ACSRA I have only to place a subscription order with you. Therefore, please send me "Amateur Cycle Speedway" for the next six/twelve months, for which I enclose 3s. 9d./7s. 6d. Postal Order No.

NAME

ADDRESS

..... MY BIRTHDAY

FIRST NATIONAL TROPHY RESULTS

NATIONAL Team Championship latest. Here are the first results of Round One of the above Championship:

AREA ONE.—Berkshire: Cookham Cossacks 53, Maidenhead Bluebells 43; Marcham Bulldogs 26, Boxhill White Harts 70; Saxton Cyclones 22, Drayton Wasps 73; Didcot Meteors 46, Wootton Aces 50. **Bucks:** Flackwell Heath Aces 52, Hazlemere Hurricanes 44; Langley Leopards 60, Slough Rangers 36. **Essex:** Longbridge Leopards 57, Walthamstow Wolves 38. **Herts:** Hoddesdon Kangaroos 40½, Cheshunt Devils 55½. **London:** Western Stars 49, Acton Acorns 50; Poplar Penguins 75; Stepney Pirates 21. **Middlesex:** Northwood Broadsiders 46, Bushey Aces 50.

Norfolk: Earlham Eagles 59, Boundary Pirates 33; Wymondham Cobras 55, Deodham and Hackford 38; Hellesdon Lions 43, Uppgate Aces 53. **Suffolk:** Christchurch Eagles 33, Claydon Greyhounds 59; Claydon Stars 47, Foxhall Panthers 50; Ipswich Vampires 54, Ipswich Aces 40; Woodbridge Wildcats 37, Ipswich Pirates 47. **Surrey:** Chertsey Mustangs 31, Byfleet Broadsiders 64;

Heath End Hawks 42, Guildford Aces 51; Lightwater Aces 47, Chobham Rockets 49. **Sussex:** Wadhurst Lions 50, Siddley Bluebells 45.

AREA TWO.—Devon: Foulston Eagles 72, Badgers 24. **Gloucestershire:** Dursley Dynamos 52, Can Flyers 42; Iron Acton Aces 43, Shirehampton Tigers 53; Southmead Bulldogs 58, Hawkesbury Hawks 38. **Hampshire:** Bransgore Bulldogs 64, Bashley Broadsiders 32; Ibsley Eagles 76, Mudeford Hawks 20. **Oxfordshire:** Woodstock Pirates 26, Baskerville Hounds 70; Cutteslowe Diamonds 68, Great Milton Rockets 28. **Wiltshire:** Bedwyn Swifts 34, Purton Panthers 61.

AREA THREE.—Leicestershire: Earl Shilton Stars 32, Blackbird Monarchs 64; Blaby Lions 36, Belgrave Red Devils 58. **Northants:** Military Pirates 38½, Abbots Way Tigers 45½; Dunston Devils 44, Holton Aces 46; Yardley Gobion Aces 49, Kettering Kangaroos 34; Milton Stars 51, Weedon Whippets 33. **Staffs:** Gold Stars 63, Sneyd Green Vikings 31. **Warwickshire:** Roseycombe Rockets 48, Alvis Aces 47; Newbilton Bees 37, Rugby Falcons 59.

Raw deal for Servicemen

CYCLE speedway has a rapidly expanding enemy. He can force teams to disband, he can force new names on to the racing programme. He is known as National Service. And now he has presented many riders with an even more perplexing worry.

Most riders, once they have been called up and given their permanent posting, look around for local teams near to their camp. If they are good riders, it is more than likely that the local teams will want to sign them up for evening matches. The riders, anxious to keep their fingers in the pie, will also want to sign up, but they will also want to ride for their own home teams if they are lucky enough to get regular week-end passes.

But there is the licence problem. No rider can be licensed for two teams. Surely allowances can be made by N.A.C.S.A. for these National Service riders? They should be given Service Provisional Licences to ride for teams near to their camp; but should only ride for their home teams in cup matches, etc. Granted there is probably many flaws in this suggestion, but would somebody like to send up their views on this very important matter?

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April/May 1952. Vol. 3, No. 2. AMATEUR
 CYCLE SPEEDWAY (incorporating CYCLE
 SPEEDWAY MONTHLY). Subscription: 6
 months post paid 3/9d. Copyright reserved.
 Published by the Proprietors, PAYLOR
 PUBLICATIONS. Editorial and Advertising
 Offices: 15 Locket Road, Wealdstone, Harrow,
 Middlesex (HARrow 7044), and printed in
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