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MONTHLY



FROM SCOTLAND
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MAY, 1949



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Vol. 1 No. 3

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CYCLE

Assoc. Editor: C. TAYLOR

May, 1949

Vol. I. No 3

Sixpence

SPEEDWAY MONTHLY

CYCLE Speedway shouldn't be contented to jog along behind its big brother any longer, we've been doing that since 1946. There's a chance now, to list ourselves with the other crowd pulling sports of this era, for the need for youth is being recognised at last. Wherever you care to go, you will see fans cheering on younger heroes.

This is the time when we must make the decision between success or failure, for now others will listen to our cry.

Look around you, see how changed Cycle Speedway is from its earlier beginnings back in '46. Still a long long way from being 100%, but a more thoroughly organised recreation.

NOW IS THE TIME TO PREPARE FOR THE FUTURE

Says
G. PAYNE

NEW TRACK

A big step towards public interest was taken recently at Northwood Hills where England's first Council-built track was erected. With its 120 ft. circuit, magnetic starting gates and scientific drainage, it is bound to be the envy of every other team in the country. It is certainly no second-rate affair.

I shan't attempt to guess what this elaborateness cost—and it must have cost a pretty penny—but the Council were prepared to give the lads the very best, and they've certainly succeeded.

With our boys riding at Holland's great Amsterdam Stadium, I can only say that the Dutch boys dismay at not being able to ride at Wembley will be somewhat remedied if they come to Northwood.

Talking of tracks, there has been much discussion as whether to standardise them or not. Make tracks universal and the better teams will win on merit and not on the track's peculiarities, some say. I was talking to one of the well-known Board Officials recently on the subject, and he agreed that standardisation is necessary.

Some of the tracks are far too long, he explained, and the poor lads are all in by the third time round. Make all tracks about 90-95 yards long and I guarantee that racing will improve and be more interesting. Perhaps he's right.

WHITE LINE

Anyway, I am glad to see the row of bricks that served as the white line at many tracks begin to disappear and be replaced by more efficient methods. Rope dipped in thick whitening is a good substitute. There are, however quite a few teams who seem to encourage the idea of a serious injury, and as I have said before, if Cycle Speedway

degrades into a dangerous sport we shall lose this chance of showing others that we are really top-notch.

Every day I am more encouraged when I see more and more names from the Cycle Speedways appear on the programmes at first-class Speedway Meetings. And it is only natural that most of these lads today will be stars tomorrow. But we have just seen the best chance in the world of graduating in the senior grade fairly shattered before our eyes. I refer to the Board's destruction at birth of the Junior League. Best chance because it is very hard to hit the headlines first time.

TIGHTEN OUR BELTS

It just means we will have to tighten our belts and get down to some really fine organisation, and prove ourselves worthy of another chance.

There is no need to be dismayed however, we are doing fine and certainly conditions are better. We are now in fact taking the same path as Speedway Racing did way back in 1928. And look how better off they are for it.

Although perhaps we do not fully realise it, we have kindled the spark that will some-day develop into the flame of all sports, and we have every reason to be proud of that. Remember that saying, 'where there's a wheel there's a way.'

No longer do we seem to be slipping back into that dark precipice of unorganisation. Somehow we have checked, and kicked on the reverse gear.

At the moment we are like a small raft in a rushing sea.

**ALL HANDS TO THOSE SAILS
LADS. LET'S PICK UP SPEED,
THERE'S LAND AHEAD—IS IT
THE ISLAND OF SUCCESS?**

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YES, don't look surprised, it really does feel thicker, for starting from this month your favourite magazine will have 16 pages instead of twelve.

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Hundreds more are rushing to order the "Monthly," the only paper with enough sense to realise that to give the fans authoritative news it must adapt its pages bigger and better.

The demand for the "Monthly" is very great, so put your order in with your newsagent TODAY, or come to an arrangement with your team and fill in the form on the opposite page.

Don't be content to read bits and pieces here and there, order the "Monthly" and obtain the full facts set out in neat, understandable manner.

Remember we are still only sixpence!

Why Not a London versus Glasgow?

Asks BARRY SHAPLEY

LONDON can talk of their test matches at Janson Road, and other places and Holland about their forthcoming tests with England; but in Scotland we will be talking about the first test between Glasgow and Edinburgh for a long time to come.

Glasgow got a well deserved 73-36 win, but I am bound to state that luck contributed a great deal to the score.

Before the match was due to start there was a general feeling in the Glasgow camp of an easy win, in fact after the first two or three races I was inclined to feel the same way. But after Glasgow's 5-1 wins gradually deteriorated to 4-2 and then to 3-3, Edinburgh really began to show their paces, and finished with high scores themselves.

BEST RIDERS

Star rider of Glasgow's team was Bill Ritchie, captain of the Shieldhall Stars, who dropped only one point in 17. Next best was the captain of the Craighton Eagles, Pete Bell, who finished with 16.

Danny McGraph, however, carried the honours for the visiting team, and towards the end of the match was much too fast for anybody. Tom McNeil, the Edinburgh captain improved as the match went on.

Riders whose test form was not up to their standard racing were Bob Browning, who was riding with a gear much too low, Red Monteith (Glasgow) and Wilf Newburn (Edinburgh).

LONDON NEXT?

I am sure that a London versus Glasgow match next would be met with unparalleled enthusiasm by riders from both sides.

We are every bit as keen as the London boys to stage such a match. In fact, last season we had a really excellent test team under the management of Ian Hoskins, and we were ready to meet Newcastle. However, much to our boys' disappointment the Newcastle riders failed to co-operate, and all plans fell through.

Ian Hoskins offered to take some of us to Odsal to race, as he put it, the cream of his own 500 lads. Unfortunately, luck was against us, for the evenings were beginning to draw in and the idea had to be abandoned.

Now, with the sport more firmly established here than ever, we still have a team to be reckoned with, and remain only too willing to visit the lads in London if only some far-sighted person would take the trouble to promote such a venture.

MATCHES CANCELLED

So much for the test. Owing to excessive rain here many league matches had to be cancelled. On the 9th of April was the Glasgow test match, and on the 16th Charing Cross Rangers lost to Paisley Aces 54-53, the Aces now head the League table.

There is a rumour making the rounds here in Glasgow that Ralph Livingstone, a long retired rider, will be returning to cycle speedway, to ride for the Crossmyloof Giants. If he does, and he proves unbeatable at the Giants' track as he was before, then it certainly looks as though quite a few team and individual titles will be coming their way.

On June 18th at the Kelvin Hall, Glasgow, cycle speedway will receive its biggest boost ever, for the Kemsley Newspapers in Glasgow are staging there a "Youth and Sports Exhibition," and cycle speedway is included.

I understand we are to have a stand, where we can answer questions and race in a half-hour knock-out competition.

It is hoped that many thousands of people will attend regularly every night for the seven days it is on. Certainly one of cycle speedway's greatest chances to show the public how good it really is.

SCOTCH DIARY
By ANGUS

Pete Bell, captain of the Craighton Eagles, is on holiday in Switzerland and most of us here are jealous. Only hope the greedy blighter doesn't eat too much. And just to make quite sure that their captain will be able to ride as well as ever, the Eagles are thinking of making a much heavier machine—to hold him!

John Weinman, Crossmyloof Giant's star rider, is certainly a giant now. His artist-opponent from the Shieldhall Stars, Bill Ritchie, has painted on his breastplate a life-size giant complete with club and bear skin. Johnny's on top of the world now, and you should hear the crowd.

* * *

An old rider of the now disbanded 1946 team, the Bishopton Buffaloes, made a promising come-back to cycle speedway here at the Easter Trophy. His name is James Brodie. He collected a useful 7 points and was instantly signed on by the Crossmyloof Giants! Good luck, Jim!

* * *

It is generally agreed that leg trailing in cycle speedway is slow and practically useless (if even possible!). But here in Scotland there is a lad, Sam Frazer, of the Shieldhall Stars who is fast proving otherwise. He's an expert at leg trailing and at winning races. How he balances when rounding the bends only Sam knows.

* * *

In his first novice ride at White City, Glasgow, "Red" Monteith came third. The race was held during pouring rain and "Red" said he couldn't see a thing. All the Clydesdale riders were there to cheer him on, plus all his female friends—and "Red's" got a lot of them!

* * *

In a recent North of the Clyde versus South of the Clyde match held in Scotstoun, South pulled off a magnificent win by 38-22. Bill Ritchie (My how that name pops up!) was outstanding for the South and scored a fine maximum (15). Ron Braham (Capt), was the North's best rider with 6 points.

Final scores: SOUTH (38), B. Ritchie (Shieldhall) 15; J. Weinman (Crossmyloof) 11; J. Blackhurst (Crossmyloof) 9; D. Robson (Charing X) 3; Robson was "borrowed" from the North team in place of the riders who failed to turn up. NORTH (22), R. Braham (Craighton) 6; N. Whitefield (Charing X) 5; J. Braham (Paisley) 4; A. McKillop (Charing X) 3; A. Cassidy (Paisley) 2; J. Brown (Charing X) 2.

* * *

Bill Ritchie (Well I'm blown!) won the Dunlop Trophy after a thrilling tussle in the final with J. Weinman, J. Brown and J. Braham. Bill is certainly Glasgow's most improved rider. He has only dropped one or two points since the end of last March.

They're on Top of the World Down in the Valley

By G. Payne

IF you ever decide to visit Harefield, Middlesex, to watch the famous Pirates race, you may be certain of having an excellent view of the match no matter how late you arrive. For the Harefield Pirates have their own stadium with high sloping ground that provides an ideal grandstand for their many supporters.

Few cycle speedway teams can boast of their own stadium, and those that can are not so fortunate as the Pirates. Theirs is a natural stadium, no tiresome building necessary, no council aid needed. Their track was laid in the middle of a chalk valley in Harefield Woods, and the high surrounding cliffs act as a huge barrier to the outside.

COME AGAIN

It is easily one of the best tracks, and as rider-secretary L. Collet told me, "most of our opponents like it so much that they are all planning return matches. Anyway it's nice and snug riding down in the valley."

The team was formed last October under the name of the Harefield Hellcats, with L. Collet acting as captain. But owing to the lack of riders and machines they decided to join forces with the Northwood Pirates and both use the track. It was then that they changed from the Hellcats to their present name the Harefield Pirates.

A new captain was elected in D, 'Deno' Peters, and L. Collet secretary.

NOT SO DUSTY

Dennis Peters is the present holder of the N.W. Middlesex Individual Championship, and recently was first reserve for Middlesex versus London at High Beech. I know that Dennis isn't so keen of the soft cinders at High Beech, and so he did not show us what he is really capable of doing.

It may be interesting to know that Maxie Bacon, who did extremely well for Middlesex in this match scoring 17 points, comes from the Hillingdon Racers and originally rode for the Northwood Pirates.

Although hidden away down a valley in the middle of a wood, and situated in a district that seldom hits the headlines, the Harefield Pirates have set an example to all other teams with their incentive and determination to spread the sport to everyone no matter how isolated you may be.

Yes, they're certainly on top of the world down in the valley!



Aerial view of the Pirates on their track down in the valley (Top right). There's a rumour that if ever the Pirates are losing, Elves come and throw stones at the visiting team—only a rumour. (Bottom) E. D. Collett, Rider-Secretary, shows us that he's as good at pedal pushing as he is at pen.

EAST LONDON BREAK WITH SOUTHERN BOARD TOO SLOW AND NEGLIGENT

AT a stormy meeting that lasted a considerable time, indignant East London Representatives thoroughly attacked the Southern Region Control Board before they unanimously decided to break all existing connections and become unaffiliated. (Writes Terry Brown.)

Managers and riders alike voiced their protests against what they termed as the slowness and negligence of the Southern Board.

They demanded to know the reason for the delay in issuing the rider's licences, many of which had been paid as much as three months in advance.

Another point was the failure to publish a booklet containing the rules and regulations.

"How," asked one well-known figure, "are we able to race to the Southern Board's rules if we haven't seen them yet." He went on to say that he understood that all the Speedway World cup matches were run to these rules, but it seemed that most of the contestants were lacking a copy. Some had not heard that rules were to be published.

All agreed that a quarterly balance sheet should have been issued long ago, so that each club could see just what was happening to their subscriptions. Others wanted minutes of each Board meeting kept for inspection.

When a proposal put forward by Ray Wilmore, seconded by Ray Black, that the East London Board

should have nothing further to do with the Southern Region Association until all their grievances had been settled, it was unanimously agreed upon. So East London has now, perhaps only temporarily, joined the large number of unaffiliated districts.

"We got on very well without the Southern Board before, and we shall now," one put it.

Buster Beats Veteran

LADS who hit the headlines in Speedway's junior partner, are doing it again now that they have graduated into speedway proper.

"Buster" Brown, in his first appearance in speedway racing, recently beat veteran Wally Green, 1948 Third Division Match Race Champion.

Buster is 17, and not so long ago was captain of the Wembley Panthers. There's a saying, Reverse your dreams, but Buster had many dreams and they all came true!

He is very disheartened over the Board's decision to end the junior League, as he was to have represented Wembley in the series. Nevertheless you will be seeing Buster in scratch and league races at Wembley for many months to come.

SHOULD IT HAVE BEEN A DRAW?

The first ever cycle speedway match at High Beech Stadium, London, on Easter Monday, between London and Middlesex was an example of racing at its best. Middlesex being the winners by one point 96-95.

With the result in doubt until the end of the last heat, there was not the slightest reason for London to worry of their narrow defeat.

For although in the first half Middlesex had things practically all their own way, towards the end the London team fought back gallantly, and actually did take a five point lead by heat 29. However, after this a series of 4-2 wins by Middlesex gained them victory in a hard battle.

I must honestly admit, however, that if Dud Smith had not been allowed to push his bike for a point (the fatal point as far as London are concerned) when he should have been excluded for crossing the white line, the match should have been a draw, 95-95.

strangeness of the track had not affected him in the least.

Equally as good for Middlesex was Alan Hockoday, who came into the team at the last minute in place of Johnny Fruin.

The crowd that attended unfortunately was not as large as expected; but this can be remedied by those that were there, who made up for their lack in numbers by their enthusiasm with which they greeted the match.

Northwood's Max Bacon was the Middlesex hero. He displayed clever riding and topped his side's scorers with 17.



M. BACON

The result was fair and a good reflection on the match in general, and it is certain that everyone who witnessed this new venture at High Beech, thought it a worth-while afternoon's recreation, and will join me in saying "Here's to those that follow."

PIRATES PIECE

THE Newcastle Pirates started cycle speedway racing in 1947, and at that time the team was captained by Bill (Maximum) Robotham. 1948 however, saw a change in the captaincy when Len Staton was elected to this position. Strangely enough it was then that Captain and Ex-Captain combined together and went on to win the Hanley best pairs championship.

Average age of the riders in the Pirates' team is 14-17 years.

Last season saw Bill Robotham riding to the position of best rider, closely followed by Bry Bates who, unfortunately, is not riding this season.

The Pirates, like most other teams have their bogey team, and in their case it is the Trent Vale Beagles, to whom they have lost at every time of meeting.

Nevertheless, the whole team are looking forward to the 1949 season with optimism and confidence and are determined to go on to the supreme honours in cycle speedway, by becoming League Champions.

.....
Final placings: Middlesex (96): M. Bacon 17; K. Wakerly 16; D. Smith (Capt.) 13; E. Hockoday 13; L. Dean 11; A. Hibbert 11; R. Howard 10; D. Manucci 3; D. Peter (Res.) 2; J. Howes (Res.) 0.

London (95): D. Bottazzi 17; A. Newson (Capt) 16; J. Livings 14; P. Fishon (Res.) 13; V. Winter 10; R. Black 9; T. Bottazzi 7; J. Pollard (Res.) 5; P. Glover 3; P. Woolford 1.

.....
Outstanding for London was reserve Phil Fishon, who, after being given his chance in heat 16, when his side was losing 40-55, secured a second place and showed that the

66-18,—NO MORE OF THAT PLEASE

ROY BULLET *Airs his Views*

IT is certain that if track standardisation is ever agreed upon, it will not come into practise for many seasons.

So it looks as if clubs will have to make do with their different sizes and try to put up a useless but gallant away from home showing on a circuit that they are unfamiliar with.

That might have been the case had it not been for the recent adoption by some teams of Speedway's latest rule that allows the visiting riders the choice of positions in every race.

One or two enterprising Control Boards have decided to let that rule stand in cycle speedway racing, and looking back they are very pleased they did so.

It brings all teams, good or bad, down to the same level. It destroys the certainty of a home win and gives the visiting team a very sporting chance. And if any sport needed a rule that is able to do that, it is cycle speedway without a doubt.

Too many times do we hear of the home team winning by 20 points at a meeting, and it is apt to dishearten the losers so much that they will always be victims of these fantastic scores.

Until some effort is made to standardise tracks so that the visiting teams will notice little difference from their own and consequently put up a better show, the choice of starting positions is the fairest method the home team can offer.

Cycle speedway has been running smoothly and successfully for about three years, and in that time certain

teams have stood out from the others as practically unbeatable—they run off with all the League Honours and Cups. So much so that they become feared by everyone and matches become most uninteresting—both to riders and spectators—and hopelessly one-sided.

Give me the matches that draw you to your toes, leave you breathless, and hold your interest to the very last. If all teams adopted the rule, that's what would happen at every meeting. It's the best way to attract crowds.

Important matches as those at High Beech need not abide to the Rule, as usually both teams are neutral to the track. Anyway, out of courtesy alone, our Dutch visitors should always be allowed to choose their positions, and our team the same over there.

I am sure that all who have already adopted the rule and read this will agree with me.

MAY 5 was a black day for the Beckton Aces. They lost two of their best riders in Art Smith and Jack Robinson through conscription. Both joined the Forces that day.

THE local Council has taken pity on luckless Leyton Aces. In order that they may continue racing, and not, as anticipated, be forced to disband, they have rented the team space enough for a track at a cost of one pound per annum.

Here are the White City Racers, formed in 1947, unbeaten at home. Any offers to spoil this record to L. Wilman, 97 Blayland House, White City Estate, W.12. In this photo (l. to r.): K. Sharp, B. Lyons, S. Rouse, L. Wilman, (capt.) S. Bevan, T. Lagridge, J. Zetta and D. Bevan



TRACK CHAT

MORE adults are taking over responsible positions in cycle speedway every day. Mr. T. A. Archies is the new manager of Stratford Hammers, he has been connected with the team for the past two years and is no stranger. Mr. W. Garnham replaces Len Silver as team secretary.

* * *

YARMOUTH programme snatcher Billy Bales, late of cycle speedway, was making his way to the club room at Rayleigh Stadium for a soft drink. He was very thirsty after just having finished top scorer for his team at the Essex track. But he found his way barred by a burly uniformed commissioner. No children allowed in here, Billy was told, and he almost turned away when he was recognised and admitted. Billy just five feet tall, must be young for his age!

* * *

ON April 10th at the Ringwood Aces track, an Individual Riders' Championship was run for a cup presented by the Hampshire fire service. Fourteen teams were represented at this contest, all drawn from the New Forest area.

An enthusiastic crowd of over 500 attended and witnessed an afternoon of excellent racing. It was a twenty heat match, and was won in a thrilling final by Gale of the Gem Pirates, who had drawn level with Goulden of the Southampton Turfs, with 13 points, making it necessary for them to race again in a deciding heat.

The track is a gravel one, and its length is 96 yards. The heats were run over three laps, making a distance of 288 yards to each race. However, none of the riders in this event broke the existing track record set up by J. Coleman, of the Ringwood Aces, of 38 secs.

* * *

BRANDY and hot milk given between races helped Dennis Bottazzi to rid his sickness and finish third in this year's All London Grand Prix. Before the meeting he fell sick but was determined to ride. It just goes to show that these lads are tough.

HULL'S Wembley Lions have started the season in fine form. They have won their first matches in style and are looking ahead with a vengeance. Captain Dennis Wood, who holds the track record, has scored over eight maximums and shows every promise of continuing this extraordinary performance.



They won the Hull Easter Best Pairs Championship, followed closely by the Junior Angels and the Corden Cubs. B. Sanderson, Manager, poses in our picture.

BECAUSE he sided with some local lads who were skidding round Regents Park, in an argument against a gentleman who shouted abuse at them, S. Leeds of London found himself elected manager of a cycle speedway team.

Little did he realise his huge task when he accepted, but he knew it was all for the good and that was enough for him.

Later at a meeting he decided that their name should include "West End" somehow, and so the West End Wanderers were formed. Next he considered their colours should hold a moral that the lads might follow every time they wore them. They hunted high and low and eventually chose the simple red and green of the traffic lights. The moral being "when the lads see red that is when they really go!"

TEAM COLOURS WITH

The Wanderers have an exceptional home record. At their old ground they did not lose at all and only lost four away. This season

Racing Highlights from the Tracks

they have rode eight league matches and won them all.

More recently, however, they have temporarily secured another track at Camden High Street, and lost the first match to Teddington Tigers.

S. Leeds' one ambition is to give the lads a really top class track, and he is awaiting the Borough Council to supply them with ground.

Last January at Euston Road the Wanderers staged a North London Individual Championship and despite terrible weather conditions, Dennis Bottazzi, the Wanderers' captain and local favourite, came straight from bed and rode with the after effects of bronchial pneumonia still with him. He finished first after a very thrilling final. Harringay's Jimmy Grant was the Steward that day.

The Bottazzi family go to make a best part of the Wanderers. Ted, who is 19, has been in the Army since the team was formed, but has only missed one match. Dennis (16), is the captain and a cool rider, and so is little John (6), who is the team mascot.



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.

Meet the Morden Meteors, a club fast becoming feared by others with championship aspirations. Finished fifth in the Surrey Winter League. Rider-manager S. Dunnet is one of Surrey's leading men, and K. Saunders, a top-scorer



Photo: Wimbledon Boro' News

Other riders are Les Hallett, Ted (Madman) Marsh, George Fowler, Ken Scott, Aub. Predy and Tom Sweetman.

Team Honours include: 1948 League Champions; D. Bottazzi North London Individual Champion, runner up in the 1949 Grand Prix; Ted Bottazzi, Individual runner up; George Fowler and Aub. Predy both capped in the recent London versus Essex, at High Beech.

NORWOOD'S first cycle speedway team were the Norwood Rangers who were formed by their present captain Jim Mills at the end of 1946.

The team had no track and because of this relied upon their away matches to keep the spirit and enthusiasm going. New-comers to the Rangers were S. Adams, Doug. Dove and Jacky Hart, all of whom joined mid-way through the season.

A MORAL

Towards the end of the season however, they were joined by Chas. Moore. Of these four riders two are still with the team.

The Rangers now had the prospects of their first full season in front of them, and they entered the ranks of the North West Kent League. The next chapter in their progress was to change their name from the Norwood Rangers to the Norwood Lions and then came the fitting up of an old tennis court for their official track.

This season proved to be a very successful one for the Lions. Not only did they win the Kent Trophy and come second in the League Cup, but all the individual competition prizes came to them by way of Chas. Moore and Sam Adams, who, after winning the Best Pairs Championship and taking first and second places in the Riders Cup, all that remained was for Moore to go on to cap a brilliant season's riding by winning the London Cup.

* * *

1946 was the year that heralded the formation of the Acton Acorns C.S.C. under the captaincy of Derek Hicks.

From then the team carried on until the beginning of 1948, when the ever-present shadow of conscription overhung them and Derek entered the Air-Force. The captaincy was then taken over by Dud Smith who has been their strongpoint throughout, and is still the leader of the Acorns today. Dud is one of the two original members of the team, the other being Keith Noble.

The Acorns have been very unlucky as far as a home track is concerned. They have tried several places and each time authority, in some form or another, has turned them away. In the summer season of 1948 however, they agreed to share a track with the Wembley Hawks, at Salmon Street (Wembley).

This column would not be complete without mentioning some of the stalwarts who have kept the Acorns' flag high. J. Buffam, V. Pope, R. Lacey, D. Burton, D. Morris and K. Wilson are names to remember.

Sad to say, the team have been one of those who never quite reach the pinnacle of success, although they were third in the Wembley and District League and better still, runners-up to the Wembley Panthers in the 1948-9 Winter League.

THROUGHOUT the 1948 summer season, cycle speedway did not meet with much success in Manchester, so a general meeting was held from the Club representatives who attended, a Control Board was elected. Plans were immediately put into operation for a bumper winter league. And what a league is proved to be. Championships were not determined until the latter stages.

The Werneth Lions were the champions. They lost only one match. They were beaten on their own track by the Salford Panthers, who were runners up. Chorlton Aces, who started the season with a fine record, fell away and finished third.

A complete check was kept of points and scorers and the six top men for the season were based on averages. J. Pennington (Chorlton) 11.1 per match; D. Heywood (Werneth) 10.4; G. Tetlow (Werneth), E. Armitt (Salford), and L. Martin (Droylsden), averaged 10; D. Newton (Salford) 9.8.

The above six with reserves K. Higgs (Salford), and J. McPherson (Droylsden) rode as Test Probables against the Rest.

The first trial at Werneth was easy going for the Probables—they won 86-32. D. Heywood and G. Tetlow as a pair were unbeaten for the winners. For the Rest, B. Smith with 9 points, B. Rostron 8 points, and T. Maddocks 7 points, were best.

In the second trial at Chorlton, things were different. The Probables won, but by only one point, the score being 59-58. A. Dawber and B. Rostron (Belle Vue), topped the scoring with 24 points. The Pennington-Armitt combination were second highest with 21 points.

The Scala "Stars" of Bradford (Yorks) League challenged the Chorlton "Aces." The match was run at the Bradford track, and after a keen fight the "Stars" won by 59-54. J. Pennington (Chorlton) notched 15 points.

* * *

THE Castleton Stars C.S.C. were originally formed in the early part of 1948, only then they rode under the name of the Kingsley Stars.

As the team did not consider themselves up to league standard that year, they were quite content to put off membership until the 1949 season. But alas! they reckoned without the forces of National Conscription and when this year started four of their star riders either entered the forces or for various other reasons could not ride.

After this came the eventual disbandment of the Kingsley Stars. Never-the-less the remaining riders could not get the real spirit by racing among themselves, so they

afterwards reformed under the name of the Castleton Stars.

The only snag being, that however enthusiastic they were they still had only four of the original team, namely Jacky Holburn (capt.), Art. Weeden, Terry Tarrant, and Stan Woods, and as riders seemed to be really lacking, it seemed as if their hopes of league membership were finished.

However, after a while riders came in with a rush, and they now have a team to be proud of. They have since entered the league, and are now anxiously awaiting their league fixtures.

* * *

East London Match Race Champion George Stevens, and a mechanical-minded friend, have designed and constructed two pair of highly-sprung forks solely for use on the track.

These forks, 6 ozs. heavier than the ordinary type, have a 5-inch spring either side, and these, Stevens claims, will assist riders in cornering and lessen the wear and tear on track machines. Patent has been applied for.



A similar idea was designed by Cliff Bartlett, captain of the Woodbury Tigers, who has built his own track bike. The main asset of this, too, is the telescopic front forks, credit for which goes entirely to him.

A point to note in this effort is that riding this bike, Cliff has got himself into a position where he now holds all the track records.

Cliff's team are one of the few who ended last year's season with an unbeaten home record.

This season the Tigers' track has undergone a considerable amount of alteration. The bends have been banked more steeply with layers of sand, and the back straight widened.

All these improvements have been carefully planned and carried out by the lads, and if they standardise Cliff's idea, I'm afraid other teams are going to find it very hard to "hold those Tigers."

WOMEN AND WHEELS

ONE RIDES, ONE SINGS— WHAT NEXT?

THIS is the second of a series of articles of the women 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, and it is to these we dedicate this series. This month's personalities are Miss Marie Butler, secretary of the Gurney Rangers (Stratford), and Miss Christine Lines, secretary of the Southampton Turfs.

TO the girl streaking down the straight of the Gurney Rangers' track it was the fulfilment of her ambition. She was at last cycle speedway racing. Her elation, however was short-lived, for when she reached the bend she searched frantically for the brakes, and then realised there were none, so, after narrowly avoiding a spill, she at last decided to leave the racing to the boys, and concentrate on the comparatively safe job of secretary to the Gurney Rangers.

The girl was 17-year-old Marie Butler, who has been a cycle speedway enthusiast for three years now. Her first knowledge of cycle speedway came from watching the Stratford Hammers, then the Deanery Road Vikings, racing round their old track in the Deanery Road.

Until this time her interest had been mainly swimming, dancing and cycling. But as she told me, "As for swimming, I'm not particularly good at it, although I have my ½ mile certificate. Please don't misunderstand me when I say cycling, for since my one experience on the

track, I have come to the conclusion that I am more suited to cycling down a nice quiet country lane."

She is most emphatic about the need for more cycle-speedway dances and would like to see many more.

One thing that peeves her at some cycle speedway meetings is arguments. Riders who are dissatisfied should see the steward, not go around shouting their complaint to the world. This is not only bad, but sounds bad to the spectators.

Cycle speedway has brought many friends to Marie, and one in particular, namely Ramon Wilmore. Ramon is manager to the Gurney Rangers, and as Marie is secretary, they are very closely associated. The Rangers are competing in the Second Division this season, and Marie is confident of their ability to do well in it.

Her one ambition she shares with countless others all over the country—it is simply to see cycle speedway a major sport. And she is strong in her determination to do all in her power to further the sport she likes so much.

She is certain that in the future the lads who make up cycle speedway will graduate to speedway proper. But be that as it may, her deep-rooted regard is for cycle speedway alone. And it is to Marie and hundreds like her, who are the backbone of cycle speedway, the fans owe a great debt.

MANY and varied are the pursuits of 16-year-old Christine Lines, and not least among them being cycle speedway.

For although her ambition has always been to be a tap dancer and she practices continually, she still finds time to indulge in her favourite recreation as Secretary to the Southampton Turfs.

When the Turfs were first formed



CHRISTINE

three years ago, Christine went to watch them almost every other night at practice. She soon made friends with the riders, and it was not long before she was as well known a figure at the matches as the riders themselves.

It was in January of this year, however, when a committee of adults was formed, that she was offered the post of secretary, an offer which she gladly accepted. Although at first she was worried as to whether she would be worthy of the position, now she is only too happy writing and arranging matches for the Turfs.

The committee meetings which are held once a fortnight, are always a source of pleasure to Christine. For, as she remarked, "Everyone connected with the Turfs has full interest in the sport and are very friendly and cheerful."

Christine has a deep respect for Mr. Pike team manager, which is quite noticeable. For she says, "The team owe a lot to him as he has helped them in many ways."

She is proud of the start the team have made this season, having to date, won eight of the test matches played.

Christine will go on with her tap-dancing, and we wish her the best of luck. If she gets the chance she deserves, we know she will not forget cycle speedway, and we know even better, cycle speedway will not forget her.



MARIE

HELMETED ANGELS WON THE DAY

By R. M. HARTE

Most riders will remember the challenge of the Southern Road Cyclists who belittled the track riders' dress and equipment, saying that it was a handicap to their point scoring.

This challenge was accepted by Mr. T. A. White, in London, but at the last moment the matter was settled with an apology from the Cycling Club. You may also remember that the Wallisdown Whippets took up the challenge and decisively swamped the orthodox men.

It was about this time that the Hull Junior Angels were looking forward to a meeting with a combined Cycle team from Cottingham and Beverley. This was a very strong team consisting of the four best riders from each of the above-mentioned places. The members of this combined team were and still are of a well-known road Cycling Club in Hull, and many of them were long distance riders.

When the special meeting between the Angels and the Orthodox team arrived, it brought very good weather indeed, much better than the preceding days, which had incessant long spells of fog. Fog that prevented two visitors coming to Hull from London—Mick Mitchell and George Craig—Hull speedway riders who were to have honoured the Junior Angels with their presence. But compensation was immediately forthcoming with a visit from Norman Johnson, another Hull favourite, who turned up from Newcastle.

WE'LL SHOW YOU

The Junior Angels arrived after a light lunch, Cycles were lined up in the pits; supporters crowded round; programmes were sold and the moment all were awaiting came.

The opposing team arrived with an air of bravado, and a look of "Yes, we'll beat your helmet wearers." The captains walked to the tapes together and made the toss which the Angels won. They chose 1-3 alternate heats.

As they returned to the pits four bikes were wheeled on to the track by the Stewards. Heat one was announced. Riders in red, blue, white and yellow rode up to the tapes. A deathly hush settled on the crowd. The Hull lads' faces were set grim (they meant serious business to uphold cycle speedway against an inexperienced man's rantings). The Orthodox riders were tense, but their attitude too self assured.

The line was checked and they were off. The battle, the results of which should warn other orthodox cycling clubs to be wary in the future, had begun. Indeed, they will have to be wary because the outcome of this test disproved their proud boast. Before the end it was evident that helmets and other protective clothing prevented bumps on the head, grazed shins, cut hands and legs. Whereas the Orthodox team had to find a cure.

NOT TO SIT ON

By the last heat they were all in, and two bikes short. One with a wheel looking a beautiful figure eight. They fumbled too much, lost their pedals and had a far greater habit of sitting and laying on the track than their rivals.

Yes, there is a far greater difference in Road Cycling and Cycle Speedway racing than some care to think. May I say in the name of all cycle speedway comrades and for all the sport stands for, that cinder racing is by far the more skilled.

The Hull Junior Angels had won the day. 55 points against the combined Orthodox team with 26.

NO MORE AT HIGH BEECH

The contract between High Beech Stadium Ltd. and The Southern Region Board in connection with the cycle speedway meetings held there has fallen through (writes our London Reporter) and all future matches cancelled. It is understood that the local authority refused to grant a Sunday licence. The Board decided against Saturday meetings and put in a further appeal.

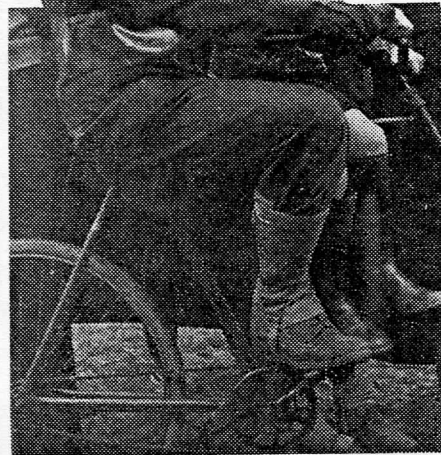
High Beech Stadium Ltd. had an agreement to stage a minimum of seven matches. After that time, if attendances were not too high or for some other business reasons the Stadium management did not wish to continue promoting matches, they could end the contract. It seems they have decided quicker than most of us anticipated.

In High Beech's second and last meeting, Essex beat London by 102-98.

Who's Who

ALAN
GIBBONS
SHAFTESBURY
BROADSIDERS

No. 3



TWELVE months ago 17-year-old Alan Gibbons started riding for the Shaftesbury Broadriders (Harrow), and after a short while was elected captain. He proved himself a fine leader and sportsman, and it came as a great blow to the team when he developed internal trouble. And it was thought that his riding career was finished.

However, he has now been passed fit by the doctor and will be riding for the Broadriders again this season, although not in his original position as captain.

His hobbies are motors and motor cycling, so much so that he has had trials for speedway proper, which were very successful, and it looks as if Alan will sometime shortly be leaving cycle speedway to enter the ranks of its big brother.

With all this Alan has found time to become engaged, and his fiancée rides round with him at every meeting, keeps the score book, and is one of the Broadriders' keenest supporters.

Alan is seen above with Johnny Jones—Team mascot.

Determination and grit as Alan has proved he possesses, by his forceful come-back, will be sadly missed when he leaves cycle speedway. And it is boys like Alan that cycle speedway builds.

C. Taylor.

There I Was Astride My First Racing Mobike, All Set To Go

B-BOY WAS I S-SHAKING AT THE K-KNEES!

"WE'VE heard a lot," said the Editor to me recently, "about your trials on the senior speedway. And we want you to give the readers the low-down from the beginning. We'll call it 'Cinders in His Blood' or 'He Died with His Boots On.' You know the kind of stuff they like."

Well, as the Editor's a nice sort of fellow, I have obliged with the following.

I've always wanted to become a speedway rider ever since I started cycle speedway in 1946. To be quite honest, at first I thought it just another passing phase, you know, like kanting to be an engine driver or to go on the stage. But I soon realised that this time my desire had plunged deeper.

I viewed the position hopelessly. There I was, a 14-year-old school-boy with big ideas, but I had time to wait, in fact until 1948, when I saw my first big opportunity.

Dicky Case's training school at Rye House, that was the place for me. I wrote to him and was told that my name would be put "in his files," files that were never referred to as I later found out! I heard no more from Rye House.

That was my first disappointment, my next came when I learned that a new speedway track was re-opening at W—, which is quite near me, and that the Manager was on the look out for likely novices. I wrote letters asking for trials, but I never even received so much as an answer!

Then everything seemed to happen at once.

One of my friends, Ern Brecknell, promised to get me a trial for the team that he rode for in 1949.

With these two good offers fixed in my mind, I looked around for a third (being something of a greedy blighter by nature) and my thoughts came to rest at Rayleigh. "Ah," I thought, "A likely 3rd Division track, not far from home, just the job!" So I wrote to Rayleigh.

BOTH SAID YES

It was about this time that Frank Arnold, the Rayleigh manager, appointed two talent scouts in cycle speedway (I shan't disclose their names, though some of you no doubt have already met them!), and Mr. Arnold asked them whether it was worth while giving me a trial. Much to my joy they both said yes.

As I had difficulty in getting time off from work, Mr. Arnold made a very special concession and told me that I could go along on a Sunday. Well, the time was fixed for when I had to travel down to Rayleigh with the Stratford Hammers, who visited the Eastwood Meteors.

I arrived at the Stadium at about 11 o'clock to find it deserted except for some cycle speedway activities in the car park. I hung about for a few minutes until one of Rayleigh's

By
LEN SILVER

novices, Charlie Mugford, came upon the scene.

"Frank can't get here," he said. "But I've got to give him a report on your showing."

"Fair enough," I muttered as I started to fit on my steel shoe.

Charlie got out the bike and did a couple of laps to get it really warmed up then he handed it to me.

Can you imagine what I felt like? I had only ridden a motor bike three times before and **never** been seated on a speedway mobike! Boy, was I s-shaking at t-the k-knees!

Still I tried to put up a bold front and so I jumped on to the machine, nearly knocking over Charlie in the process.

To make matters worse the cycle speedway enthusiasts outside, having heard Charlie rev round, had invaded the Stadium to watch.

"Now," said Charlie, "let your clutch out very slowly and be careful of the throttle, it's very fierce!"

THE BROADSIDER

I obeyed his instructions about the clutch and found myself tearing along the straight at about 50 m.p.h. Not for long though, I soon shut down when I saw that the safety fence was coming straight for me! I tried to gather my wits as I steered into the bend. About half way round I turned on the power and the bike gave a horrible wriggle beneath me—and I was in a broadside!

This happy state of affairs didn't last for long however, for somehow the broadside was smooth enough. I kept "blipping" the throttle and as a result I was getting a very uncomfortable ride.

After about five or six laps I



began to feel a little tired and I wasted back to Charlie, feeling quite pleased with myself, but a little apprehensive about what Charlie thought.

Still I went home that night feeling more pleased than I think I've ever been before.

Well, I resolved to get another ride somehow, so I visited Rye House to see if I could get into the Speedway World School. I couldn't get a ride there, but I was advised to go to High Beech, and it was on this track that I had my first crash!

BLIP-BLAM

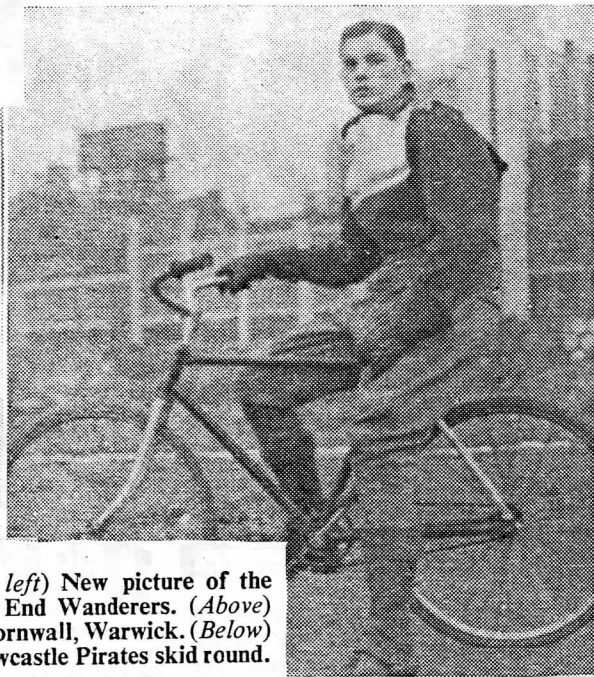
It happened this way. No matter how much I tried I still had a tendency to "blip" the throttle, that is, continuously turn it off and on. I was about half way round the stands bend, when I found myself oversliding; instead of just letting the bike slide away from me as any experienced rider would have done, I thought I could correct it. I did. Too much! And was thrown way up in the air—I've never seen a speedway track from upside down before—I will never "blip" the throttle again.

About two days after this I received a letter from Arthur Atkinson renewing the promise he had made to me just before he sailed to Australia.

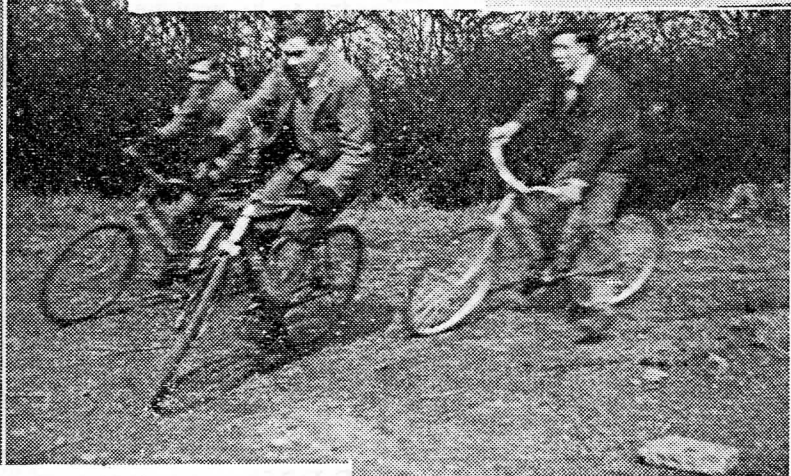
If I succeed, I shan't forget the wonderful times I've had on cycle speedway. On the other hand, if I fail I shall come crawling back, tail between my legs and say to some 2nd division team manager, "Want a good reserve?"

Who knows—he may give me a chance to start again!

PICTURE PARADE



(Top left) New picture of the West End Wanderers. (Above) A. Cornwall, Warwick. (Below) 3 Newcastle Pirates skid round.



(Middle left) Ray Wilmore, Stratford. (Below) Shaftesbury Broadriders ground at Harrow. (Bottom right) K. Radall, Beckton.



LIFE AIN'T SO GOOD IF YOU'RE A MANAGER

A BIG meeting is being staged at Wembley, and a large crowd is watching some exciting racing. The steward of the meeting asks to see the manager of the home team; somebody tells him he is at that moment approaching the gate on his bike—riding as reserve for the visiting team. The steward immediately tears up his programme and marches off, muttering that he was having nothing further to do with this kind of "mad-men."

Sounds silly, doesn't it?—but such is the problem that presented itself one day at Wembley when the visiting team arrived for an important match with two men short. In order to save the match and satisfy the crowd the home manager substituted for one of the missing riders.

The management of a Cycle Speedway Club to-day requires plenty of versatility, even temper and a capacity for hard work. For real success it is very advisable to place the burden of management on the shoulders of two people, for it is a job which takes up practically every spare moment of evenings and week-ends.

One of the "backroom boys" of cycle speedway, the manager's work is as vital to the sport as that of the riders themselves, and at times can be equally exacting. They have to supervise track layout and preparation, presentation of programmes, press reports, problems of retiring and injured riders, and, if there is no secretary, the administrative work as well. It is impossible, however, to detail all the duties of the successful manager—his tasks are many and varied.

If an error is made regarding a fixture, transport arrangements, or riders, his name is bandied around with no lack of eloquence, but let him present a tip-top meeting and very few bouquets will come his way.

You may well ask what it is that prompts people to take up this position. The reason is usually plain. Most managers are ex-riders or rider-managers, or persons interested in Youth Organisations—but all have been bitten by the cycle speedway "bug," and once bitten it is hopeless to try any treatment for recovery, however hard the work may eventually become. The ex-rider is an excellent case in point—try as he may he just cannot sever his connections with a sport that he hopes one day will be recognised as a National one.

The manager gets a deal of pleasure in the success of his team—and looking after the welfare of the riders is a joy common to many—but his main ideal is to further the interests of a fine sport. A good manager has complete understanding between himself and his team—this coupled with the essential team spirit of good riders, and the initiative of the management is the essence of a successful cycle speedway team.

TERRY BROWN

Cycles Disappear —Teams Blamed

At a recent Juvenile Court case in Harrow, Middlesex, the local magistrate linked the disappearance of cycles with cycle speedway clubs.

Certain youths who have taken a fancy to other people's cycles, tell the police they are connected with teams.

Some of them leave frames on tracks in the hope that riders will find them and make use of them. In that way they are able to clear themselves and transfer the blame on to a clean, healthy sport.

Boys who are callous enough to play tricks of this kind will ruin cycle speedway, and most surely give it a bad name. The police might seriously think of staging a complete probe into the sport.

An idea by a team in the Harrow area is to attach small metal plates to frames with the team's name and manager's phone number engraved upon it. Then the police are able to contact the right authority if a rider is pulled up.

Cycle speedway was formed to prevent the success of prospective juvenile criminals and not as a "way out" for their corrupt methods.

Clubs are not in the position to disagree with the law on what it has decided, or what it has been led to decide. But if all unite on the subject, and do their own investigating, woe betide any criminal if he is routed out!

FREEWHEEL FREDDY

By CINDERS

Shylock Domes, rascally guardian of Freawheel Freddy, the local hero of the Dobfield Lucky Lightnings, has asked Thatchit & Scratchit the crooked solicitors to help him find a way to injure Freddy and so inherit the wealth left to the youngster by his father. The solicitors have found the "double" of Freddy in Mike Smirk, a spiv. Mike is to ride in place of Freddy in the Dobfield Annual Grand Prix, and do his utmost to lower our hero's reputation. He changes into riding clothes and with a club in his hand, spots Freddy attending to his machine. . . .



The Postman brought these

Is there a recognised size for a cycle speedway track, and is there a firm who supplies cinders.

If possible, could you send me any rules and laws or any other useful information for a team that is just starting.—**R. Harvey, 83 Henslow Road, Ipswich.**

As yet there isn't a standard size, but most teams favour 90-95 yds. circuit. I don't think you will find any firm that will supply you with cinders, the cheapest way is to choose land already cindered, or collect the cinders yourself. A booklet containing Rules is being published, and we will forward publisher's address as soon as possible. Information for beginning a TEAM may be found in our March Issue.

AFFILIATION

I am manager of the Morden Meteors who are one of the teams competing in the Surrey and S.W. London League.

When I first started to take an interest in cycle speedway in 1946, our team paid no subscriptions of

any kind. We arranged all our own matches.

Once we visited the Southend Lions and we had no financial worries from any of the lads, and we had a very fine time.

But now things have changed. If you want to join a team you have to pay Affiliation Fees, Club Funds, money for an Insurance Policy and perhaps a little something to the Secretary of the League.

I think the lads would sooner join a football team or something, and be better off in every way.

If the Board wants teams to affiliate, something must be done regarding finance.

Wishing you all the best of luck with Cycle Speedway Monthly.—**S. Dunnett, 28 Charminster Road, Surrey.**

OFFERS?

Thank you for a wonderful Cycle Speedway Mag. We enjoyed every part of it, keep up the good work.

Would some kind gentleman please help us two girls. We want to know where our nearest track in Dagenham is, also when they hold their meetings. Thanks again.—**Pamela and Mary, 424 Hedgemans Road, Dagenham.**

Gee, wish I was riding for one of Dagenham's teams. Guess I'll jes' have to leave to them "kind gentleman."

HELP

BERKS (Windsor)

Jim Pumfrett, ex-West Ham Eagles' rider would like cycle speedway enthusiasts in the Windsor district to contact him with a view to forming a team. He can be reached at **156 Dedworth Road, Windsor, Berks.**

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.**

COVER BOYS

A grand new line-up of the **BECKTON ACES**

Photo includes: **T. Brown, K. Randall, G. Stevens, R. Black and P. Clark.**

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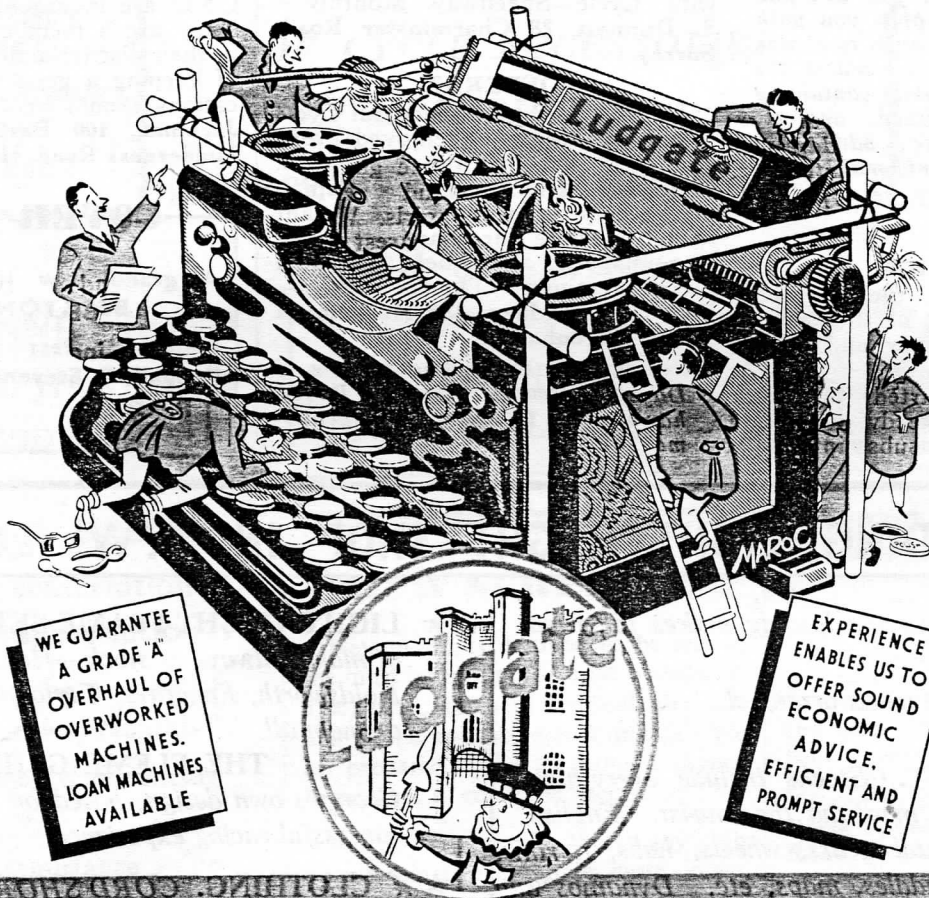
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