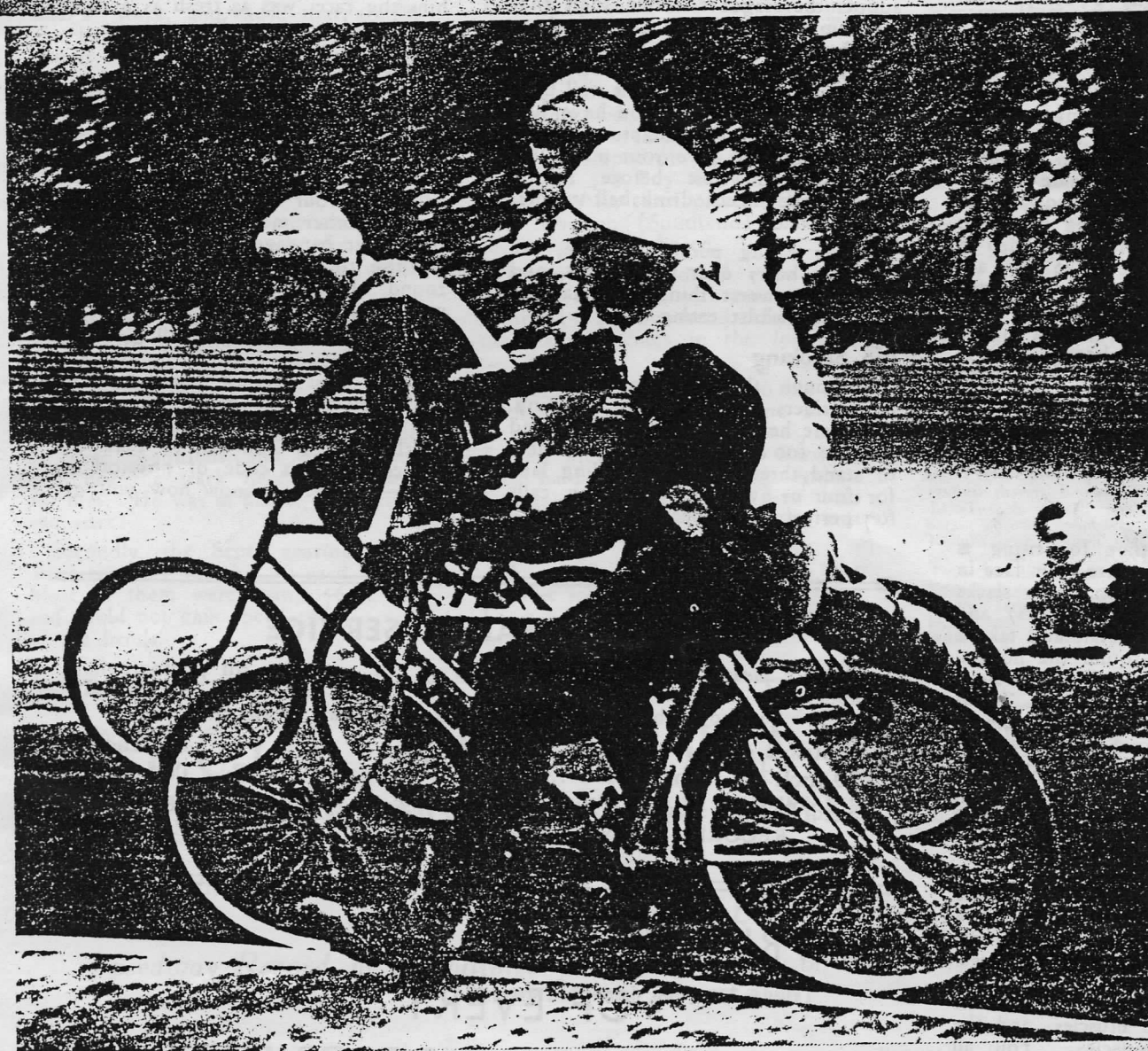


THE VOICE OF CYCLE SPEEDWAY

Vol. 1. — No. 1.

JUNE 3rd. 1949

CYCLE SPEEDWAY



RECORDED

Photo: Henry Messum

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Johnny Livings (Stratford Hammers) leads Roy Howard (Kingsbury Stars) and Dud Smith (Acton Acorns) out of a bend, in a fine example of the close riding that Bill Kitchen discusses on page four.

Read BILL KITCHEN : page 4

FIRST EDITION

EVERY
6^{D.}
FRIDAY

KEEP YOURSELF FIT

Top priority in all sports' training programmes is physical fitness, and in Cycle Speedway there must be no exception. Most districts have half-a-dozen riders who not only reach the top quickly, but stay there. Their continual successes are due to riding ability, without a doubt, but they would never be able to attain that degree of proficiency unless they were physically fit.

Some riders keep rigidly to fitness rules: going to bed early, having plenty of exercise, etc., but not many have a set programme.

At some time you may have wondered why you had to give up on that last bend; why you could not stay the distance, or why a comparative novice made rings round you in a certain race, and in this article we seek an answer to temporary losses of form and suggest remedies.

When we were very young, we were told that "Early to bed and early to rise, made a young man healthy, wealthy and wise." The same proverb can be applied to cycle speedway with the exception of being wealthy. Young bones need plenty of sleep in any case, but more so when they are actively engaged in a strenuous sport. The night before the match, you should make a point of getting to bed by ten o'clock at the latest. If it is an important match, like a Test, or a Championship meeting, don't think about it. Clear your mind completely of anything likely to worry you and relax. Sleep will soon come and it will be deep.

Get up at Six

If your usual time for rising is 6.30, get up at six, rinse your face in cold water, put on some loose slacks (or better still, running shorts) and a thick polo-neck sweater, and take a twenty-minute run round the houses, keeping a steady pace. When you get back home, five minutes of "arm-stretching" and "knees-bending" will allow you to cool slowly without catching cold. You can then wash and dress in the normal way, and feel much better than usual for your day's work.

Skiing

Skiing is a very effective muscle builder, and must not be thought a girl's pastime. All our great sportsmen, including your favourite Speedway rider, take their turn with the skipping rope. Skipping strengthens the leg and ankle muscles, and the wrist and arm muscles. You all know that strong arms are essential to controlling a cycle at speed, and without a strong left ankle to take the bends, a rider will come nowhere. Have a five-minute skipping session before you take your run, during your lunch hour, and before you retire at night. Whatever you do, do not skip immediately after a meal. This will give you indigestion and upset the stomach muscles. If you do this,

then your whole system will be disorganised, and your points tally will suffer.

Plain food

Whilst on the subject of food, eat as much good, plain, wholesome food as possible. By that, we don't mean fill yourself to capacity, that will do you more harm than good, but don't eat too much rich food. Jellies and creamy trifles are all very well once in a while, but a plum duff like Mum makes will be more beneficial.

Drink milk

To-day's rations will not permit a strict diet, but milk is plentiful just now, and a glass of hot milk as your supper beverage is better than that last cup of tea. Don't go to bed on a full stomach, or your sleep will be restless. Two or three biscuits are quite sufficient at night. Sit well back in an easy chair when you have had this, and finish that chapter in your book. This will give your milk time to settle, and just before sliding between the sheets, drink half-tumbler of cold water.

Other eating points to note, are never to hurry over your meals, and one of the worst things you can do is to read whilst eating.

No Smoking

Although they are so expensive, more riders than ever are smoking, and some heavily. This is a very bad practice for any athlete. To be able to stand three or four gruelling laps for four or five races a meeting, calls for perfect wind control. When rid-

ing you should try and train yourself to breathe deeply, and always hold your breath at the starting gate.

During the recent England Test trials, when all the "giants" of the Southern Region were pitted against each other, it was most noticeable that some riders were fast away from the gate and led, sometimes comfortably, for two laps. On the third lap, their wind gave out and they were pipped on the post. Immediately they reached the pits, they lit a cigarette, and tobacco smoke and short sharp breaths are not easy mixers. They were still panting when called for their next race, but the non-smoker, the lad who was able to summon that little extra which won him the race, was as fresh as a daisy and breathing normally.

Relax

Smokers will argue that it steadies their nerves, and this may well be, but the finest way to do it is to sit down and completely relax. Gargle with a mouthful of cold water (this will free your throat of any dust), drink another mouthful, and place a cold-water bandage on your forehead. By the time your next race comes round, there will be nothing wrong with your nerves.

In future issues, we shall give you further hints on keeping fit and improving your staying power. The fitter you are, the more your racing will improve. We are sure that that is the aim of you all, so take our advice: adopt a code of physical fitness—and let us know how you get on.

PHOTO SALES SERVICE

We are pleased to announce a service to our readers. All photographs appearing in this magazine taken by Henry Messum, our official photographer, can be obtained at special cheap rates.

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PRINTING OF EVERY DESCRIPTION

THE MARLBOROUGH PRESS, LTD.,
18, NOEL STREET, LONDON, W.1.

Telephone GERrard 2949

Vol. 1.

No. 1.

June 3rd. 1949

CYCLE SPEEDWAY RECORD**THE VOICE OF CYCLE SPEEDWAY***Associate Editors: Terry Duncan & Hillary Johnson*

Reg. Office.

18, NOEL STREET,

Oxford Street,

London, W.1.

Telephone: GERard 2949

The Voice of Cycle Speedway

Looking back over the past three years, we find the story of Cycle Speedway is one of sweat, grit, guts and tears; a story of human endeavour; a story of development and progress. The sport has hit the headlines in many sections of the Press, crowds at the tracks have swelled, and names of star riders and star teams have become known, respected—and feared.

That Cycle Speedway has become popular, and will be more so, is an undisputed fact, but we feel that so far Cycle Speedway has lacked something. Cycle Speedway has no voice!

With this issue of the **CYCLE SPEEDWAY RECORD**, we hope to remedy that!

In a magazine of this kind we can greatly influence the running and progress of the sport. The power of the Press is a mighty weapon, and it can become Cycle Speedway's greatest asset. Our sole desire, in these columns, is to help cycle speedway attain that official status that so many of you are striving to obtain.

We are fully aware that there are many shortcomings, especially in the organisation of some teams, and, from time to time, we will investigate these and suggest improvements. Maybe you can, too, and these we will gladly pass on.

OUR POLICY

As many of you will have read in our circular, we favour no team or district, in fact, we are without fear or favour. We shall praise, criticise or admonish as the occasion demands. We are glad that the Southern Region Cycle Speedway and Youth Association has been formed, and we are pleased with the work this body of enthusiasts have accomplished against great odds; the barriers of prejudice and mistrust, but we feel that this is not sufficient, the immediate need being the formation of a **NATIONAL** body, with everyone under one banner.

PROVINCIAL CLUBS

London claims to be the forerunning district in this great Youth sport. Whether that is so is a matter of opinion. One thing, though, is certain: other districts in Britain are just as well organised, and their riding abilities on a par with London. That the Provinces have received less publicity than the London we put down to the fact that most of the Press offices are in London, and the sport's few writers can see no further than their office windows. This is far from the truth where we are concerned, although and we are giving you fair warning, we cannot visit the provincial tracks for a few weeks.

In the meantime we must rely on your District Control Board's sending us your news for publication. If you

pick up a copy of the **RECORD** at some future date, and find no news of your area, don't blame us, but wake up your local Control Board. Each one should have a Press agent. Make sure he is doing his job!

THIS ISSUE

Reading through this issue, you people in the Midlands, Yorkshire, and the Coastal districts may think we have broken our promise straight away. This is not so. You will see many pictures of the London riders, but there is a good reason for this. Realising the need of this magazine, we have published two weeks in advance of our original date, which means that the material you have sent us will arrive after we have gone to press. We had only a few photographs at hand, and a publication of this kind would be incomplete without them. If, however, after two issues, provincial photographs have not appeared, we venture to suggest that the fault will not lie with us.

GROWING UP

Cycle Speedway is growing up, and we wish to grow up with you. You can help us; we can help you. Let us grow up with you. You, and news about you, is essential to us; we realise that, but on the other hand, we are firm in our belief that the **RECORD** is essential too. A magazine devoted entirely to your sport, and especially a weekly, is a sign of progress; it is just one more step towards recognition; another milestone passed on the long, winding road to blissful independence.

YOUR VOICE

Cycle Speedway is a great sport; those who know its inner workings, and some who do not, unanimously agree upon this, but, so far, there has been no voice to tell the world this. We can be your voice. We will be your voice! Help us, to help you, to strengthen the voice of Cycle Speedway. Keep the record going round!

THE EDITORS.

Probation Officer Helps

Riders in the Chiswick and Brentford area are very fortunate in having the interest of Mr. E. A. Rush, the local Probation Officer.

Most people associate Probation Officers with Juvenile Courts and Institutions; we imagine them to be strict and stern, but occasionally we find a human one. Such a man is Mr. Rush.

Rather than have a lot of problem boys on his hands, he prefers to see them enjoying a healthy boisterous sport, expending their surplus energies in a harmless manner.

Cycle Speedway gives the lads just this outlet, says Mr. Rush. The young people of to-day are abounding with bunched up energy, and if it is not utilised in a constructive manner, they are liable to find their way into my hands, quite unintentionally, and through no fault of their own.

Some of the films that are shown to-day can easily influence impressionable Youth in the wrong direction.

Out in the country districts, young lads can occupy themselves on long walks, with glorious romps and by climbing trees, but in the big cities, something more adventurous is required.

Mr. Rush has promised to help to provide that something. He is going to enquire into the possibilities of a Council sponsored track on the lines of the excellent track laid by the Ruislip-Northwood Council in the Northwood Hills Playing Fields.

We sincerely hope you succeed, Mr. Rush, and riders in the Chiswick and Brentford Districts, who wish to take advantage of Mr. Rush's promise, or to help him ascertain the number of enthusiasts in this area, can either drop a line, which will be forwarded, or they can contact Mr. C. Alderton, 8, Hampton Road, Hampton Hill, Middlesex, the organiser of the Thame Valley area.

BILL KITCHEN SAYS: I Wish I Was Young Again

When you Cycle Speedway riders gather on the terracing of your local Speedway Stadium and heave a longing sigh for the day when you, too, can tear up the cinders like your favourite riders and hear the crowd cheering for you, spare a thought for chaps like me who have been in Speedway for more years than we care to remember, and wish, now and again, that we were about sixteen once more and in the prime of our youth.

Oh yes! It happens. I often wish I was a youngster so that I could take part in the most wonderful Youth sport of the century—Cycle Speedway!

I've been to quite a few tracks recently, and I've been greatly impressed with the enthusiasm of you lads, and the marvellous spirit in which you conduct your sport. It's a great thing, this cycle speedway, and a good training ground for prospective Speedway riders.

Control

The important thing that cycle speedway teaches you, is control of your bike and emotions. How often have the Speedway Press told you that so-and-so should win such-and-such an event hands down? And how often has someone who is not scared of "big" matches walked off with the honours: the rider you least expected!

Such a rider has perfect control over his emotions, he doesn't get that empty feeling in the pit of his stomach in that brief, agonising second before the tapes go up. In the old days, he would have gained his experience on the grass tracks, but now, times are changing, and one or two lads who have made a name for themselves in cycle speedway are making good in the senior sport. Lads like Billy Bales, Pat Clark and our own little Lion, Buster Brown. These lads already have learned to control their machines on tricky bends and to think quickly when hitting that unexpected bump, or to avoid a fallen rider, and they've learned in a very hard way, too.



Photo: D. J. Shadlish

(Reproduced by kind permission of "The Wembley News")
Bill Kitchen, the author of this article, poses with his young Lion "cub", Buster Brown, at a recent meeting at Kingsbury Circle. Buster, one-time "King" of London's Cycle Speedways, has now retired from the sport to realise a life-long ambition—to become a Speedway rider in the same team as his hero, Bill Kitchen.

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No Kid's Game

Cycle Speedway is no kid's game; it takes a lad with courage, an agile brain and a fit body to make a top-class rider. I know, I've seen them, and I've tried it myself. Cycle Speedway, for me, now, is something to watch and enjoy—and how I enjoy it, but if I was sixteen again, then I would certainly be asking the local clubs for a trial. Who knows, I might have made a good reserve.

Team-riding

Another important point is team-riding. Speedway to-day is dependant on that. Whatever happens, the team must come first, and Cycle Speedway plays a big part in teaching a rider that it's not so much where he comes in a race, but where his partner is. Some of the team-riding I've seen on the Cycle Speedways has been marvellous, and I've no fears as to the future of Speedway when I know that some of you lads will one day take our places.

How often I've gasped when four of you have gone into the first bend together, and marvelled that you've come out all in one piece. We very seldom ride as closely as that, although some times it would appear so, but with you, it is different, and the more you learn to ride in close proximity and still keep your seat, the more beneficial it will be to you when you enter the senior sport.

Buster Brown

One thing that cycle speedway will not teach you, is to ride a motor-bike, Buster Brown will tell you that; but once he'd got the feel of a Speedway bike, I recognised the same style that took him so far in Cycle Speedway. We're all very proud of our Buster, our little Lion Cub, and both Alec Jackson and I predict a great future for him. What we are waiting to see is the day when some of you are out there on the track giving him a good race. Then the sparks will really fly. Incidentally, Buster is not the least apprehensive.

Golden Rules

In closing, I wish Cycle Speedway every possible success in the future, and I give you three golden rules to follow. Keep fit; ride a clean race—and be a good loser.

NOTICE TO TEAM SECRETARIES

When sending your results and news, team secretaries and district correspondents should write as neatly as possible. Names of teams, and names of riders should be given in full and written in block letters. League tables should be made up to the Wednesday, and all correspondence should reach us by first post Friday morning at the latest to ensure insertion in the following issue.

THE ADVENTURES OF GRAHAM, MY SON.

by GRISELDA GREMLIN

Many people think that when hostilities ceased, the great family of Gremlins went out of business. True, most of the veterans, like Uncle Joe and Grandpa Gremlin were demobilised and we have very few on active service now, but we are far from idle. We still travel in the planes, on ships, buses and trains, but we are not quite so much in the public eye as we were in the early 'forties.

Most of our young lads, like Graham, my son, are serving apprenticeships in various forms of sport, giving the teams no end of trouble. Young Graham's favourite pastime is visiting the cycle speedway tracks and causing untold havoc. I expect he has visited your track too, as he's told us many amusing stories of the way he has lost matches for some of you. He cannot tell us everything, of course, but one or two of his capers I can record.

Hertfordshire's Southend Tour

The recent Test series between Hertfordshire and Southend proved so successful and so many new friendships made, and kept, that a party of Hertfordshire riders have accepted the hospitality of their Southend friends, and are spending nine days' holiday there from June 3rd to 12th.

Of course, writes Ken Cooper, our Herts correspondent and England Test rider, they are taking their bikes with them, and hope to get in some good riding.

Four Boreham Wood stars are making the trip, together with Johnny Pinnock and Curly Colletta, of St. Albans Swifts.

This tour, says Ken, shows the goodwill which exists between two districts that are over seventy miles apart. We agree, and only hope that more districts will do the same. The visit of the Scots lads to London, and the forthcoming trip from Norwich, is a sign that the various districts are gradually coming together. Let us hope it will not be long before the National body can be formed.

Speedway Riders' Challenge Match—

At last it's happened! We are to see a full team of Speedway riders matched against a team of cycle speedway riders. The Boreham Wood Wolves have accepted a challenge from a team of mixed Speedway riders, which include Dick Geary (Walthamstow), Percy Brine (Rayleigh), Cyril Brine (Wimbledon), Jim Gregory (Rayleigh) and George Butler (Wimbledon).

The date of the match was last Sunday, and at the time of going to press the results were not to hand. We hope the Speedway riders had an enjoyable match, and, naturally, hope that the Wolves did not beat them by too many. Let us know how the match went off, Ken.

His most recent success was at High Beech. He was determined to put a spoke in the Southern Region's wheel and put every obstacle in the way of their success. First he sowed little seeds of doubt in the minds of the Control Board members as to the ideal size of track. His idea was to delay the decision as much as possible so that the track would be laid at the last possible moment, and not give it time to settle down.

Where to lay the track set them a problem too, and just as they'd decided to lay it in front of the grandstand, he played his trump card, and it was laid in the middle of the arena, so that the spectators were too far away to appreciate the racing.

No Transport

The next thing was transport. High Beech was a little way out of London, and naturally people had to get there, so one day, young Graham sneaked into the transport offices and wrote "No!" on the application for special buses from the railway stations to the track on Saturdays, when cycle speedway was to be held. Instead, he made provisions for excellent transport facilities on Sundays when the track was not in use.

The Control Board thought they could get over that, and applied to the local council for a permit to race on Sundays. Did they get it? Not on your life! Young Graham saw to that. He made sure that several important people who could have won the day for them, were prevented from attending an inquiry into the case.

Nothing daunted, the Control Board staged a couple of meetings there in spite of Graham, and they went off quite well even though he tore down their posters advertising the meetings as fast as they put them up. After the second meeting, however, they had to abandon the venture, when the enthusiasts only had "shank's pony" to get them there.

Fun with the Riders

When the Control Board decided not to hold any more meetings at High Beech, young Graham was a little disappointed, for he had had a

lot of fun with the riders, and made some of them, who have quite big names in their own districts, perform very badly. He had Dud Smith excluded twice for boring, but still allowed Middlesex to build up a formidable lead by the interval, largely through tampering with the London riders' machines.

One or two chains went, handlebars slipped, and as Phil Fishon was making his way to the gate for his first reserve ride, young Graham snapped his handlebars clean off. He was most annoyed, too, for Phil borrowed a bike and did well on it. From that moment, Graham decided to play with the London team. He made the Middlesex lads fall off, go wide on the bends, and give a thoroughly bad account of themselves. All this time, of course, London were piling on the points, and by the end of heat 28, had not only caught up but were leading by five.

London Up—and Down

London were happy! They were on top of the world, although only three or four of their cycles were serviceable, but in the last four heats, their hopes tumbled like a pack of cards. In heat 29, Arthur Newsom and Phil Fishon had just worked their way to the front, when Arthur slipped on his pedal, and knocked into Phil. Both lost valuable ground, and the Middlesex riders shot in to snatch 4 points. In the next heat, he had Dennis Bottazzi fall on the first bend . . . another 4-2 against them, but they were still one point in front. In heat 31, Phil Fishon was excluded for breaking the tapes, and Middlesex gained the odd-point advantage.

In the last heat, it looked as though London might do it, with Ray Black and Johnny Livings out in front, but Graham carefully guided Max Bacon in between them, but even then, London were safe—as long as Johnny Livings was in third place, and it was a very comfortable third too. Came the last lap, and there was a nice little bump coming out of the first bend. Yes, you've guessed it, Johnny hit it fair and square, and over the top he went. By the time he'd picked himself up the race was over; the points were divided, and Middlesex had a one-point victory.

Has Graham Gremlin visited YOUR track? Has he snapped YOUR chain just as you were about to score the winning point? He must have done! He is Cycle Speedway's own Gremlin. Drop us a line and tell us what the little imp has been up to. We will pay half-a-guinea to the sender of the best Graham Gremlin story printed!

BEHIND THE TAPES

Wiltshire.

One of the most isolated teams in the country are **Stonehenge Streaks**. Nearest to them are the **Fording-bridge Saints**, way down in Ringwood. For the past six months, the **Streaks** have been riding only on away tracks, as their own went the way of all tracks. They have now obtained the use of a piece of ground and are busy track-building. Best of luck Stonehenge!

New Cross.

Although **Joseph Blore** will still use his excellent equipment at the **Norwood Lions'** track, we hear he has transferred to **Norwood Monarchs**, a new team which he will manage. I feel that the **Lions'** loss is the **Monarchs'** gain.

Dagenham.

Glen Dower, one of the outstanding **Foxland Panthers'** riders, is often seen acting as track sweeper before the commencement of meetings on his home track. Does the exercise improve your form, Glen?

East London.

Not one rider, but three were called up recently from the **Beckton Aces**. Don't rejoice too soon, you clubs that are scheduled to meet them; they are still a force to be reckoned with.

Billy Lamont, a former **Forest Gate Tiger**, had his track bike stolen on May 20th. On a borrowed machine the following night, he was only able to muster three points. I hope it is soon returned, Billy, for a rider without his bike is like me without my pipe.

Mention of **Forest Gate Tigers**, I hear that the "King" of London's tracks, **Tiger Genz** is riding again. With his Army commitments, he is more out of the saddle than in, but a hearty welcome back, Tiger. I hope you soon regain some of that old form.

Wembley.

Wembley Panthers, who have had more tracks than hot dinners, have just lost their third home in a month. Stick it out, Panthers, you will, no doubt, soon find a permanent lair.

Kingsbury Lions, Wembley League champions, were idle during the winter, but in the seven matches played to date, they have not been beaten. Their junior team, the **Kingsbury Devils** share this distinction with them.

New Cross.

The **New Cross Hammers** have completely reorganised and the riders are learning to become trick riders. Their object is to provide thrilling entertainment during the interval.

Later on they hope to obtain bookings at other tracks and carnivals. It's a novel idea and once the lads are proficient, should prove themselves to be a big draw.

Incidentally, the **Hammers'** new track is the first in Britain to follow the Dutch pattern: long straights, and sharp "suicide" bends. If more tracks are built like this, we may yet see **Cycle Speedway's** lost art of leg-trailing. Supporters can find the track at **Croft Street, Bermondsey**.

Poole

The **Oakdale Gem Pirates** claim to be the only undefeated team in the whole of Hampshire. They did not taste defeat in any of their forty-six matches last season, and to date, have thirteen victories to their credit this season. And they think nothing of travelling thirty miles for a match, either. So proud are they of their record, that they seek fresh fields to conquer and issue a challenge to any club from London and the South to exchange-fixtures. Surely there must be one club to take a little "plunder" from the Pirates. Challenge-takers should contact **Mr. D. C. Dunford**, "Seaspray," **Brampton Road, Oakdale, Poole, Dorset**.

Jimmy Gale, one of **Oakdale's** leading buccaneers, recently "captured" the **Hampshire Fire Service Trophy**.

Hull

The **Hull Junior Angels** have recently undergone a change of name and management, and correspondence should be addressed to **J. F. Hulborn**, 4, **Harwart Terrace, Buckingham Street, Hull, Yorks**, the secretary of the **Hull Starlets**.

Southern Region Control Board.

Mr. E. V. Jones, treasurer of the **Southern Region** has been forced to give up his position owing to ill health. He has handed the treasury into good hands of **Mr. R. A. E. Simpkins**, Secretary and Treasurer of the **Southend and Rayleigh League**.

West Ham

Another team to lose their track are the **West Ham Eagles**. Until they can find a new home, they are fulfilling their commitments at **Chapel Street, Stratford**, residence of the **Albion Romans**.

East London Control Board

Official communication from the **East London Control Board** states that a recent announcement in another section of the Press, to the effect that they have withdrawn their support from the **Southern Region** is completely without foundation. The **East Londoners** are as solidly behind the **Southern Region** as ever, and contradict any reports to the contrary.

There is a moral in this announcement. All club secretaries and district correspondents should double-check their "copy" before sending it in to us.

Where are our Stewards?

Derek Bentley, Captain of the **Plaistow Racers**, sends us a very interesting letter bringing up a point which, we understand, has been a thorn in the side of many Districts for a long time; that of obtaining efficient Stewards.

It appears that in **East London** recently, the local **Control Board** were unable to nominate an official Steward to a particular meeting, and at the last moment two riders filled the places of the Steward and the Starting Marshal. Commendable though their actions in stepping into the breach may have been, the point arises, are riders capable of handling meetings efficiently, and are they completely unbiased?

Time and time again, the home manager has been called upon to Steward a match, or a rider from a first team to Steward a match in which his second team is riding.

Derek points out that this is all wrong, and we entirely agree, but we also agree with him when he says that efficient Stewards do not grow on trees. Most districts have one or two Stewards that are willing to officiate at any meeting their **Control Board** may send them to, but we think it is safe to say that in no districts are there sufficient Stewards to cover as many as two dozen meetings per week which is the programme in some areas.

This year is destined to be the most progressive year in the history of the sport, but offsetting the progress, is the lack of really reliable Stewards, so we gladly pass on to any adult person, unconnected with any club, **Derek's** suggestion that followers of the sport should get in touch with their **District Control Boards** and offer their services as Stewards. If you are kind enough to do so, then you will be gladly accepted, and we suggest that one of your first duties is to form a panel of Stewards. If each area forms a Panel of Stewards we shall soon see the formation of a **National Stewards' Association**, which will greatly help the sport in general to become recognised.

If any local enthusiasts cannot find out the address of their secretary, drop us a line and we will try and put you in touch.

It is an established fact, that though this sport is essentially a Youth sport, more adult managers, Stewards and organisers are needed. So may we appeal, on behalf of all Clubs in the country, for adults, who cannot fail to see how much good this sport is doing for the younger generation, to offer help, no matter how small, to your local clubs now? It will be greatly appreciated, you know!

Another Test Series

CARTOON BY RITCHIE

East London and Norwich and District

Now that the season is in full swing, it is not surprising that many thoughts are turned to the friendly rivalry of Test Matches.

We understand that Mr. N. H. Guest of the Norwich and District Cycle Speedway Control Board has already been in touch with East London regarding the possibilities of holding home and away matches this year.

Norwich are now in the process of picking their team for the first fixture and arranging transport and all other necessary details. They expect to be ready about the middle of June.

East London have already picked their team, and it will not surprise us to see some new faces among those chosen, for many young chaps, unheard of six months ago, accept to their own pals, are riding round some of the more experienced riders.

The first test is to be held in East London at Upney Lane, Barking, on the Ripple Greyhounds' Track, on 26th June, at 3.30 p.m.

Dennis Talbot, Manager of the Greyhounds, is already preparing the way for this big event, and we are confident that the meeting will be a great success.

At the moment, we do not know the names of the officials or riders participating, but we hope to give you this information in a later issue. In the meantime, we hope that District Secretaries will let us have the complete details, as we know that all of our readers will be interested in the outcome of this friendly battle. We shall be there, and will give you a complete report of the meeting.

It is with profound regret that we record the passing of Charles Brown, captain of the Hawkwell Hammers, in a motor cycle accident. We extend our deepest sympathy to his family, and hope, most sincerely, that the benefit matches which the Southend & Rayleigh Control Board are arranging will provide for a permanent memorial to a great sportsman and a grand team rider.



*We shall have to make do with this
until we get our new starting-gate!*

Bill Ritchie, born in Glasgow seventeen years ago has promised to do a series of cartoons exclusively for the **CYCLE SPEEDWAY RECORD**, and from his first effort reproduced above, we feel that his drawings will become a permanent and very popular feature. Bill, as you will read on page nine, has come to London with the Scots Test team, and we look forward to seeing him strike the form which has made him Scotland's No. 1 rider this season.

Tall—he's 5ft. 8in. now—with an unruly shock of vivid red hair, Bill should go a long way as a Press cartoonist—a subject he is studying at a Glasgow Art College. Current reports suggest that he will soon obtain his diploma.

What better person, then, than

Bill Ritchie, who has three years' cycle speedway experience behind him, could we wish for to become our official artist?

Wishing to learn every aspect of Speedway racing, Bill recently got himself a job as track-rider at the White City Stadium, Glasgow. He sneaked a ride on a real Speedway "iron" but took a spectacular dive into the cinders and has postponed—but only temporarily—his Speedway debut.

Next week we shall publish some special cartoons that Bill has drawn on the present series of England (Southern Region) v. Scotland Tests, and we hope that one of the first pages you will look for in the future, is the page headed: "Cartoon, by Ritchie!"

HILLARY JOHNSON SUMS UP

ENGLAND'S CHANCES

Many riders, especially outside the Southern Region, will argue, and rightly so, that an England Test team, chosen entirely from the Southern Region is not truly representative, and to avoid possible bad feeling towards our Southern friends, I am asked to state that the team will be known as England (Southern Region). You will agree that this is a fair indication of the selected riders, and as the opposing team is one hundred per cent. Scotland, the series of matches that will be run off this week in the South, is definitely International. Next year, perhaps, we shall see a fully representative team oppose Scotland, with two venues outside London. In the meantime, we must look upon this as a dress rehearsal until the Cycle Speedway powers-that-be can fully afford an England touring team.

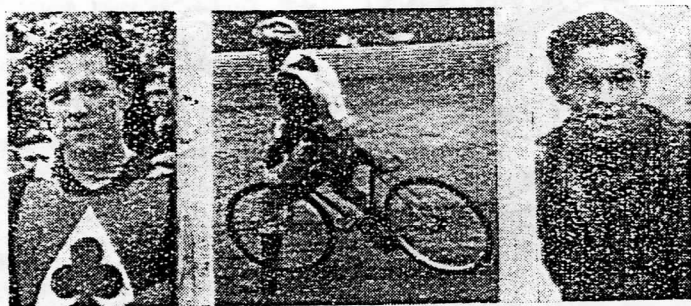
Summing up England's chances, I would say they are very good, although colleague Terry Duncan, himself a Scotsman, does not entirely agree. I was present at the final selection trial at Rayleigh, and of the twenty-four riders who took part, I would say that no matter which eight were made into a team and no matter how they were paired, they would not disgrace themselves.

The First Test

The First Test at Rayleigh should give England (Southern Region) an opening victory. Johnny Murch, the local star takes over the captaincy, and is teamed with another local hero, John Daubney. Both rode extremely well in the final Test trial and will be difficult to pass.

The strongest pairing, in my humble opinion, is that of Ray Black, the East London stalwart, and Dennis Bottazzi of North London, one of the few stylists.

George Stevens and Ken Randall, as the third pair should not drop many points. If they can get to the front after one lap, they will be difficult to pass.



Ray Black (Beckton Aces), left, and Dennis Bottazzi (West End Wanderers), centre, should make a good pair in the first Test at Rayleigh. Arthur Newsom (Tooting Tigers) makes a strong reserve.

Reserve berths are filled by Fred Smallwood, a Wembley rider, home on leave from the Army, and Arthur Newsom, late of the well-known Mitcham Broadriders, and now a Tooting Tiger.

The Second Test

Ken Cooper, the amazing Boreham Wood rider, captains the second Test at New Cross, and Tooting's Jack Giddings should make an ideal partner. Local lads Joe Abbot (no relation to Odsal's "India-rubber man") and Vic Winter form the second partnership and should perform well on their home ground.

Northwood's Max Bacon and young Dennis Hubble, of Dagenham, are the third pairing. I am pleased to see that Dennis has been given a chance. He will be the youngest rider in the team. The two reserves, Peckham's Ray Braddon and South Harrow's Ken Wakerley, may be called upon for more races than the two provided, and should find the slick New Cross circuit to their liking.

The Third Test

If the series is in doubt, England (Southern Region) should romp away at the tricky Northwood track. Home rider Max Bacon is the captain, and should open the meeting well with Dave Johnson, another Northwood rider.

In the second pairing, Ken Cooper (Herts) and Johnny Murch (Southend) should prove the strongest pairing of the whole series, and it will not surprise me if they go through the meeting unbeaten.

Cyril Prince and Phil Fishen get their first "caps" as the third pairing, while Johnny Levett, of Thames Valley and Johnny Pinnock, of Hertfordshire, as reserves are worthy of a place in the team, and should get more than two rides.

On paper, England (Southern Region) seem the strongest, but in matches like these, where both teams are comparatively unknown quantities, anything might happen. Here's wishing the Southern boys luck, anyway!

STOP PRESS

Second Test at New Cross Cancelled
Other Fixtures as Arranged



Ken Wakerley (South Harrow Greyhounds) is capped in the second Test at New Cross.

TEST VENUES

THE SCOTS TEAM

The Scots team will, in all cases, be chosen from the following riders:—

Peter Bell (Graigton & Glasgow), Ron Braham (Graigton & Glasgow), Bill Ritchie (Shieldhall & Glasgow), John Weinman (Crossmyloof & Glasgow), Ron Livingstone (Crossmyloof & Glasgow), Bob Browning (Charing Cross & Glasgow), Bob Garland (Charing Cross & Glasgow), Danny McGrath (Wallyford & Edinburgh), Tommy McNeill (Wallyford & Edinburgh). Team Manager: A. Anderson (Edinburgh).

SOUTHEND v. SCOTS TOURISTS

At Eastwood, Sunday, May 20th. 3.0 p.m.
Southend: Bob Medynski, Dave Thomas, Boy Garwood, Ron Tait, Dennis Pegrum, Stan Campen, Colin Barge, Len Green.

ENGLAND (Southern Region) v. SCOTLAND (First Test)

At Rayleigh Stadium, Monday, May 30th, 7.30 p.m. England (Southern Region): Johnny Murch (capt.) & John Daubney (Southend); Ray Black (West Ham) & Dennis Bottazzi (Harringay); George Stevens & Ken Randall (West Ham); Fred Smallwood (Wembley) & Arthur Newsom (Tooting).

ENGLAND (Southern Region) v. SCOTLAND (Second Test)

At New Cross (Evelyn Street, Deptford High Street), Wednesday, June 1st, 7.30 p.m. ENGLAND (Southern Region): Ken Cooper (capt.) (Hertfordshire) & Jack Giddings (Tooting); Joe Abbott & Vic Winter (New Cross); Max Bacon (Northwood) & Dennis Hubble (Dagenham); Ray Braddon (New Cross) & Ken Wakerley (Wembley).

LONDON v. SCOTS TOURISTS

At Camden Town (rear of Bedford Theatre, Camden High Street), Thursday, June 2nd, 7.30 p.m.

TERRY DUNCAN BUILDS UP

SCOTLAND'S HOPES

From the heart of London a challenge was sent to the canny lads in Edinburgh and Glasgow. Almost by return of post came back the answer. The Scots boys were to realise a long awaited ambition for a chance to show the South's riders how they do things up North, and by the time you read this, several of the matches down South against the Scots tourists will have taken place and they will have proved their boast—or otherwise.

Personally, I think the Scots lads have the beating of England (Southern Region), although it will not be easy, especially in view of the fact that they have not been able to bring down their strongest team. I am sorry that a fully represented Scotland could not make the trip South, but owing to the very limited time, many of the lads could not arrange time off from work.

Nevertheless, the cross-section of the riders that will represent Scotland, will, I am sure, be a match if not even more than a match for the riders that will be opposing them.

The Scottish riders, to most of you, are an unknown quantity, and it is my pleasure to introduce them to you, and give you a little of their individual history.

First there is Peter Bell, who was born in Glasgow 16 years ago, and although so young probably has more racing experience than many of the other riders. He started racing for the Craigton Eagles in 1945, and he has seen the sport in Scotland grow from nothing to the organised sport it is to-day. Peter has always been among the Stars, and at one time in 1948 he scored 105 out of a possible 108 points, which takes some doing even for the best of riders. He is, at present, Captain of the Craigton Eagles and although has not struck the same form as last year, he is still regarded as one of the three top Scottish riders.

AND RIDERS

London: Ray Black (Capt.) & George Stevens (West Ham); Cyril Prince & Ken Randall (West Ham); Dennis Bottazzi (Harringay) & Arthur Newsom (Tooting); Johnny Livings & Phil Fishon (West Ham).

MIDDLESEX v. SCOTS TOURISTS

Kingsbury Circle (Nr. Kingsbury Station), Saturday, June 4th, 7.30 p.m. Middlesex: Fred Smallwood (capt.) & Roy Rogers (Wembley), Alan Hibbert & Ken Little (Thames Valley), Dennis Peters & Ron Hawkwood (Northwood), Dud Smith & Len Dean (Wembley).

ENGLAND (Southern Region) v. SCOTLAND (Third and Final Test)

At Northwood Council Track, Northwood Hills (Met. Line), Whitsun Sunday, June 5th, 3.0 p.m. England (Southern Region): Max Bacon (capt.) & Dave Johnson (Northwood); Johnny Murch (Southend) & Ken Cooper (Hertfordshire); Cyril Prince & Phil Fishon (West Ham); Johnny Levett (Thames Valley) & Johnny Pinnock (Hertfordshire).

INTERNATIONAL GRAND PRIX

Janson Road, Stratford, Whitsun Monday, June 6th, 3.0 p.m.

Riders: Bill Ritchie (Glasgow), John Weinman (Glasgow), Terry Coell (Dagenham), Dennis Bottazzi (Harringay), Peter Bell (Glasgow), Danny McGrath (Edinburgh), Johnny Livings (West Ham), Jack Giddings (Tooting), Fred Smallwood (Wembley), Tommy McNeill (Edinburgh), Max Bacon (Northwood), Johnny Murch (Southend), Curly Colletta (Hertfordshire), Bob Browning (Glasgow), Johnny Levett (Thames Valley), Ray Braddon (New Cross).

Next is Ron Braham, who is really a Canadian, although he came over to Scotland at a very early age. He is another member of the Craigton Eagles, and it is this year that Ron has really become a star. His form has improved tremendously during the last few months and he is now considered one of the fastest Glasgow riders in the game. Before he joined Craigton he was Captain of the Scots-toun Aces. The London tracks should hold no terrors for Ron, as he lived in London several years.

Another Glasgow born rider is Bob Browning, who is 18. Bob is a commercial artist, and a comparative new rider, having only been riding for about nine months. However, he has benefitted enormously by the experience of the veterans in his team, and although inclined to be too enthusiastic at times, he can show, on occasions, his tutors the quickest way to the finishing line. Unfortunately, Bob has been very unlucky so far this season, as he seems to have a spill complex, averaging about one spill per match. He thinks the trip South will alter things for him, and he expects to be consistent in his point scoring. He is, by the way, captain of the Charing Cross Rangers.

Next on my list is Danny McGarth, a member of the Wallyford Aces from Edinburgh, and he is, in my opinion, one of the strongest riders coming down. He certainly can ride well, and it is interesting to note that in the Edinburgh inter-city test team he was the highest points scorer. There is no doubt about it, on this fact alone, he deserves his place in the Scots' team.

A team mate of Danny is Tommy McNeil, who is the Wallyford Aces and Edinburgh captain, and he is one of those riders who is continuously racing with his brain to outwit the opposing team. He may not be so spectacular as some of his team mates, but he is very consistent and can always be relied upon to nurse his partner home. I know he will not let Scotland down.

Then there is Bob Garland, another veteran who began racing in Glasgow early in 1945, and until last year was captain of the Shieldhall Stars. He is known to be not only a live wire on the track but also a live wire off it, and he is responsible for much of the Shieldhall Stars organisation. He was once a Charing Cross rider, but was very unlucky as he had a run of exceptional spills. However, that period seems to be over and now he is a very handy man to have in any team.

The present captain of the Shieldhall Stars is Bill Ritchie, who is riding at the present time better than ever before. His racing career started in 1947, and for two years never managed to get a "maximum." He is now making up for all that, and has scored no less than 109 points out of a possible 114, besides winning six consecutive scratch races and finals. On his present form he should prove a great danger to the London riders. I still have yet to decide whether he draws better than he rides.

One of the best of Glasgow riders this season is John Weinman, of Crossyloof Giants and Glasgow, and everyone will know him by his easy and confident style which is a real pleasure to watch. Although he makes it all look so easy, John is certainly no slow coach, and keeps on going all out from the time the tapes go up. This jovial Giant is Glasgow's wit, and his jokes and his good nature make him one of the most popular riders. I know that everyone will love him.

The team hope to have their National colours ready, and the colour will be a blue background with a white thistle. I hear that they may not obtain these colours in time, so may ride in a mixture of their own team colours.

Owing to the very limited time in which these matches were arranged it has not been possible to publish pictures of the team, but we hope to do so in future issues.

I know that, win or lose, the Scots boys will show themselves to be clean and sporting riders, as they have always been known to be.

Hit 'em Scotland, you have at least one supporter.

REGULATIONS

When asked by the editors of CYCLE SPEEDWAY RECORD to place before you the regulations in force in the Southern Region, I naturally accepted the task, as I am sure it will be of assistance, not only to members in the Region, of which I am a member, but also to other districts and clubs who have only recently been formed or are forming.

No matter where one goes, and to what meeting, there are always questions cropping up as to what should or should not have been done, and naturally enough the brunt of the attack is always borne by the Steward.

The arguments that rage at times can be largely eliminated, or completely erased, if all members concerned knew the rules and how they were applied. Of course, it will be easier for a Steward to run a meeting, without having to explain every incident.

Then there is the part of the spectator to be considered, who, seeing one of their team disqualified, will either blame the Steward or condemn the opposing team. I will not say it always happens, but these incidents do arise from time to time, and spoil an otherwise perfect match. So I sincerely hope that these weekly discussions will assist everyone interested in Cycle Speedway.

I think the most obvious rule to start with is the

Starting Line Ruling

First let me give you the extract from the rules:—

(a) LAY-OUT. *The position of the Starting Line having been fixed, then for a length of six yards, two yards before the line and four yards beyond it, the surface of the track shall be without camber, ruts or grooves, and shall be swept free of any loose materials prior to each start. The Starting Line must be indicated, and a line shall be drawn not less than 16 inches, and not more than 18 inches (The Resting Line) behind the Starting Line, and parallel to the Starting Line.*

(b) STARTING APPARATUS. *When a starting gate is used, this shall support three white tapes tightly stretched across the track and directly above the Starting line, of which, the lowermost shall be on a level with the front spindle. When elastic is used this shall be firmly affixed to a stake not less than one foot beyond the inner edge of the track, stretched tightly across, and directly above the Starting Line and on a level with the front spindle. It shall be released from a stake not less than one foot beyond the outer edge of the track.*

(c) STANDING STARTS. *On the instruction of the Clerk of the Course, the riders will leave the pits together and proceed in the usual direction of racing until they reach the Resting Line, where they will come to rest. The Starter will then raise the gate or release the elastic. A rider who so moves forward that his front wheel, or any part of his machine or his person TOUCHES the tapes or elastic after reaching the resting line, shall be deemed to have*

BROKEN THE TAPES, and shall be excluded from the race, but if more than one rider breaks the tapes at the same time, the Steward shall order a fresh start. If through

faulty action of the Starting Gate or elastic, or for some other reason, the Steward considers a fair start has not, or cannot be given, he shall immediately declare "No Start" and order the riders to come again to the "Resting Line".

In the event of the starting apparatus failing to operate, the Starting Marshal will cause the riders to come up again to the Resting Line and the start will be given by causing a white flag to be dropped.

I think everyone will find these rules explanatory, but I should like to mention how necessary and how efficient the Resting Line has proved to be. Once the front spindle is directly above the Resting Line, it will be seen that the tread of the tyre is only a matter of two inches from the tapes. This compels all riders to keep their cycles stationary, for otherwise if they try to get a rolling start they are bound to touch the tapes, thereby earning disqualification. The ruling has definitely eliminated starts being "fiddled," for any movement of a cycle, before the tapes go up, is so noticeable.

Hints for Stewards

Watch out for two riders in the same team; when one touches the tapes, his partner may quickly push his own bike into the tapes deliberately, and then argue that they both touched the tapes together. In my experience as Steward, I can assure readers that it is very rare for two riders to touch the tapes at the same instant; one of them will always touch a fraction of a second before the other.

Ensure that no rider rolls slightly back before the tapes go up. This will give him a slight advantage, as he can roll forward a little without touching the tapes. Ensure that there is no movement whatsoever, and that every rider stays on the RESTING LINE.

Watch out for the rider, who, after the tapes have begun to rise, notices

that opposing riders have got flying starts, will deliberately sit back on his saddle and make out it was not a fair start. Most riders are true sportsmen and would not dream of doing such a thing, but it does occasionally happen.

White Line Ruling

RULE. *The Steward shall exclude immediately any rider both wheels of whose machine have crossed the edge of the track unless such action is for the safety of other riders, or is due to the action of another rider. A rider is permitted to allow his left foot to cross the inner edge of the track.*

Now to consider this important rule, it should be split into three parts.

(a) Once a rider's cycle has crossed the inner or outer edge of a track, with both wheels he should be disqualified. I have seen a rider accidentally ride, for a few yards along the tops of bricks and get away with it, but he should have been disqualified, as the line had been crossed and he had left the track surface.

(b) If a rider falls and the other riders behind him have to lay down their cycles or throw themselves to one side, and thereby cross the edge of the track, then the race should be stopped and re-run, without the rider who had fallen who is automatically disqualified, the race being stopped in the interests of safety.

The fallen rider has therefore earned disqualification as he was the cause of the stoppage.

(c) If a rider forces another rider off the track, then the race should be stopped and re-run, without the rider who did the forcing. Such a rider is disqualified for foul and dangerous riding. However, some riders may complain that their action was only accidental, but even so such riding is dangerous, and the Steward has the right to disqualify. I know, and have heard, of a number of teams riding away on other tracks, whose riders have been disqualified for putting their foot over the inner edge of the track. All members of the Southern Region take note of this, you are allowed to put your foot over the Inner edge.

I know that in Bradford, Norwich and Manchester this ruling is already in force, and I think that most clubs throughout the British Isles have already adopted it, but I mention it here for the benefit of those who still do not know.

Hint for Stewards

Watch out for a rider who having fallen, accidentally pushes or lifts his cycle over the track edge. He should be disqualified if both wheels go over the line.

TERRY DUNCAN SEES

SOUTHEND BEAT SCOTS TOURISTS

The first match of the Scots tour was held on the track of the Eastwood Meteors, at Southend, and the 500 spectators enjoyed themselves, although the racing was not quite as spectacular as we expected.

The Scots lost 45-87, but they were by no means disgraced, as there are very few teams indeed who have visited the Meteors' track and tasted victory. The track is built on a slope, with an incline from the starting area into the first bend, which is sharp and pointed. Going uphill along the straight, the second bend is large and sweeping. It is essentially a "white-liners'" track, and those that are in the habit of this type of riding are almost bound to win.

I spoke to many of the Scots lads before, during and after the meeting, and although a little disappointed not having a chance to try it out first, they were pleased to have this warming-up before the first Test.

The racing brought out a number of points which I am sure the Scots appreciated, and may, perhaps, assist them during their tour.

First, they were very slow from the gate, many of them being unused to this form of starting, most of the Scots tracks, so I am told, still using the elastic method.

Bill Ritchie soon adapted himself to these conditions, and neither the gate nor the track held any terrors for him. He was at home, right from the start!

Secondly, the Scots gearing was much too high for this 90 yard track. Most of them were using 46 x 20 and could not gain speed coming out of the bends.

Thirdly, I noticed that they concentrated too much on controlling their front wheels, consequently they lost time in correcting their back-wheel broadsides.

Now for the racing. The first two heats were both 5-1's for Southend, but in heat three, Bill Ritchie won a good race from the inside berth, with partner John Weinman third. Heats 4 and 5 went to Southend by the maximum margin, although in the latter, Peter Bell was unfortunate to be obstructed by his partner.

Heat 6 was uneventful apart from Ken Clarke being excluded for touching the tapes. Heat 7, Ron Tait (Southend) led from the start but was disqualified for obstruction, and Ritchie gained his second win. Heat 8, points were shared, and would have been in heat 9, but Danny McGrath slipped on his pedal on the last bend and Boy Garwood nipped inside him for third place. Heat 10, Pete Overton (Southend) fell, and the points were shared.

Heats 11, 12 and 13 were maximums to Southend, with points shared in heat 14, and Southend riders filling the major placings in the following two heats.

Danny McGrath came into his own in heat 17, crossing the line a few inches ahead of Dave Thomas, with Tommy McNeill third. Boy Garwood tried hard to break up Bill Ritchie and John Weinman, but they held him out, with Ron Tait winning heat 18.

Peter Bell held a good lead in heat 19, but fell on the last bend, and Thomas and Clarke added another 5-1 to Southend's score.

Heat 20 was the most exciting race of the day, with Danny McGrath bringing the crowd to their toes. Lying third, he shot in between Tait and Garwood, and the three riders were bunched together for one and a half laps. McGrath said afterwards that he was unable to put his foot down on the bends. The local lads were holding him upright. You can imagine how thrilling this race was, for only the thickness of a tyre separated the three riders on the finishing line, which the crowd applauded for several minutes.

Heat 21 gave Ritchie his third victory, from Les Campen and Pete Overton, while heat 22 gave the Southend reserves their fourth 5-1 victory.

FULL SCORERS:

Southend 87 (D. Thomas, L. Campen 15, R. Tate 13, C. Barge 12, P. Overton 11, B. Garwood 10, G. Druce 8, K. Clarke 3).

Scots Tourists 45 (B. Ritchie 15, D. McGrath 7, P. Bell, T. McNeill 6, J. Weinman 5, B. Ross, B. Baptie 2, B. Garland, B. Browning 1).

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NORTHWOOD COUNCIL TRACK

The Ruislip-Northwood Council are the first local authority in Britain to further cycle speedway by providing track facilities, and they deserve a large pat on the back for their wonderful construction in the Northwood Hills Playing Fields, where, every Sunday afternoon at three o'clock, over a thousand people gather to watch the local team, the Northwood Broadsiders.

The track measures 120 yards, has a surface of fine cinder, a concrete starting area, and a magnetic starting-gate. The track manager is Johnny Andrews, one of the hardest working organisers in the sport, and it is appropriate that he should manage the England team for the Third Test on the Northwood track.

Max Bacon (Harefield Pirates), captain the side, and is seen here fortifying himself between races, while Johnny studies the programme at the first Test trial at the ill-fated High Beech.



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