

6^D CYCLE SPEEDWAY MONTHLY

NATIONAL BOARD FORMED

Full Report pages 8 & 9

Big road safety move

PAGE 3

HOLLAND'S CHAMPION

HENK DE BRUIN

OUR FIRST BIRTHDAY

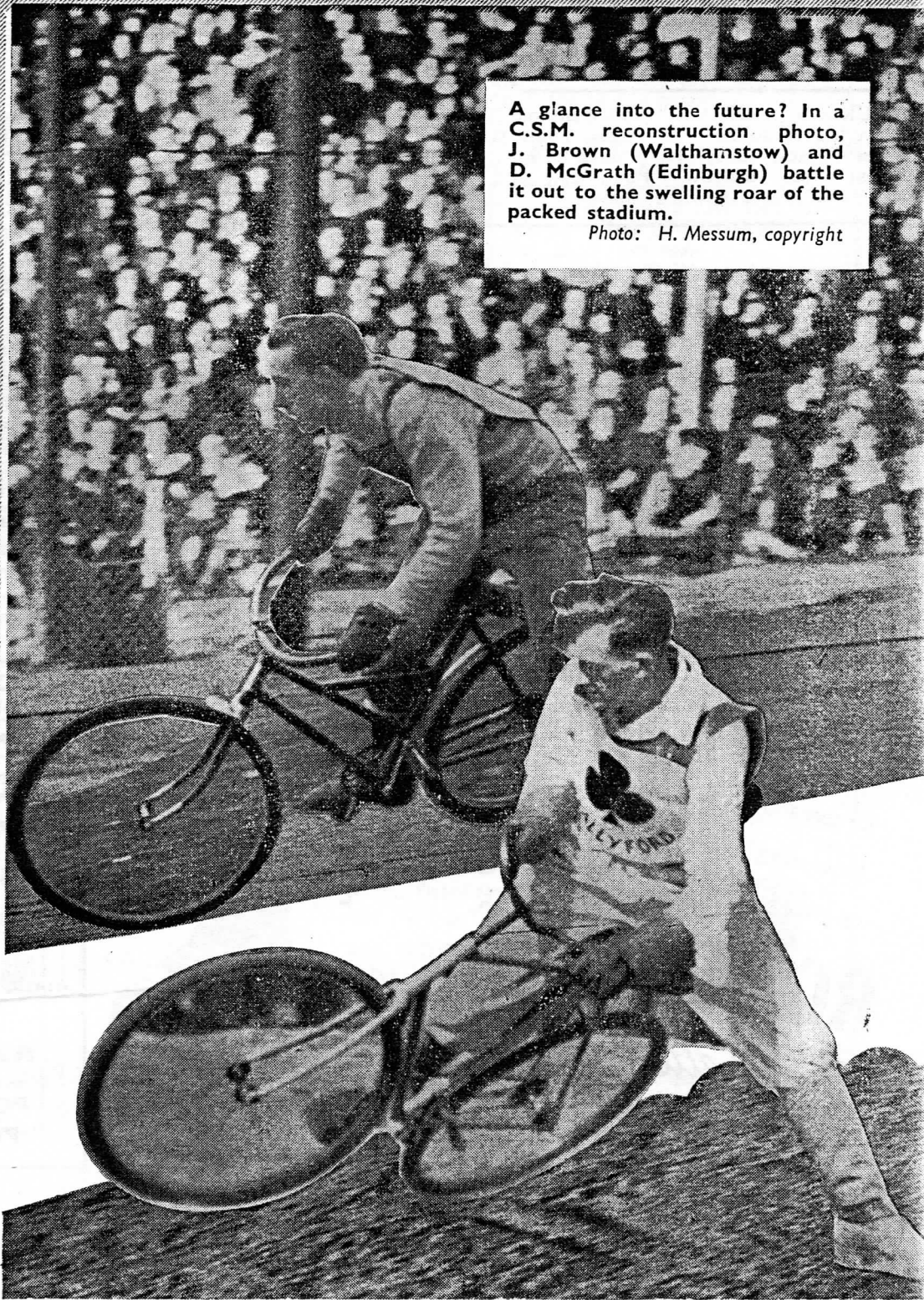
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KENT PROBLEM

on page 13

NATIONAL
ARTICLES
THAT
INCLUDE
OFFICIAL
NEWS
ABOUT
LEAGUES

Vol. 1, No. 12



A glance into the future? In a C.S.M. reconstruction photo, J. Brown (Walthamstow) and D. McGrath (Edinburgh) battle it out to the swelling roar of the packed stadium.

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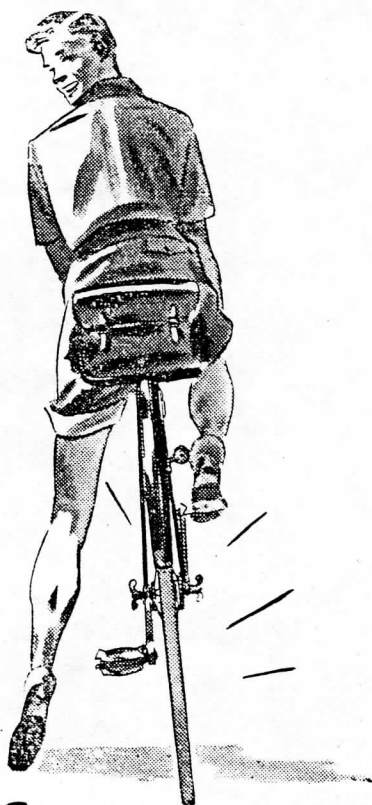
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CYCLE SPEEDWAY MONTHLY

The Official Organ of the London & Home
Counties, Manchester & Scottish Associations

FEB.-MAR. 1950 Vol. 1, No. 12

Editor - G. PAYNE

15 Locket Road, Wealdstone
Harrow, Middlesex

Tel.: UNDERhill 0098

MARCH 15th is probably just another day to most of you; but on that day twelve months ago, the first issue of CYCLE SPEEDWAY MONTHLY was offered to the public.

Sales at first were not too good, most teams considered it to be a five minute effort that would fade from the market as briskly as it came. They were wrong. Each month we improved, everyone co-operated with us and made things easier.

We kept 100 per cent. cycle speedway in summer and winter, and enlarged from twelve to sixteen pages. By now we had a huge sale, limited only by paper restrictions. We gave you a team of reporters now famed in cycle speedway circles. Roy Bullet, James Prentice, on our staff and, of course, the team press officers and managers who correspond regularly. Henry Messum, well known photographer, joined us later and his action shots colour the MONTHLY'S pages.

So the MONTHLY is one year old and still the original and official journal for cycle speedway. There will be many surprises in store for you in 1950, and long before this journal reaches its second birthday will you be buying it more frequently than once a month.

Second article on the LAW and CYCLE SPEEDWAY

KENT MAKE FIRST ROAD SAFETY MOVE

By GRAHAM PAYNE

NORTH KENT Amateur Cycle Speedway Association, one of the many bodies out to see safe cycling on speedway machines to and from a meeting, were offered a seat on the Bexley, Erith and Crayford Road Safety Committee and got in on the Chairman's vote.

Road Safety Officer, F. E. De Vaux, attended a board meeting of the Kent Association and drew up a scheme previously recommended by the N.C.U. and R.S.P.A. for safe cycling and the cycling proficiency test. Kent agreed to the scheme and will probably enforce it as a condition of membership.

EVERYONE INTERESTED

Mr. Syndercombe, Chairman of the Kent Cycle Speedway Association told me that he would like it made clear that they did not approach the Road Safety Committee for a seat but that F. E. De Vaux asked to come to their board meeting and offered them the seat later. "It just shows how really interested everyone is," he went on. "And I think it would be a good idea for other Control Boards to approach their Road Safety Committees with a similar view. We must stop the lads from riding dangerously without breaks on the roads."

Mr. De Vaux was of the same opinion, and when certain members of the Committee were against the idea of encouraging this "dangerous practice," he pointed out that although riders were still on the roads without brakes, they were more than likely outside the Kent Association, who were very strict on the one brake ruling.

TO SCHOOL

A member from Erith stated that he knew for a fact that many boys were riding to school on their speedway machines and that at Erith Technical College many could be seen without brakes or mudguards.



"Furthermore, the application of the foot to the front wheel and the phrase: 'Git the — out of it.' does not comply with the laws governing brakes and bells!"

Another dubious member did not like the idea of inviting a cycle speedway representative on the committee; his answer was given by another member who thought cycle speedway was here, and here to stay.

Discussion for an against followed and then Councillor S. W. Tinham, who said there would be trouble for riders who purposely turned a blind eye to the road safety regulations, moved that the Kent Cycle Speedway Association be invited to sit on the committee and the resolution

was carried on the Chairman's vote.

It may be interesting to note that Bexley Council are considering the question as to whether or not they will lay down permanent tracks in the area. Discussions with the Kent Board are still going on.

A NATIONAL AIM?

At a recent London & Home Counties Board meeting at Harrow, the Kent representatives, Messrs. Syndercombe and Knight, told of their gaining a seat on the Road Safety Council and it was unanimously decided that the newly-formed National Board should include Road Safety recognition in their aims.

This co-operation with Road Safety Committees will be a big step towards erasing the detrimental statements often made about cycle speedway racing. Many local councils have quite rightly refused to recognise the sport in many districts because of the "racing and broadsiding on unsafe machines in busy streets." The police have been told to watch out for such happenings and naturally they consider all cycle speedway riders do the same thing.

At the height of success, we want no tragic blow struck against us and most surely it will come if certain thoughtless riders continue to fool about. Follow Kent's idea, and approach your Road Safety Committee. Make it a rule that all members must pass a cycling proficiency test on joining. It is worth it.

Musselburgh Town Council are granting a track to Musselburgh Giants, members of the Scottish Control Board.



TEAMS in the Camberwell, London area are to have a place in the sports programme for their Borough's Golden Jubilee Celebrations. Two representatives have been invited to sit on the sports committee, they are J. Bloor, manager of the Ruskin Flyers and B. Billes, assist. manager of Peckham Stars. Councillor Hasler, Peckham Stars' manager is representing the Council.

An Individual Championship of Camberwell will be run, which is open to any rider who lives or works in Camberwell. Preliminary heats which will be run on a track to be built in Wyndham Road are on May 12, 14, 16, 20, 21 and 23. Final is on 27. Cups are being presented by the Local Chamber of Commerce.

NEW IPSWICH TRACK

THE first Annual General Meeting of the Ipswich Pirates was held recently in Burlington Road, Ipswich, by kind permission of Mr. and Mrs. C. R. Jolly.

Mr. Jolly was re-elected Manager, Miss Samson secretary, E. Maxwell treasurer, L. Collett captain, J. Balaam coach, and Messrs. Jaggard and Fisher as committee members. It was announced that Mr. Bostock had kindly given a Bramford Road

London riders in Jubilee

'GAUNTLET'S'



site and that development on a new track would begin immediately. Membership in the Pirates' Supporters' Club is steadily increasing and they have high hopes of having the best team and track in their district.

I SEE that more councils seem to be taking an interest in cycle speedway at last. Kingsbury Lions have been given permission from the Wembley authorities to repair their track at Kingsbury circle. The circuit will be relaid and the track fenced off.

From High Wycombe comes the news that the local Town Council have approved the provision of a track on Holywell Mead. Work is to commence on levelling and surfacing an area of 180 by 75 feet at a cost of £85. Councillor E. Rolph, president of the Wycombe Boomerangs and chairman of the open space committee put a good word in for the lads.

Wycombe Boomerangs have been running for about nine months, but for the last three have had no track. They were forced to ride away, they lost matches but not hopes. And the first match on their new track will be against the New Cross Rangers, who beat the Boomerangs 70-25 in London.

VITAL HEAT 12

TWO newcomers to the Plymouth and District League—the Woodland Wyverns and Stoke Dragons—took part in a ding dong battle recently. The result, in doubt until the 12th heat, was a win for the Wyverns by 48-36. Lampshire and Aldridge were most impressive, nothing 19 between them. For the Dragons, Mitchell, the captain, scored 11.

Plymouth Council has recommended the allocation of six tracks to the League.

COACH AS BOX

NOVEL idea comes from the New Cross Roads Panthers of Halifax. They are trying to get a motor coach body for use as a stewards' box and track fencing will be of metal pipes. Panthers' president, Cliff Rouke, a speedway rider in the good old days, has designed a starting gate which has been accepted by the Halifax and Bridgehouse League.

So far over 30 tons of cinders has been laid on, and the new track, not yet complete, should be one of the best in Halifax. Panthers' colours are a silver panther on a black background and the riders are having their machines sprayed silver and black to match. A supporters' club is being formed and spectators as well as riders have been insured. Panthers hope to field three teams this season, and have over 30 riders on their books.



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£400 TO HOLLAND

CRAY TIGERS have completed their bookings for their trip to Holland next April. Cost works out to £18 per head per week. The boys will only pay the passage, club funds and a spot of personal cash from the management will meet the difference. In all the trip will work out to around £400 and although the Tigers realise that this is a tremendous sum, they are sure it will help to boost up cycle speedway between the two countries.

CUP FROM PRINTERS

WHEN Bill Cowell, who works at Livermore and Knight Ltd., lithographic printers of London, saw his Managing Director coming up to him, he crossed his fingers and hoped for the best. But he need not have worried, for his Director only wanted to ask him what his outside interests were. Cowell said he was a keen cycle speedway rider, and that was how the Wood Green Individual Roders' Trophy came into being.

Livermore and Knight Ltd. decided to help the local lads by putting up a handsome trophy for competition. Winner to hold it for a year. The meeting, which was well organised, took place on the Arsenal Aces track in North London. Members from Livermore and Knight finished only too pleased to attend.

George Smithson (West End Wanderers) won the trophy with team mate Sweetman runner up. Bill Cowell finished third.

"They've all got to learn" is an apt caption for this unique photo. It shows two of Halifax's Skirtcoat Saints showing a novice the way round. Photo: B. Vernon

A. K. Haselden, Managing Director of Livermore and Knight told me: "Cycle Speedway should be backed strongly by all sport-loving people."

HARROW BOARD CARRY ON

HARROW Control Board, with now only two teams, are struggling gamely along. Teams in their area have had to disband and others have left for different leagues and E. Jones, chairman, tells me that he would be glad to hear from people interested to join. At the moment with league matches out of the question, Harrow is staging a series of challenge matches for their remaining two teams—the Furness Flyers and Shaftsbury Broadriders.

I attended a recent whole day affair at Harrow when two teams from the Hertfordshire League—St. Alban Hawks and Finchley Eagles—came along. In the morning the Hawks, beat the Furness Flyers 83-45 but the other Harrow Team well accounted for the Finchley Eagles in the afternoon by 72-59.

The Harrow Board, one of the oldest in Middlesex, will carry on—with two teams if necessary. That's the spirit.



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First of our new series: "STORY OF THE MONTH"

Dennis near his ambition

By STAN LEEDS

HERE you see Dennis Bottazzi, 17 year old North London champion shaking hands before one of London's queerest matches. Gentleman on the left called himself "Prometheus" and in a local paper debunked cycle speedway.

He picked Dennis as his opponent in a match "where he would prove or eat his words". He turned up in ordinary clothes, on a sports model

Dennis won with lengths to spare.

THIS is a story like many others with the "local boy makes good" theme. It is the story of 17 year old Dennis Bottazzi, keen soccer player who turned out to be one of London's cycle speedway champions. He achieved the ambition of thousands of teen agers and manage to get himself under the wing of a first division speedway team.

I think I can best tell Dennis' story because I've been with him throughout his cycle speedway career which started on a bombed site in Euston Road, London, three years ago. His brother Ted had just been called up and Dennis' old team, the Kings Cross Tigers had just disbanded. I formed the West End Wanderers and Dennis was elected captain. He was by no means our star rider, just a valuable second string to brother Ted; but his natural leadership, sincerity and unassuming manner won him his title.

"WE GAVE HIM SIPS OF BRANDY"

Brother Ted showed him the ropes and Dennis developed into our best team man. It was the beginning of his cycle speedway career. In the All London Grand Prix at Janson Road, London, he fell ill once again but carried on with doses of hot milk and sips of strong brandy to finish third. As the months passed, Dennis was top scorer at High Beech and Rayleigh Stadium and he added the International Grand Prix to his successes.

Dennis was on top of the world and I decided to write to Mr. Kay, promoter of the Harringay Speedway team. I did not tell Dennis my plan because if my request for him to have a speedway trial was turned down I did not want him disappointed. But the answer came back: Very interested. Bring Dennis along to Rye House Training School. I think I was the more pleased, and so together we visited the famous track in Herts and met Wal Phillips, Harringay speedway manager.

"DENNIS WAS NO SUPERMAN"

The other lads there were very surprised when Dennis skidded round on a new Harringay machine under Philip's tuition. Most of them had paid £2 for their lessons, and their machines were not so high-powered. Of course Dennis is no superman, and he had one or two nasty spills before he actually cottoned on to the style of things.

DAGENHAM TEAMS TOUR DISTRICTS

JANUARY was rather a black month for Dagenham, writes Tiger South. They lost some of their best riders in Glen Dower, Terry Coell and Dennis Polley, who all went into the services. On top of that, the well known Foxland Panthers amalgamated with the Stadium Stars and now form the Dagenham Pegasus.

Dagenham teams have been doing a spot of touring during the new year. Wantz Wallabies went to Tilbury to race a series of three matches. They won two and drew the other. Dagenham Aces visited the Millwall Flyers and won 58-37. Dagenham Diamonds beat the Walthamstow Champions Whipps Cross Comets at home and lost away. Dagenham Pegasus went to Cray Tigers and failed to shatter the Tigers' unbeaten home record.

MEETING WITH COUNCIL

The Dagenham and District Presentation Dance went off smoothly last month. League and Cup winner, Dagenham Aces received the shield and silver medals from speed-

way riders Pete Lansdale (Plymouth) and Roy Craighead (Southampton). Runners-up, Foxland Panthers, received bronze medals while Blackbourne Racers, wooden spoonists, aptly received a highly shone wooden spoon bearing their colours.

DAGENHAM DANCE

At the last general meeting, four members of the Board were elected by the riders to represent them at a meeting with the Barking Council to discuss the building of a track for the league. Barking Council have offered a piece of ground and now await the method of construction. The members were: S. Kippen, R. Bond, J. South, and T. Risley.

Manchester League is arranging a hot-pot supper for all teams and riders who have won trophies during the past season.

BARRY SHAPLEY COCKS AN EYE AT ENGLAND'S PROGRESS

ALTHOUGH England with her National Board and financial backing must be feeling very proud, us here we are feeling pretty cocky as well. The final amalgamation meeting between Glasgow and Edinburgh has been held and both are now one big area. The two separate Boards will still go on working of course, but the joint Board will meet once a month to discuss various decisions made by the smaller organisations.

But the biggest step is yet to come. ABC cinemas are going to sponsor all cycle speedway in Scotland. They have promised us well-built tracks for all districts. So you see, we haven't actually been dozing.

Bob Browning and Norrie Whitfield, both from Scotsoun, will be in the services before the 1950 season starts. Bob was one of the lucky (or unlucky?) members of Scotland's touring team last Summer. He rode once—at Southend, although back here he was a regular Glasgow test team man.

Norrie Whatfield has lately been hitting his grand 1948 form and the Aces had high hope from this sea-

'We aint no Cinderella!'

son. He has been a consistent "9 pointer" so far. Now Glasgow's number of cycle speedway servicemen rises to four. Bob Garland and Red Monteith being the other two. Now some extracts from my track side diary.

Glasgow's views on the helmet problem are that they consider head gear of any type unnecessary incon-

George Green (ex-London Pirates) and Norm Mathie whom the Giants have retained.

Recent results: Ruchill Pirates (40) J. Shields 8; Scotstoun Aces (43) R. Braham and N. Whitefield 9. Scoutstoun Aces (56) R. Braham 16; Ruchill Pirates (50), J. Shields 17. Ashfield Panthers (31); Springburn Lions (10). Christmas Cup: Winner, Ron Braham 12; runner-up Jim Le Brun 11. B. Shapley's Select (26); R. Braham's Select (40). Hamilton Bats (40), Parkhouse Dragons (68).

Line up for our Div. I and II this year are: Div. I, Crossmyloof Giants, Craighton Eagles, Pollok Shields, Lambhill Lions, Hamilton Bats, Ruchill Pirates, Scotstoun Aces. Div. II, Parkhouse Dragons, Springburn Lions, Ashfield Panthers, Lambhill Stars, Renfrew Monarchs, Ruchill "B", Pollok Shields "B", Craighton Eagles.

SCOTTISH ROUND-UP

veniences. But I've an idea that 1951 will see them compulsory.

Hoppy "Crash" Cassidy (Crossmyloof Giants) is looking for a free transfer to any other Div. I club. The Giants are willing to let him go. Crossmyloof Lions will not be competing in our Div. II as most of the riders have been transferred to Pollockshields "B". All except

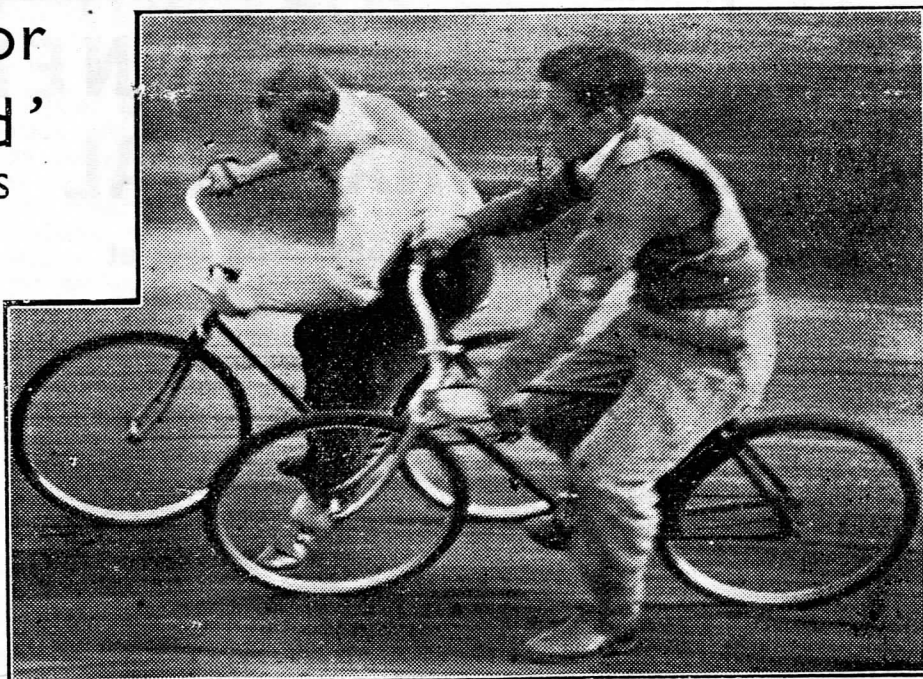
Norfolk 'all for National Board'

From 'WOG' VICKERS

THIS is the time of the year for Control Board meetings, machine overhauling and track preparing. That's just what we are doing in Norfolk.

We sent a representative, N. H. Guest to the opening meeting in London of the National Amateur C.S. Association and upon hearing the national arrangements from Mr. Guest, we are all for it. We then set to and elected our new body. Mr. Guest is Chairman, Mr. Worthington vice-chairman, and Mr. Neale was appointed secretary. The Presidency has been offered to Ernest Howard, proprietor of Norwich Speedway.

The committee also elected their 1950 officials and nine teams are expected to make up our league. Some of next season's plans are held up until we know how kindly disposed the new Norwich Speedway manager will be towards us. Dick Wise, who has left Norwich for Cradley Heath, helped us last season by providing us with free programmes, staging matches at Firs Stadium, arranging transport and giving many riders free trials. Latest news to reach me is that Jack Barnes has



been given a contract from Norwich Speedway, and having seen him in action I'm sure he'll make the grade.

The Brunswick Diamonds have amalgamated with the Red Devils and have set up a strong all-round side. Three more teams have joined the Beetley League for the coming season. They are Whissonett, Scarning and Helhoughton, and further additions are expected. Mr. Worthington, League secretary intends to run two divisions this year.

A fine action shot shows Jack Leggett leading Ivor Woodrow (both Costessey Comets) on the Earlam House track, Norwich.

In answer to the Scottish reader who wanted to know the average age of Norwich riders. I've no figures at hand to work on, but I think it is somewhere around 18 years. My team, Earlam Eagles, are older than average, being 20.

Scotland would be stronger by h



AFTER 5 years, cycle speedway has its own National Control Board. On Saturday, January 14, at the Bouverie St, London offices of the "News Chronicle" newspaper, the National Amateur Cycle Speedway Association was formed. Eleven county Control Boards, together with 15 towns and districts were represented and the meeting which started at 11.30 a.m., closed at 5.40 p.m. Lunch at 12.30 p.m., dinner in the Strand, and the evening entertainment at Prince of Wales Theatre was organised and backed by the "News Chronicle," who are also backing the National Board.

Mr. Hubert E. Powell, "News Chronicle" Public Relations Officer opened the meeting and went straight into the business of electing a temporary Chairman. He asked for nominations and Mr. Duffield, Chairman of the London and Home Counties Board was proposed by Dagenham. Title of the new body was instituted and discussion followed regarding the chief aims of the Association. The following are the most important:

1. To see that the sport is organised democratically by the riders for the riders.

Page 8

WE BADLY NEEDED THIS NATIONAL BODY

The National A.C.S.A. meeting in progress at the 'News Chronicle' buildings, London

News Chronicle photo

Says Roy Bullet

2. To increase friendship between districts and counties.
3. To standardise rules of racing all over the country.
4. To see that the domestic affairs of district and county Control Boards were not interfered with.
5. To encourage good citizenship, reliability and team spirit among its members.
6. To organise national competitions.
7. To form a Board of stewards to control all important matches.
8. To see that riders are not exploited in any way.
9. To assist in negotiations for the laying down of permanent tracks at the request of district and county Boards.
10. Generally to further the advancement of the sport in all possible ways.

The question why had Scotland been omitted and not invited was answered by Mr. Powell. He explained that it would be better to keep both Boards separate and

equally strong and that the Scottish Board will be approached with a view to working on close terms and to later hold joint meetings.

The National Amateur Cycle Speedway Association comprises of 1 delegate from each county and five officers, chairman, vice-chairman, secretary, treasurer, press officer and a working committee of officers and five other members. The Council will meet at least every three months and the Working Committee every month. The members elected into these positions for a trial period of three months were: President, Mr. L. J. Cadbury; vice-President, Mr. Powell; Chairman, Mr. Duffield; Vice-Chairman, G. W. Fernyhough (Manchester); Honorary Secretary, S. Kippen (Dagenham); Treasurer, R. A. E. Simpkins (Southend); Press officer, N. H. Guest (Norwich).

Working Committee: J. Ward (Birmingham); A. Athersuch (Plymouth); S. Burton (Hastings); E. W. Hodgson (Northumberland); D. C. Dunford (Dorset).

After lunch, the new body settled

self : but England will co-operate

down to important business. There had been numerous amendments to the draft rules and regulations that had been circulated to every district. It was decided that these amendments be collated by the Working Committee and put before the Council in three months time.

Local authorities are to be advised to make the measurements of tracks not less than 12 feet wide on the straights, and 18 feet at the bends, and that all tracks should be between 75 and 125 yards in circumference on the inside line. Safety fences should be at least 3 feet from the outside of the track and the new body were against the use of white-washed bricks as the inside white line.

Mr. Powell then announced that the "News Chronicle" is offering a National Trophy for competition. It was proposed that it be a eliminating affair on the same lines as the F.A. Cup.

A badge and emblem of the new body is still being discussed as is the problem of insurance. Many of the delegates proposed that enquiries should be made into the use of red petrol for transportation of riders and machines, and that the purchase of old clothing and cycle spares suitable for cycle speedway should be seen to. After that the meeting was closed, and delegates enjoyed the Sid Field show, "Harvey." All provincial delegates who were unable to return home that night ap-

preciated the hospitality of the London & Home Counties members who took them to their own homes.

During the five years cycle speedway has been running, as many as fifteen rival organisations had at one time been fighting to control the sport. Councils and local authorities refused to recognise this all youth recreation simply because they did not know which body was really representative of the lads. The National Amateur Cycle Speedway Association has solved all problems as it intends to keep cycle speedway strictly amateur 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.



BERTRAM G. DUFFIELD, N.A.C.S.A. CHAIRMAN SAYS :—

HELP US TO HELP THE LADS

SATURDAY, January 14, was a great day for cycle speedway, the National Control Board was formed by delegates from all over the country.

The hard struggle by the pioneers of the sport over the last few years has thus been amply repaid and justified because the National Board has received such an overwhelming and enthusiastic support for the policy that the boys themselves have wanted all along. This policy is that the sport is organised by the riders themselves, the best possible racing must be assured, at the very minimum cost to the riders. That the officers and executive staff be voluntary. The National Board makes its primary object the securing of the maximum number of tracks through local Councils or organisations such as the National Playing Fields Association. To rigidly exclude any professionalism, to protect the riders from exploitation by any outside person or interest, and to organise national trophies, competitions and leagues.

We want every rider in the country who agrees with these objects to come in with us and

help in the good work. Every stage organisation must be run on truly democratic lines and it does not matter who you are and how new you are, you are entitled to a voice in your affairs. Although I have come in the national association via the London & Home Counties Board, I want to make it quite clear that the London Board did take the initiative in convening the inaugural meeting. We want to stand in with all areas on an absolute parity.

Any advances and advantages we may have secured on the London Board, we want to share with everyone for the common good. You will appreciate that these are not empty words, I will instance the fact that the News Chronicle kindly donated us £50 for the printing of our London & Home Counties Rule Book. We have held up the printing of these Rule Books and are waiting until the national rules are agreed to by all delegates. The £50 donation will then go towards the printing of the national rules and not merely our own.

Again and again we have seen our good objects threatened, and

I appeal to all our members to strive their utmost to build up our strength so that we can meet any further threat. It has even emerged now that a body has been formed to conduct professional matches. I cannot comment on this because as yet, I know nothing about it, but I am certain that if a professional body succeeds, it will not do us any good.

I would like to take this opportunity of letting all Cycle Speedway Monthly readers know how very grateful we are for the tremendous help we have received from the News Chronicle. Two points I must make clear in this connection are these, firstly, that our gratitude is all the more sincere and our loyalty due to them for the fact that they are the first people to come forward with any offer of help. We have had a long struggle, but they made the turning point. For anyone to come along now we have started to get established is not nearly so praiseworthy. Secondly, I am delighted that this help has come from the News Chronicle because I believe that they are the one organisation that could have given us this help and yet not in the slightest degree endanger our complete independence. Although they are always anxious to help in every way and to advise, they have never attempted to dictate to us, or in any way make a stipulation.

Good luck, good racing, and best wishes for a big future for the sport.

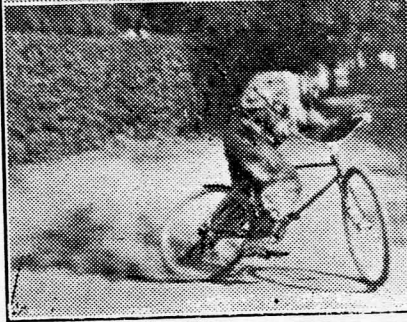
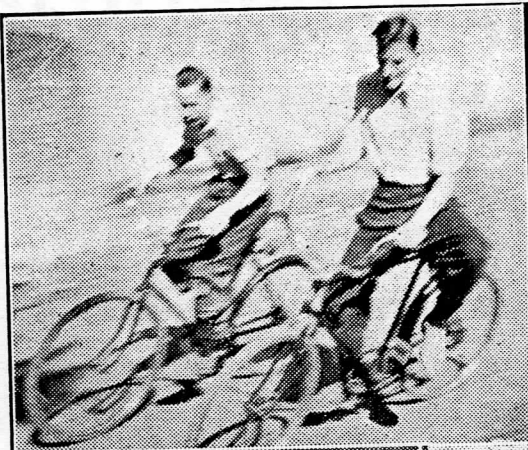
South African scene from N. Mortimer

DOUG SERURRIER HELPS US TO MAKE THE GRADE

I HAVE never been to England, although I plan to come in the near future, so I do not know just how much cycle speedway is progressing. I read in the Monthly, how big a grip it has on you lads; but over here I am afraid the sport is still very much in a state of unorganised chaos.

Only white boys ride. Cycle speedway would never be recognised if whites, blacks and half castes competed together. We have few interested and it is difficult to get them all together to stage a meet-

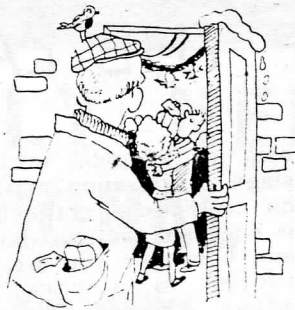
(Left) Neil Mortimer on outside of brother Dennis. (Bottom left) Neil broadsides on sandy surface. (Bot. right) D. Davis leads R. Bosch.



'That's (hic) what I call a dance'

EACH MONTH WE WILL REPORT ON THE MANY CYCLE SPEEDWAY DANCES HELD

By HENRY MESSUM



WHEN I pushed open the door of the Stratford Hammers Supporters' Club Carnival Dance, I had quite a shock. The hall was packed to capacity with happy, jostling people, and with cigarette smoke hung everywhere. Billowing through it all came the latest hit tunes and excited voices relating to friends: "just two inches, mind you; but I squeezed through the gap and controlling my broadside, went on to win the race."

So this was a cycle speedway effort. No doubt it goes on throughout the country, but to think the lads organised it all makes you wonder. I met and made many friends that evening. Len Silver acted as an energetic M.C. and perhaps one of the high spots was his ukelele effort of some of George Formby's familiar tunes. Tony Mountford, Hammers' 3rd team manager, added spice to the "minstrel bones."

Mrs. Garnham and Mrs. Wilson were always kept busy serving tea, cakes, and minerals and Mr. and Mrs. Livings took great care of our

valuables in the cloak room. During the evening a bouquet was presented to Mrs. Sallno in token of appreciation for her efforts on behalf of the Supporters' Club. A beautiful tea cosy, made by Mrs. Livings, was raffled and fetched 32/6, which all went towards the rest of the Dance funds. Object of the Dance, and the others that will follow, is to collect enough to build a new track. Hammers feel that their Jansen Road track is in a bad way.

This social was attended by many riders from neighbouring districts and everyone says thank you to the Hammers for a very enjoyable evening.

WHAT ABOUT YOU?

Why not organise a dance yourselves? It's really one of the best ways to secure extra club funds. Cycle Speedway Monthly offers you space to advertise your social. The specially reduced rates being 5/- per single column inch. Plan out a 2-inch single column advert today, mentioning date, place and admission plainly. It's worth 10/-.

ing sometimes, as most of them are still schoolboys. Local authorities will not recognise us as they consider the sport a useless pastime.

Luckily I know the Serrurier family and Doug, the famous speedway rider who rode for Liverpool in the 3rd Division in your last season, is helping us. In 1948 my brother Dennis bought a bicycle and stripped it of its mudguards and we started to race round an old tennis court. Some of the boys were interested and when I bought a machine they followed likewise.

Dennis was mechanic to the Germanistan Eagles last season and managed to get a ride. He wasn't bad and later bought a J.A.P. from Doug. Serrurier and found himself down to ride one Friday evening. He hit the safety fence in his first ride and badly cut his neck. But the hospital did not keep him and he soon recovered. Doug, fixed the J.A.P. and Dennis will be astride it on the cinders soon.

This season I am mechanic at Wembley, Johannesburg, and not so long ago had a trial spin myself. It was a terrific sensation, especially on the bends, and everything went smoothly enough. Yes, I'm out to be another Billy Bales, South African version.

We have two cycle speedway tracks at present, one at Llandfontein, another at Clarendon. I visit the Clarendon circuit almost every afternoon and if there are enough present, stage Foot Forwards v. Trailers. I'm now waiting for the day when the sport is staged on the same scale as it is in England. Let's hope it's not far off.

Halifax plans more socials

A GOOD crowd turned up to see the Skircoat Saints versus Baliffe Bridge Dragons match on the new Clare Hall track, Halifax. Saints went down fighting to the tune of 59-25, but they are far from disheartened. Billy Vernon, team manager said:

"Halifax speedway team lost their opening match, but picked up tremendously afterwards. We are going to do the same."

Over 250 turned up for this match, which is a good close season attendance. The new starting gate which had just been completed cost about £4, and the lads built it themselves. For the Dragons, Greenwood, Halstead and Hendry rode best, whilst for the Saints Tom Shaw was most impressive.

Final scores: Saints (25): T. Shaw 8, J. Clark 4, S. Radcliffe 4, P. Steed 4, R. Lingard 3, T. Baker 1, W. Fowler 1. Dragons (59): Greenwood 11, S. Hendry and W. Halstead 10, A. Bottomley 9.

Halifax C.S. League plan to hold a social every two weeks. Their last, in January, attracted a good attendance and the proceeds went towards the building of the league. Arthur Forrest, young Halifax speedway rider was present, and he

complimented in the way things were run.

Entertainment was provided by Mr. Hogden, piano, Mr. Perks, baritone and Mr. Murrey, the comedian. Compere was the Skircoats Saints manager, Billy Vernon.

Skircoat Saints, Baliffe Bridge Dragons, Cross Road Panthers, Tanner Bike Cobras and Ovenden Hawks were present.



Two Baliffe Dragons set the pace on the new Clare Hall track, Halifax.

Photo: B. Vernon

CYCLE SPEEDWAY TEAMS

send in your news and photos for publication now. Control Boards send us a list of the teams in your area. C.S.M., 15 Locket Rd., Wealdstone, Harrow, Middx.

HELP

BIRMINGHAM (Sutton Coldfield)

Roy Sedgwick has opened a Novices' Training School with several star riders to instruct the novices. Those interested contact Roy enclosing s.a.e. at 291 Orphanage Road, Sutton Coldfield, near Birmingham. Roy's team, Hilltop Tigers require fixtures also.

ESSEX (Woodford Wells)

S. S. Harris is forming a team called Chigwell Choppers. He is anxious to find riders in his district between the ages of 14 and 17 years. Harris lives at White Cottage, 169 High Road, Woodford Wells, Essex.

LONDON (Battersea)

London Aces require riders, all ages, and matches with teams in the London area. Please contact D. Werryweather, 6 Banbury Street, Battersea S.W.11.

LONDON (Edmonton)

Edmonton Rockets want riders for their league team. Those interested contact L. Rose, 12 St. Joan's Road, Lower Edmonton, N.9.

DO you want riders? Would you like to join a team in your area? In this column we publish free of charge the names of teams and riders in need of help. Send to: "Help," Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middx.

LONDON (Peckham)

Peckham Stars have vacant dates for home and away matches any district. Write to Councillor H. J. Hasler, 20 Kirkwood Road, Nunhead, S.E.15. Phone New Cross 2386.

LONDON (Tooting)

Tooting Tigers and Cubs require matches home and away throughout the coming season. Contact W. J. Gault, 141a Penwith Road, Earlsfield, S.W.18.

SURREY (Godalming)

Busbridge Wolves would like home and away matches with teams in the London area. Apply M. Covey, 185 Brighton Road, Godalming, Surrey.

MIDDLESEX (Harrow)

Harrow Control Board would like to hear from teams in the Wealdstone, Stanmore, Wembley and South Harrow areas with a view to forming a league. Please contact E. Jones, 9 Furness Rd., South Harrow, Middlesex.

NORFOLK (Norwich)

Earlham Eagles want matches with teams in Norfolk or Suffolk before the start of the summer season. Eagles also want riders between 15-50, preferably novices. Contact W. Vickers, 57 Barrett Rd., Lakenham Norwich.

WEYBRIDGE (New Haw)

Any teams in and around Woking District who are interested on forming a league, please contact H. L. D. Branton, (Woodham Stars), 317 Woodham Lane, New Haw, Weybridge.

WILTS (Aldbourne)

J. Brown of Southleaze, Aldbourne, Wilts, would like to get a trial with a team in the Swindon district. He is 15 years old.

HENK DE BRUIN — BEST DUTCHMAN



HENK DE BRUIN, Captain of the Hollandse Welpen (Little Dutch Lions), is without a doubt one of our fastest riders. In radio matches with your country he gave distinguished performances and he won the big Championship match run at the Riebeek road track, Hilversum, recently.

Hartog de Ronde, president of the Cycle Speedway Organisation, staged the match which ran smoothly throughout. Henk de Bruin won a big trophy and there were medals for the runners up. Henk mastered our suicide bends with ease and notched 16 points. Kiesemetter (Feyen Tigers) finished second with 14, Teunissen (Tigers) and Bekkers (Hilversum) finished joint thirds with 7 each.

Over here cycle speedway is progressing in leaps

CHUM'S CORNER

THE name, address and details of any regular readers of C.S.M. can be inserted in this column free. All you have to do is to enclose the coupon below and sent to Chums Corner, C.S.M., 15 Locket Road, Wealdstone, Marrow, Middx. The coupon below must be enclosed or inclusion cannot be made.

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

Malcolm Wolf, 26 Burnthouse Lane, Ingatestone, Essex, wants boy or girl p.p. (age 16-18), r.f. Mountnesing Millers. o.i. speedway, stamps. m.a. 19, p.r.

Brenda Anderson, 5 Melton Rd., South Tottenham, London, N.5, wants p.p. (age 15-16). s. Wembley Lions. o.i. ice skating, films. m.a. 15.

Ken Smee, 247 Eversleigh Rd., Battersea, S.W.11, wants girl p.p. (age 14-16). r.f. Shaftsbury Stars. o.i. most sports. m.a. 15, p.r.

Tommy Nouch, 68 Holden St., Battersea, S.W.11, wants girl p.p. (age 15-16) r.f. Shaftsbury Stars. m.a. 15, p.r.

Derek Merryweather, 6 Banbury St., Battersea, S.W.11, wants p.p. r.f. London Aces. o.i. Films, darts, m.a. 16, p.r.



**CYCLE SPEEDWAY MONTHLY
CHUMS COUPON**

and bounds. Perhaps we are luckier than you for, from what I can gather, our councils and local authorities are more anxious than yours to co-operate. A cycle manufacturer designed our machines, which are totally different from yours. (See drawing above.)

You see, our tracks have very sharp bends, "suicide" as you call them. We think the riders can get more speed that way. So our machines have to be built in such a way that the front wheel does not wrench completely round when we broadside into the bends. Two bars of metal, are welded from the handlebars to the front spindle and they knock on to the crossbar when we skid round. Unlike yourselves, we do not often have to pedal to get speed on a turn, a good sharp

By "De HOLLANDER"

kid gets better results.

We have good tracks at The Haguc, Voorburg, Rotterdam and Hilversum. When your teams visit us this summer, as we hope they will this time, they will certainly take time to adopt our way. Now for a spot of personal news.

The Hollandse Welpen have now "A" and "B" teams composed of novices and they hope to find plenty of new talent there. The Feyenoord Tigers have a new "Tigress." Mrs. de Graaf, wife of the popular supporters' club chairman recently gave birth to a daughter named Paula.

Yes, we're certainly busy over here.

The Track Problem goes on

THE Mountnesing Millers from Ingatestone, Essex, like many other clubs in the country, find it hard to agree with their Local Council.

The Millers used to ride on the village football pitch, but somebody soon reported this to the police and it was not long before the local constable attended one of the Millers' meetings. However, he was rather a human chap, and suggested that he lads build their own track on a spot of waste land.

The next day, the Millers were hard at work in an old playing field that was rarely, if ever used. After two weeks of really hard work they had a circuit marked out and a track

laid. But a passing councillor, rather dubious as to what they were doing, came up to them and told the lads they had been building on the site of a proposed bowling green (on a sloping field mark you!).

They were told they must be insured. They did that. They were also told they must fence off their track and the whole field in best chestnut wood. They are not doing that.

"Why should we?" rider Malcolm Wolf told Cycle Speedway Monthly. "Is our liability to fence in our field?" The Millers are going to fight it out, and we wish them the best of luck.

Kent must settle their problem

KENT is in the unusual position of having two leagues under similar names.

Mr. Syndercombe former manager of Welling Wings, formed a North West Kent League last Summer and later renamed it the Kent League. He affiliated to the London & Home Counties Board, thereby obtaining their official recognition. When Mr. Slater, Chairman of the Cray Tigers, broke away from the S.E. London League, he formed a league of teams in his own locality and decided to call it the Kent League also.

With the forming of the National Controlling Board recently, Kent are now in the awkward position of having two claimants for official county representation. Neither will give an inch and both are intent to beat the other to the punch. In this way they might do more damage than good to Kent.

Mr. Syndercombe, whose league has been hard hit by the track problem, told me that he and other London Board members have been giving all their spare time to the sport, and that they rarely have a moment to call their own. But the facts remain that Messrs. Slater and Syndercombe cannot carry on as

they are now.

Mr. Slater has paid out approximately £160 on the Cray Tigers and about £40 on his version of the Kent League. He told me that he may be paid back at a later date, but what did it matter. The boys are happy and he could afford it. Mr. Syndercombe has taken off from his work to straighten extra tricky problems and he devotes all his spare time to the lads.

By BRIAN STOCKMAN

With these obviously enthusiastic gentlemen working together, Kent could do great things and put itself even more securely on the cycle speedway map. But divided, these men might possibly cause bad feeling between the lads of their respective leagues.

There's a proverb. United we stand—Divided we fall. What about it Kent?

TERRY WAS NOT CROSS

Terry Cross of the Cray Tigers

RANGERS WIN FIRST TROPHY

AS previously reported, the first leg of the Manchester Knock-Out Trophy at Chorlton last December gave the Chorlton Aces a seven-point advantage of Cheadle Hulme Rangers. In the second leg, with the Aces holding on to a one-point lead, the match had to be abandoned owing to failing light. In the re-arranged leg, it was clear from the beginning that it was going to be a ding-dong battle. The home team won 60½-45½, and the aggregate score stood at Rangers 108, Aces 100, so Cheadle Hulme Rangers became the first holders of the Knock-Out Trophy.

Full scores: Rangers (60½): D. Maynard 13, L. Gripp 12, J. Smith 11, D. Taylor 7, S. Rycroft 6½, J. Elliott 6, M. Walker 3, R. Webster 2. Aces (45½): J. Pennington 12, B. Watson 10, V. Mansell 6, G. Smith 5½, A. Pennington 5, M. Boyle 4, D. Williams 3, A. Abbott 0.

The Winter League on present

showing is a more open affair than the Summer competition. Most teams on average have ridden four matches, but no team is undefeated and one has yet to win. Cheadle Hulme Rangers, Summer Champions are at present joint leaders with Chapel Panthers, newcomers to the league.

First three positions are: Chapel Panthers P4, W3, L1, D0, Pts. 7; Cheadle Hulme Rangers P4, W3, L1, D0, Pts. 7; Belle Vue Kangaroos P3, W2, L1, D0, Pts. 6.

Present Match Race Champion, Brian Rostron (B. V. Kangaroos) has as his next challenger, Tink Maynard, 1949 Individual Riders' Champ.

Ken Jenkins, popular New Cross Ranger has joined the services. He has been with the Rangers since 1945 and was a consistent points scorer.

won an Individual Championship at Eltham recently, scoring 14 out of a possible 15 points. The surprise of the day was the defeat of Joe Abbott the previous holder. In his first race he finished last and despite good riding later he was out of the picture. Pretty Miss Brant of Eltham presented Terry with the Cup and Golde Helmet.

Top Scorers: Terry Cross (Cray) 14, Ron Rance (Ghost Riders) and Tom Stern (Blackfen) 12, J. Hards and A. Hodge (Eltham Royals) and J. Abbott (Cray) 10.

TIMES

GENTLEMEN PLEASE!

I HAVE often been asked "Who do you think is the fastest cycle speedster in this country?" writes Brian Stockman.

Now that is rather a silly question, for it depends largely on the type and length of tracks. Nevertheless, it would be a good idea for us to review some of the different track records set up all over the country, and I will appreciate all facts and figures you can send me.

A. Purty of Sedlecombe Sussex, claims to have covered four **90 yard** laps at the astonishing speed of **19.3 m.p.h.** I am not sure whether this feat of recklessness was a result of fluke timing, but it certainly sounds rather fantastic to me.

Stan Fleming of the Motttingham Cyclones scorched his home track cinders recently to clock **31.5 secs. (17.3 m.p.h.)** over **three 88 yard** laps. At the Eltham Royals track, mile or two away, "Speedy" Glover (Royals) set up **42.2 secs.** over the **four 88 yards** which is approximately **17.06 m.p.h.** In addition, Kent have another **17 m.p.h.** man in Terry Cross (Cray). He recently covered **four 94 yard laps in 46.6 secs.**

In Hants, the Chandlersford Stars' track record for a **100 yards is 43.0 secs.** held by R. Smith their top-scoring captain. Peckham Stars, S.E. London League Champions have a seemingly phenomenal rider in Ray Braddon. In one recent match he twice broke the **3 lap track record (38.60 secs.)** and then went on to set up the existing time of **37.8 secs.**

What is your track record? Who holds it? Don't forget to let me know.



Southend's Thundersley Thunderbolts with their Committee line-up for the photographer. The Thunderbolts have over 200 supporters

"We've got a lovely bunch of followers"

ON Christmas Eve inside the big tent of Harringay Circus there was an excited bunch of lads who took more interest in the trick cyclists than the other hundreds of youths present. These lads—members of the Thundersley Thunderbolts, winners of the Southend District Div. II—were celebrating their season's success, and in the best seats as well! The Thunderbolts are not lacking in club funds for they have a Supporters' Club 200 strong under the able supervision of James Wateridge. They hold regular dances and socials and the proceeds go towards their General Outing Fund. On this occasion, the Supporters Club decided the Thunderbolts should really enjoy themselves and a trip to the London Circus was arranged.

The Thunderbolts must have eaten the longest supper ever, for it lasted throughout Christmas Eve until 12.30 Christmas morning. The Supporters' Club opened 1950 with a Grand Fancy Dress Dance at Taspots Hotel on January 25, and the proceeds went towards new machines.

Other Southend news comes from D. Winch who reports that the Southend Lions who are noted for the many tracks they have used, have moved once again from Rayleigh Stadium to Kent Elms Corner, Eastwood, Ken Mydsenski the Hullbridge Vampires captain recently announced his retirement.

DENNIS

"Twitch" Day, who has been with the Stratford Hammers as far back as 1945, has retired from the sport. He is training hard under Ozzie Powell at High Beech Stadium and Norwich Speedways in an attempt "to make the grade", writes Len Silver. Having seen him in action, I can vouch that he will certainly go places.

Cyril Prince, another star rider in the Hammers' line up, is also retiring, and for the same reason. Ozzie Powell considers him one of his best riders at the High Beech school. Later, Johnny Livings who was a first string for over 18 months, received a nasty injury, and he too has decided to call it a day. These retirements will leave a huge gap in the Hammer's line up next season, but they have one or two promising youngsters in their novices team.

Negotiations are still in progress

LONDON'S WHITE GHOST RETIRES

From
LEN SILVER

with the West Ham Council for a plot of land at Densham Road playground. The position does not seem so "rosy" as at first thought, for the Council have pointed out many obstacles which will be difficult to overcome.

It seems likely that the East London Control Board will re-affiliate to the London & Home Counties Association. This announcement follows a meeting between the two bodies when differences were settled. This should help to build up the National Control Board on a firmer basis as a strong and united London will mean a stronger England in the future.

Cliff Gibb's Stewards Association is growing slowly but surely. Meetings are held every Tuesday at 7.30 p.m. at Cliff's home, and he hopes that other districts will follow suit. Already he has plans for a National Stewards Association.

DENNIS BOTTAZI—from page six

Without exaggeration, I can safely say that he is one of the fastest at Rye House today.

The tragedy in Dennis' life came later. All of us were sorry to hear that Mr. Bottazzi was killed while giving a firework demonstration in his back garden to some of the cycle speedway enthusiasts and riders. I told Dennis to keep going now that success was just around the corner.

However, the death of Ray Duggan left Harringay "without a team" as Vic Duggan was considering retiring from the sport. Dennis was informed that in future no time could be spent on him or the other Harringay novices. But he did not dismay. He still goes to Rye House every week to receive tuition from Dicky Case himself. You see, Dennis will make the grade because he has all that it takes.

Hants support National Body

By W. R. SMITH

IN Hampshire, as in most other areas, the sport was started by the boys themselves. The adults now actively interested were brought in at the lad's request when they found that the type of organisation they required was beyond them.

CHANGES ON SURREY BOARD

By LEN BAKER

SEVERAL changes have had to be made on the Surrey Control Board caused by the resignations of Messrs. Cattle, G. Miles and L. A. Miles. In place of Mr. Cattle as Chairman is C. J. Baker, D. Hyland is General Secretary and B. Keynes, treasurer and Board representative.

Messrs. Malyon, Baker and Simpson are Div. I, II, and III secretaries respectively, and test match selection committee was also re-formed. The Control Board would like to thank Messrs. Cattle, L. A. Miles and G. Miles for the good work they have done for Surrey in the past.

On Sunday, January 29, at the Clapham Panthers' track, Surrey held its Div. I Riders' Championship. Winner was Norman Cook (Morden Meteors) with 14 points, followed one point behind by the surprise man of the day, R. Turrel (Manor Saints). Heat 17 was the decider, with both Cook and Turrel drawn to meet. Cook took the lead on the first bend and Turrel never survived a poor start. Winner received an engraved plaque which he holds for a year.

Full scorers: N. Cook 14; R. Turrel 13; D. Collins 10; T. David, W. Fells and S. Saville 9 each; B. Tozer, K. Saunders 8; A. Eastment, J. Cooper and J. Chatfield 7; B. Warner B. Dyson 6; B. Harwood 4; J. Ghinni 3.

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We adults undertook the task because we saw in this new venture the possibility of providing the lads with an alternative to street raking and mischief. As a result of a public meeting a Control Board was formed and by dint of hours of hard work, rules were prepared and a league formed. At a social afterwards, the Sheriff of Southampton, Alderman Mrs. Leach, presented the League Championship Shield, which she had given, to Shirley Bombers, the winners.

During the close season, the Board revised the rules and set to for a bumper 1950 season. While we admire the work the N.C.U. in connection with the work for which it was created, we consider they should not attempt to "recognise" cycle speedway. We are strongly in favour of the newly-formed National Board.

We make a very strong appeal to all Control Boards interested in the youth to make sure that the National link formed is for the best interest of the lads. And from what I have heard we have nothing to fear in this respect. I hope that it will fight tooth and nail any efforts made to introduce any form of commercialisation.

Hels Angels from Helhoughton, Norfolk, have joined the new Docking League for next season. Their second team, Hels Hammers has been formed and should do well.

HAMMERS HARD TO BEAT

WESTON Tigers lost their first match in the Bath Winter League recently, but are still on top on points. Oldfield Hammers and Odd Down Rockets, both of whom have also lost one match, are close behind.

B. Frost, manager of the Oldfield Hammers completed a useful transaction when he secured the signature of Doug. Wootton, son of speedway rider Les; Ken Worlock and Pete Doody all from the Bristol team Whitby Lions. Now the Hammers are co-favourites for the League title with the Tigers.

B. Frost has built up a strong team which will take plenty of beating. Hammers line up is now: Dent Coombs, Terry Pemberton, Doug. Wotton, Dave Vowles, Pete Doody, Jack Biggs and Terry Templeman. He has also kept an eye on three of his promising novices—Gader Gay, Wilf Windsor and Dave Holvey—all of whom can be relied upon in emergency.

PECKHAM STARS CYCLE SPEEDWAY

present a

GRAND DANCE

at

DULWICH BATHS GOOSE GREEN, S.E.

with dancing to

HARRY VARDON

and his dance orchestra

ON SATURDAY, MARCH 4th

Dancing from 7.30 to 11.30 p.m.

(Peckham Rye S.R., Trams: 56, 84.)

Bus 37 pass door.

Inquiries: H. J. Hasler, 20 Kirkwood

Road, S.E.15. Phone: New Cross 2386.

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BRAND NEW GAUNTLETS! In REAL LEATHER, these gloves cannot be repeated at this price. Made to government specification. Please state size when ordering. 12/6, p. 9d.



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