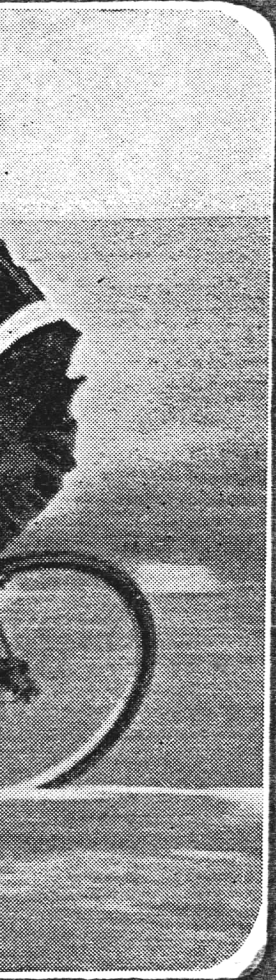


6^D

MONTHLY



ET ON AFFILIATION
: PHOTOS
DDIE



CHEAP INSURANCE FOR ALL : ROY BULL
CLUB SOUVENIRS : PROVINCIAL NEWS
CARTOON : FREEWHEEL FRE

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FIXTURE DATES

Club Secretaries are invited to send us their team's complete fixture dates for the coming months. Through our columns we are willing to publish such dates. Who knows, this might result in bigger crowds turning up to watch. Send as early as possible.

COVER BOY

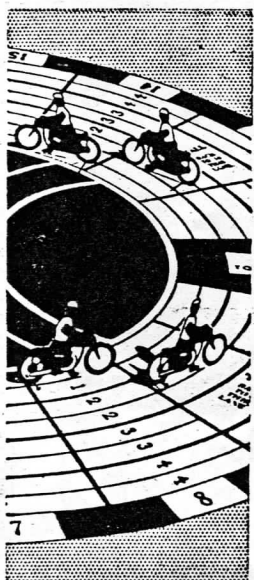
A fine action shot showing E. Phillipson of London's famous Warwick Lions skidding yards ahead of the nearest opponent. At this, his home track, he is unbeatable.

WAS IT YOU?

Among the influx of orders, our Accounts Department received was a 2/6d. P.O. from somebody in the Romford area who wanted to order the "Monthly" for six months. Unfortunately, he or she omitted to include their name and address.

The P.O. was crossed & Co. and made payable to "Cycle Speedway Monthly."

Will readers in the Romford area who have ordered copies for 6 months oblige by contacting us stating their counterfoil number so that we may check with the postal order we received. Remember, it might belong to you!



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CYCLE

Asst. Editor: C. TAYLOR

April, 1949

Vol. I. No 2

Sixpence

SPEEDWAY MONTHLY

2/6 per Rider per Year entitles "Away From Work"

Compensation

Insurance Scheme Adopted

HOW many of you are nursing bruises and grazed legs as you read this? Quite a few no doubt, and although perhaps not many of you are actually off work with injuries, the possibility of losing a week or two's wages now that the rough and tumble of the season will soon be upon us is very real.

Norwich, and one or two other enterprising Control Boards have been considering taking this worry off the shoulders of their riders by insuring them against the risk of becoming injured and losing wages through mishaps collected on the track.

The Southern Region Cycle Speedway Control Board have a similar arrangement for clubs affiliated to them. The following insurance scheme is open to every team in the country.

A well-known Insurance company in Norwich offers these rates:

For Control Boards: If 50 per cent. or more of the clubs under the control of the Board concerned insure (the minimum being 6 clubs) the cost of them is **£6 per club for the season** (April to October).

For Individual Clubs: Individual clubs may also insure, but the premium for them would be **£9**. The benefits under this scheme are **£509 at death, £500 at loss of two limbs or eyes and £2 per week, whilst off work** (with a Doctor's certificate, of course).

There must be many Control Board secretaries who, although interested, either have not yet made inquiries, or whose inquiries were not very successful since many insurance companies are not yet familiar with Personal Accident insurance as applied to cycle speedway.

A less expensive scheme, and the one which would be even more suited to the club funds available, is



All set for the big start of the 1949 season, which shows every sign of being a real bumper

that for an annual premium of **2/6 per rider**, each member of the team (other than schoolboys to whom neither scheme applies) is entitled to **£1 a week compensation whilst off work. £2 a week compensation can be obtained, if you prefer, for an annual premium of 5/-.**

CLUB TOGETHER

This second arrangement is best handled by control boards as rates are slightly higher for less than 30 riders, but any two or three teams can join together to overcome this.

V. R. Vickers, who works in the chief office of the Norwich Union Insurance Co., the company who are handling these insurances, will be pleased to help any team in the country with regards to putting through a cheap and beneficial insurance. Secretaries contacting him direct will have a quick and sympathetic service. You can start the season fully covered if you write to him to-day! All correspondence to **V. R. Vickers, 57 Barrett Road, Lakenham, Norwich, Norfolk.** Cycle speedway is not a dangerous sport, but accidents will happen in the timest of games, so write immediately.

Thousands saw 'World' Cup Thrills

Thousands saw the Speedway World Cup match between the Hanworth Racers and the Tooting Tigers at the Racers' Hounslow Heath track recently. Thousands who were actually sitting comfortably at home round blazing fires, for the exciting battle was being televised!

It was one of the many sports covered by the B.B.C. television Newsreel cameras. Highly dramatic pictures were obtained from various angles as the lads skidded round the track.

It was taken from one of the "World" second round cup matches, and in actual fact the result came as a big surprise to many, for the Hanworth Racers, who had not lost a previous match on this track, were beaten 57-38.

Many who had never seen a cycle speedway match were very greatly impressed, and certainly the television unit could not have chosen a more exciting match for an introduction.

Riders v. Fees—Affiliation's Vital Tug o' War and so far

The Riders Heave the Hardest

By ROY BULLET

I AM surprised and bewildered at the considerable amount of unrest and anxiety that has arisen from the problem whether to affiliate to the Southern Region Control Board or not.

It seems to me that the sport has lost some of the dash and initiative that prevailed in its earlier days—and I put it down to the uneasiness that is taking a firm hold of most clubs in the country today, an uneasiness that takes the form of an urging question: "What shall we do? Join the Board or remain outside its jurisdiction."

Now in this article that the Editor has asked me to write, I do not intend to state who is right and who is wrong. That much I leave to your own common sense to decipher. I shall do my level best to put down in an unbiassed manner, the few points for and against that have arisen, in the hope that whatever you choose to do you do it with a certainty that you have done the right thing and what is expected of you.

From my large amount of correspondence and from turning back to past facts, I have assembled the following praiseworthy privileges gained by those affiliated to the Board.

A ruling body is essential in any well-organised sport. That must be clearly understood first. That body must be prepared to give assistance to those under it and to eliminate the petty complications that are bound to arise.

So in Cycle Speedway, just as in other well-organised sports, a ruling body was instituted—The Southern Region Cycle Speedway and Youth Association—with Mr. T. A. White the leading figure. Rules and regulations were formed and payments introduced. Payments that were to be the cause of all the trouble.

For an annual fee of £8 8s. any team can be affiliated to the Board. (Taking twelve riders to a team.) That is 14 shillings per rider per year, which is just over 3d. per week.

Clubs who are affiliated have joined together in a meritorious way, and are helping to finance the Southern Region venture.

NOTHING CHEAP

The Board are planning a series of international matches and many other interesting competitions, and they will all cost money. Things nowadays cannot be performed at a cheap rate, that is a point that many forget. You must have money to promote these ventures and by affiliating together and clubbing money will the plans be fulfilled.

Full praise must be given to the Board for the way in which they have negotiated with Holland to provide a series of interesting matches in the near future. I know that it entailed much hard work.

We all want to see Cycle Speedway a top line national sport, with all its members agreed to any one point. By affiliating to the Board you will be helping to assist this happening.

The Control Board allows special privileges to the teams affiliated to them. An insurance scheme has recently been adopted for them by which a benevolent insurance is given to the team.

Now for the views of those not affiliated. The following are not necessarily my views; but to give both sides of the argument I am obliged to publish them. Most of the points were noted from letters received from non-affiliated members. I shall not commit myself to answer them, for then I shall appear biassed to one side.

Firstly, many clubs wonder where this affiliation fee goes to when paid.

Many are under the impression that it helps to keep Southern Region Clubs in operation. This is chiefly the complaint of many Northern Clubs. Others claim it will help finance the Dutch lads in their visit over here. "It seems very funny that the Dutch team will not be able to visit us up here in the North," they write, "and we are not in favour of the proposition that we should send our riders to London."

"We consider that the fees will go towards paying for the Dutch boys visits to theatres and well-known places in London," a lad from Scotland writes. "Though we fully realise that this will be reciprocated when the British lads visit Holland."

600 TO 1 CHANCE

Many are worried over the sudden decision to only send about twelve riders over to Holland this year, which is half the number previously decided upon. That means that the chance an affiliated member has to secure a place in the team to visit Holland is over a 600 to 1 odds against.

There are even a few who have informed me that they have had offers to affiliate to the National Cyclists' Union. "They wanted to help us, and seemed really concerned about our activities," one writes. "but I have since read that to affiliate to the Union will only

bring about our downfall. Of course, I do not think that many will take this offer seriously. I also read that the N.C.U. will not allow any rider to participate in races unless they have given their permission for it. I think that is what will happen to us in our sport, unless we do something about it. Our sport is amateur, largely composed of Youth, eager to better the knowledge of their fine healthy sport to others all over the world. Please do not then, introduce fees heavy enough to be those of a professional sport. We are youths, some of us still school-boys, and we find ourselves losing the true fun of the sport because we are unable to pay the required amount. Look what has happened to other sports in this country, yes, even speedway racing, they have turned (as does sour milk!) into an unhealthy business. This must not happen to us!"

On that point, then, I shall end this article.

Hull's Easter Parade

ALL clubs in Hull are having a parade of one mile on Easter Monday, writes **R. M. HARTE**. They will proceed from the centre of the city to the track of the Hull Junior Angels, East Park.

Two best riders from each team will compete in a Double Riders' Championship meeting, the best pair to be presented with the Angle Trophy by myself.

The remaining riders will round off the afternoon with a scratch heat apiece. It will include handicaps and other races of interest. This and the Double Riders' trophy should take two and a half hours to complete.

I am arranging for several official and influential persons to attend. Just who they will be I am not able to tell, but I'm eager to have the honour of presenting the teams to the Lord Mayor, if that is possible.

So get together you clubs in Hull. Make this Easter one to remember. Get the crowds to attend, sell programmes, and you should have enough funds to replace your damaged bikes.

SCOTTISH CONTROL BOARD FORMED

GLASGOW has decided not to affiliate to the Southern Region C.S.C.B. They have formed an Association of their own. The reason being that they lack funds, meaning they cannot afford to pay the required amount asked for by T. A. White's organisation. This was issued recently by the Scottish Board of Officials.

Next thing I will mention this month is that the Season started on April 2nd and not on the 24th as noted in last month's issue. I have had many letters of complaint and so now I hope I have cleared up any petty arguments and worries.

By the time you read this the first Glasgow v. Edinburgh test match will have been played at the Crossmyloof track, Glasgow. From this test we shall be able to nominate the riders who will represent Scotland when they race against England and Holland.

A challenge match was held between the Glasgow League team Charing Cross Rangers and the non-league team Scotstown Skid Kids last month. The result was Rangers 37; Skid Kids 33. Truly a magnificent performance by the non-

leaguers. Bob Browning scored 20 points for Rangers.

League racing started on the 2nd April with two matches: Crossmyloof Giants v. Craigton Eagles, Paisley Aces v. Charing Cross Rangers. Dates handy to jot down in April are: **16th**, Shieldhall Stars v. Craigton Eagles, 7 p.m. **23rd**, Charing Cross Rangers v. Shieldhall Stars, 7 p.m. Paisley Aces v. Craigton Eagles, 7 p.m. Paisley Aces v. Craigton Eagles, 7 p.m. **30th**, Crossmyloof Giants v. Craigton Eagles, 7 p.m. Shieldhall Stars v. Paisley Aces, 7 p.m.

Well, that's all for this month. We Scottish lads will be tensel at the starting gate again (with the roar from the crowd mingled with the boom of the loudspeakers) for the fifth successive season!

Barry Shapley.

LITTLE BOYS SHOULD BE (LIKE JIM)

'Heard' and not Seen

The second annual All-London Grand Prix held last month at the Janson Road Track, provided shocks more than anything else.

Apart from Terry Coell's magnificent win over Dave Collins after a thrilling re-run, apart from the failure of such seasoned riders as Len Silver, Dennis Bottazzi, Don Morris, K. Noble (last year's runner-up) and Dud Smith, there was a youngster present, practically unknown, for three months ago he was never heard of. A rider whose rise to fame can be termed as even more phenomenal than that of Split Waterman or Graham Warren himself. His name is Jim Heard, 15-year-old East London reserve.

Jim, a progeny of the Stratford Hammers, rode as if inspired, beating Len Silver and Dennis Bottazzi in his first two rides. In three reserve rides he scored eight points to finish sixth. A meritorious performance.

With the coming of the Dutch Test team, Jim cannot be ignored on this showing. For he beat members of the English Representative side that lost to Holland in the Ghost International last January.

Len Silver gave an uninspiring performance, but with his mind concentrating on the Senior speedway, this probably reflected on his riding.

Johnny Livings (Stratford) and Cyril Prince (Beckton), who started

East London favourites, had misfortunes and so finished lower than expected.

The organisation was faultlessly systematized by the Stratford Hammers, and among the three and a half thousand onlookers, both the Mayor and his wife, and Arthur Atkinson, just back from his Australian stay, were present.

Final placings: Terry Coell 12 pts., Dave Collins 12, Dennis Bottazzi 10½, Len Silver 9, Don Morris, John Livings, Ken Cooper, Jim Heard (Res.), 8 each, John Goldsmith 7, Roy Johnson, Keith Noble 6 each, Cyril Prince, Ron Russon, Pete Tarrant (Res.) 5 each, Dud Smith 4, Joe Abbott 3½, Jim McKay, Ken Parker 1 each.

TOUGH GOING THIS GAME!

A lad is mounting a speedway machine in a vast empty Glasgow White City Stadium—empty except for the manager, who sits watching every movement he makes. The machine revs up and cruises round the bends faster and faster, the lad wrenching it sideways all the time. Into the bends and safely out he skidded then—he gave a sickening lurch, wobbled, lost control, and in a

Who's Who

No. 2

DONALD WAINHOUSE
Harbour Road Cobras



DON WAINHOUSE first started cycle speedway racing in 1947, he was one of the earliest pioneers of the sport in Bradford, always sure in the belief that cycle speedway would become the great game it has since proved to be.

Don's first team was the Lower Lane Lions, but this was only for a short while and he soon changed to the Harbour Road Cobras. As the Cobras' track is almost on his doorstep this makes it very handy. When he first started for them he found an amazing form which to this day he has never lost.

1948 found him highest point scorer, and match race champion for that year. Riding brilliantly in all matches, he remained a spur and inspiration to his team.

Don is a very busy person now. As well as being on the Bradford Control Board and a member of the Leeds University, he is a steward. Even then he still finds time to indulge in his hobby, which is flying. He is also a member of the Leeds University Training Corps, and it gives him plenty of scope for his aeronautical activities. But for all this, his first and last love has always been the cycle speedway, and I'm certain 1949 will see him going on to fresh honours in the sport, to which he has given so much.

C. Taylor.

moment was hurled over the handlebars and landed on his face. Red Monteith had crashed on his first ever pukka speedway ride!

Red, a star rider of the Paistley Aces, had been practising very hard at Bishopton and it wasn't lack that got him the trial. He had ridden in the Clydesdale league for one season and was among the top three always. For the two years previous he lived in Canada. Tough? I'll say he is, he's going to have another go at that bike soon!

LOUDSPEAKER IDEA : CYCLE SHOP SUPPLIES

★ EDINBURGH

AS this is their first season in actual league racing, the Edinburgh and Lothians Control Board is only a small league. They find that their biggest difficulty at the moment is obtaining ground for tracks. One of the more fortunate teams however, has been the Wallyford Aces, for as the District council has taken an interest in the sport, they have given them permission to make an official track in their recreation ground.

They started off the 1949 season with a match between the Wallyford Aces and the Meadowland Falcons at the Wallyford circuit on Saturday, March 26th. Captain of the Wallyford Aces is Tommy McNeil and leading the Falcons was Ron Conley.

The Wallyford officials, Jack Cullen (manager), and Chris Higgins (treasurer), have presented a Silver League Cup which was officially handed over on Friday, March 26th, at a Speedway Ball organised by the Control Board.

Finding that a loudspeaker attracts larger crowds, they have shown considerable initiative by purchasing their own loudspeaker equipment with gram pick-up for use at their meetings.

The Aces are living in the hopes of meeting Glasgow Select very shortly in what ought to be a stiff match for both teams. They also expect to send Danny McGraph, top scorer for their team to London to compete in International racing, and to visit Holland.

This league, and the teams it is composed of are obviously fighting cycle speedway enthusiasts, and we urge that Edinburgh Corporation give them the break they deserve.

T. McNeill,
captain of the
Wallyford
Aces looks
very pleased
with himself
after winning
the Edinburgh



and Lothians
League Cup
Trophy.



Every month this page of "Cycle Speedway Monthly" will be entirely devoted to 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 the next month's issue, write before the 25th April.

★ HULL

WHEN a crop of injuries hit the Telford Tigers last year is was for the best. Bikes were buckled, riders crippled and everything seemed to be against their cycle speedway hopes. But Mr. L. Corden, proprietor of a cycle shop in Hull, came to the rescue. He suggested they change their name to Corden Cubs and he would supply them with four machines.

This they did, and the new club was formed in June, 1948, and immediately entered for the Cycle Speedway Cup that was sponsored by Hull Speedway Ltd., of the third division. Four clubs entered altogether, and after a period of excellent racing with keen competition, they finished in the following order: 1 Sutton Trust Demons; 2 Corden Cubs; 3 Marfleet Monarchs; 4 Hull Devils.

Last season they played 17

matches, won 14, lost 2, drew 1. This season the line up will be: R. Allison, R. Blood, W. Barratt, T. Busby, B. Curtis, B. Chatterton, C. McLean and T. Hudson. They have already played 10 friendly games, won 5 and lost the others. Only twice have they rode on their home track, that is very good going.

At present they are suffering from broken frames, two having been broken at one meeting recently. They hope to have them repaired for the coming season that begins this April. Their Hull League is double that of last year.

HULL'S Wembley Lions were formed towards the close of last season. They first raced on an 85 yard track that was in the shape of a "D", but found it extremely difficult trying to keep balance on one bend that was dangerously sharp and on the other that was wide and covered with a layer of deep loose cinders.

At the beginning of this year they left this track and decided to construct another (also 85 yards), this time on a clay stretch of land that they covered with cinders. It proved, as race times and results suggest, that it was certainly a change for the better.

At the time of writing, sixteen matches have been played, eleven won, the rest lost. The best time recorded so far for the 85 yards is 51 secs. D. Wood, captain, has scored seven maximums.

The present team is: D. Wood, B. Sanderson (Manager), P. Brown (Assist. Manager), H. Lawlass, G. Hailstone, E. Brumhead, M. West, B. Parker. Eight teams will compete in the Hull league, all but one of them will ride with a cog ratio of 44-20.

★ LONDON

THE Marauders Cycle Speedway Club claim to be the only cycle speedway club in Southgate. The club was formed last November by a small group of boys who decided that it would be much more fun to organise themselves and race on cinders, rather than simply streak round the streets to the danger and considerable annoyance of many local people. When this decision was reached the boys really buckled down and put their backs into the job, firstly they found a likely looking piece of ground and scraped away the top layer of earth, they then commenced to lay down a cinder surface. However they had reckoned without a small matter of drainage, and when it eventually did rain they had a miniature swimming pool where their track should have been.

FRAMES : PLYMOUTH'S 5000 AT MEETINGS

This setback, nevertheless, was soon remedied by lengthening and draining the track. This completed, they soon settled down to some strict training and it was not long before they had their pairings and were looking forward to their entrance into the league, but for various small reasons this ambition was not fulfilled until recently.

They have now won their opening challenge match, and with the ordinary run of luck should do well in the league. All of them have supreme confidence in their own ability to challenge all-comers and with this spirit and enthusiasm their chances are good.

Their main worry, at the moment, is the same worry of secretaries and managers all over the country, the effect the call-up will have on the strength of the team, as two of their strongest riders are soon to enter the Forces. Though, if sufficient interest can be aroused this handicap will soon be overcome.

However, I think the coming season, although the first, will prove a successful one for the "Marauders."



All fall down at the Tottenham Mauraders track. In this picture are riders Rose, Payne, Cole and Mosely.

★ SALFORD

On January 31st, 1948, Dave Newton got in touch with Harold Greenlaugh, another cycle speedway enthusiast, who is now in H.M. Forces. Harold was trying to form a team under the name of the Salford Cobras. From their correspondence however, they decided to combine their efforts and so were born the Salford Panthers.

Dave Newton contacted all the riders for the team from his district, and Harold did the same from his. Their first meeting took place on Saturday, February 7th. From this meeting fresh plans were made for practices and further meetings and also speculations as to the whereabouts of a suitable track. There was a site at Armshill that comprised cinders, glass, bricks and concrete, a spectacle that would have disheartened most, but not so the Panthers. The lads were actually



5000 spectators saw Plymouth's Foulston Eagles beat the Manadon Lightnings by three points in a knock-out competition held one carnival week. Here is the start of the last heat.

eager to get to work on it, and it was not long before they had it tidy.

Practices continued and Harold contacted the manager of the Stockport Defiants for a match which was promptly agreed upon. But alas! this was a sad match for the Panthers, who were defeated 54-18.

Even this great defeat didn't dishearten them and they set to work practising till they were certain they were ready, and then in the summer of 1948 they earned their revenge by defeating the Defiants.

The only other team to beat them were Chorlton on their own track, thus the Panthers finished up the season's runners-up to the Wemeth Lions.

During the winter season Mr. E. Marsden took over the management. He is one of the best sportsmen one could wish to meet and to him they give the credit for their successful season.

★ SCOTSTOWN

IN May 1948 the Scotstown Aces were formed, and started racing on the Scotstown school track. This continued for a while until they were told to go someplace else. Despondently they shifted their gear all the while thinking that they would have to disband the team. Luckily, however, things weren't as bad as they had imagined—it never really is you know—for they secured a better home ground in Norse Road, Scotstown, that comprised solely nice soft cinders.

The Aces ride in red and white halves, with a red and white diamond reversed. Their riders include: Ron Braham (present holder of the the Propeller Trophy), captain; Andrew "Hoppy" Cassidy, vice-captain; John Braham, Alix Campbell, Bill Runcie and Dave Murray.

★ PLYMOUTH

PERHAPS the team that has most adult supervision is the Foulston Eagles cycle speedway club of Plymouth. Formed at the beginning of the 1948 season, they had a track at the back of a council housing estate.

They soon became one of the most popular teams in Plymouth, and they have a very large and loyal supporters' club, some 200 strong; each have been making contributions of 3d. per week during the close season, and the lads will begin the 1949 season possessing eight new machines, and a track which has been completely re-surfaced. The track has been roped off as a safety measure to their spectators. This was one of the conditions that the Council made when they gave their permission for use of the ground.

This season they will compete in the Plymouth and District League, and they plan to run a second team, which will compete against non-league teams in a series of friendly matches.



Dave Newton of the Salford Panthers speeds round his home track.

AFFILIATION—SURREY CLUBS REVERSE DECISION

By L. A. MILES

AFTER having been addressed by Mr. T. A. White, on the policy of affiliation, the Surrey and S.W. London clubs (still uncertain about its authenticity) had to hold a secret ballot before they were able to decide what to do. A verdict of 7-4 in favour of affiliation was returned.

I was then asked by Mr. White whether I would fill the vacancy of the S.W. London Board Representative, who had been called up. At first I declined, but later accepted the position, on condition that the following points be answered:—

(a) Who decides on expenditure of the S.W. Regional Fund?

(b) Would transport of representative teams to representative matches be met by Regional Funds?

(c) Would clubs be issued with free printed fixture lists, etc., and the cost borne by Regional Funds?

(d) Would the Secretary of the Southern Region place at my disposal names and addresses of league secretaries in the London area?

(e) Would the Secretary forward me the rules of affiliation and minutes of recent meetings of interest to affiliation clubs?

When the Surrey and S.W. London clubs met a week later, I had to inform them that my letter had remained unanswered, so no further news was available.

Then Mr. Cattle, of the Tooting Tigers, produced the insurance policy adopted by the Southern Region Board, which was to become one of the conditions of affiliation.

Clubs were then asked to pay an

additional 4/- over and above their affiliation fees. The insurance policy is definitely an advantage to clubs; but why should they be compelled to accept the terms?

As a result of this latest condition, several clubs decided there and then to withdraw their applications for affiliation. Myself, I decided that in the absence of the required information, I could not serve my clubs. So I offered my services as secretary to a non-affiliated league. Any clubs wishing to join such a league were asked to apply for membership. The fact that twelve clubs applied for this membership is sure proof that in Surrey and S.W. London, affiliation is definitely NOT wanted!

No doubt numerous clubs throughout the country have their

various reasons for standing out against affiliation. I suggest that, in the Cycle Speedway Monthly, these clubs have a medium in which to air their grievances and objections to affiliation.

The Surrey and S.W. London clubs would very much like to hear the views of other non-affiliated clubs. Probably they would like to hear our objections. Here then, I tabulate a few of them:—

1. Who would decide, and on what, should Regional Funds be expended?

2. Why should the insurance policy be compulsory?

3. A schoolboy would pay the same insurance premiums as a working lad, but would not receive benefit for minor injuries. In other words, he would pay the same premium with reduced benefits. Is this fair?

4. Reduce the exorbitant affiliation fees.

5. End the barring of affiliated and non-affiliated clubs riding against one another.

PROMINENT FIGURES RESIGN

At a recent meeting of the East London Control Board, two prominent figures in the Cycle Speedway world resigned their positions on the Board.

Len Silver surprised all present by giving up his offices as Press Secretary and East London's representative to the Southern Region Board.

"I will be taking up speedway racing very shortly and you can't do two things at once," he told our reporter.

Another shock was the decision of Pete Antil to resign the Vice-Chairmanship. Pete is also leaving the sport, and I have it on good authority that an adult will be taking

over the reins at Janson Road.

Dennis Talbot, popular senior steward of these parts, is now the Representative to the Southern Board, and Terry Brown was unanimously voted new Press Secretary.

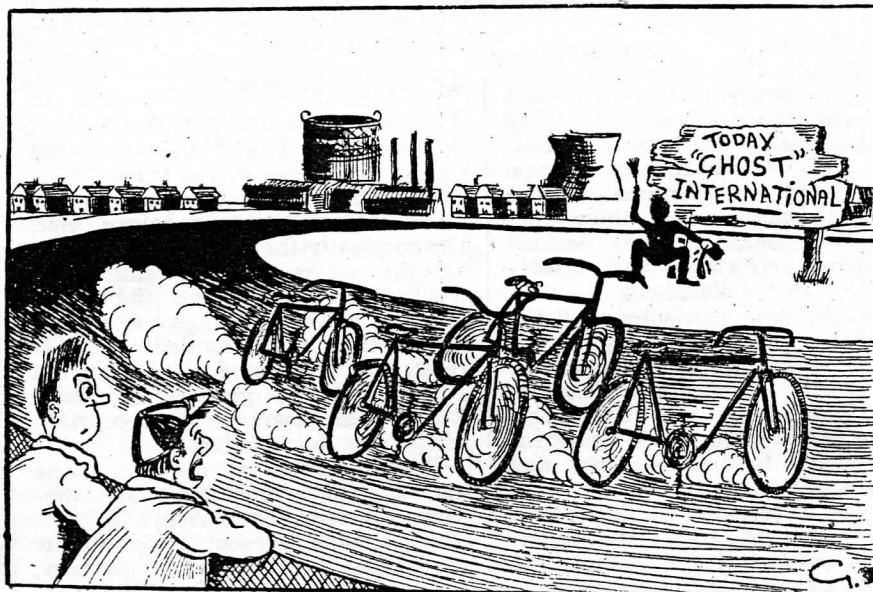
Terry was perhaps the more surprised than anybody at this. "I was just sitting in the public gallery of the meeting," Terry exclaimed, "when I found myself nominated and unanimously voted the new Press Secretary on Len's resignation. I will, however, still be going on to the Air Force in three or four weeks and I am only holding this position until a more qualified person takes the job."

May Disband But Wont Despair

The Stockport Defiants, like many other cycle speedway teams, are suffering great handicaps this season due to national service conscription. To a team such as this, who have been in operation since the earliest days of the sport, it is nothing short of a tragedy to have the threat of disbandment over their heads.

The bright spot in this otherwise dark future is the strong determination of the managers Jim McPhearson and Peter Seed, who are trying to run the team while they themselves are serving in the Forces.

To be able to realise the extent to which this team has suffered from the call-up, I have noted a few of those riders the team is losing before Easter. Brian Moston, riders' champion for two years running, Nev Needham, another top liner, Don Hudson and Tony (Tow) Sayer both worthy riders.



"That's the worst of these matches, you can't tell who's winning!"

BRIEFLY SPEAKING



A NON-AFFILIATED LEAGUE has been formed in Surrey, application for membership should be forwarded to Mr. L. A. Miles, 112 St. Agatha's Grove, Carshalton, Surrey.

This followed the decision of two teams to join the Southern C.B. A complete reorganisation was necessary.

Two divisions of non-affiliated teams have been formed, six teams in each. Mr. Miles would be pleased to hear from riders seeking clubs, or other teams seeking fixtures.

IN A RECENT CHALLENGE MATCH between the Broadstone Bulldogs and the Newtown Eagles, at Broadstone, Rex Cannings, Bulldog's 14-year-old ex-reserve, now in the first team, notched 11 points to be his side's second highest scorer and helped them to win 66-18.

On two occasions he was last out of the gate yet by skilful riding finished first.

It was the Bulldog's biggest win. Last season they won 11 matches and lost two away.

Their Hants and Dorset League began on April 2nd. Eight teams are participating.

SOUTH EAST LONDON Test Team will be assured of excellent starts when they meet the East Londoners at West Ham Eagles' track. A layer of tarmac has been put down at the gate to enable faster exits. It is three yards long and stretches across the width of the track.

MR. E. PRITCHARD, the East London Control Board Chairman, when interviewed on the subject of Test Team strength, said that there will be a special Possibles v. Probables match arranged to enable the Selectors to pick the best team. 16 riders will take part in the match. Test Team Manager is Mr. Tyler, who recently defeated Mr. Pritchard by one vote for the position.

The Gurney Trophy run off recently was won by B. Emmerson of the Regent Rockets with 14 points. R. Lee, Gurney Rangers, was second. The favourite, D. Menz of the Stratford Hammers, was disqualified in the first ride for breaking the tapes, and fell when leading in his second. He scored ten points.

Most of us were sorry to hear that Terry Brown had decided to retire from cycle speedway last January. Our special correspondent, LEN SILVER, has written the following story dealing with Terry's cycle speedway career.

LITTLE MAN YOU'VE HAD A BUSY DAY

THIS is the story of a great personality, it is the story of Terence James Brown.

The story begins as far back as May, 1946, the place is an old cinder dump just off the Beckton Bye-Pass. A group of lads are seated talking among themselves. Suddenly one of them picked up a nearby bicycle and began to race around the dump, and the others leapt to their feet and followed suit. Cycle speedway had come to Beckton, and the lad that gave that first demonstration lap was Terry J. Brown.



Terry Brown

Terry soon saw the great possibilities in the new sport and quickly contacted enthusiasts from the Stratford and Forest Gate districts with a view to forming a League. When it was time to commence, the winter came along and closed the lid on preparations with a bang.

But Terry's health was not up to standard, and he was determined to make good this deficit. So he took up amateur wrestling! All the time, however, he was planning, and so when 1947 came around he had under his supervision a team capable of beating most oncomers.

In an exciting match with the Stratford Hammers, Terry fell on the pits bend at Beckton and broke a blood vessel at the base of the spine. He retired for a short while but was ready to race again before many months had passed.

Through him a Riders' Championship was successfully formed, and an East London trophy organised. He became East London's figurehead, and whenever somebody wanted to know something or have a fixture arranged, they came to Terry.

The 1947 season finished, winter again lifted its ugly head, but this time Terry saw to it that the teams would not fall away as last year. To keep interest high he arranged a winter training school.

On December 31st Terry formed the first Cycle Speedway Control Board, his one ambition. It was then that I joined forces with him Terry taught me the "wrinkles" of cycle speedway, indeed not only myself, but almost every East London enthusiast.

Together we completed the league programme and by April the 1948 season was well under way. Once again the Beckton Aces under Terry's superb guidance swept all before them to become the League champions for the second year in succession. Terry proved his worth by averaging seven points per match home and away. He rode in every league match.

Having taken his team to the league championship again, Terry decided not to ride any more, but to devote all of his time managing.

40 RIDERS!

Terry was always one to help out another team, so when he took over the Beckton Crusaders at a time when they were "on the ricks," it caused no undue surprise. He formed the Beckton C.S.C., comprising the Aces, Crusaders, and the reserves, in all 40 riders, the largest club in the country!

Terry was also the manager of the East London Test Team and their many successes were due in no small way to his hard work.

When the 1948 season ended he once again ran his winter training school and among his best "pupils" were Art Smith, John Halloran and Len Chamberlain.

No, this story of a hard-working lad has not ended yet! It goes on and on. Terry then became chairman of the East London Control Board, and chief representative of the Southern Region Board.

Just before he retired I was chatting with him on the subject of future prospects, and for likely stardom in 1949.

Then, as he turned and left me I watched him till he vanished in the growing dusk. "No," I muttered, "we won't forget you—Terry."

THIS is the first of a series of articles of the woman behind the scenes in cycle speedway. Women, contrary to most lines of thought, have played a great part in the build-up of cycle speedway from its infancy.. They have striven hard, and long for the success of this new sport, and to these we dedicate this series. Well! the first on the list of personalities are Mrs. Sage, manageress of the Clutton Pirates and Miss Betty Mansfield, secretary to the Beckton Aces.

WOMEN AND WHEELS

By
C. F. TAYLOR

Miss Betty Mansfield began her association with the Beckton Aces nearly two years ago—as an interested spectator at matches on their old ground in the Beckton Road.

This attractive, dark haired girl, has always taken a very keen interest in cycle speedway, and she was more than delighted when Terry Brown approached her and asked whether she would care to collect the weekly subscriptions from the members of the team.

She undertook this small duty for some time, and when Terry found that she worked in an office, he had no hesitation to sign her up as the Secretary of the team. So Betty began her cycle speedway career.

She is a firm favourite with all the lads, not only from her own team, but all teams who have anything to do with the Aces.

When the East London Control Board came into operation she attended all of their meetings, until they passed a rule stating that all members of the opposite sex were in future banned from the meetings.

"I take a very keen interest in Beckton," she exclaimed, "and would do anything to make their



Here are (left) Miss B. Mansfield and (right) Mrs. P. Sage, two of the many women behind the scenes in Cycle Speedway

fine name even more famous than it already is," and I came away with the opinion that if anyone was able to brighten the Beckton Star, that one was Betty.

Mrs. Sage has been with the

Pirates since they were formed in 1948 and to quote her, "they are beginning to show the stuff that sportsmen are made of." She impresses me as a very modest, hard-working woman, preferring to talk about the team and the lads in it rather than of her own achievement in making the team what it is to-day. At present she is personally supervising the building of their new track and under her watchful eye the work is progressing favourably and quickly. Her opinion is that when finished it will be one of the best tracks in that part of the country.

The Pirates stoutly contend that their manageress is not one of, but the best in the country. She is a woman who commands respect and obedience and above all affection from those who look to her for guidance.

As she readily admits she is happy with the lads, but as always with their interests at heart, she is quite willing to hand over to someone younger when the occasion arises. She very strongly points out only when she finds someone with the same keenness as she has will the management of the Clutton Pirates change hands, and if only for the sake of the team, I hope that day will be a long time coming.

HAVING A DANCE?

Are you thinking of holding a dance for club or other funds sometime next month? If you are, write and let us know the date and any particulars about it. We shall give space for these dates in order that readers in the area concerned can come along and enjoy the fun.

FREEWHEEL FREDDIE

By CINDERS

Freewheel Freddie and his racing pal Billy Skid are the local heroes of their team the Dobfield Lucky Lightnings. Freddie, an orphan, is left a vast sum of money by his father, but he does not know it yet. His wicked guardian, Shylock Domes, decides not to tell him, but plans a way of possessing the wealth. The condition is that Freddie must be unable to take care of himself after receiving a serious injury, and so Shylock hires two rascally solicitors, Thatchit & Scratchit, to help him foul a way. Our story opens in Dobfield, 1949 . . .



THROUGH HIS SUPERIOR RIDING, THE LIGHTNINGS WIN THEIR FIRST MATCH, MUCH TO FREDDY'S GUARD- IAN'S DISGUST.



AH, MR DOMES I'M GLAD TO SEE YOU. ER- SCRATCHIT AND MYSELF HAVE SEEN TO THE ER-MATTER- ER-YOU SUGGESTED WE HAVE OUR RESULT HERE



C.

The Postman brought these

I have just finished reading your excellent magazine. I regard it as one of the greatest things that has happened to our sport yet. The advent of the "Monthly" is surely a sign of the times, namely that cycle speedway is becoming one of the leading amateur sports in the country. I wish this, Cycle Speedway's own magazine, every success.—**Terry J. Brown, 136 St. Mary's Road, Plaistow, E.13.**

30%

I dare say you would like to know just what the individual persons' reaction is on seeing "Cycle Speedway Monthly" for the first time.

One of my lads brought a copy round to my house last week, and I said that it was just what sport needed, and it was with great enthusiasm that I started to read it. Then I got a disappointment. Approximately 30 per cent of your magazine was devoted to East London, and all the photographs were of East London. And I think that it is very bad taste to include one rider twice.

Now I am not prejudiced against East London or Len Silver, for I have yet to meet a more sporting fellow, and Len and all of us are the greatest of friends.

I am trying to give you the layman's point of view, get around and try to include a small bit about each district and then you will get the support of everyone.

As to the article on page 4, "Affiliation, Yes or No," that is what I like to see. An unbiased opinion. I am on the committee of the Southern Region C.B. and I would be the first to defend them at any time, but it is only fair that outsiders should voice their opinions against it.

Also John Royal's article was very interesting. I have met him and he has been to watch some of our meetings.

My congratulations to you for being the first with a magazine on Cycle Speedway. Keep it up. I wish you every success.—**S. Leeds, West End Wanderers, 11 Falkland Road, Kentish Town.**

You say approximately 30 per cent. of our magazine was filled with news from East London; what then of the other 70 per cent? We shall try to send our reporters around to every district in future, and I am sure all will agree that this issue is more fairly distributed to news and views from most parts of the British Isles.

Anyway thanks for the criticism and the bouquet.

THAT CARTOON!

Being an ardent cycle speedway organiser and rider, I was very pleased with your magazine. (As were the members of our Scottish Control Board).

However, your cartoon let us down. I know that conventionalisation and stylization is essential in cartooning, but when the chain starts on one side of the bike and finishes on the other side—well?

I know I may sound as if I am boasting, but I think I am about the most qualified cartoonist to attempt portraying the humour of our sport. Just look at some of the work I have enclosed. These, I hope, are not only funny, but if you study them they show the conditions, problems and adventures of cycle speedway riders all over the country.—**B. Ritchie, 109 Ardshield Road, Glasgow.**

Thanks for the cartoons, Bill, they were a very good effort indeed. Sorry, but if space allowed we would have most certainly printed some of them. By the way, the Office Boy responsible for giving our Cartoonist the incorrect layout for last month's cartoon has since been given the Order of the Boot! We have stripped our clothing and donned sackcloth and rags out of shame!

QUERY?

Allow me to compliment you on your first copy of Cycle Speedway Monthly, which I have read in full. But as a manager of a cycle speedway team, there remain one or two points still not clear to me.

Firstly I was prepared to forward £1 15s. to Mr. White for affiliation fees, which, we understand, in Hull is the full fee required by the Southern Board. But upon reading the article by L. A. Miles, I have decided against sending the money until I have more definite information from the Board.

Another point is, will we in Hull become eligible for the All-England Cup and county Test Matches? Some teams here were not acknowledged when they applied, hence another reason why we are not affiliating.—**D. Jackson, 100 East Park Avenue, Hull.**

GOLDEN SASH WINNER

Tiger Stevenson, former Captain of West Ham and ex-British Individual Champion, was present at the Plaistow Golden Sash Trophy meeting recently. He presented the winner, Alan Flindall, with the trophy and medal.

After 20 heats both Flindall and team mate Derek Bently were level with 14 points, and in the final when racing neck and neck Bently fell, leaving Flindall an easy winner.

T.B.

HELP

No doubt there are many teams in the country who are in desperate need of new riders owing to conscription, etc. 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.

Send to: "Help," Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middx.

DORSET (Broadstone)

Owing to conscription, a team in search of riders is the Broadstone Bulldogs. They are one of eight teams competing in the Hants and Dorset league. All correspondence should be addressed to: **B. Hanham, "Orduna," York Road, Broadstone.**

HULL (Holderness)

The newly-formed Lakeside Tigers C.S.C. are in urgent need of riders. They are a member of the league in their district and have high hopes of keeping a good average. Applications should be forwarded to **D. Jackman, 100 East Park Avenue, Holderness Road, Hull.**

LONDON (Walthamstow)

The Castleton Stars will be very pleased to hear from riders in the Walthamstow-Leyton area wishing to join a team. The Stars are hoping to apply soon for league membership, but until this deficiency of riders is made up their application must be postponed. Enquiries direct to: **C. Brookdale, 54, Parkstone Road, Walthamstow, E.17.**

MIDDLESEX (Hendon, Mill Hill)

M. Minns would be pleased if a team in the above areas would contact him with a view to a trial for their team. He has had some experience on a small track. He lives at 28 Sanders Lane, Mill Hill, London N.W.7.

NORTHUMBERLAND (Seaton Delaval)

We forward an appeal through this column from **Jack Marshall, 28, Hartburn Terrace, Seaton Delaval, Northumberland.** Captain of the Seaton Delaval Rams to the Newcastle League Control Board applying for league membership. They themselves are quite willing to make the journey to Newcastle whenever instructed. Any of the Newcastle officials who could deal with this query should contact Jack immediately, as he is extremely worried about it, owing to the nearness of the summer season.

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