

6^D CYCLE SPEEDWAY MONTHLY

NATIONAL BODY SOON?

See Page 3

Complete review of 1949

Pages 8 & 9

BUILD YOUR OWN TRACK

Some Hints

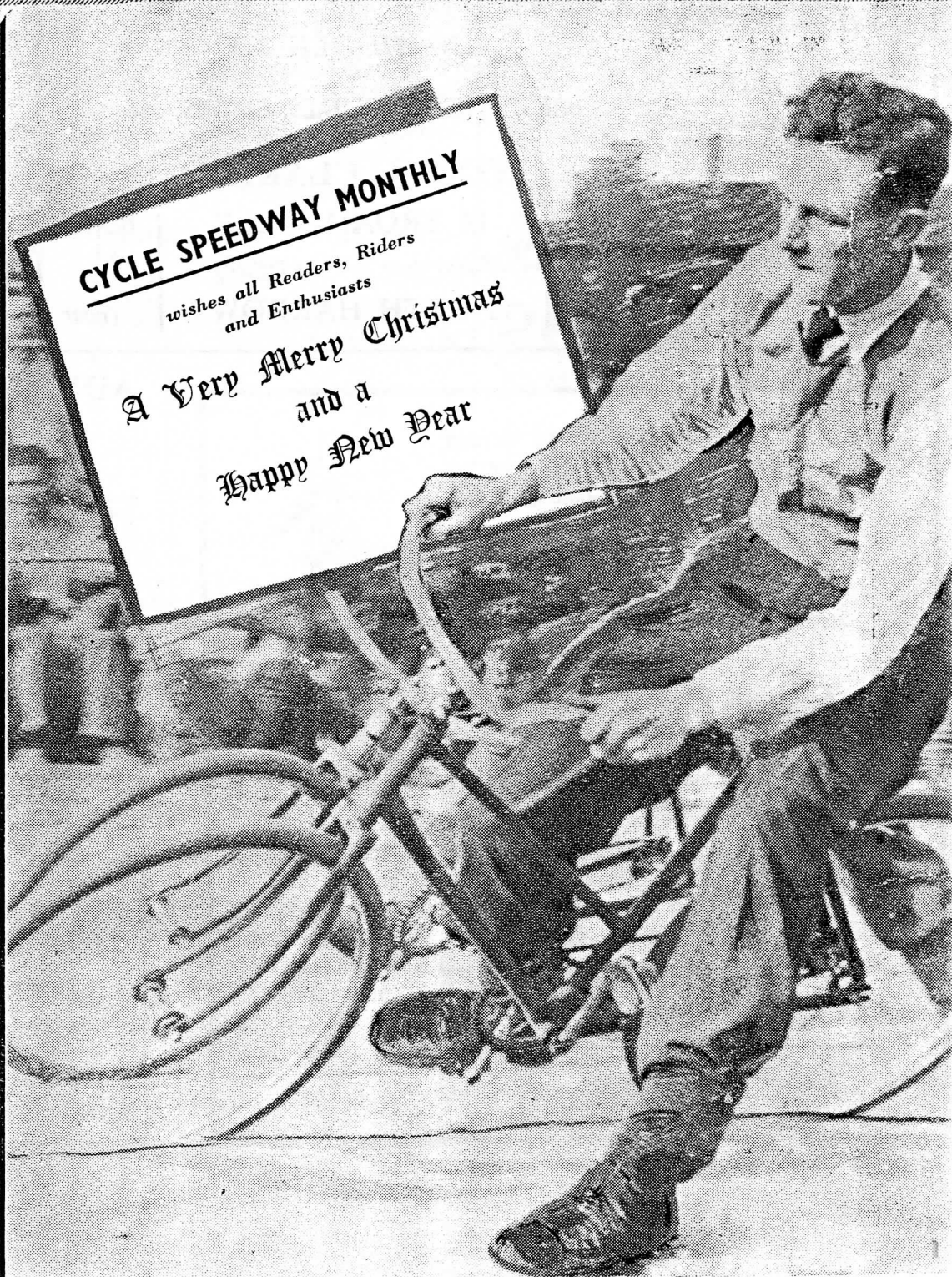
They don't want adults

Page 5

CYCLE SPEEDWAY FOR BELGIUM?

TONS OF HOLIDAY READING

VOL. 1. NO. 10.



IVOR J. CLARK

THE HARROW CYCLE SPECIALIST

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AND A

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RAYLEIGH

In January, 1950

(More details in next month's issue)

ADMISSION 2/6

LONDON AND HOME COUNTIES WANT NATIONAL BODY FORMED

By GRAHAM PAYNE

THE London and Home Counties Cycle Speedway Association have made the first move towards organising cycle speedway on a national scale. They are to ask all other area control boards to co-operate in forming a National Body.

The idea is to prevent "professionalism and exploitation" from creeping into cycle speedway. The recent circus match at Woodford was considered harmful to the sport and to the policy and objects of the London & Home Counties Board.

At a specially called meeting of the Board, the following resolutions were passed unanimously: "This Board strongly deprecates the action of the Speedway Cyclists' Association in having staged the match between Stratford Hammers and Warwick Lions held in a tent at Woodford on November 25. This Board already possesses a mandate from its members to protect such members from any form of professionalism or exploitations by any other individuals or organisations, and in order to ensure the full execution of such mandate, we hereby resolve to take whatever steps are necessary for the organisation of a national body for the administration, organisation and protection of our sport."

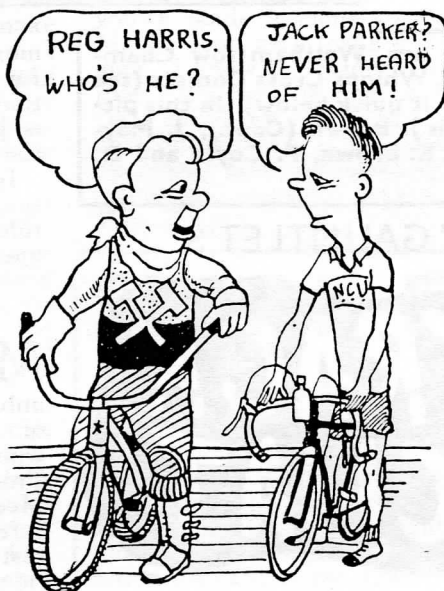
"In view of their prior knowledge of this Association and our approach to them, we also deprecate the action of the N.C.U. in having provisionally recognised this newly-formed Speedway Cyclists' Association and for having sent their observers to the above match. It must also be borne in mind that we are known throughout the country as the major Control Board in the London and Home Counties as evidenced by the numerous contacts and correspondence with our secretary."

"We debar any of our members from having any connection whatsoever with the Speedway Cyclists' Association."

The members of the Board then decided to hold a meeting of delegates from all big area Control Boards and to draw up a standard book of rules. Invitations to League Representatives are to be sent out, and a meeting in London should take place soon. The London Board have received backing for the whole of the expenses from a National Daily newspaper.

The Board were unanimous on their decision on the recent series of circus tent races. "It is essential we keep cycle speedway strictly amateur," the Chairman said.

WHAT IS YOUR VIEW



CYCLE Speedway Monthly is interested in what its readers think of Speedway Cyclist's Association meetings inside a floodlit tent. What do you agree or not agree with? Do you consider N.C.U. backing would be advantageous to cycle speedway? We want to know your opinions.

Next month, this page will be entirely devoted to your letters. This is an important subject. This may be the turning point of cycle speedway. Do you see it is essential we know how our readers feel about it all. Your name and address must be clearly written, and will be published unless otherwise stated.

Write now to: "Page Three Opinion", Cycle Speedway Monthly, 15 Lockat Road, Wealdstone, Harrow, Middlesex. No letter will be answered personally by any of our staff.

UNDER THE 'BIG TOP'

OUR reporter attended the opening meeting of the floodlit circus tent match between Stratford Hammers and Warwick Lions at Woodford, Essex. This is what he has to say about it.

Speedway Cyclists' Association, formed by Mrs. Doreen Davies, of Edmonton and Mr. Jim Sinclair, is not interested in motor cycle speedway, but aims to make cycle speedway riders into first class cyclists.

They want to promote the sport under decent conditions and hold their meeting in a circus marquee hired from Mr. Leslie Sanger, well known circus king. Mr. Sanger thinks that cycle speedway offers enormous commercial opportunities. London & Home Counties Board strongly opposes commercialism and wants control of the sport retained by the riders themselves so that they will be able to organise the best possible riding at the minimum of cost.

"I propose to introduce comedy turns between the various heats," Mr. Sanger said. "Trick cyclists and perhaps clowns riding bicycles made out of old brass bedsteads."

With his wife he saw the first "big top" meeting last month. Although there was room for 3,000 only a couple of hundred people at 2/-—half price for under fourteens—turned up. The tent and equipment cost £250 and the Association said they lost about £200 on the opening night.

Also present were two N.C.U. officials, Mr. Haine and Mr. Dixon. Their Union has been asked by Speedway Cyclist's Association to recognise and govern cycle speedway, and provisional recognition was granted. Mr. Haine stated afterwards that they were satisfied the Speedway Cyclist's Association had the interest of the boys at heart.

The London & Home Counties Control Board—the oldest and largest established cycle speedway organisation in London and the surrounding areas—does not agree with this. If holding a meeting in a circus tent and charging 2/- entrance fee means you have the interest of the boys at heart, the London Board feels there is something wrong. They consider it is an attempt to commercialise cycle speedway. "We must protect our members from any form of professionalism," the London Board Chairman said.

DUTCH LADS LOSE SECOND 'GHOST MATCH'

SIX Hollandse Welpen "Little Dutch Lions" from Hilversum lost the second International "Ghost" match against Cray Tigers 25 points. Both teams started off at 3.00 dead, each on their own tracks over 300 miles apart! Heats were run in 5 minute intervals, and the times of each rider recorded and telegraphed to both countries.

The result showed that the Tigers had won by 57-32. Fastest time was put up by Holland Captain, Henk de Bruin in heat 9 with 45.8s. In a special test race, both Terry Cross (Tigers) and Bruin clocked 46.4s. Best race was the last heat when Portengen and Stuienberg scored Holland's only 5-1 win.

Playing with fire

HEL'S Angels from Helhoughton, a little country village in Norfolk, are some distance from electricity, but were not beaten from holding matches late in the evening. They illuminated their 70 yard track—opened last July—with tilley lamps which proved very effective. They ran one team this year, but have 21 riders on their books, and hope to have a second team out next season.

They have a tarmac starting grid and have every meeting play records over the microphone supplied by a good friend. Angels have an impressive record, losing only once to Earlham Eagles, but recently they beat them by two points. To date they have scored over 630 points for which 413½ against. Biggest win was over Heacham by 74-22, and top scorers are Colin Mack 124) and Alec Clarke (Capt.) 115.

Hampshire moves

HAMPSHIRE Control Board have solved one of their major problems—getting ground for tracks—by having the local council recognise them. They had to work hard and show that the sport in Hampshire at least had come to stay. So far Hampshire have been content to jog along, next season



Here are Walthamstow Champions, Whipps Cross Comets (see Whip it quick below). In this picture is J. Brown (Capt.), J. Maynard, K. Brown, P. Coyle and D. Bard.

'GAUNTLET'S'



they will branch out. Local speedway heroes, Bob Oakley and Cecil Bailey have taken an interest in the sport. Hampshire Board plans to have trophies for a team championship after the style of the National Trophy and for an Individual Championship on the lines of the World Championship.

One of their teams made the trip to London recently and won four of their six matches played.

'Odd corner' tracks

I HEAR that negotiations between East London Control Board and West Ham Council are in full swing. The Council have allocated space for two tracks on the Woodside Road, but the Board feels that tracks would be better in corners of the parks. Some of West Ham's parks have odd spots of ground hardly ever used that would be ideal for a track. Stratford Ham-

mers are petitioning their district for a piece of ground in the recreation ground at West Ham Lane that is going to waste. Hammers have the full backing of the Board.

In Sunbury on Thames Middlesex, the council are helping the riders find a site on some of the open spaces they own.

Whip it quick !

MEET the Whipps Cross Comets from Walthamstow who are unbeaten 1949 League Champions of the Walthamstow District and winners of the F. W. Brimley Trophy. The Comets held a Grand Meeting a few weeks ago they defeated a select team from the rest of the League 60-30. Later all riders received tyre vouchers from Mr. Sugden of the local paper, Walthamstow Post.

The Comets are the pioneers of the sport in their district and have scored 1,302 points for, with only 738 against.

Day of crashes

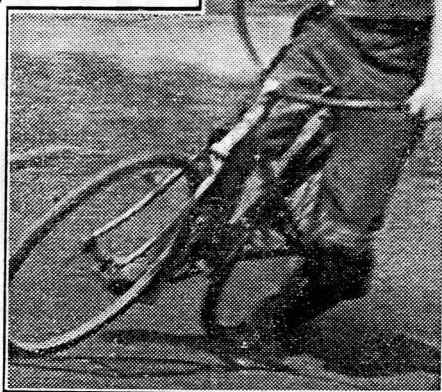
THE first leg of the Manchester "Knock-Out Trophy" held at Chorlton last month provided many thrills. The slippery surface made spills and crashes the day's feature. Cheadle Hulme set off at a cracking pace and quickly took the lead, but experience and track knowledge of Chorlton Aces soon told and the Aces went on to win by 7 points. However, Rangers are favourites for the trophy. All the qualifying rounds of the Manchester Individual Riders' Championship have now been run off and the final of 16 riders is to be run sometime this month.



WE DON'T WANT ADULTS

Says BRADFORD

(L.) Don Wainhouse manager of Harbour Road Cobras, and (R.) their captain, Stan Clough controls a broadside.



STRANGE as it may seem, Bradford—one of the pioneer districts in cycle speedway—would rather do without adult supervision. Don Wainhouse, manager of the Harbour Road Cobras tells me that cycle speedway in Bradford came near to a complete breakdown due to the fact that adults had little experience of cycle speedway and could not appreciate the particular problems of the sport.

The Bradford League held its Annual General Meeting last month, and this question of adults took first place on the agenda. It seems that half way through last season, the control of the league passed into the hands of adults with one or two senior riders to help them.

They met every three weeks, whilst Mr. Naylor, secretary, was left the task of keeping the league running. It was not surprising that Mr. Naylor was not able to keep pace with everything.

At the General Meeting riders were invited to air their views on the subject.

MORE HEATED

It was when the time came for the new Board to be elected that the

CHUM'S CORNER

Abbreviations : p.p. pen pal; r.f. rides for; s. supports; o.i. other interests; m.a. my age; p.r. photo requested.

John Whittaker, 26 Birley Street, Battersea, London, S.W.11., wants girl p.p. (age 15-16) interested in cycle speedway; r.f. Shaftsbury Stars; o.i. Speedway, all sports; m.a. 15½; p.r.

Barry Shapley, "Cruachan" Bishopton, Renfrewshire, Scotland, wants boy or girl p.p. any where in London (age 16-18); r.f. Crossmyloof Giants; o.i. Speedway, Tennis, writing; m.a. 18.

SURREY PREPARES FOR '50 SEASON

By BRIAN KEYNES

FOLLOWING the re-organisation of the Surrey Control Board, teams are undergoing a spot of re-organising among themselves, in preparation for the bumper 1950 season. Track surfaces, a minor problem in the Summer, are now No. 1 headache and cinders are being rolled and prepared for softer, faster racing. Wimbledon Wolves have converted their old swamped track into a fine circuit, and come what may, the weather will not affect it.

Rider-manager Jim Chatfield tells me they are building not only a new track but a new team and have retained veterans Ron Holvey, Surrey Champion, and Bob Tozer to form a backbone. Summer League Champions, Morden Meteors are busy on their new Raynes Park home, which now includes a concrete starting area and automatic gate. New Control Board Chairman, Mr. Cattle, of the Tooting Tigers is keeping an eye to the future and has signed Ken Archer from the defunct Battersea Racers. Tigers will be a crack combination now.

Newly promoted Wimbledon Wildcats have been strengthened by the return to saddle of Derek Homer, he had a cracked thighbone. Rider-cameraman Peter Lee is Wildcats new manager and has high hopes for the Winter League. Assisted by Bill Ryson and Derek Partridge he has been rebuilding the Old Cross Stadium.

Thornton Heath Tigers under C. J. Baker have secured a council-built track, the first in Surrey. They have signed four riders from Streatham Wolves. Battersea Bulldogs and Shaftesbury Stars are using adjacent tracks with Council permission

meeting became heated. Overwhelming opinion of riders was that if Bradford were to regain its prestige in cycle speedway, the riders themselves should be in control as they would be able to follow the rules more clearly. They stated that all adults should be team managers before they could represent them. It was agreed that women should not have a place in the running of the sport.

THEY ARE PROUD

Old established teams in Bradford, are proud of the fact that they have continued independent of adult help. Adults concerned have been content to watch the racing and not "tamper with the works."

But I am of the opinion that cycle speedway must have adult supervision if it is to reach a national status. Adults have influence, influence is power to effect others, and if we have power to do that, it is half the battle over. What's your opinion readers?

75 per cent ADULTS VOTE 'FOR'

ADULTS must be in charge of cycle speedway, if it is to succeed in becoming a national sport. Adults who sent in their answers to last month's Quiz in the MONTHLY, show they are all for this thrill-a-minute junior speedway. We arranged 10 specially selected questions last issue, and invited adults to state Yes or No to them.

What we did not tell them was that every time they voted Yes, they were voting AGAINST cycle speedway. When voting No, they were FOR.

After a careful check we found that:

75%	- - -	FOR
25%	- - -	AGAINST

Over 587 letters reached these offices which just goes to show the amount of adults interested. Above you can read that Bradford do not want adult supervision, but our opinion is that older and more experienced persons, provided they are genuinely interested in the sport, are the key to all our troubles. What are your views?

5 CYCLE SPEEDWAY MONTHLY
CHUMS COUPON

They've buried the hatchet

NOVEMBER 20 was a memorable day in the lives of two South East London teams. Eltham Cobras and Woolwich Rangers up to that day had been the deadliest of rivals; both often found it difficult to field a full team at times, nevertheless they struggled along, neither admitting defeat. Earlier, Rangers beat the Cobras by 26 pts. but on the latter occasions the Cobras had difficulty in getting a complete team together. That afternoon, however, eight riders clad in the Cobras colours rode round the Rangers.

It was not until halfway through the match that the Rangers found out half the Cobras were from the Eltham Royals—the best team within miles of Woolwich. The Rangers, taken back by this prank, took it like the sportsmen they are, but Manager Colin Byers decided to get his own back. His chance came when two lads went up to him and

S.E. LONDON NEWS AND VIEWS FROM

BRIAN STOCKMAN

asked for a trial. Both stated they hadn't ridden much before. Colin gave them a trial and was surprised to see them leaving his own team members standing.

Colin promptly told the lads they would be welcome if they wanted to join his team. And when he approached the Cobras telling them of his find he was surprised to see most of them bursting into laughter. He had to laugh himself afterwards, for the Cobras had fooled him again. His two "unknown" recruits were heat leaders from the Eltham Royals!

END OF FEUD

On November 20 the Rangers and Cobras joined forces and so ended



their feud. They are calling themselves the Woolwich Badgers. The two managers will act together and as Yours Truly happens to be manager of the Cobras, I can safely say that no more japes will be played!

UNSUCCESSFUL

Welling Wings made a gallant but unsuccessful attempt to lower the colours of the Eltham Royals last month. The Royals, who have only been beaten once at home to the Cray Tigers, ran out winners by 50½-37½.

The previous evening to this match, somebody attempted to ruin the match by digging three trenches on the track. Mr. Hards, Royals' manager, was not impressed by their handiwork and if they like to call round to see him he will teach them to dig real trenches—just their size.

TOO QUICK!

Pete "Speedy" Glover (Royals) seems to make it a habit of leaving the gate before the others start and also before the gate can start as well! Before the match Pete asked me what I thought of his new 17-front wheel. After his first race he was asking where could he get another front wheel—at a cheaper price. But in spite of his recent bad luck, Speedy set up the track record for the Royals with 17.06 m.p.h. Bob Brett-Smith was Royals' highest scorer, for the fourth week running. Welling Wings were formed in Whitsun this year. Built a track on Danson Park gun site and set off at a good pace by winning the North West Kent Championship, losing two matches. Their record win was set up when beating Blackfen Hammers 69-27. Cray Tigers inflicted their heaviest defeat when they lost 70-26. Their 104 yard track has been covered in 15 sec. for one lap and 56 sec. four laps. Both Eltham Royals and Welling Wings are in the Kent League next season.

* * *

FINAL PLACING

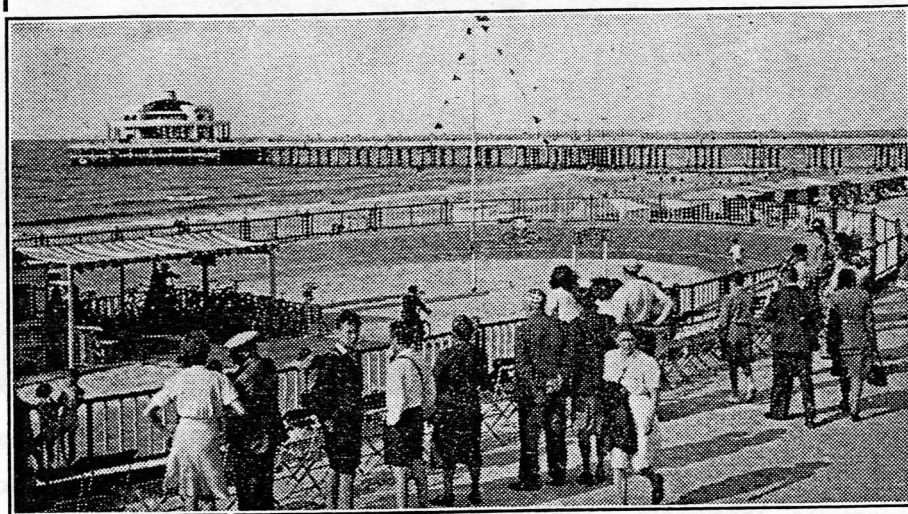
EAST LONDON, DIV. I.

	P	W	D	L	Pt
Stratford Hmrs	10	10	0	0	20
Beckton Aces	10	7	0	3	14
Warwick Lions	10	7	0	3	14
W. Ham Eagles	10	4	0	5	8
Albion Romans	10	2	0	8	4
Forest Gt. Tig.	10	0	0	10	0

CHEER UP—SPRING WILL SOON BE HERE



'Cycle speedway' in Belgium



Fixed wheels and floorboards —5 francs a time

By BILL GADSBY

IT was while I was visiting Blankenberghe in 1947 that I first spotted Belgium's Velodrome miniature or cycle speedway track. Being the captain of Wembley's Kenton Hawks I was naturally interested and took a closer look.

The Velodrome miniature as it is called, is not strictly for cycle speedway. I found out that you paid 5 francs (about sixpence) and chose your own machine, and for the next five minutes could skid and broadside round to your hearts content. Certainly the nearest thing to cycle speedway Belgium has gone yet.

I fished out my francs and entered the other side of the barrier. Under a shed arrangement was over fifty different frames all stripped down; some with nice sweeping handlebars. All were small girls frames with 24 in. fixed wheels, no brakes and a gearing of about 40-16.

Being very cautious I next inspected the track. It was made up entirely of wooden planks banking up at the sides, and was about 100 yards long. In the centre was sand which often found its way on to the track, making it ideal for broadsiding.

The peculiar thing about it all is that it is situated right next to the pier, bang in the middle of the sands with the sea washing up a few yards away.

There were a few chaps racing round and I chose a light frame and set off. I couldn't get used to the fixed wheel at first, but soon I was setting up a hot pace. The Belgians looked surprised, but joined in and were all soon hot on my tail. Interest was aroused. A huge crowd

of holiday makers gathered outside the barrier yelling like mad. It was certainly worth the 5 francs.

Afterwards, I spoke to some of the lads and they had never heard of speedway, let alone cycle speedway. Believe me, judging from the crowds that visit that Velodrome, I should not think cycle speedway would have any difficulty in catching on if introduced out there. I know the lads enjoy it.

I fished out another 5 francs—and sped round once more.

FINAL 1949 PLACING

THAMES VALLEY, DIV. I

	P	W	D	L	Pt
Hanworth	17	12	0	5	24
Walton	17	12	0	5	24
Feltham	17	10	3	4	23
Yiewsley	17	11	0	6	22
Greenford	17	10	2	5	22
Molesey	17	9	1	7	19
Ascot	17	3	0	14	6

BEETLEY & DIST. (NORFOLK)

	P	W	D	L	Pt
Tuddenham	11	11	0	0	22
Beetley	12	7	0	5	14
Swanton M. ...	9	6	0	3	12
Bradenham	10	5	0	5	10
Gressenhall	11	5	0	6	10
Necton	12	3	0	9	6
Mileham	11	1	0	10	2

Meet Glasgow's 'Happy Boys'

SPECIAL CORRESPONDENT

WITH the end of the season upon us, it would be only fitting to reminisce on the team classed as one of the happiest in the Glasgow League. Their name? The Shieldhall Stars.

Bob Devine was the person behind the formation of the Stars in 1946, although then they were known as the Greyhounds. Sometimes the team prospered, and at other times it didn't, much the same as most other teams. And then in 1948 they hit on their best form and finished the season with the league honours.

However, this season quite a few changes took place. Firstly Bob Devine retired, then Bill Ritchie took over the captaincy. On top of this they lost three other Star riders, Red Montieth joined Paisley, and the other two went into retirement.

Although many new faces were to be seen in the team, there were still some of the seasoned riders, among them being Lewis Dick. 17-year-old Lewis has had all his experience with the Stars, having started with them as a novice. His motto would seem to be "The team first," a worth-while theme that would be well to copy. Another old stager is Ranold Miller—what memories he must have of the Stars.

Sam Fraser and John Adams are two of the younger riders, this being the first season for both of them. Sam is considered a very promising 1949 discovery. Although only 14 he is an expert in his style of riding, which incidentally is foot-trailing. John Adams is considered a very useful member of the team, for with his enthusiasm it is positive that it will not be long before he is making a very useful addition to the match points.

Seventeen-year-old Alex Miller has been one of the two figure riders this season, for at the end of each match he is usually to be found with double figures by his name. He had the added skill of being able to master almost any track, and can be considered quite an acquisition to the Shieldhall line-up.

Next on the list is Captain Bill Ritchie, who announced his retirement recently. Bill tied with Pete Bell for the honour of being Glasgow's top rider this year.

Well there you have them, a happy combination of lads who can look back on the 1949 season and say, "Thanks for the memory."

1949-HIGH

THE first month of 1949—cycle speedway's turning point—set off the year at a hot pace. East London held their Annual General Meeting and elected this year's officials. The 1948 winners of the League Championship and Stratford Express Cup—Beckton Aces—were presented with the trophies while Stratford Hammers won the East London trophy. Test matches were held between Southend and Hertfordshire. Herts won at Southend and were held to a draw at home.

The London and Home Counties held their Annual General Meeting and decided to call themselves the Southern Region Cycle Speedway & Youth Association. New members were elected. In Scotland, the Olympic Trophy was raced off at Crossmyloof. The event lasted three nights and Red Monteith was the winner with 39 points.

At Kingsbury Circle, Honepot Lane, the queerest ever cycle speedway match was run. A team from Wembley raced a team in Holland (Hollandse Welpen) though they never saw one another! Holland won by 30 points

Quieter month

FEBRUARY was a quiet month, but in all districts the sport progressed favourably. Highspots were Buster Brown becoming a Wembley Lion and Pat Clark (now Rayleigh captain) having his first ride on a speedway machine.

Terry Coell won the Grand Prix after a thrilling re-run with Dave Collins. It was a match of surprises with Len Silver, D. Bottazzi and the 1948 runner-up K. Noble all disappointing.

No. 1. Vol. 1.

MARCH, what a month this was. It saw the introduction of your own magazine, Cycle Speedway Monthly. Terry Brown's retirement, the opening of the 1949 Summer season and the televising of a Speedway World cup match between Tooting and Hanworth. Then everything started to happen at once.

5000 turn up

APRIL, and new insurance schemes were set up for cycle speedway. Scotland broke away

1949—What a year for cycle speedway month summary with Editor Graham

from the Southern Region C.B. and formed their own Control Board. Plymouth shocked the country by attracting over 5,000 to one of their meetings. Wallyford Aces, Edinburgh, won the Lothians League Cup. Surrey decided to affiliate to the Southern C.B. after a month of independence. Len Silver and Pete Antil resigned from the East London Board.

The second and last meeting (Essex v. London) was raced off at High Beech Stadium. After a hard fight, the cycle speedway Board managed to gain the use of this famous stadium; but the contract fell through

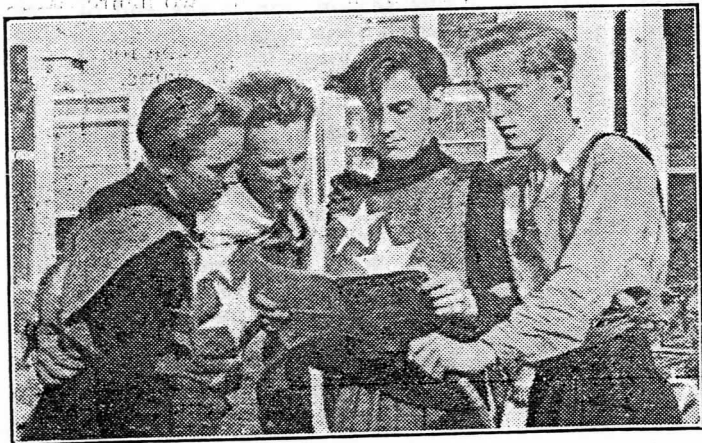
Scotland busy

IN MAY, Scotland staged their first test match between Glasgow and Edinburgh. Glasgow won 73-36, Bill Ritchie notching 17 points. Scotland make arrangements to send

SOME OF THE HIGH SPOTS OF THE YEAR—AS SEEN

MARCH

The Monthly is out and everyone reads it. Here you see a group of Dagenham Aces enjoying our Quality Quiz.



APRIL

Middlesex parade at High Beech stadium. Manager Johnny Andrews is out at the front. Their opponents were London.



HIS SPOTS IN

way. Follow this month by
Payne. 1950—Who knows?

a test team to London to ride in place of the Dutch lads. Buster Brown beats veteran Wally Green, 1948 3rd Div. Mitch Race Champion, Buster's first big win. Hull Angels beat an orthodox cycling team after a challenge.

Lose every match

SCOTLAND visited Southern England in JUNE, and failed to win a match. They lost to Southend 45-87; to England at Rayleigh Stadium 32-88; to London 37-81; to Middlesex 31-88; and to England 42-78. The same week, Dennis Bottazzi won the International Grand Prix. Surrey held an extraordinary meeting which was a big success. They voted Cycle Speedway Monthly their official organ and settled many points. The Scottish Individual Championship starts. Ron Holvey, rider-manager of Wimbledon Wolves won the Surrey & S.W. London Individual Riders Trophy.

A HEAVY blow fell at the end of JUNE, when the Southern Region Board resigned and the London & Home Counties was reformed. It was understood that the old Board was absolutely broke. Mr. Bertram Duffield remained Chairman, whilst new officials were elected.

Own Stand

IN JULY, at Kelvin Hall, Glasgow, a Youth and Sports Exhibition was staged, and cycle speedway was given a stand. It was a big success as the stand attracted large crowds. Scots riders answered the many questions thrown at them. Glasgow beat Edinburgh 70-36 at Edinburgh. East London beat Norwich at Barking 64-56 in the first leg of their Challenge Match. Manchester beat Birmingham at Birmingham by 64-54. North London lost to Herts 69-49.

World Cup final

AUGUST saw the final of the Speedway World Cup competition with Stratford Hammers beating Peckham Stars on aggregate 107½-85½. At the Harrow Town F.C.

ground fete, South Harrow Greyhounds beat Hillingdon Racers in an exhibition match 46-37; Jack Crayston, ex-Arsenal and England footballer presented the silver plaque. Bob Browning (Charing X Rangers) won the Scotstown Grand Prix. He scored 13 points. R. Davies won the Slough Riders Championship.

Scottish Test Match

SEPTEMBER brought the transfer controversy. Some teams favoured fees, others did not. It is now generally agreed that fees are not wanted. This month was the first birthday of the Tooting Tigers. The Bath & District Championship began. London beat Harrow at St. Andrew's Road track 74-33. Foulston Eagles won the Plymouth Cup Final by one point from the Flying Devils, score 81-80. 6,000 saw Al Dabinette and Archie Green win the Plymouth Best Pairs Championship. Glasgow beat Edinburgh 65-42 in the third Scottish Test match. Surrey beat Thames Valley 65-54 at Thames Valley. Dagenham Test team beat the Ripple Greyhounds 73-57. (continued on page 11)

Y OUR OFFICIAL PHOTOGRAPHER HENRY MESSUM

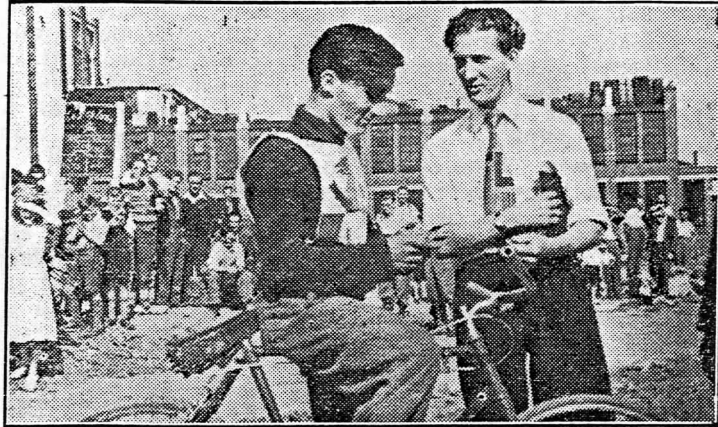
JUNE

The Mayor of Barking chats to members of the Norwich teams that came down and lost to East London.



JULY

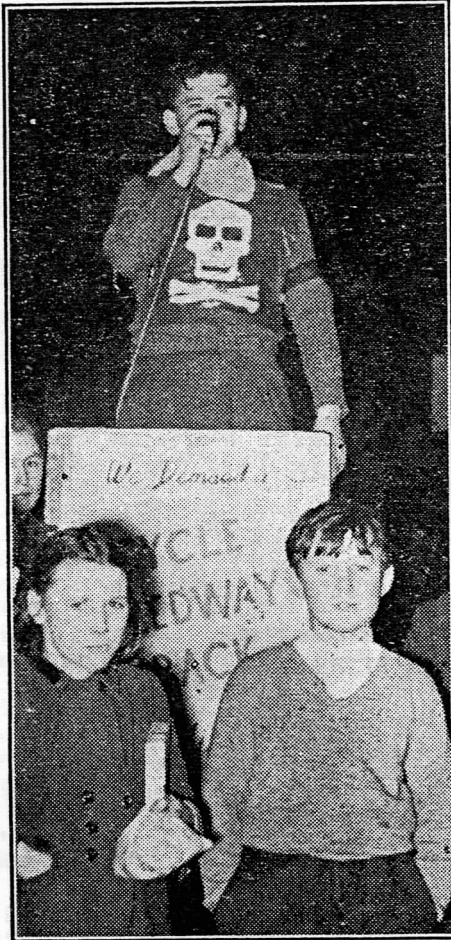
D. Sheridan (Warwick) receiving the Warwick Lions Trophy from Danny Denton of Harringay Racers.



Marble Arch, Pirates' 1st stop

**COLLECT OVER
2,000 VOTES**

**PHOTO AND STORY BY
HENRY MESSUM**



Jim Buttery appeals to the crowd to give them every support possible to get a track.

IT was just getting dark. The shops along the Edgware Road were lighting up. I was walking briskly along the pavement and beside me—as bold as brass on the Edgware Road itself—marched the cycle speedway procession organised by the London Pirates.

It was twice as good as any Lord Mayor Show and I think the lads drove home their point to the many onlookers. The London Pirates have been turned off their old track and they were out to build up a huge petition to submit to their local council.

Most of them rode their track bikes and nearly all were dressed in riding kit complete with the skull and crossbones of the London Pirates. Neighbouring teams also joined in. The banners they carried went a long way in securing the help of the people. "Wot No Track?", "Youth Needs Sports Facilities," "London Pirates, 1948 Cycle Speedway Champions—1949 No Track!" and "1,000 Paddington People Demand Cycle Speedway Track and Still Council Refuses," were among the best.

Just past the Odeon cinema we turned off to a side street where a

track of a neighbouring team was laid out. This is where I came in. I was assigned to get a photo at all costs, and I must say the weather was dead against me. In fact, I was the only press photographer there, the weather must have frightened the others off!

At this side street the procession split up while Jim Buttery, racer-manager of the London Pirates climbed on to a stand in Hyde Park fashion and addressed the crowd. He urged them for support in their struggle for a track in the Paddington Recreation ground or wherever practicable. He told them how he received two letters from the Council promising consideration to their request, but pointing out the Government's debate on future use of bombed sites. However, the Pirates' case is to be brought up at the next meeting.

The Pirates have the support of two local M.P.s, and the petition, as a result of this parade, leapt well above the 2,000 mark. I took a "flash" which you see on the left, and now await—as we all do—for the results of the Pirates' hard work. Good results, I'll wager.

PRESENTATIONS AT HANWORTH

FIVE hundred supporters braved wintry conditions at Hanworth Racers' track last month to watch the presentations of shield, plaques and medals to the 1949 Thames Valley League winners. Councillor A. A. Bell assisted by fellow Councillor Kendal of the Sunbury-on-Thames Urban Council, made the presentations, Councillor Bell made a short speech, followed by a parade of league winners and runners-up, 120 riders in all.

Div. II winners, Sudbury Sabres raced the rest of their League and retained their unbeaten record and won 55-40. Hanworth Racers beat the Rest Div. I by 51-45. During the close season an Individual Riders Championship is taking place at Hanworth. So far a record entry of 85 riders has been received.

SOCCER SKID KIDS

Norwich's Costessey Comets have solved track and team problems. They have enrolled all their riders in a local sports club and have not only built their track on the club's ground; but have signed on several of the football team as well.

The Man Who Did Not Like Cycle Speedway keeps promise

A CHALLENGE was sent out recently to riders in North London by The Man Who Does Not Like Cycle Speedway. Signing himself "Prometheus," he wrote an article in the Local paper stating cycle speedway was not skillful, and that Councils and Adults who were taking any interest were simply wasting their time.

He went on to say that he would ride against any rider on his drop handlebar sports bike complete with tool bag, toe clips and three speed. Stan Leeds, manager of West End Wanderers, being firmly convinced that "Prometheus" was talking a lot of tommy rot, accepted this challenge and invited him to visit his track and carry it out.

And so one Sunday last month at the Wanderers track at Camden Town, spectators were amazed to

see "Prometheus" ride up on his sports model. He had kept his promise! He announced over the speakers that he meant what he said in his article and was willing to prove his views. Stan Leeds then gave him a list of his riders together with their merits, and "Prometheus" chose Dennis Bottazzi, 1949 International Grand Prix winner.

The result was a forgone conclusion, Bottazzi won easily without exerting himself. "Prometheus" having a little "bend trouble". Afterwards, still panting, he announced to the crowd—who gave him a grand reception—that he must now admit that there was definitely skill in cycle speedway, and he would compile another article stating stating so. Cycle speedway had the last laugh on The Man Who Did Not Like It!

Cycle speedway is organised in East Anglian country towns

CHAMPIONS



I USED to write Norwich Notes, now, as you can see it's Norfolk Notes. Cycle speedway is no longer confined to Norwich, at last the sport is really established throughout East Anglia. On November 20, at a meeting of Norwich team representatives, all were agreed that 1949 was only a stepping stone to the great 1950 season.

One encouraging sign is that two teams—Hethersett Hornets and Costessey are building new, longer tracks. Approximate lengths (one lap) for some of our tracks are: Earham Eagles 110 yds., Hethersett 90 yds, Mile Cross 85 yds, and Costessey 80 yds. There are no cinder tracks in Norwich now, all are hard earth. Our fastest track record for 4 88 yard laps of the old Earham House track is 41 secs (17.4 m.p.h.).

The progress made by the dozens of Norfolk District teams is the biggest advance the sport has had in Norwich since it started in 1946. District team, Hels Angels beat Earham Eagles by 49-47. Eagles beat them earlier. After the meeting there was a firework display and dance until midnight. Dick Wise,

NORFOLK NOTES BY WOG VICKERS

Ted Bravery and John Davis of Norwich Speedway were present. Full scores: **Hels Angels** (49) D. Seppings 12, C. Mack 9, U. Pilch 7, S. Yallop 7, D. Cawthorne 5, A. Clarke 5, W. Gray 3, J. Miller 1; **Eagles** (47) M. Flood 9, W. Vickers 8, C. Claxton 7, R. Woodcock 6, D. Guest 5, C. Cousins 5, J. Dack 4, R. Sutton 3.

Dick Wise of Norwich Speedway presents the Willmott Cup to Harvey Lane Rangers. L. to R.: R. Bunn, B. Snelling, R. Crick, T. Hayden (capt), J. Barnes, B. Allen, D. Wise, T. Howard, A. Ramsbottom

A recent Best Pairs match at Upgate was contested by three Norwich League pairs and three Keepeham League pairs. The greater experience of the Norwich Lads, proved too much for the local lads. Top scorers were: M. Flood (15) & J. Howard (6) 21; W. Vickers (13) & C. Cousins (5) 18; J. Leggett (14) & R. Cannell (4) 18. Another County Championship was decided at Necton recently. Winner was Larry Askew of Necton Swifts who notched a grand maximum against riders from Beetley, Bradenham and

'OPPORTUNITY' KNOX MEETS OUR FRIENDS

John draws his nurse then designs a track

AS soon as we heard from Mr. "Opportunity" Knox, our special consultant who is on the look-out for cycle speedway personalities to mention in this article, we hurried round to his Holborn office. "Just a quick one this month," he said, opening his note book. "This lad certainly is worth mentioning. He is John Martin, 19 year old member of the Hayes Broadsiders." We took it all down in shorthand.

"John has just designed a track and Hayes Council approved his sketches and will soon commence building in the Wood End Recreation Ground. John works as an art model maker in London and first discovered his talent when he visited hospital after an injury to

his eyes." Here "Opportunity" smiled. "While in bed he drew his nurse and his father liked it so much he sent John to Ealing Art School."

"When John's sketches of the track were passed round at a Council Meeting, Mr. Harding, Chairman of the Parks Committee declared that John had saved the Council quite a lot of hard work. The track should be ready next season. John is secretary to the Hayes Broadsiders who are in the N.W. Middlesex league. They have over 30 riders on their books." "Opportunity" looked up. "There you are," he smiled. "An interesting chap, eh?" We agreed and hurried back to our office.

1949 REVIEW

From page 9

CRAY Tigers crash into the headlines in **OCTOBER** with the opening of their £100 track at St. Marys Cray, Kent. In London, cycle speedway evening classes begin. Jack Tiger South won the Dagenham Riders championship. Ken Wakerley won the Wembley Riders Championship. Scotland elects Cycle Speedway Monthly as their official organ. The Old Kent Road Film on cycle speedway is released. Dagenham tour Hastings and win 4 matches in an afternoon. Wembley beat East London. Len Silver retires. Newcastle beat Edinburgh 58-49.

THIS is the story of how the Hanworth Racers, winners of the Thames Valley Div. I, built their track from a seemingly waste patch of land. It tells of the difficulties they had to overcome, of the way they set about their job, of the tools and equipment they used. Many clubs are coming across snags when laying their tracks, this is how Hanworth succeeded, perhaps the following story will be of some use to those teams.

It had nearly given up hope when news came to me that a Mr. Boyer, a local contractor, had presented us with a plot of his land. He warned us that it would be tough work clearing the weeds and rubble, but the Racers were desperate for somewhere to ride after the War Dept. had turned them off our old track on Hounslow Heath. When I first walked over the piece of ground that was some day to be the home of the Racers, I remember feeling a trifle dismayed. There were weeds over 4 feet high, and entangled at their roots, hundreds of stones and bricks.

I told the lads, and as I had expected they were still going on with it. "Cheer up."

I told them. "I promise you this will be the best track for miles around. I hope I have kept my promise. Armed with spades, picks and shovels we started to cut down the huge weeds. I think it must have been an old sand dump, for after uncovering pailfuls of the stuff, we came across a heap of junk. Car tyres bounced back our spades, bricks dented our shovels, but we carried on and things went a little smother when neighbours brought along their wheelbarrows and tools and joined in. After ten weeks we saw something shaping. I gathered a few pegs and string and pegged the area to be used, including space for our spectators. We flattened that out.

PEGGED THE SHAPE

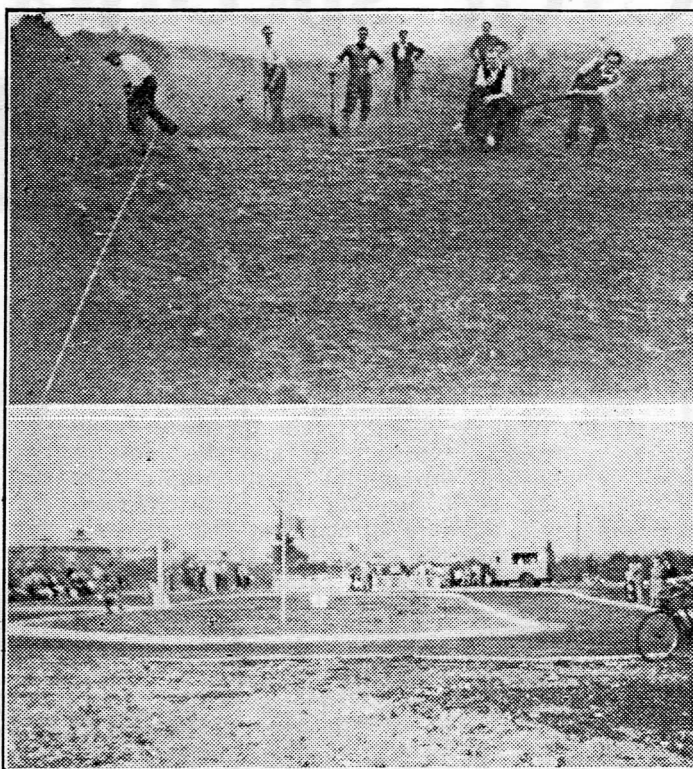
On this flat surface I jugged out the shape of our 100 yards track, making the straights six yards wide and the bends seven yards. By that time the lads had cleared most of the surrounding rubble, and where the string went round the inside and outside of the track I cut out a small trench and had the lads fill it in with old bricks, leaving them 2 inches above the ground. It took 876 bricks to make the outside perimeter

THEN AND NOW



Top picture shows you how Hanworth's track looked when they began working. Just a mass of weeds, some over 4 feet high.

Below, 20 months later, the finished track, claimed by riders alike to be one of the best in Middlesex. Over 500 tons of ballast was used.



A TRACK FOR YOUR TEAM

by

NORMAN LEWIS

Manager of the Hanworth Racers

and 380 for the inside, and every brick was spirit-levelled and from that we were able to tell just where we could add or take away earth. So far so good, but the track was still very bumpy with hundreds of pieces of brick and stone sticking up.

Luck was with us, just then a lorry passed in the lane loaded with hoggin. We managed to get him to dump it in between the two lines of bricks and he came four or five times a day dumping it all round the track, whilst we levelled over the bumps. Then the good lorry driver loaded the hoggin round the outside

of the track so that our spectators would stand higher. Then I got in touch with a firm that were unloading cinders and had it arranged that we had some on our track every week-end. It went on for weeks until all the hoggin was completely covered. More hoggin was laid over this and then another layer of cinders, which is our present surface.

BREAKS EASILY

I consider it one of the best track surfaces because it is not affected by rain. I mixed some watery cement and sealed over the bricks round the outside. For the inside white line, I added more sand and moulded it to a bullnose shape at the top. This is not dangerous, as it breaks at the least tap and is soon replaced. The starting area needed four bags of cement. I cut out the area and poured it in, making the four grids by pouring in some lime and cement mixed into little troughs and allowed them to dry hard, which gave us an area of 6 yards by 6 yards. On the resting line is a little cement ridge holding the front wheels steady. This ridge is not felt in a race.

We made our pits from wire fencing from indoor shelters, then we painted them silver and white-washed the brick lines. Made a broom rack by the gates, two rake stands each end of the track, erected two flag poles and in the centre of the track and built a brick stand for

YOUR 1950 RESOLUTIONS



WITH the smell of bicycle oil and Christmas pudding drifting to our nostrils, it is about time we made our 1950 Cycle Speedway Resolutions.

No matter whether you are the rider, manager, mechanic or mascot, you have each got your own resolution to make. Maybe you're stuck for one? Then let me help you. Here are some of the resolutions I would make if I were a :

RIDER. I won't knock Alf off his bike any more, it doesn't pay. Must try and control that temper of mine. It must be jolly hard for the steward, so I'll try to make things easier for him. In future I will think of the team more and pay up my subs without arguing. After all, I'm out to make cycle speedway a top line sport, so I must take things as they come.

CONTROL BOARD. We must really get down to it next year. We don't want the riders saying we've done nothing for them. In future we must not order them around, we keep forgetting we represent the riders in our areas and should answer their questions carefully. Won't plan too many castles in the sky unless we know we've enough funds to cover ourselves.

MANAGER: I'll give the lads a fine time next season. If Jack loses his form again, I'll have a little chat with him and explain why I've dropped him. It's the best way

We'll go for coach trips to the seaside some week ends, they will like that. I must help my team and voice their complaints to the control board, in actual effect I'm just a figure head. It would not do to get bossy.

SPECTATOR: Don't worry, I won't boo or shout at the visiting team any more. And I'll try to go to every match to cheer our lads on. Of course I'll put that odd copper in the hat. After all it does go towards the upkeep of the team. Oh, yes, I must not forget to place a regular order in for Cycle Speedway Monthly.

EDITOR OF CYCLE SPEEDWAY MONTHLY. I will give the lads even more than their money's worth. There will be more godo reading and tons of fun. We'll give every club a fair share of publicity, for it's half the battle over once you've made a name for yourself. Maybe soon we'll make it a weekly mag. I know the readers would like that. 1950 will be one of the best cycle speedway years and you won't miss one bit of it if you have Cycle Speedway Monthly regularly. Merry Christmas everyone, and a Happy New Year.

HELP!

KENT (Mottingham).

Mottingham C.S.C. want riders between 14 and 18. The team is affiliated to the newly-formed Kent League. Please contact: **S. G. Wynne, 104 Grovelands Road, St. Pauls Cray, Kent.**

* * *

KENT (Whitstable).

Home and away matches wanted by the Whitstable Wasps, any area. Challengers write to **H. A. Adams, 25 Reservoir Road, Whitstable, Kent.**

* * *

LONDON (Peckham).

Peckham Stars have vacancies for riders. Those interested contact: **B. A. Billice, 282 Southampton Way, S.E.5.**

* * *

MIDDLESEX (Harrow)

Harrow Control Board pleased to hear from any team who would like to join them. Apply **E. Jones, 29 Furness Road, Suoth Harrow, Middx.**

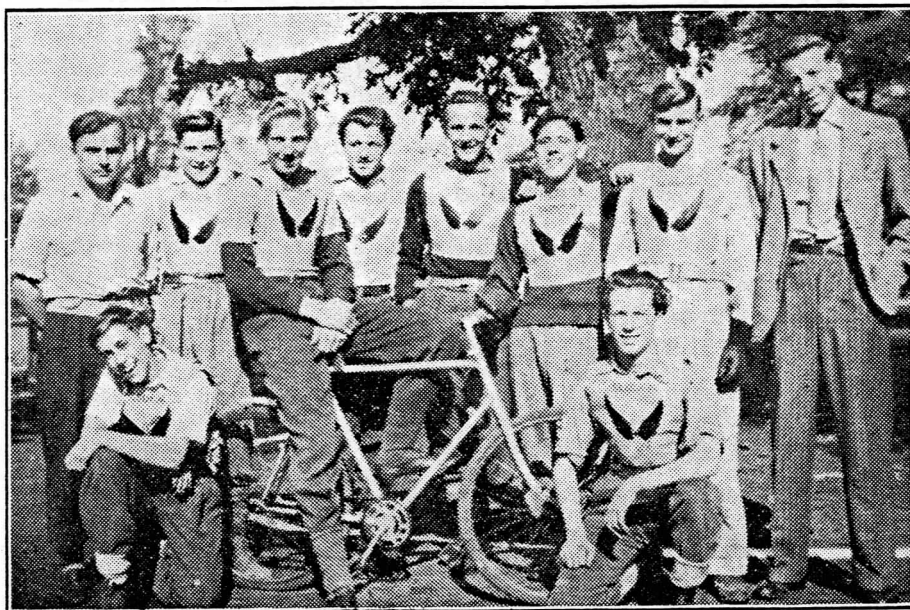
Slough Flyers get free 'coaching'

SIX months old Slough Flyers have gained the support of council and adults. Councillor Lightfoot of Slough, pushed their case for recognition forward at the Council meet-

ing and it is almost a certainty now that they will get council backing. The "Slough Observer" sent a reporter and photographer down to the Flyers' track and gave them a nice boost up in the paper. This in turn was read by a Mr. Hill, one of Slough's leading traders, and proprietor of London Road Coaches, who was so impressed that he offered them the use of his coaches for riders and machines free of charge. They travel to Maidenhead every week now.

Lucky Flyers, but they deserve it for the orderly fashion they run their meetings. Captain N. Binfield rarely rides, although he is equal to most of the riders around the district.

Charlie Swatton must take the credit for the Flyers, he attends to everything that concerns the team. He made the breastplates, badges and flags, and he is one of their best riders. To date they have played six matches, won four, lost and drawn one. They have over 22 riders on their books and are members of the newly formed Berks and Bucks League. Flyers team includes: **L. Pearce, C. Swatton, R. Davies, K. Rogers, P. Clemmitt, C. Ross, R. Kendall and A. Stanley.**



EDINBURGH NOTES

BARS SNAP, BUT HE WON

From JACK CULLEN

THINGS are simply humming here during the Winter, Wallyford Aces beat the Stockbridge Cobras at Wallyford by 48-33. Highlight of this match was the form of Danny McGrath. In one heat his handlebars snapped, but one half remained in the stem.

Two laps to go, he recovered wonderfully, and rode round his opponents to finish first. Tommy McNeill Aces captain is back on form, he notched a maximum.

Later, the re-formed Edinburgh Falcons lost to the Redford Diamonds at Wallyford. The match was dull and uninteresting, Diamonds winning all but 3 of the heats. Scotland now has two council built tracks—and both in Edinburgh area. I was at the office of the Estate Solicitors and helped the Prestonpans Pirates to get a 110-yard track, four laps to the quarter mile. It is similar to that of my team, Wallyford Aces.

I would like to see all tracks standardised if possible. Four laps to the mile makes timing and speed calculations much easier.

THE POSTMAN BROUGHT THESE

TO MR. DUNFORD, POOLE PIRATES

I feel I must answer D. C. Dunford's criticisms of Stratford Hammers published in the MONTHLY two issues ago. All tracks have something wrong with them and ours is no exception. The land does not belong to us and therefore we cannot build on it. True it is bumpy, but what track isn't after three years of hard wear? We tried to flatten it without much success. You say our white line was absent, I agree with you it was not white. We sink bricks on the bends and on the straights neat piles of cinders clearly marks the edge. Lack of funds stops us from doing more.

Now to what hurt me most. You say you had a raw deal in the hands of the steward. Being an official East London steward he was the best we could get. I will admit that he made one or two false decisions which I did pull him up about. Are you saying that these decisions would have made any difference to the score 65-31? At the outside you could not have lost more than 4 points. I fail to see how we can be held responsible for the actions of the steward.

We have travelled the length of the country to meet other teams and

never before has an opposing side complained at their treatment at our hands. We have often received compliments. Are we likely to spoil this record over one match? We did not complain when your excellent team beat us at Poole despite your queer shaped track. Please do not drag our name in the mud when we do not merit it. Come, Mr. Dunford, let's shake hands. If you wish we will give you another match on our track—perhaps you would care to provide the steward? Good luck to your team and supporters.—L. Silver, 18 Wingfield Road, E.15.

TO EAST LONDON CONTROL BOARD

The following is a letter from the Millwall Flyers to the East London Control Board.

Our representative, Mr. S. Earwicker, recently attended a meeting of the East London Control Board after receiving a letter asking us to boycott the Cycle Speedway Association. Apparently your Mr. L. Silver wrote that letter off his own bat without consulting the Board. We consider this action entirely out of order, but was approved by other members of the Board as part of the normal routine.

Millwall Flyers are not satisfied with the general routine of the control Board and demand that more information of the activities of your Board be made known. Our representative asked a number of questions of interest to our club, but was not provided with a satisfactory answer.

A certain club disbanded and the riders were available for allocation. Mr. Silver as manager of Stratford Hammers applied to Mr. Silver of the Control Board and claimed 5 out of 6 of the riders, even though Stratford Hammers can run two teams. Millwall Flyers are hard pressed to field one team only. Why did the Board allocate these riders to one club when Millwall Flyers need at least two more?

We are not satisfied with this state of affairs and protest strongly against the Board for monopolising all business that should be handled by other clubs. We have received correspondence from the Association you have condemned and are definitely using our own discretion as to whether we join them or not.

Unless we have more satisfactory results from the E.L.C.B., the Flyers are determined to do whatsoever they think is best for their own good.—T. Davison and E. Longhurst, Millwall Flyers, 21 Tooke St., Millwall.
(More letters page 15)



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HALIFAX SAYS 'NO' TO N.C.U. BACKING SPORT

A CUP for competition by Yorkshire County teams has been offered to the newly-formed Halifax and Brighouse Cycle Speedway League by Mr. Bruce Booth, manager of Halifax Speedway. This was announced at a recent meeting of the League Committee by Mrs. E. Sutcliffe, who presided. She stated that Mr. Booth had specified that the cup be used for an eliminating competition by representative town teams in Yorkshire, the final to be held in Halifax at a track to be named later.

This is the second cup offered to the League within a month of its inception. Mrs. Sutcliffe also reported that a few teams from Keighley had applied for membership of the Halifax and Brighouse League. The committee decided to ask them to form a district league of their own under the Halifax and Brighouse Cycle Speedway Control Board, which would enable them to enter a team for the new challenge cup.

When the season opens in April, all riders in the new league will wear crash helmets, and a model submitted by Mr. H. Howley, one of the promoters of the Halifax and Brighouse League, has been approved.

NO TO N.C.U.

The committee announced its disapproval of the National Cyclists' Union taking full control of the Cycle Speedway sport, the view being expressed that should that happen yet other sporting events of some prominent would eventually be taken to London. "It is the aim of the Halifax and Brighouse Cycle Speedway League to keep major events in the North," said an official.

Halifax Committee is now considering two applications, one for the use of a portion of a recreation ground, and the other for the use of the former reservoir in Kanson Lane, Halifax.

This reservoir, which has been unused for years is an empty shell, is regarded as ideal for a speedway track or sports arena, capable of holding huge crowds.

CLASSIFIED ADS.

At the request of many of our readers, we are again starting a classified advertisement column. Rates are 2d. per word, three insertions for the price of two. Box No. 6d. extra. Remember your advert will circulate to almost every cycle speedway area, so do your buying and selling through our new column. Send with money to: Classified Advertisement Manager, C.S.M., 15 Locket Road, Wealdstone, Harrow, Middx.

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FOR SALE. Selection of boys' books, ranging from school stories and adventures to classics and interest. Write now for catalogue. Box 1000, Cycle Speedway Monthly, 15 Locket Rd., Wealdstone, Harrow, Middx.

LETTERS—from page 14

KEEP IT CYCLE

There is one thing I must complain about. It is your last month's cover photo showing senior speedway riders in action. We have many and varied books on speedway, but the MONTHLY for our cycle speedway, and I think that the cover should be kept exclusively for cycle speedway. The MONTHLY is a very fine magazine, and serves a most useful purpose in the sport.

Sorry to hear of Bill Ritchie's retirement. He was a good sportsman and a first class rider. Something all riders wish to achieve.—**Councillor J. Cullen, 2 Castle Drive, Wallyford, Midlothian, Scotland.**

TWICE A MONTH NOW

In future, the London and Home Counties Board will meet twice monthly. It is hoped that those areas who broke away earlier will re-affiliate now that things are speeding up. All communications to the Secretary, 29 Furness Road, South Harrow.

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