

# AMATEUR CYCLE SPEEDWAY 4<sup>D</sup>

★ VOL. 4. No. 1 THE SPORT'S OLDEST PAPER (Founded 1949) WITH THE BIGGEST SALE MAY 1953

## 1953 - A SEASON TO 'CROWN' ALL OTHERS

The 1953 Coronation season opened this month. Below, 'ACS' reporters sum up the prospects of this 'crowning' year

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THAT greatest of all "newsy" parkers, our own Tony Stone recalls some of the outstanding achievements of 1952 in his...

### PATTER OF LITTLE 'FEATS'

EDITOR Graham Payne names the six riders he considered most prominent during 1952 in his factual article...

### The SIX BEST

Our comprehensive Statistics Department present to you fact with figures in...

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All these features

## and many more can be found in "1953 Cycle Speedway Annual"

... The 1952 Annual was a rip-roaring success! The 1953 Cycle Speedway Annual is even bigger and better! The DAILY MIRROR had this to say when they saw a copy: "Facts, figures, features and photographs covering cycle speedway from every angle are crammed into this second edition of Graham Payne's Annual". His Royal Highness the Duke of Edinburgh in his capacity as President of the National Playing Fields Association, was interested to see this book.

Order your copy NOW! Send a two-and-threepenny postal order to "Amateur Cycle Speedway", (1953 Annual Sales Dept.), 15, Locket Road, Wealdstone, Harrow, Middlesex, and a copy will be in your hands within forty-eight hours.

THAT'S RICH!—by Ritchie



"Ours is the only track with a bank on the bends!"

### Rival boards battle for control in Holland

RIVAL organisations are now fighting to gain control of some 5,000 riders who take part in Dutch cycle speedway. The latest body claiming to speak for the riders is the Netherlands C.S. Control Board run by the Windmills Club. The Hilversum Control Board, founded as far back as 1949 and who represent a much larger proportion of riders, does not recognise the Netherlands Board and have blacklisted them.

Hartog de Ronde, President of the Hilversum organisation told "Amateur Cycle Speedway": "The Windmills' pirate board will not be acknowledged. They claim to be the official organisers for international affairs. This is not so. I have been appointed the adviser on international affairs and I intend to visit England this season to discuss a proposed England versus Holland match, also the problems of international rules."

NEWSFLASHES: A Royal Navy team (Marines) have joined the Dutch league. A £1,000 track is under consideration; it will be 75 yards long, will have floodlighting and will accommodate some 4,000 people.

### THE EYES OF THE WORLD WILL BE TURNED TO THIS LITTLE OLD ISLAND NEXT MONTH TO WATCH OUR YOUNG QUEEN HONOUR THE ANCIENT PAGEANTRY OF THE CORONATION.

And teams from all parts of the country, plan to make this Coronation year a memorable one so far as cycle speedway is concerned.

In every city, town and village, officials have been planning for months to give their riders a season they will never forget.

One of the biggest competitions is the Coronation Cup presented by racing motorist Peter Clark of Messrs. G. Clark & Son Ltd., sugar refiners of Millwall. Some thirty-nine crack London teams entered this competition which is being staged on an aggregate home and away basis.

Ernie Longhurst, stalwart manager of the Poplar Penguins, is organising the competition which, at the time of writing, is in the third round stage. Ernie has been busy making last-minute arrangements for the final, due to be held during Coronation week itself at the Penguins' large track, providing, of course, that the Penguins themselves are not in the final. A neutral track will be the venue if they are.

The Coronation Cup, valued at ten guineas, will be presented by racing star Peter Clark together with silver and bronze medals.

Run in conjunction with the Coronation Cup will be the Coronation Shield Individual Riders Championship presented by Hatton Garden jewellers Alfred Riden & Son.

South East London will have their own Coronation competition in the form of the "Bushey Films Studio Cup" presented by Mr. A. Church of the Studios. Full details are not to hand, but organisers hope to stage the final during Coronation week.

The South London League are staging a Coronation Best Pairs Championship.

Scotsman versus Sassenach will be the order of the day in Sussex this July. During that month, five Scottish speedsters are hitting the trial for Rye to do battle in a special Coronation Tour. The riders who plan to keep the spirit of Robert Bruce alive, are: John Peacock (20), Sammy Young (18), Jack Cunningham (22), Peter Bell (21) and Barry Shapley (22).

And so it goes on all over the country. Most news received in these offices has, quite naturally, come from the hub of the Coronation itself—London. But London alone is not planning special events.

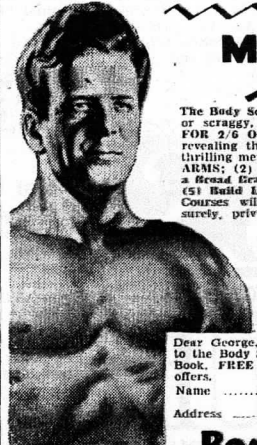
Next month, "Amateur Cycle Speedway" will be a Souvenir Edition. Our reporters will be touring round the tracks for your Coronation stories. However, press officers and publicity men are advised to send us your comments for publication.



London's big Coronation Trophy

### Butlins to build Tracks?

Rumours have it that Butlins Holiday Camps are interested in cycle speedway and might consider building tracks on some of their camps with a view to staging inter-camp competitions.



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# VERDICT



**THE** "Close Season" over, thoughts must turn to cycle speedway and its own paper, "Amateur Cycle Speedway".

I introduce you, with this issue, to what is, in my opinion, an improved paper. It is a handier size; more economical, and, most important of all much easier to produce.

Note also the reduced price. Fourpence instead of sixpence. Those of you with standing subscriptions will have your accounts altered. There is no need to contact us. Team managers will be quick to realise that now they can receive three new "ACS" for the price of two old (one shilling). I trust they will make good use of this offer.

## Lifeblood

I have no need to remind you that you, the reader, are the paper's life-blood. Buy it well; and it will enjoy long life. Ignore it; it will be an up-hill struggle. Can you afford to let it struggle? I think not. Without publicity, the sport is bound to suffer. In this new-size "ACS", I offer you your paper: the sport's only paper.

Use it well. As a power it is a better friend than enemy.

Graham Payne

## No Sunday racing for Springbox

**THE** 1953 season starts this month in South Africa, (writes our S.A. reporter JIM LOVE). The Durban League will start with ten teams, a poor show considering that twice that number participated last year. But out here the long "close season" has seen many teams disband. However, we've pulled our socks up and we're hoping for better things in the near future.

Congella Scorpions pair won the Natal Best Pairs Championship. And what a thrilling affair it was! Scorpions and Berea Rockets were level at the end of the heats, and there had to be

two re-run decisions before Scorpions came out on top.

In the first Inter-Provincial match, Natal beat Transvaal 53-29. Two English boys were riding for Transvaal, Neil Mortimer (capt.) and D. Davies. Top scorers: Natal (53), A. Campbell (10), R. Stead (10), Transvaal (29), N. Mortimer 12, N. Fuller 5.

**NORMAN FULLER**, reporting from Johannesburg says: A new hurdle in our pathway is the ban of Sunday sport in South Africa. From now on it looks like Saturday afternoons for us! We've a new ruling in Transvaal. No rider over eighteen is eligible to ride. An S.A. open championship will be run towards the end of the 1953 season.

## THE SPORT'S "NEWSY" PARKER

### TONY STONE'S

# 'TRACK CHAT'

Lower your voice chum . . . pull your hat over your eyes . . . we're being watched . . . that's him, over there . . . camera on shoulder, pad in pocket. It's **TONY STONE**, the "newsy" parker. Here's the latest "gen" from the man who sees and hears more than any other in the game . . .

**OVERHEARD** a gen at the trackside recently, voicing his opinion of a match staged with some of the pioneers of cycle speedway. Names like "Twitch" Day, A. Black, Pat Clark and Len Silver reached my ears. I think it would be a great idea.

**"That's my daddy!"**

**BIRMINGHAM** Lion, Fred Gough, is the father of a 7lb. 12oz. girl Linette, and he wonders if there are any other fathers still riding. So do I . . .

**SURELY** one of the areas with the most teams must be Thames Valley. They have eleven on their books, among them National Champions Walton Swans. Others are: Chobham Rockets, Southall Hammers, Acton Acorns, Yiewsley Racers, Chertsey Mustangs, Woodham Stars, Hershams Meteors, Hershams Robins, Merton Rangers, Chiswick Comets.

**EARLHAM** Eagles (Norfolk) expect to move to a new site at Eaton Park for their racing during 1953. Billy Platford, one-time manager of Hethersett Hornets and Hon. Sec. of the Norfolk Board, has taken over the Eagles' managerial chair. With some twenty riders on their books, Eagles plan to field one league team and one junior non-league team.

**"Come back, little Reepham"**

**IT** appears probable that the Reepham League, who dropped out of NACSA (the sport's governing association) two years ago, will again affiliate through the Norfolk Board this season.

**REMEMBER** the Kingsbury Circle (Middlesex) track? Scene of the famous (or infamous) England v. Holland "Ghost International" of 1949. To me, it conjures names as Buster Brown, Ken Wakerley and Roy Howard. But they ride no longer. However, Kingsbury circuit is not idle today. It is the home track of the Roxeth Rockets whose manager, Vic Merner, wrote to me recently about his team. He wants the Harrow Council to assist him to make Kingsbury the great magnet it was in earlier years.

**THIS** season should be a great one for the North West Middlesex League. There are ten teams in the line-up.

**"Heat was heard"**

**IN** a recent "Under-Twenty Parade" youth programme, recordings were heard of a challenge match between Walthamstow Wolves (London) and Walton Swans (Middlesex). The whole of the first heat was recorded and the winner interviewed. Winners were Wolves who won, in a closely contested affair, by 49-46.

**THE** "Jeyes Fluid" Trophy 1953, was won at the Black Lion Monarchs, Plaistow track by Peter Frazer of the home team. Runner-up was 17-year-old Ron Tiley of Walthamstow Wolves.

## That all-important bend



A Cookham Cossack leads an Abingdon White Hart in one of the rounds of last year's National Trophy. Roy Smith of the Haris underwent a serious operation which caused his retirement from the sport. When the Haris were hit by National Service, Roy gamely filled the breach. He is now back at work after many months of "retirement" and Coronation Year will see him in action in the blue and white colours of his team.—Photo. I. J. Beicher, copyright.

**KEN** Dixon, ex-Lostock (Manchester) rider now in the Services, is, I learn, out in Korea, still alive and kicking. George Burgess, one-time Brinnington Star rider is now a clerk at the Army H.Q. at Fayid in the Canal Zone. He's due for demob soon and the Stars want him back in the saddle.

**JOY** Shelton, stage, screen and T.V. celebrity recently accepted membership of the South London Rangers' Supporters Club. Joy and her actor husband, Sid-

ney Tafler, are often to be seen among the crowds at the Rangers' meetings. Rangers' President is Queen of the Key-board Winifred Atwell.

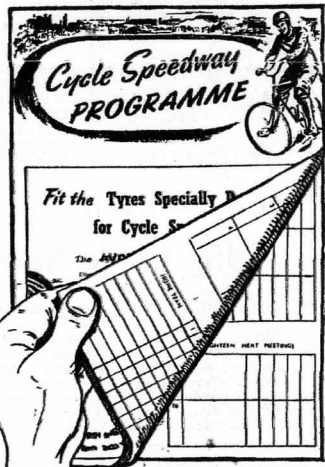
**"Johnny come home"**

**"JOVIAL"** Johnny Weinman is back! He was seen, I am told, at the Craighton Eagles (Scotland) track. Johnny, just back from a spell of National Service in Cyprus and all set for demob, will probably be with the Eagles for 1953. He is one of the pioneers of Scottish cycle speedway.

## Blank Programmes

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## That Line . . .

Debatable subject of the month is sent to us from G. Sapsed, St. Vincent-street, Southsea, who says:

"According to Hampshire Control Board regulations, all tracks with safety fences must have a white-line one yard from the fence, and any rider crossing this line with both wheels is disqualified. Is this a National Rule? The only track with a safety fence in the area is Fleet Falcons (scene of the 1952 Mars Southern Semi-final) and there they have a white rubber pipe around the outside of complete track.

"This piping, I, and many other riders, consider to be definitely dangerous if touched by either wheel.

In a match at which I was present a rider was thrown off his machine, losing his position as a result.

"I would like to know 'ACS' readers' opinions regarding this regulation, as I have noticed nothing similar on other fenced tracks."

All letters on the above subject to be sent c/o the Editor, clearly marked "white-line".

## A Change . . .

Interesting point from "One of our regular readers":

"I often wonder whether you are attempting just a little too much when you publish a glossy monthly magazine devoted entirely to our sport. I have taken the liberty in touring around various tracks visiting our

clubs, riders and supporters whether they would prefer to have newspaper that would ultimately appear much more frequently than once a month.

"The general opinion is that the sport has no room for a magazine including lengthy features. Instead, to keep in step with the many hundreds of weekly results and match-reports, a weekly newspaper is needed.

"Whilst I greatly admire the way in which you have, in the past, handled the magazine, would the newspaper presentation not assure you of many extra readers and an overall improvement in sales?"

This was one of the many letters received on the same subject. After careful consideration we believe that more attention should be given to news and news-items in preference to lengthy

## half-a guinea

will be paid to the best letter received each month. All copies are welcome. Be concise; blunt; to the point; and keep your letters short please.

## Post cleared by Jim Prentice

★ ★ ★ ★ ★

features. You will note that with this first edition during the 1953 season, we have changed into newspaper format and at a reduced price. We intend to stay this way. We would like to hear from our other "regular" readers. (See our Editorial).

## Wolves are 'growling'

LONDON'S Walthamstow Wolves are fast becoming the best organised club in the London area if reports by manager Ted Gee are anything to go by!

Here, in rapid succession, are wolves' latest "growls": (i) Wolves' Social Section have formed a Square Dancing Group. At a recent display in a Labour Party Social, they even had the Mayor (chain all) joining in! (ii) 40 riders and enthusiasts travelled 125 miles to Norwich last month to race Norwich Stars. That evening they were Norwich Speedway guests. (iii) Their opening night is May 7th. Mayor, Councillors, high officials will all be there. (iv) In September they are having a "day out" at Blackpool. (v) The Local Council recently gave them some 300 chairs for use at their track.

To be well informed in—

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**Theatre Television**

read

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A PRIVATE LOAN promptly arranged with or without any security. £20 upwards. Mr. F. Bennett, 23, Sackville Street, London, W.1. (REG. 3421).

## At last our own film — but only the under 15's will find it true

BURTON Road Bullets won the Final of the South-East London Junior League Championship, thanks to the fine riding of their Captain, Swanky Clarke.

I went along to see the match the other morning—the whole affair was staged in complete darkness, and among the many people who thoroughly enjoyed watching the match was the Mayor of Brixton.

No, it's no use looking up the Directories for the Burton Road Bullets, you won't find them there; nor will you find the result of the match in Official Record Books for the Bullets were merely part of 5,822 feet of celluloid planned and produced by Bushey Films Studios in their presentation "Skid Kids", produced for Children's Cinema Clubs.

As the sports' first film, made, I might add, purely for the under-fifteens who frequent the Saturday morning film clubs, it was a success. However, over-fifteens would be quick to spot many technical flaws in the somewhat loose story.

The film opens with a keenly fought match in the semi-finals of a S.E. London Championship, and all credit to the cameramen for capturing very realistically the excitement of a cycle speedway match.

It is not more than a few feet of film after the match, however, before the Bullets' troubles begin. The ground on which the final is to be raced belongs to Mr. Johnson, owner of a nearby factory. And he is vastly annoyed with everyone in general at the time because his employee's cycles are disappearing rapidly. Whilst he does not openly accuse the Bullets or their supporters of stealing the bikes, he thinks they attract the type of people who would, so he insists on closing the track.

But the real spirit of cycle speedway teams is always best when fighting the closing-down of tracks, and so the Bullets, rallied by their non-riding secretary, Bobby (Anthony Lang, — best performance in the film, this) and their captain, Swanky Clarke, (television famed Barry MacGregor) set about bringing the responsible crooks to justice in time to have the track reopened.

Two gaily-attired merry lead the team some merry dances and chases before they are finally caught by the joint efforts of 'Police-Sergeant Clarke, and Swanky's father, the latter complete with the ancient taxi he drives for a living.

As any good children's film should, everything ends happily except for Spike and Sam (the two spivs) and Mr. Jack Howells, (who wrote the story) — he heard me booing the title "Skid Kids" — I thought everybody had stopped using that nickname.

Pete Warren

## Their balance on right side

At the Annual General Meeting of the Old Woking Jets (Surrey), the 1952 Balance Sheet showed a profit of £31 13s. 11½d. Of a coach trip, dances, whist drives and other items shown in the list, greatest profit came from raffles.

## L.C.C. find new site for East London

HEARTENING news was received at these offices the other day from the Press Bureau of the London County Council.

To quote: "Part of a new Open Space on the north side of Turner's Road, Stepney, and west of Burdett Road, is now to be laid out to serve a dual purpose. The site is three-quarters of an acre, and is later to extend southwards across Turner's Road. Within this first instalment there is to be a small sitting-out space fronting Burdett Road and the remainder of the site will, for the time being at least, be devoted to a cycle speedway, which local cycle speedway clubs can apply to use. Applications should be sent to Chief Officer of the Parks Department. The layout is estimated to cost £1,910 and it will cost about £675 a year to run."

Welcome news, indeed. For hitherto, the L.C.C., although sympathetic towards the sport, have appeared to forestall prompt action. Now, perhaps, will some action be taken to put a stop to the appalling track problem in London. Won't other councils follow London's lead?

—by **RITCHIE**

Last August we opened a "School for Stewards" and set a series of 6 tests. Hundreds of stewards joined and . . .

### Here are the top stewards

MARKS (out of 10) SCORED IN TESTS No.

Name	1	2	3	4	5	6	Total
J. Ashworth	10	10	10	8	10	10	58
G. Miles	9.5	9	10	9	9	10	56.5
T. Fitzgerald	9	9	10	7	10	10	55
H. Vaulter	8	8	6	10	10	10	52
D. Amor	6	6	6	10	10	9	47

### WHAT THEY SAID

ONE of the best Test Paper "Steward" George Miles of Surrey. George, anxious not to miss his chance of earning a special Diploma, prepared this particular paper whilst in a hospital bed, recovering from an illness. He gives sound facts for his statements, and for this reason, this paper received full marks.

One rule I would abolish if I had the necessary power is that which permits a rider to place his left foot over the inner edge of the track.

In my opinion, this completely spoils competitive racing, because riders who are first out of the first bend can "crawl" round the bends with their machines tight against the inner edge. If the inner edge is raised above the level of the inside surface, riders may pull themselves back, should they find they are drifting from the white line, by means of anchoring. Some teams have hoses piping nailed to the ground as an inner edge, and sometimes, in the heat of a race, it comes adrift. This could cause a most serious accident.

Another disadvantage which will occur is when the track has a loose or semi-loose inner edge. Some riders hook out sections of the white line with their left foot and provide an extra hazard for the riders behind.

Fortunately, these inner edges of this type are being rapidly replaced by a permanently marked line.

Thus, if riders were prevented from putting their foot over the inner edge, racing would, in my opinion, be much cleaner and, more important still, the risk of accidents minimised.

"Steward" J. Ashworth of Bradford, scored full marks with the following paper of Helmets — a most controversial subject in all areas.

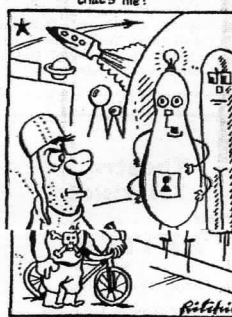
One of the main controversies in the sport for quite some time has been the question of whether or not the wearing of crash helmets should be made compulsory. In the majority of leagues, it has been a matter of option and there is no national ruling which states that helmets must be worn, although in test matches and in other important national events it is usually compulsory.

I do not think that there is a convincing enough case in favour of adopting a rule to make their wearing compulsory, to justify this course of action. The main argument is that it is advisable to wear a helmet in the interests of safety. Even this is a debatable point. It is a very rare occurrence for any rider to crash on the part of his head protected by a helmet and rarer still for such a crash to be serious enough to merit wearing a helmet.



"Never argue with the Steward, that's me!"

"Say when, Alf!"



"No, we don't run the MARS TROPHY"



"He suggested another name for SKID KIDS!"

### 5 Councils won't help

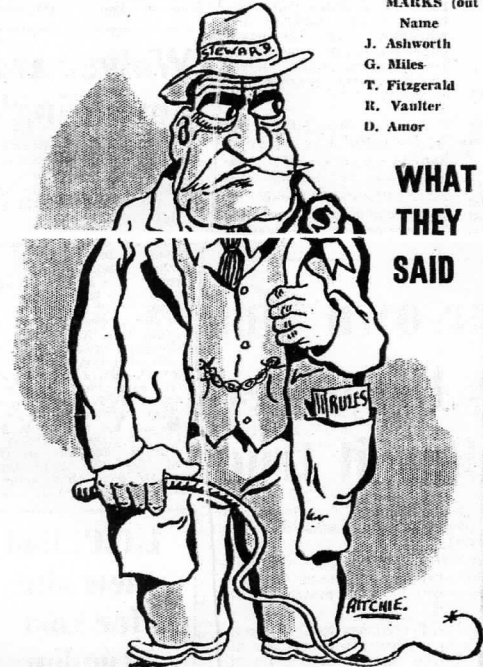
SEVENTEEN borough councils in the London and Greater London area consider cycle speedway deserving of encouragement. Four councils are against giving any support and five doubt whether this is the type of sport that should be encouraged.

These facts are contained in a lengthy, comprehensive report on cycle speedway tracks by Brigadier H. A. Hambleton, C.B.E., Chief Officer of the London and Greater London Playing Fields Association published recently.

A questionnaire was sent to every Borough and Urban District Council in Greater London asking for general views on the sport. Out of a total ninety six, sixty Councils replied.

The report shows that there are four tracks provided by the L.O.C., four provided by local authorities, eight on council owned sites and ten on bombed and vacant sites.

Ten Boroughs, Hammersmith, Wood Green, St. Marylebone, Woolwich, Kensington, East Barnet, Esher, Wembley, Wansstead, Woodford, Ruislip and Northwood, report complaints from local residents. In every case the track concerned ceased to operate.



### ... and here, the answers

HERE then are the full results of test papers: Test Papers 2, 3, 7 and 6 required essay answers.

Test Paper One:  
 (1) A re-run should or should not be ordered according to the circumstances of this individual example. However, rider "A" is not eligible for the re-run. (2) Yes, providing the ruling of the county clearly states so. If it does not, then the Steward cannot enforce this. (3) No. (4) Left mainly to the better judgment of the Steward.

Test Paper Four:  
 (1) D. (2) C. (3) C (sometimes A) (4) B. (5) D. (6) B.

**Council to build Track in arena**  
 Dagenham Council are making provision for a sports arena which will include a cycle speedway in Central Park.

**Woolwich say 'Yes'**  
 Woolwich Borough Council has allowed for a cycle speedway under consideration at Sutcliffe Park, Eltham.

### LATEST

"Amateur Cycle Speedway" incorporating "Cycle Speedway Monthly". Published by Paylor Publications, 15, Locket Rd., Wealdstone, Harrow, Middlesex (HARROW 7044). Subscription rates: 12 months 5s. 6d., six months 2s. 9d. All features are the copyright of the Publishers and must not be reproduced without their permission. Printed by Messrs. Lynn & Co. (Printers) Ltd., (T.U.), 7 & 9, Princelet-street, London, E.1.

**Speedy**  
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 Cellulose TAPE

Speedy Speedfix, the wizard tape, saves you time, money and trouble in a thousand ways. Here are a few suggested by A.C.S. fans:

1. First aid to ripped tyre.
2. Mending torn race sheets, race cards, etc.
3. First aid to cracked eye shields.
4. Making handle grips.
5. Holding bandages and dressings.
6. Repairing torn body coats, arm bands, lap flags.

Always carry a roll of Speedy Speedfix in your pocket, on the track or on the road. It's strong, it's clear, it sticks to a touch to almost any surface and holds almost anything. Speedy Speedfix, the speed-wizard, always gets you home.

**ON ROLLS**  
 3 yds 7½d 5 yds 11d 8½ yds 1/6  
 On plastic refillable dispensers 1/3

It costs you coppers and **SAVES** you pounds!