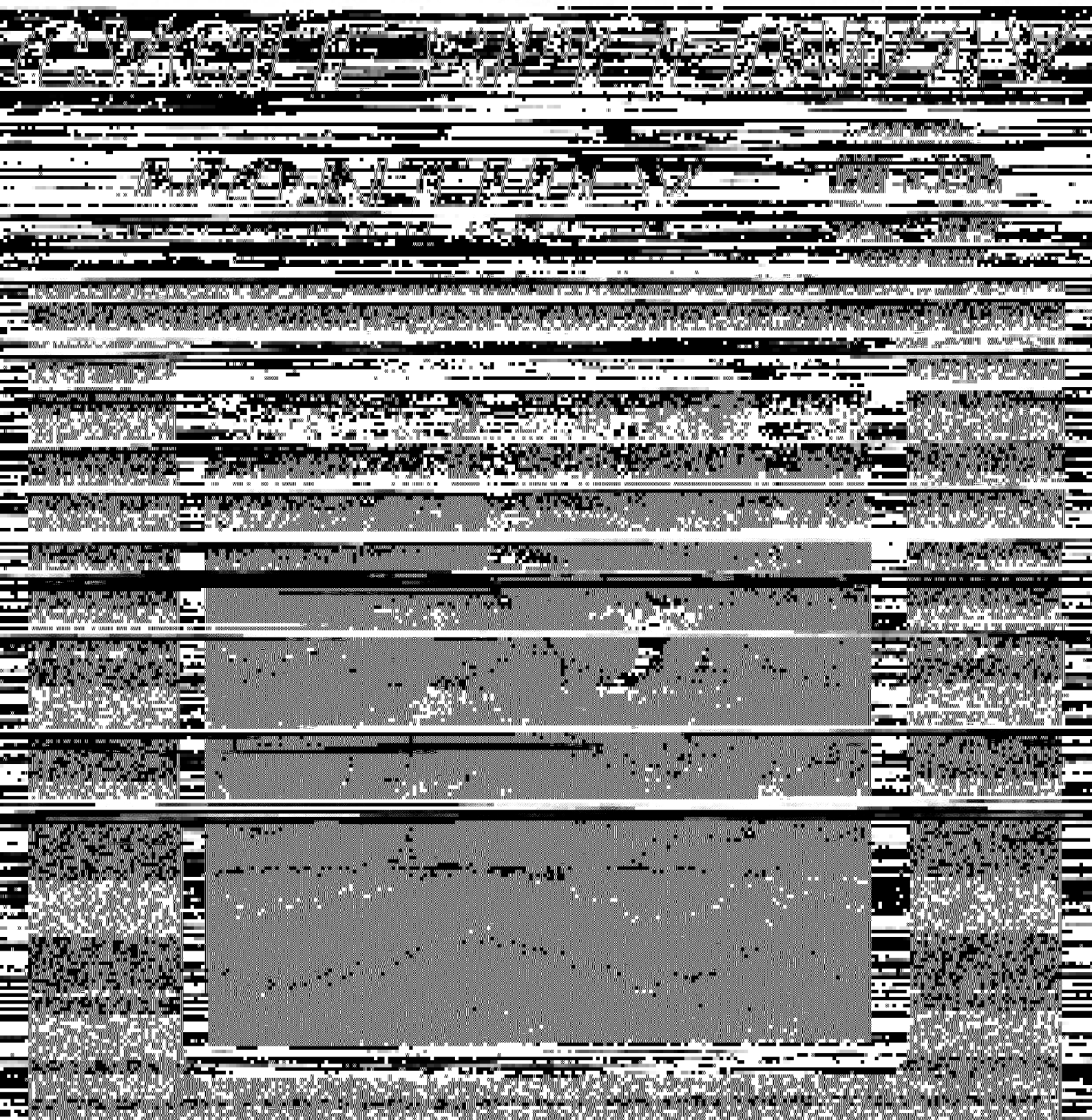




MEET THE BECKTON ACES

BECKTON CYCLE SPEEDWAY CLUB was first formed in the summer of 1946. The first club meeting of this now very famous outfit was held on the track one evening in August, 1946. Various things, such as team colours, managership, etc., were discussed. Shortly after this meeting the riders dispersed, but came together again in the spring of 1947.

The team Beckton had then, was, by today's comparison, very weak. The "Aces" had three matches with the "Stratford Hammers," and lost all three. Shortly after these defeats, a reorganisation took place. Three riders who played a major part in this recovery were Pat Clarke, Harry Eyre and Lou Dowell. When these three riders had had sufficient practice on the "Aces" track, a match was arranged with the now disbanded "Vernon Hammers." The "Aces" beat them by sixty-three points. The present league champions were on the road to fame.

Never Say Die.

Matches were won, matches were lost, but the team had had a "never say die" spirit instilled into them. They won the East London League Championship, and were finalists in the East London Trophy. The win-

ter came, but this time the team kept together by meeting in their "workshops" at the "Black Lion," Plaistow.

Racing at the Black Lion.

Came the racing season, 1948, and the "Aces" were the "Aunt Sally" of all 1st Division teams in the East London League. The fact that Beckton "Aces" won the East London League Championship for the second successive season in 1948 is past history. Just after winning the league, the "Aces" lost some of their most valued riders. When Malcolm Harris and Terry Brown retired, and Pat Clarke and Ken Randall went into temporary retirement. The league champions of two seasons only managed to get into the semi-finals of the East London Trophy, but this was offset by Ken Randall coming second in the East London Riders' Championship. Beckton then entered for the "Stratford Express" Cup, which they won, having not one single defeat inflicted upon them. The club has workshops and a clubroom at the rear of the "Black Lion," Plaistow, and are lucky enough to have a practice track situated in the gardens of this public house. Beckton is the only club that is able to claim to have a Masseuse and Trainer.

Miss B. MANSFIELD

Those Shivering Seconds up at the Tape

On watching a cycle speedway meeting you often hear: "Oh, bother, Bob's last out of the gate again. Why on earth doesn't he buck his ideas up?"

Have you ever stopped and considered the many thoughts that rush through the riders' minds from start to finish of a race?

When four riders taxi up to the tape they have all got a queer sinking sensation in the pit of their stomach. Don't shake your head and proudly exclaim: "Not me, I never get it!" Because I know that you do! The novice is shaking because he realises that if he does not put up a really good show there is a chance of losing his position in the team. The Ace is feeling bad because he has a reputation to uphold.

If this sinking feeling continues it will pass from the stomach to the legs and at same time taking all the power from them. The tapes fly up and the rider concerned seems to be left there for a second or more; but nevertheless that short space of time is most vital. It can mean the loss of a race, or, what is worse, the loss of a match.

TWO REASONS

I have spoken to a good many riders asking them their candid opinion on the matter, and my conclusion is that there are two main reasons for it. When you are up at the tapes you are simply rearing to go with all the muscles of your body tense and expectant. There is no actual pressure on the pedals—it's in your legs, causing the whole of the body to shake like a jelly. The other reason is laid down to the fact that so many riders try to get a "fly away" start and are continually shifting about. This is almost certain to make the others feel a trifle uneasy and consequently jittery.

ON THE SPREE!

There is no getting away from it—we are all affected by this mild attack of nerves, just the same as when we go for that interview for our new job, or that trip to the dentist's. Can we overcome it? you say. If you are a weak sort of chap with no gumption, I'd say definitely no. But if, on the other hand, you're the grim determined type, willing to fight your mistakes, there is every chance of overcoming it. My advice is to get some sleep hours in. Don't laugh, I know it may seem funny, but I have seen riders tearing round the track late in the evening, or else on the spree! Going to bed late didn't do anybody any good. And another point is—try to cut down your smoking, or, if you haven't started—don't. It isn't worth it. These simple precautions might make the world of a difference, and, who knows, maybe you will be able to go through a meeting without a single "queer" start.

BILLIE LAMONT.

Scotland Calling

by Barry Shapley

At the moment the main thing in Scotland these "close" season months is the making and preparing for the greater coming one, which commences here on April 21st.

Not long ago I visited the track that is to be used by the Shieldhall Stars and the Paisley Aces. The track has practically been constructed single-handed by Ronald Miller, one of the stars.

When I arrived it was rather foggy and there were not many riders practising, but of the few that were there, none seemed to be riding as happily as they usually do back on Crossmyloof's red blaes surface. The fact that the track was of a hard clay substance had a lot to do with it, I think. Opposing teams will have to practice a while before meeting or I am afraid we are going to see some huge cricket scores from the home teams.

Our Glasgow League will comprise five teams:—

Craighton Eagles.—Captain and Secretary, Peter Bell. Track, Crossmyloof, Glasgow. Present riders, Peter Bell, Howard Shaw, Bill Roberts, Bob Patterson, Jack Cunningham, Billy Dunn. Founded 1945.

Shieldhall Stars.—Captain and Secretary, Bill Richie. Track, "The Fifties." Shieldhall. Present riders, Bill Richie, Ronald Miller, Lewis Dick, Bill Caulfeather, Bill Angus, Alec Miller. Founded 1946.

Crossmyloof Giants.—Captain and Secretary, Barry Shapley. Track, Crossmyloof, Glasgow. Present riders, Barry Shapley, Jack Fryar, Jack Weinman, Bob Lewis, Les McIlraith, Ian Blackhurst. Founded 1948.

Paisley Aces.—Captain and Secretary, Geo. Sutherland. Present riders, Red Monteith, Jackie Husband, Terry Wade, George Duncan, Will Hutton. Founded 1948.

Charing X Rangers.—Captain, Bob Browning. Secretary, Dave Robson. Track, Crossmyloof, Glasgow. Present riders, Bob Browning, Dave Robson, Norrie Whitefield, Jack Kinnell, Orrie Fox, Jim McLean. Founded 1948.

The Scottish view towards English (I prefer National) direction of cycle speedway is one of misguided objection, chiefly because of the fact that Scottish riders and officials seldom meet during the winter months. Only racing at the moment consists solely of challenge matches and local championships.

Bill Richie, captain of the Shieldhall Stars, worked out a series of handicaps a month or two ago. We tried out his system in Glasgow. Unfortunately the day we chose for our venture was cold and icy, and the racing had to take place on ice. Casualties were extremely heavy!

My final word is that of the ambitions of every Scotch lad. All of us here long to organise a series of Test matches against our over-the-border rivals, England.

Cheerio till next month.

CYCLE SPEEDWAY MONTHLY

MARCH, 1949

SIXPENCE

15 Locket Rd., Harrow, Middx.

A MESSAGE FROM

Johnnie Hoskins

So you are bringing out a Cycle Speedway Monthly. Good luck to you!

Cycle speedway is a natural development, gradual, sure and permanent. It fills a necessary gap between schools, where all worthwhile sport is developed, and the grand clamorous sport of speedway racing.

No one started cycle speedway racing, it just grew up like "Topsy." I can remember racing round our tennis court at Wanstead back in 1935 with my three vigorous growing sons, who were all dressed in borrowed "Hammers" colours.

Here at Odsal, we had four teams at a time racing before the speedway crowds almost every week, contesting for the Harry Hornby Cup and the Johnnie Hoskins League Cup. We had about five hundred members of our Bradford League, and this year we are having two divisions.

Personally, I am all for cycle speedway racing. To many lads it's more thrilling—more expensive, too—than football or cricket.

We have our own Control Board—at least, the clubs have—and there are no fussy old codgers on it, either. This is a sport for youth, developed, controlled and run by the grandest lot of lads one could wish to meet. I feel that as speedway grows so your cycle speedway will keep step with it in city after city, town after town, and finally to the village green.

A LOT OF "MEENIES"

We have staged more cycle speedway meetings at our own regular speedway stadium than all the other speedways put together! And at the risk of getting a hefty sock on the nose, I'm going to say that all your speedway managers such as New Cross, Wembley, Haringay, West Ham and Wimbledon are a lot of "meenies" for not giving the cycle speedways a chance to show the big speedway public what the lads can do on push-bikes.

Cycle speedway is fun, it's sport, it's a thrill, and it's come to stay. We're going to get some real speedway riders from the ranks, too. That's the natural place to get them from, anyway. So "let's do what comes naturally."

Good luck to your paper, and all its readers. (What about adopting the new speedway jet propelled idea to cycles? We can do it, you know!)

Cycle Speedway has come to stay

Like a giant circus that descends overnight upon a town, so cycle speedway made its premiere.

Starting from scratch just after the war, it rapidly spread all over the country as far as the Scottish towns. The Elder Generation shook their heads, and the general opinion was that another five-minute craze had come. But how very wrong they were proved to be!

Let us go back to April 1946—post-war speedway had already begun. There in the stadiums of London eager eyes watched with excitement and wonder—eyes that belonged to the lads who founded cycle speedway. So from the bombed sites of London came the first meeting ever staged of this new sport. A crude affair, with no one a master, an ace or a craftsman; it was rough and tumble.

As time went on it was taken more seriously. It no longer interested these lads simply as a pastime: they were determined to make a national sport of it. Rules and regulations were soon compiled, Control Boards instituted and leagues formed. Cycle speedway was building such a name for itself that the Elder Generation began to sit up and take notice. There was something in it after all.

Just as the senior teams have their own tracks, so, too, have the cycle enthusiasts. Patches of wasteland were requisitioned, levelled, and the sides banked, and astride their track machines, the heroes of the local teams win the hearts of their excited audiences—and what audiences cycle speedway has—fans turn up in their hundreds.

These young riders are in two classes—those for the fun of it, and those with ambition. Many of them play the other British games, but there were many who never followed any particular sport . . . then came cycle speedway. To these, the roar of the engines, the smell of burning fuel, the cries from the stadium, are just around the corner.

Stars of Tomorrow

Many a future star will be discovered from these miniature speedways—indeed, some have already reached the realms of fame. Mr. Frank Arnold, the Rayleigh Manager, who arranges matches for the cycle speedway teams in his district, not long ago signed up a junior rider with the view to a possible trial sometime this season. Dick Wise, manager of the Norwich Speedway team, is also developing lads who show exceptional promise, as also is Johnnie Hoskins, the "Father of British Speedway." While in the Lancashire area, Miss Doris Hart, manageress of Belle Vue team, has formed a league for all teams within a twenty mile radius of Manchester.

Some of the famous speedway magazines and local papers help to boost up the sport by publishing small articles dealing with current news from all districts. It is time that cycle speedway received the full attention it so richly deserves.

Latest reports show that the sport has caught on in Holland. Trust the Dutch lads to recognise a fine adventure when they see one!

What can the sceptics of the Elder Generation say of their five-minute craze now, except that they were totally mistaken? A new venture is listed in the field of World Sport. Cycle speedway has come—to STAY.

WE INTRODUCE OURSELVES

A 100 per cent. Cycle Speedway ...

Hello, all cycle speedway enthusiasts! May this season be your best yet. In many ways this 1949 season will differ from the last; not only will riding and competition be greater, but you now have your own paper in which you can follow the sport all over the country.

It is a known fact that cycle speedway has progressed to such an extent that it has become a very serious rival to the other leading sports of this country.

Remember, "Cycle Speedway Monthly" welcomes all suggestions for its improvement.

Order your copies.

It will be, as the title suggests, a monthly publication, and as paper restrictions are coming to an end there should be enough to suit all demands. Nevertheless, team secretaries and captains are strongly advised to order the copies for their riders at the earliest convenience and thus save disappointment.

Again, remember, "Cycle Speedway Monthly" is your own 100 per cent. cycle speedway paper. YOU, through US, can spread information to the few who have yet to appreciate the sport. In short, the whole success rests entirely with you, our readers. To achieve this, you must give us firm co-operation. Send us your team's news and results. Correspond frequently, and, above all, GOOD READING.

AFFILIATION, YES or NO?

REDUCE the FEES FIRST says L. A. Miles

Great efforts are being made to organise cycle speedway on a national basis, the pioneer of the movement being Mr. T. A. White, of Wembley.

Having met and discussed the subject with Mr. White, I would like to say here and now that I am very much in favour of affiliation and would like to see his efforts meet with great success, but I am afraid that drastic alterations will have to be made on the financial side before hope for any real measure of success. As secretary of the Surrey Control Board, I can say most definitely that my body will not affiliate to the Southern Region Cycle Speedway Control Board until the affiliation fees are brought down to a more reasonable level. By that, I mean a level that a schoolboy can be expected to pay.

WHAT IS IT SPENT ON?

Originally, the fee for affiliation to the London and Home Counties C.S.C.B. was fixed at approximately £9 10s. per year for a club of twelve riders. Now, under the newly formed Southern Region C.S.C.B., the all-in fee (per twelve riders) is reduced to £8 8s., an average of about 14/- per rider per year. The questions that my few affiliated clubs are asking are: (1) How can we pay for the upkeep of our machines, club funds and such a large affiliation fee? and (2) What is the money, when paid, to be spent on?

In the Surrey area, clubs funds are first consideration of the Control Board. Machines are kept in order for good racing by money from various club funds. The Control Board fee for a rider's licence is 6d. per year, and the only other charge is 1d. per rider per league match for Control Board funds. These bring in only £9 per year from eight clubs, and we are quite satisfied to carry on with such a small turnover.

Our objective is to give the boys good and regular meetings for the minimum of cost, and I am glad to say that my boys are well satisfied. They are in a position to build up their club funds and have little other expenditure to consider.

IS IT FAIR?

The answer to the question: What is the money, when paid, spent on? is a somewhat different proposition, when studying recent correspondence from Mr. White. A Dutch team is invited to home and away challenge matches, with the Southern Region C.S.C.B. funds meeting the costs. How many cycle speedway enthusiasts support such a costly experiment with the sport still comparatively in its infancy? Surely, clubs on the outskirts of London would be excused making a protest at such a venture. Why should their subscriptions be used to send a select few to Holland? Indeed, why should this money be utilised also to entertain a Dutch team to, shall we say, Wembley?

I say cut out out such a venture until sufficient funds are available. I say also, reduce affiliation fees considerably.

I consider an affiliation fee of 10/6 per quarter, inclusive of all

licences, would not only be more in keeping with what the average clubs could afford, but would bring many more clubs into Mr. White's organisation. Any further money required to swell Control Board funds could be collected at organised test matches, championship meetings, etc.

Another sore point which has appeared on the regulations of the Southern Region C.S.C.B. is that an affiliated club will not be allowed to enter into any match against a non-affiliated club.

Will this rule force clubs to join the Southern C.B. clubs, or, on the other hand, will some affiliated clubs be forced to cancel their affiliation? Taking this as it affects my own clubs, I can say most definitely that this regulation will be to the detriment of affiliated clubs.

ONLY THREE

Of the twelve clubs in the Surrey and South West London area the position at present remains: Only three clubs (Tooting Tigers, Tooting Tiger Cubs and the Stockwell Aces) are affiliated, whereas six Surrey and three S.W. London teams are not. Who, then, will benefit by this regulation? I can certainly continue a league, but can the affiliated clubs?

Allow affiliated teams only the privilege of Southern Area Cup Competitions, test matches and other special attractions. That much they expect for their money.

Give unaffiliated teams a chance to air their views on the subject. Let them give their ideas on how much should be paid for the privilege of becoming affiliated. No such opportunity has yet occurred, and I maintain that affiliation stands precious chance of becoming 100 per cent. successful until the views of such clubs are heard.

ONLY THEN

Let the new secretary of the Southern Region C.S.C.B. seek the reasons for so many clubs remaining outside the major body; let him contact the clubs themselves and ask for their suggestions, their grievances, their reasons for adopting the attitude they do. Only then, maybe, will a firmer foundation be laid for a National Cycle Speedway Control Board.

BREAKING INTO CYCLE SPEEDWAY

By Billie Lamont

Now that cycle speedway is on its way "up the ladder," lots of lads from 14 to 18 will probably be thinking of getting into the game. One thing I must warn you—there is no easy way into cycle speedway: you have to work hard and fight harder. How does one get into a team? There are many ways. First, you could go to a meeting just after the racing had finished and ride round the track in a fanatical or most stylish manner, hoping that someone will spot you and give you a trial, but this way takes a very long time, as so many lads will tell you.

The best and only way is to get into a nursery school. "Who the heck wants to go to a nursery school?" you say. Admitted, there are a few lads who are born riders, but there are countless others who are not. Believe me, in a few years' time most of our stars will come from the nurseries.

Cycle speedway is the same as speedway—you don't just belt round the track for all you are worth. You try to think the whole thing out beforehand. Tactics and more tactics. If anything, the average "life" of a rider is 4-5 years. In that time it takes one year's training before you are anywhere near perfect first team grade. If a rider wants to make a name for himself he will have to put his mind and soul into the game.

Before you make your plans for entering into the game you must have a track bike and a decent set of riding kit. It's no good riding in clothes that will only hinder you. Strong army-type boots are essential; also gaiters, polo neck jumper or some tight-fitting garment.

Your track machine will cost you about £3 10s. to £4, or you might get a bargain for less. A correct size frame, good thick-tyred wheels, a good comfortable saddle and handlebars to suit yourself. The cog gear is almost standardised, 44 - 18, or 46 - 20.

One thing bear in mind: Always keep your machine and equipment in excellent condition. A locking device or a loose nut could easily cause a serious accident—possibly mortal—and if that ever happened cycle speedway would most certainly be banned; and that shall never come about.

Now for something on the brighter side. If you do happen to get your chance in a team, whether it's the second or reserve, it is entirely up to you to keep your place there. Once you reach the heights you simply must stay there. Remember, it is chaps like you who keep the sport alive.

STOCKPORT

In May 1945 the Stockport Flyers, as they were then called, first made their appearance. The team consisted of the speedway-crazy Jimmy McPearson, David Seed, Desmond Chadfield and Yours Truly, and our meetings were raced in the streets until some nice fellows in dark blue uniforms decided that we weren't helping the "Keep Death Off The Road" motto, and all that! So the Flyers had to find another track—not a very good beginning!

After a long scout round we at last decided that the Heaton Mersey Football Club ground was the most suitable track available. We set about it to form a really good team, and in August 1945 we had about a dozen riders on our list, and although we did not have any other teams to ride against, we did hold scratch races where each rider rode under the name of a famous senior team. Jimmy McPearson was Wembley; David Seed, Odsal; and the same with the rest of us. At each meeting we worked out a point system so that the teams each represented rose or fell in our league.

This continued until 1947, for it was then that we at long last were able to stage a match with another team, and from then onward we met others, some of whom have now disbanded. We rode well and finished with many worthy victories.

RENAMED

In July we started a league. Teams from all our neighbouring towns became eager members. The Flyers were renamed The Stockport Defiants, and it seemed to be a change for the best. A close rival of ours being the Cheadle Hulme Racers, they beat us at their track, but we managed to beat them at our home track at Green Lane. Cheadle Hulme went on to win the league; but we were a very close second.

The Defiants rode well on their home track that season, losing only to Cheadle Hulme and Adswold combined, their best victory being achieved over Stoke, who had, up to then, been unbeatable, winning all of their sixteen matches.

REFUSED TO RIDE

Now, in conclusion, are the members of the gallant Stockport team: Brian Moston, riders' champion for two years running; Jimmy McPearson, rider-manager and organiser of the Manchester and District League; Bert Stanley, and Tony Sayer, the best pair of racers that one could wish to find. They were not split by an opposing rider for many months. In actual fact, there were some teams who simply refused to ride against them! David Seed, Nev. Needham, Jimmy Aston and Geoff Walker are the riders who have helped the Stockport team through the past, and will continue to do so in the future.

PETER SEED.



Every month this page of "Cycle Speedway Monthly" will be entirely devoted to the press secretaries of clubs situated all over the British Isles. Articles submitted should be as unbiased as possible, and not more than 150 words. News of a club's activities, results and plans is desired. Who is your most outstanding rider?

We want to hear from those teams situated in out-of-the-way towns and villages.

To be sure of inclusion in each month's issue, copy should reach our office by the 25th of the month. If you want it in next month's issue, then write before the 25th of March.

NORWICH

There will soon be a First Cycle Speedway track for the entertainment of local enthusiasts. Mile Cross Club, under manager Billy Clarke, are working hard to complete the track.

Plans are going ahead for the coming season, which is expected to commence as soon as the evenings are light enough. Teams already in operation are: Harvey Lane Rangers, Waterloo Tigers, Earlham Hawks, Earlham Arrows Boundary Bulldogs and Cotessey Comets.

With Dick Wise now officially a member of the Norwich Control Board, things are beginning to look up. Dick, as always, is on the lookout for new riders, and is giving many trials. Indeed, many have already tried their luck, and the most successful are considered to be Malcolm "Milky" Flood, star of the late Eagles, and Ron Wright.

Dick Wise, Ted Bravery and Paddy Mills are very pleased with the progress the local lads are showing, and they honestly think that there is some useful material amongst them.

N. H. GUEST

GLASGOW

Firstly, and most important, a league has been formed with five teams competing on a home and away basis.

The rider position, too, is much better than it was at the start of last season, and if yet more riders come forward a junior league may have to be formed.

Besides team racing, Glasgow fans will have the chance to see many individual contests such as the Scottish Riders' Championship, Best Pairs Championship, and the 1949 "Olympic Trophy," a three-night contest, with sixteen of Scotland's star riders competing.

Test matches have been, or are being arranged, notably those with Edinburgh, Holland and England.

The track position is also much more favourable. During the close season a complete new track was built, and at present work is forging ahead with the reconstruction of the present stadium.

And Glasgow's motto in 1949? "Let 'em all come—we are ready!"

R. DEVINE

SURREY

The Surrey Cycle Speedway League consists of eight teams: Manor Racers, Manor Cubs, Morden Meteors, Morden Saints, Mitcham Tigers, Tooting Tigers, Tooting Tiger Cubs and Wimbledon Wolves.

The league commenced to operate on November 7th, 1948, and, thanks to the mild winter, has run very smoothly to date, with the result that very few matches have had to be re-arranged.

Racing rules, league fixtures, riders' licences, registration forms and other league necessities have been drawn up and printed by the League Secretary. The first publication of complete league results to date, together with the league table, is about to be sold in a magazine called The Surrey League Magazine.

The fees for clubs in the league are as follows:—

Riders' licences: 6d. per rider per year.

League match fees: 1d. per rider per match.

Club subs vary between clubs: Maximum 6d.

Should the present dry weather continue, the league will terminate at the end of March, when The Champions v. The Rest will be staged.

The Surrey Golden Helmet Competition will be held at a date announced later. The competition is the result of a bright idea of young David Cloe, a member of the Morden Meteors Club. It consists of a cycling helmet sprayed over with gold. A suitable badge is fixed to the front. The Golden Helmet Competition will be run off on the lines of those operating in speedway racing.

The St. Helier's Saints Laurels Cup has been given to the league by G. W. C. Miles, and it is purely a schoolboys' affair. This means that Surrey will have its senior and junior champion.

continued on page 11

CYCLE SPEEDWAY AND THE PRESS

By JOHN ROYAL, Youth writer of the Daily Mirror

I am glad to accept your Editor's invitation to write a few words for this first number of the magazine that is to be devoted exclusively to the interests and pursuits of a new sporting public. However, I do not propose dealing with any aspect of cycle speedway other than that of terms of publicity, or, if you prefer it, establishment of the sport.

You yourselves, young and old, who are keen on cycle speedway in an active or a purely supporting sense, will be able to inform me on much detail appertaining to the sport. In a practical sense, your knowledge at the moment exceeds mine. We have, however, a common basis in that we are all of us keen to see cycle speedway given a firm footing amongst other more recognised recreations, and afforded the commensurate newspaper support consequent upon those activities.

This, then, gives me a talking point. No matter how keen the followers of cycle speedway, or how numerous, before this particular form of recreation can assume anything like national proportions it is necessary to enlist the support of the National Press. What the Press publishes today, the country discusses and—in the main—accepts on the morrow. Recognise this as fact. Past history and present, everyday events substantiate this statement.

Obviously, then, irrespective of the very wide interest all over the country, until that general interest is made known to the public, then it will still remain localised, amongst your own small groups. Only those of you who are in correspondence with each other in various parts of Great Britain will appreciate the extent of your activities.

As an example: A newspaper today prints the story of a cat having seventeen kittens, all white, in an obscure little village in the North of England. Tomorrow, and for days after, letters come in to tell the editor that in the writers' own villages, other cats have had the same number of kittens, also all white.

This comes about because readers all over the country have been made aware of the original cat. The editor then knows that what was treated as an original story is really quite a common thing. Britain's vast reading public have made him aware of the fact, just as the writer in the North of England is made aware that what happens to him is common also to a reader in Southend. Because the story is published.

Today, you are in that position. As far as the general public is concerned, you are just a story; this despite the fact that I know what a tremendous amount of work and enthusiasm has gone into your present League formation and proposed activities for the coming summer.

As an interesting story, you have had a certain amount of national press publicity of recent date, but—and here is the rub—where a newspaper is interested in you as a story, it is an altogether different matter to interest those same papers in you as a bona-fide section of a sporting community.

This is only right. A newspaper has a duty towards its readers. Anything which it supports must

have been tested and proved. Naturally, then, no national newspaper has as yet consented to carry a regular "results paragraph" on cycle speedway matches.

Matches are proposed with Holland; North v. South events are in the offing, all of which is a grand pointer to the healthy growth of cycle speedway and its ever-increasing organisation. Full credit to those responsible!

But this is still not enough to establish the sport as such amongst our recognised national recreations. There must be support and genuine interest from established bodies to sponsor your claims for newspaper recognition.

There are a number of ways in which this can be effected, but I suggest that the best is that of gaining acceptance as a junior version of the senior speedway proper, and becoming officially attached to a speedway track. I know that some speedway managers are against cycle speedway, but I am also aware that others favour the sport very much and would (and do) help whenever possible.

Prove a genuine association with senior speedway, which automatically vouches for nation-wide organisation, and I think that little difficulty would be presented against giving you regular brief comment, even in this present restricted newsprint age.

Those of you who have read about or can recall the early difficulties confronting the establishment of speedway racing in this country, will appreciate the similarity of your positions. You will recall that speedway, once having proved itself a properly organised sport, rapidly emerged from the struggling stage to a point when powerful newspapers backed the public interest in the sport by presenting annual prizes for certain events.

These facts should give you additional enthusiasm for your own task of making Britain cycle speedway conscious, and I venture to state that already you have started well, that with your own magazine to lend every assistance to your endeavours, your efforts must eventually meet with the present success of senior speedway, which started from the same humble stages and beset by the same problems. Good luck to you all!

YORKSHIRE CINDERS

By R. M. HARTE

Hello, speedway fans and friends all over the British Isles. Let this first article of mine be a letter of introduction. I first made contact with the cinders in Germany during the last war, when the dispatch riders in the locality where I was stationed used to put on a speedway match for the Saturday afternoons. These were not first rate affairs, as none of the participants had track machines, so when I call them "Motor Bike Rodeos" you will comprehend my meaning. I rode twice, on invitation. I came off in the first heat (forgetting there was a root-rest on the line side of the bike), then came second in the next heat (the crack rider over-slid on the second bend, hence my success). The motor bike rodeo was not of long duration, as dispatch riders were continually moved to other towns; but, nevertheless, the few races that were run were the invitation of yours truly to the cinders, which I have never been able to rid myself of, nor am I likely to try getting away from!

HULL JUNIOR ANGELS

On demobilisation last year, my first job was to form a cycle speedway club, and my second task to join Hull Speedway. Need I say that these two elements gave me all I required to know for my out-of-office sport, entertainment and relaxation. The cycle speedway club worked hard throughout the latter part of the summer of 1948, never once contemplating riding in meetings against the few teams then in existence, but training and training for all they were worth. I am happy to say that the boys who surrounded me then realised the necessity for ardent training, hard work and steadfastness in the belief of their manager. With the kind condescension of the Hull's Angel Speedway manager, the members of my team were gratified to take the name of **Hull Junior Angels**, and on their leathers carry the three Crowns of Hull on a white shield against a blue background. During the winter racing which the Junior Angels engaged purely for training purposes, they scored 391 points against 159, and these were earned in seven meetings.

PUBLIC INTEREST

On the Continent, cycle speedway has been known for many years, and the sport still holds its place in the public's interest, and but for the enthusiasm of the public and all concerned it would most probably have died.

In Britain, the public's interest has been well aroused, but even then cycle speedway is not yet ranking among our National Sports. Therefore, only by fervent organisation, by lending extreme consideration in programming meetings and by raising the standard of the sport in all that it means, shall we become a National Institution.

continued on page 11

OUR GREATEST-EVER SEASON

By ROY BULLET

Even though cycle speedway is but a few seasons old, and with a whole lifetime ahead, there are many reasons why I consider that the coming 1949 season will prove to be the vital turning point that will determine whether or not cycle speedway becomes recognised as a national sport. Below I have listed four of my reasons for thinking as I do.

1.—Cycle speedway racing has spread abroad, and is fast becoming a national favourite, especially in Holland. To the Dutch lads it's the very game, just as soccer is over here. They have lost no time in forming their teams and recruiting riders. Perhaps the most outstanding team is the Hollandse Welpen (The Little Dutch Lions), who courageously beat our Wembley Lions last January. Other prominent teams include The Dirt Track Dutchmen, The Speedway Devils, and Speedway Riders. The Hilversum local council take a great interest in the racing carried out in their district and are helping to form well built tracks for teams in that area.

2.—This coming season racing will be racing in every true sense of the word. All over the country teams have improved by 100 per cent. Throughout the "close" season months teams have practised hard under the watchful and wary eye of the team manager. Grim determination is to be seen on every rider's face; the will to do good; and from what I have seen, these

lads certainly mean it! They do not only race for the fun of it, as was the main factor when cycle speedway first appeared, they hurl body and soul—even perhaps life and death—in a do or die attempt to be first to the bend. Hunched well over the handlebars, cinders billowing out behind them, they race amid the distant cries from the on-lookers. There is no doubt in my mind that 1949 racing will be fiercer, so look out, you stragglers—you have had fair warning!

3.—Organisation is forming itself in the sport. Riders are feeling a sense of responsibility falling upon them. Not only does Tom beat Harry and then handshakes all round; but Tom realises that another three points are added to his team's total score and there is even more reason why he should go all out in the next heats. Mothers, and fathers are taking a greater interest in the sport. Fathers often go to see their sons ride, and before long are explaining just how to beat Tommy Jones. Mother shelters her despondent son and soothes him by firmly ordering him to simply go

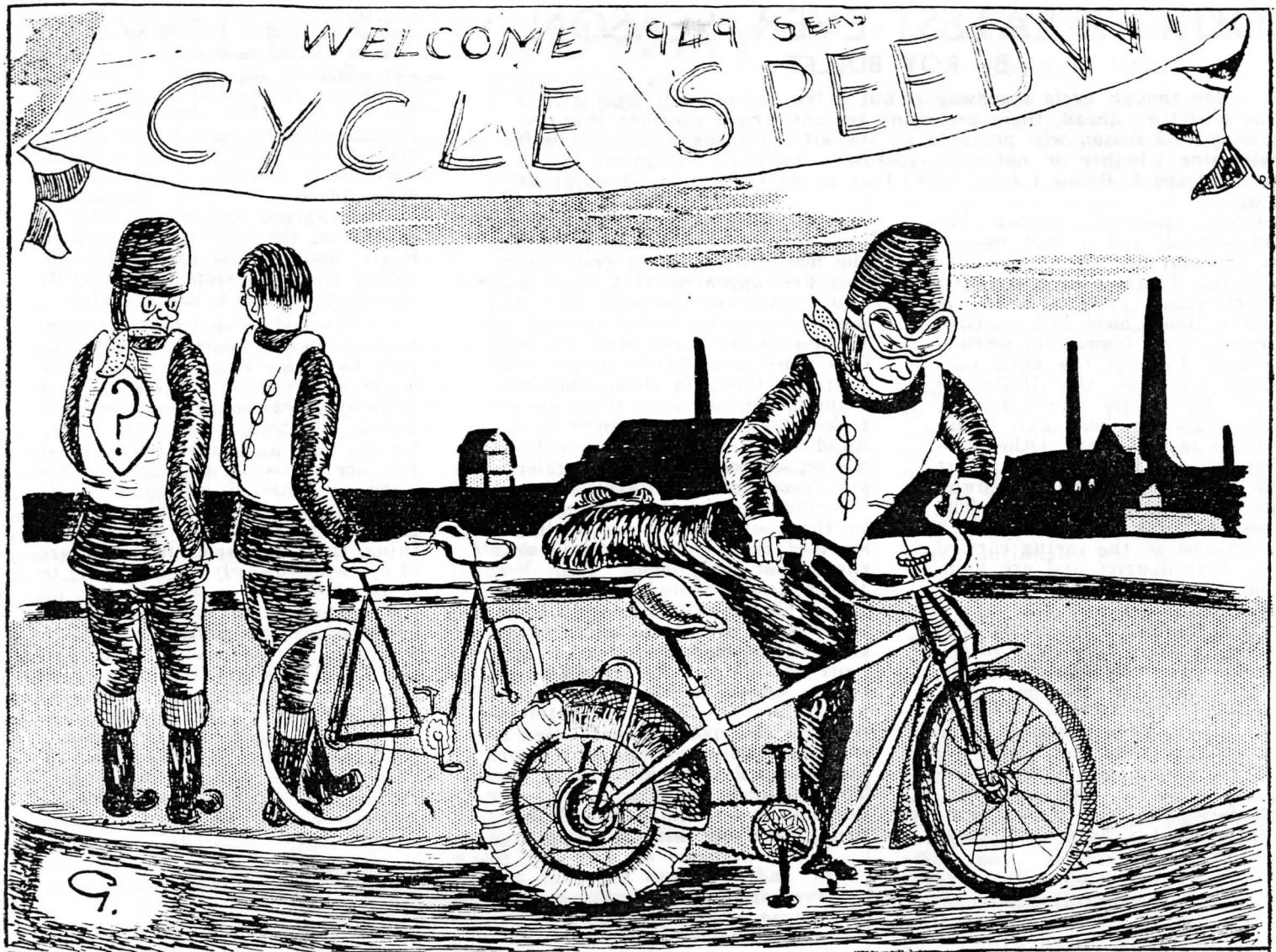
out there and show her that he can beat Old Mother So-and-So's son!

More and more teams are sending out offers to men over 21 who are willing to train as track personnel. Let me state now that there is a definite need for men to act as officials. Facts show that those teams who have already appointed an elder person on their committees have prospered enormously. Mr. T. A. White, the well known Control Board manager, is practically devoting all of his time to help cycle speedway to reach the heights.

4.—The last of my points is perhaps the most important of all. The time has come when we are in the position to present to you the first cycle speedway magazine ever published, and believe me when I say we are just as bucked about it as you are! This is a great step towards a national link-up of cycle speedway news and views. Indeed, this will be termed as the greatest thing that happened in the years of cycle speedway! We are going to place the sport a rung higher on the ladder of success. Cheers! We are practically a national sport. In the past, cycle speedway has possessed all the attributes of every other top ranking sport, namely: wide popularity, the will to push on, and the support of its followers. The only thing it lacked was its own magazine. Not so any longer! Believe me, none of us is able to appreciate fully so great a happening.



LEN SILVER (STRATFORD) LEADS OZ AUSTIN AND ART REDMAN (FOREST GATE)



"SWANK. JUST BECAUSE HE'S GOT A TRIAL AT WEMBLEY"

DUTCH 'GHOSTS' WERE FASTER

A huge crowd turned up at Kingsbury Circle, Honeypot Lane, N.W.9, and saw the International Challenge Match between a team of lads from Wembley and the Hollandse Welpen (Little Dutch Lions) last January.

The Wembley team—six riders averaging 16 years old—put up a really gallant show, but lost to their Dutch opponents, although they never once saw them! The lads from Holland were actually riding about 300 miles away in the Stadium at Hilversum.

The match was run over a period of nine heats, with two riders of each team competing in each heat. It was a queer sight to watch the Wembley boys skidding round the 71-yard track, endeavouring to beat a pair of invisible opponents. The track at Hilversum was identical in size and shape.

The best English time was put up by the sandy-haired captain of the Acton Acorns, 17-year-old Dud Smith. His time was 19.5 secs.

The match was decided on an aggregate time basis. The three

fastest riders of each team received 3-2-1 points respectively in each heat.

The Dutch lads were much the faster side, winning by an average of 35 secs., or roughly 30 points.

The teams as they paired were:

HOLLANDSE WELPEN.—Henk de Bruin (capt.) and Pat Quist; Maub de Haas and Theo Binda; Tom Somers and Keizen Wetter. **Principal:** Hartog de Ronde, of the Dutch Cycle Speedway Association.

WEMBLEY LIONS.—"Buster" Brown (capt.) and Del Green; Dud Smith and Don Morris; Roy Rogers and Don Mahoney. **Principal:** Mr. T. A. White, of the Southern Region Cycle Speedway Association.

The Press was well represented, and official programmes were printed and supplied by the management of Speedway Gazette.

Men and women were thick among the vast crowd, and all had a very enjoyable afternoon.

The Dutch lads will visit us at Whitsun, and then a series of matches where opponents are clearly visible all the time will be arranged!

TERRY BROWN RETIRES

C.S.M. REPORTER

We learn with deep regret the news of Terry Brown's decision to resign from all cycle speedway connections entirely.

Since May 1946, he was manager of the famous Beckett Aces, and he led them to the top of the league for two years running.

In a recent statement he said: "I have been working hard on cycle speedway for a little more than three years now, and I feel that I need a rest. I shall, however, continue to follow the progress of the sport, and maybe some time in the near future will become actively interested again."

We say goodbye to one of the greatest personalities the sport has ever known.

Our special correspondent, Len Silver, is preparing a tribute to the gallant Terry.



BRIEFLY SPEAKING



DICK WISE informs us that he has recently been appointed a member of the Norwich Cycle Speedway Control Board.

Dick is also helping in the newly-formed High Beech training school for novices and is doing all he can to assist the sport.

DAGENHAM VAMPIRES were recently hit badly by conscription. Four of their team riders were called up on the same day, leaving them undecided about their future. A campaign has already begun and it is hoped to re-form the team as soon as possible.

BECKTON CYCLE SPEEDWAY Club recently held a dance that was probably the most successful ever staged by an East London club. Over 200 attended, including Exeter speedway star Don Hardy. Music was provided by Terry Shade and his band, and a very enjoyable evening was had by all.

THE EAST LONDON CONTROL BOARD was formed on December 31st, 1947, and at that time was cycle speedway's only existing Board. Teams were lined up for the 1948 League and two divisions were formed. Names such as the Beckton Aces, Forest Gate Tigers and the Stratford Hammers are still very much in the news.

STORY BOOK ENDING to a "Speedway World" cup competition not long ago, when serviceman Fred Smallwood asked for week-end leave to ride for his team, the Acton Acorns. Leave permitted, Fred dashed away and scored a maximum fifteen points to give the Acorns victory. They scored twelve 5-1 victories out of the sixteen heats.

THE CAPTAIN of the Kingsley Stars told our London correspondent that their team is disbanding. We mention this as an example to all non-league teams, sincerely advising them for their own good to enrol with their Control Board for membership in a league. Non-league teams are having a hard time struggling to keep themselves in existence.

PERHAPS the queerest name ever given to a cycle speedway team is the one adopted by the Lordship Water Rats. Their ground, a bombed site at Stoke Newington, near the famous Water Works, gave them the theme for their name. Queerer still is the fact that their captain's name is Ron Johnson, but no relation to the First Division speedway leaders' captain!

A DIFFERENCE OF OPINION has arisen lately as to whether shock absorbers for track bikes would prove beneficial or otherwise to cycle speedway riders. This in itself is an argument worth considering very deeply. Whether, when rounding bends, the amount of bracing a rider has to do to prevent a skid could be lessened by the fitting of these absorbers on to their machines. Of course, there are arguments for both sides, and I should like very much to hear different points of view on this subject. So, all you advocates of absorbers on your machines, and all you riders who are against this method, let us hear your views and we shall try to reach some sort of agreement from your correspondence.

S. V. GRAHAM, publicity manager for the Beckton Aces, informs us that they have applied to the Southern Region C.S.C.B. for permission to stage a London versus Glasgow match some time this season. A match of this kind would certainly be most thrilling, and one well worth the trouble of promoting. Apart from any other reason, it would unite England and Scotland in the best possible way—friendly rivalry.

THE ST. HELIER'S SAINTS, formed from the ruins of the Carshalton Crusaders, have themselves disbanded. G. Miles, the club secretary, reluctantly decided to disband the club owing to a lull in support. However, the Morden Saints have sportingly agreed to take over the St. Helier's position in the Surrey League. They start at the bottom and have to work their way up.

PAT CLARK, of the Beckton Aces and an East London test rider, has, after one trial at Rye House, been signed for Stoke by the famous Harold Stevenson. It was his first ride on any speedway!

EAST LONDON ENTHUSIASTS can be termed as cycle speedway's most devoted followers. Through the many difficulties that were constantly cropping up, they remained at their job and helped the sport to develop. They were the first to have a league set up and successfully running, the first to have an individual championship and the first to form a riders' association.

RAY "BUSTER" BROWN of the Wembley Panthers is one of the happiest riders in the sport, even more so this season. Although he is only 17, he has the satisfaction of knowing that his life-long ambition to ride for the Wembley Senior team might now soon be fulfilled. "Buster" will take up a training course offered by Alec Jackson, the Wembley team manager. It just goes to show what these lads can get up to!

MANY PARENTS ARE PUZZLED and worried over the growing signs of wear and tear in their boys' shoes. "It's this cycle speedway that does it," they complain, and quite truthfully this is so. Youngsters who skid at top speed over cinder track will certainly ruin their left shoe in no time. A previous suggestion that manufacturers should design a metal plate that can be fitted over the underneath of a left shoe is worth considering.

SCOTTISH LADS ARE SLIPPING; but even so they are as tough as they come. Unable to find suitable cinder tracks, groups of enthusiasts recently took to ice. Mishaps? I'll say there were.

SINCERE AND HONEST WORDS by Mr. T. A. White, manager of the Southern Region Cycle Speedway Control Board, in his address to the public in the programme of the "Ghost International" last January: "...we feel that cycle speedway is the greatest thing that has ever happened to Youth, and in this mad, crazy age of speed and degradation, is a wonderful deterrent to prospective juvenile criminals."

THE LONDON AND HOME COUNTIES Control Board, that we all know and praised not so very many months back and which is now the Southern Region Cycle Speedway and Youth Association, is doing an enviable job of work. We are fortunate in having the present secretary, Mr. T. A. White, of Wembley—a person you are all familiar with—to write regularly for us.

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Send them to **The Advertisement Manager, Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middx.**

TOPICAL CHATTER

First of a series by LEN SILVER

Three years ago a new sport came into being, a sport which was destined to become outstanding among the Youth of Britain—Cycle Speedway.

Slowly the various clubs have organised themselves and instituted Control Boards. These old clubs are now set up on a very firm foundation and it is only a major catastrophe that will split them. Such a catastrophe hit two once-famous London teams recently, the Woodford Diamonds and the Forest Gate Tigers. There it was a case of conscription. In Wembley, too, the call-up becomes a serious menace, and many of their test team riders are now in the services. This is so in every district.

There isn't much we can do about it, really. Training schools are a great help, but a star rider isn't built in five minutes! The only possible thing one can do, as I see it, is to get more and more lads interested in our sport so that we can have far more riders than we have at present with each team. When the time comes for a member of a team to be called up, then the hardship will not be so great.

NOT A "KID'S" SPORT!

How do we get others interested? I anticipated that question. Well, the first and obvious thing is to

make the sport more dignified. Show people that it is **not** a "kid's sport." Organise meetings in such a way that people will say: "Who would have thought that they could do all this!" A little showmanship, and a smart-looking track, will be bound to attract lads who otherwise would have surely passed by—and that is the first step in arousing interest.



DISSATISFACTION—BAD FORM

I have often heard riders say: "I don't agree with the Control Board on such and such a point . . ." and they go off into a lengthy argument which ends just as it starts—with a dissatisfied person and a problem no more solved than at first. Now, all the talking in the world, if directed to the wrong person, will do you no earthly good at all. If you are one of those who are dissatisfied over some rule, some statement that the Control Board has passed, **don't** sit around stirring up arguments, **find out** about it. Contact your representative on the Control Board and get him to explain it to you more fully. And if his explanation does not satisfy you, then contact the Control Board Manager—he will be only too glad to iron out any difficulties. In other words, never be dissatisfied over any detail; dissatisfaction leads to the loss of form, and nobody wants that to happen!

"JUST LIKE HOME!"

Earlier in this article I mentioned those teams that were hit by conscription. Perhaps you would like to know what is happening to some of the riders in the services. A few of them have gone abroad, mostly to Germany. Of these, by far the most famous is Ronald "Tiger" Genz. He has been trying to get into a dispatch riders' unit so that he can get some motor cycling experience in preparation for his demob, when he hopes to

FREE-WHEEL FREDDY

By CINDERS

Introducing (1) curly-headed Free wheel Freddy and his racing pal Billy Skid, the local heroes of their cycle speedway team, the Dobfield Lucky Lightnings. Freddy, although he doesn't know it, will inherit a fabulous sum of money when he is 21, left him by his rich father. However, if Freddy meets with a serious accident before that time, the wealth passes on to his self, the wicked guardian, (2) Shylock Dom es. Shylock, a penniless trickster, eagerly adopted him when he learned of the conditions of Freddy's father's will. He means to injure Freddy for life, and to help him are (3) Thatchit and Scratchit, the crooked solicitors. But not if (4) Scoop Stevens, of the Dobfield Daily Echo, can help it. He has made friends of the boys. The adventures start next month!



continued from previous page

become a speedway rider. (Don't we all!) After many applications had been turned down, he has eventually secured his transfer. Good luck, "Tiger"! I know that you will make a great success of motor speedway, as you did of cycle.

A friend of "Tiger's" was Billy "Lamont" Gouldstone. They were both of the famous Forest Gate Tigers, and were the only two London riders to have nick-names that stuck. He, too, is in Germany, with the R.A.F. Another chap in his unit was a cycle speedway rider in England who used to be called "Kitchen." Naturally they made quick friendship, since their interests were alike, and in a matter of time were soon calling one another "Lamont" or "Kitchen." In fact, it wasn't long before everyone began calling them by their nick-names! "It's just like home," says Billy, "to hear myself called 'Lamont' wherever I go. I keep yelling 'Up the Tigers!'"

It goes to show how far-reaching the effect of cycle speedway is.

ANOTHER BILL BALES?

Ron Shippey, the popular captain and good manager of the Forest Gate Tigers, is in the Army. He is down in Devon and has got himself a nice little job of issuing out leave passes. Me makes out about ten a week for himself!

I hear that Johnnie Murch, of Rayleigh, has been having trials on senior speedway. He is one of the many who have trials awaiting them. Quite a lot of riders I know are on Dicky Case's list at Rye House awaiting their trials. Which of them will be "Billy Bales," 1949 version? Anyway, to all of them I say "Good luck—and may all your troubles be little ones."

At the time of writing this article, we are still in the "close season," but I expect that the season will have started by the time you are reading it. And what a season this is going to be! With national daily newspapers taking an active and lively interest in our sport, and the Dutch tourists visiting us at Whitsun, to say nothing of the English team that is bound to go over to Holland, or the formation of a National Control Board, how can 1949 fail to be the best and most historic season we have ever had or will have? What old-timers will keep pace? How many new clubs will come into being? What new names will hit the headlines? Hordes of questions are thrown at me, and I ask them myself. That's what's so good about cycle speedway—it keeps you on your toes; it makes you wonder what is going to happen next.

ANOTHER STOR(E)Y

Most of the people who read this will consist of London riders and enthusiasts. I wonder if they realise how extensive our sport is in the provinces? Well, in case they don't, I am going to try, in my future articles, to tell them a little about the other centres of cycle speedway,

especially those that I myself have visited. Among these I number Bradford, Norwich and Birmingham, three of the most important centres outside the Metropolis. The Norwich trip is really a good laugh, but, as Basil* would say, that's another Stor(e)y. Cheerio.

LEN SILVER.

* **EDITOR.**—Basil Storey, Editor of "Speedway Gazette," is a name that every cycle speedway rider knows. Each week Basil devotes space in the "Gazette" to mention news of cycle speedway. Good ole Basil!

THE ALL-LONDON GRAND PRIX was held on Sunday, March 13th at the Jan. on Road Track at 3 p.m. Unfortunately this news reached us just as we were going to press, and therefore made it impossible for us to include a full report in this issue. It will, however, be in the April edition.

Last year's Grand Prix winner was Ronald "Tiger" Genz, of the now disbanded Forest Gate Tigers, with Kenneth Noble the runner-up.

*continued from page 6***BEFORE ALL ELSE**

There is no room in speedway, either senior or junior, for indifferent interest. Half measures are not enough. Turning up at club meetings and race meetings only when there is nothing else to do is insufficient and must never be tolerated. Don't think for one moment that all first club members are loyal. I have enrolled members and rejected potential riders who chose to be present at meetings only when there was not a good picture on at the Local. I am sure that those of you who are experienced, whether you be rider, manager, secretary or otherwise, will all agree with me when I say that all those contemplating the sport must do so being prepared to place it before all else. Not only must a rider know the secret of good riding, but he must be let into the organisation of his club, his interest in the club in general.

By these means cycle speedway will attain the high position amongst Sports and Sportsmen.

BEST LETTER

Well, here's the first ever magazine on cycle speedway racing. What do you think of it? Don't be afraid—if you see something you dislike or disagree with, write and let us know. But an occasional bouquet as well, please!

Here is a chance to write and let the world know just how you feel about cycle speedway. Write NOW.

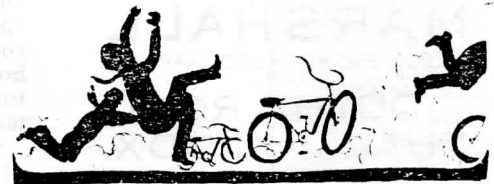
An opinion, an idea, an experience, in fact, anything interesting you have—send it addressed to our editorial offices immediately.

continued from page 5

Of the Surrey League clubs, only two have affiliated to the Southern Region C.S.C.B., namely, the Tooting Tigers and the Tooting Tiger Cubs. As a result, their future in the Surrey League is now in great doubt due to a ruling of their governing body that no affiliated club may ride against one that is not.

However, the Secretary of the Surrey League is already going ahead with plans for a bigger league, and soon hopes to be in a position to announce the names of the new clubs joining the league. At the same time, the Secretary wants to hear from managers of any cycle speedway clubs around Surrey interested in joining the existing or an additional Surrey League with a view to expansion, thereby giving the boys more fixtures, and consequently more interest.

Arrangements have been completed for selecting representative teams for a series of Test matches against various control boards. The first of these will take place early in April, probably against S.W. London.



Some outstanding riders in the Surrey League are: Saunders and Dunnett, of the Morden Meteors; Holey, Laurence and Chatfield, of the Wimbledon Wolves; Giddings, Reader and Brewer, of the Tooting Tigers; Tozer and Fry, of the Mitcham Tigers.

Earlier on was mentioned The Surrey League Magazine, a well constructed booklet which contains the complete list of rules that are followed in this area. Below we have reproduced a few of them, with Mr. Miles' permission:—

- 1.—Team managers are held responsible for rideable condition of machines.
- 2.—Any size crank or gear is permissible. Three or four speed gears are barred.
- 3.—Brakes must not be used in racing. Broad-siding only is allowed.
- 6.—Winter league season to be recognised as Oct. 1st to Mar. 31st. Summer league season: April 1st to Sept. 30th.
- 7.—Sunday to be the recognised league racing day.
- 19.—Matches shall consist of 16 heats, 2 riders from each team per heat.
- 26.—Crossing the white line will result in exclusion only if both wheels have crossed.
- 33.—A league match fee of 1d. is payable by all riders. These fees to be collected and forwarded by club managers to the league treasurer at the end of each month.

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Who's Who



No. 1

**DENNIS
'TWITCH'
DAY**

**Stratford
Hammers**

The first time I saw "Twitch" Day was in April 1946, when cycle speedway was in its infancy. He rode at Deanery Road, then the home of the Vikings, now the Stratford Hammers—the greatest and most organised team in the country.

"Twitch" was one of the originals of the sport: his rising from the saddle when entering a bend is a style that has almost disappeared.

At Deanery Road in 1946 he was right on top among the champions, but he had his share of bad luck. In the first East London Championship he finished eighth, after leading all the way in his first heat, then came adrift on the last bend and lost a great chance of becoming champion.

1947 saw him riding well enough, but, alas, "old man dark patch" had caught up with him, and his form deteriorated for the rest of the season.

1948 still saw him with his off-form period; but as the season grew older "Twitch" slowly regained it.

He was aiming to "hang up his leathers" some time, but like all riders who have the spirit of racing in their blood, I think he'll be riding until the Stratford Hammers have faded away—and that will be a very, very long time to come, believe me.

"Twitch" is as shy and modest a boy as ever you would wish to meet, but be that as it may, for as a first-class rider there's only a few to compare.

BILLIE LAMONT.

COVER PHOTO

'Twitch' Day leads from P. Tarrant and R. Willmore (Warwick Lions).

We are indebted for this and the photos on pages 7, 10, 12 to Len Silver.

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HELP

No doubt there are many teams in the country who are in desperate need of new riders owing to conscription. There must be an equal number of promising riders seeking teams.

In this column we shall publish the names of those teams in search of new blood, and suggest that teamless riders keep an eye open for clubs in their areas.

We shall keep names of these clubs in one issue only, giving those on the waiting list a chance.

Send to: "Help," Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middx., as early as you possibly can, thus avoiding disappointment.