

# COLLEGE AWAY



RECORD

## SPECIAL FEATURES:

DON CASEY  
TRANSFER FEES  
CALCULATIONS

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WEE MACDONALD  
TEST MATCHES  
RITCHIE'S CARTOON

EVERY  
**6<sup>D</sup>**  
FRIDAY

# ON RECORD

## Thanks- from Scotland.

On behalf of the Scots' touring team, I would like to thank the Southern Region organisers, riders, and followers, for the grand reception we received when we came South. We shall always remember their generous hospitality, and hope to return it should an English team come to Scotland.

We have no excuses for our defeat, and although we went down so easily, we really did enjoy ourselves. I am sure you will agree that some of the races were really thrillers; the kind of a rider thinks worth while travelling several hundred miles for.

I am sure, too, that both sides gained something from the tour—at least the Scots boys did.

I would like to say that no matter what happened on the tracks, we left the best of friends, which proves that the Cycle Speedway, a true international spirit exists.

Thank you, London and Southend. We are looking forward to paying another visit."

Bill Ritchie—Glasgow, Scotland.

We heartily agree with Bill's comments.

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I think the CYCLE SPEEDWAY RECORD is the link which has been missing from Cycle Speedway for a long time. The best of luck to your magazine, or perhaps I should say to your magazine."

Councillor J. Cullen—  
Wallyford, Scotland.

Thank you for the compliment, Mr. Cullen, it is, indeed, "our" magazine.

\* \* \*

We all find the CYCLE SPEEDWAY RECORD very interesting, especially the articles on Regulations. One also likes to read how the other teams are going on."

R. Baker—Whipton, Exeter.

We are glad you like the articles on Regulations, and we hope other teams will benefit from them, too.

"The tourists have now returned and told us of the wonderful time they had whilst in England, and we, in Scotland, are proud to have formed, what we hope will be a lasting friendship.

"We feel sure, that even if we had been able to send our strongest team, we would still have lost, though not by quite so many. The English riders were a lot better than most of ours.

It must be remembered, however, that down South, you had over one thousand riders to call upon, whereas, we had little more than a hundred.

"We wish to convey the thanks of the Scottish Cycle Speedway Association to the Southern Region on the hard work they put in organising the fixtures, to all the riders who took part, to Mr. and Mr. Gibbs for the accommodation, and to the supporters who lined the tracks and cheered our riders on in such a grand manner."

Barry Shapley—Glasgow, Scotland.

We hope that next time, Barry, the Scots will be able to send the best team down. With their further experience, you should be able to record a victory.

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"I thank you for your first and second editions of the RECORD. When I first wrote you on the composition of the magazine, I stated that my League would not be regular readers unless equal space was given to all contributors. So far, my League has been very satisfied with the magazine, which we consider is the first to present the sport in its correct light."

K. G. Cooper—Hertfordshire.

We are glad that your riders are pleased with the RECORD, Mr. Cooper, and we thank you for your co-operation in sending us material. Let us hope it will set an example to other areas.

## PRAISE -

## from HOLLAND

"With interest, I took a glance at the CYCLE SPEEDWAY RECORD, which can compete with the best magazines catering for the motor-speedway."

A. S. Lissauer—  
Editor: SPEEDWAY, Holland.

Coming from Mr. Lissauer, editor of the only Speedway magazine in Holland, we feel that this is the greatest compliment we have received to date.

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## Programmes

"In the second issue of the RECORD, you stated you were able to print programme blanks. I should be obliged if you would send me specimens of those you mention."

D. F. Dean—Poole, Dorset.

At the moment, Mr. Dean, we cannot send you specimens, as we have not ordered them from our printer. At this stage, we merely wish to estimate the number required.

The blanks will be laid out on the style of the points chart printed in earlier numbers on the international matches, and will provide for 14-heat (League), 16-heat (Cycle Speedway Trophy), 18-heat (National Trophy) 20-heat (Test Match) and 20-heat (Riders' Championship) pairings.

The heats in which riders are due to appear will be "boxed" opposite to their names. As soon as possible, we shall print a specimen for all clubs to see.

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"May I congratulate you on the RECORD. It is just what is needed for cycle speedway enthusiasts. Is it possible for me to submit an article, with photographs, on the teams in the Dagenham League?"

Glen Dower—Dagenham, Essex.

We shall be glad to receive news of Dagenham, Glen, and that goes for other districts, too. If we don't receive any news from you, we cannot publish it.



# INCREASING OUR CIRCULATION

We give pride of prominence on our leader page this week to Mr. V. Leventhall, manager of the Sunbury Sabres, the most original team-name we have yet heard, and as he took the trouble to neatly type us an article for publication, we print Mr. Leventhall's remarks as received. We are indeed grateful for his point of view, and heartily applaud his sentiments.

"I read, with pleasure, the first copy of **CYCLE SPEEDWAY RECORD**; pleasure, not so much from the news content, but because of the fact that through this medium, the keenly competitive and essentially juvenile sport of Cycle Speedway at last receives due recognition in the field of publication.

"The great thing, as I see it, is that through this channel, a friendly and mutual contact can be established between teams from the humble and relatively obscure country team, like my own, to, shall we say, the redoubtable Beckton Aces. I would add, in this connection, that although there is, at present, a slight disparity between riding abilities of these two teams—my lads have only been in competitive racing for about four weeks—the team spirit and incomparable enthusiasm is the same, and is so from one end of our island to the other.

"As one team-manager to a host of others, may I respectfully ask you to use the same keen organising ability that put your respective teams in the field of competition, to give **OUR organ—OUR VOICE—the CYCLE SPEEDWAY RECORD**, the circulation it deserves."

## ROWDY SUPPORTERS

We were extremely perturbed to learn that some spectators exceeded their enthusiasm at a recent meeting at Peckham. The occasion was a League visit of the newly-formed St. Mary Cray team. Apparently, the Peckham Stars are almost invincible on their own track, but this was the time when they were beaten fairly and squarely by a better team—and the Peckham supporters did not like it.

Not content with cat-calls, we understand they threw various missiles at the opposing team and the Steward, and generally acted in a most unsportsmanly manner. This sort of behaviour will kill the sport, and it has no place for anyone who does not know how to behave themselves. If there is a future occurrence, we suggest that the Steward of the Meeting abandons the match until the spectators behave themselves.

## HOW MUCH ARE YOU WORTH?

The Hertfordshire League has recently decided to institute a fee on the transfer of a rider from one team to another, and two riders changed teams at a fee of seven-shillings and sixpence.

East London, too, approve of transfer fees, and have fixed their "ceiling" at ten-shillings, the same figure as Hertfordshire.

As co-editors of this magazine, we, naturally, agree generally on policy, and on plans for future development. In this instance, however, we are violently opposed regarding transfer fees.

On the one hand, it is argued that if a rider is behind with his team-subscriptions, the transfer fee will make up, in whole or in part, the deficiency, and the transferring fee acts as compensation.

If this should be the case, then there is no actual transfer fee, but merely a squaring up of debts. On the other hand, if the rider is up to date in his payments, then the fee is certainly there.

We were rather of the opinion that cycle speedway was an amateur sport, and the direct payment of money, either to an individual or a club, was confined to professionals.

Then again, the scale of charges—half-a-crown for this one and five-bob for that—is supposed to give the riders incentive to reach a higher standard of riding and become worth more to his club. Why should he, if the better he is, the more the club he is leaving will benefit. Won't it be inclined to encourage superiority complexes? And won't the rider receive a shock if he considers himself worth the full ten-shillings, and is parted with for a tanner! Will it do him any good, or will it embitter him.

While one of us welcomes transfer fees as a sign of progress, the other considers it a step into "Spivdom." What do our readers think.

THE EDITORS.

## EXTRAORDINARY GENERAL MEETING

Official announcement from the secretary of the Southern Region Cycle Speedway and Youth Association states that there will be an Extraordinary General Meeting on Wednesday, June 29th, at the Memorial Hall, Hawley Road, Kentish Town Road, Camden Town, commencing at 7 p.m.

Two members of all Southern Region Clubs, including those not affiliated but in the Southern Region Area, are requested to attend.

Items to be placed on the agenda should be communicated, in writing, to the Secretary, Miss P. Taylor, 5, Denbigh Close, Notting Hill, W.11.

## SCROLL OF HONOUR

Frank Newman, one of the founder-members of Dagenham's Wantz Wallabies, has been called-up for the Forces. We wish you every success in your new surroundings, Frank, and know that your team-mates will add their best wishes.

*If you have a rider leave your team to join a branch of the Service, write and tell us, and have his name placed on the Scroll of Honour.*

## COVER PHOTOGRAPH

The cover photograph this week is one of the few to come out of Holland, and shows a group of Dutch riders in their riding dress.

The riders to the left of the picture are the "West End" team, and those on the right, the "Hollandse Welpen."

The photograph is reproduced by courtesy of Hartog de Ronde, President of the Dutch Cycle Speedway Organisation.

## Give the lad an OSCAR !

The RECORD'S "Oscar," the honourable mention for meritorious cycle speedway service goes this week to Gordon Pitt, of the Norton Knights, competing in the Bath and District League.

The occasion was a League match between Oldfield Hammers and Norton Knights. When the riders lined up for the last heat, the Knights, the visiting team, were leading 40-38, and the homesters needed a 5-1 to win, or a 4-2 to draw.

Gordon had had a bad night, having gained only one third place in his three earlier rides. From the second starting position, he shot away from the gate and gained the lead coming out of the first bend. The Oldfield riders tried all they knew to pass him, on the inside and on the outside, but Gordon clung grimly to the white-line and refused to give way.

On the last lap, he was pressed hard, very hard, but the plucky Gordon made a desperate effort and crossed the line with only a few inches to spare, giving his team victory by 43 points to 41.

Congratulations, Gordon, on a fine ride. Even though your other races are best forgotten, you can remember, with pride, that last gallant ride to score the vital points to enable the Norton Knights to step up the League table at the expense of Oldfield Hammers. You rose to the occasion, and won through with flying colours.

*Is there a lad in your team who deserves an "Oscar?" Did a member of your team win a match for you in a similar manner as Gordon Pitt? If there is, don't let his feat pass by unmentioned. Write and tell us, and we will award him our "Oscar" for the week.*

## THE ADVENTURES OF GRAHAM, MY SON.

by GRISELDA GREMLIN

Graham Gremlin has been threatened, and he is not in the least pleased about it, in fact, he is busy thinking how he can get his own back.

It happened in Romford, where the Faircross Flyers were entertaining the Mawney Kangeroos in a return match. Previously the Flyers had gone under to the Kangeroos by two points and they were determined to have their revenge, but they had not reckoned with Graham, my Son!

## RICHIE'S CARTOON



"Don't worry, I'll bring it all up at the next Control Board Meeting!"

Reggy Painter had hopes of performing well, and help his team to win the match, but in his first ride, Graham neatly removed his chain when he was well placed. Graham began to laugh, but Reggie made a fine effort and ran his bike into third place.

Graham was annoyed, and for such impertinence, he had Reggy's chain off again in his next ride, but still he gained a third place point.

Reg. returned to the pits muttering fierce oaths, to the effect that if he as much as caught a fleeting glimpse of my darling boy, cycle speedway would be rid forever of its own special jinx.

In his next two races, Graham again removed young Reggy's chain,

but I feel he deserves a compliment, for he pushed his machine to the line both times to gain that third place point. His efforts, however, were in vain, for his team, the Faircross Flyers were again defeated by two points. Even though Reginald Painter did defy Graham, Graham triumphed in the end.

*Graham Gremlin, cycle speedway's lovable little imp, seems to be getting around a lot lately. Has he visited your track? If so, drop us a line and tell us about it. We pay half-a-guinea to the best Graham Gremlin story published. This week's story came from Ronald Bull, of Romford, Essex.*



# Should Riding Styles be Changed to Suit the Tracks?

We are pleased to introduce a new writer to the readers of the RECORD this week, a writer who is one of the most experienced riders in the sport, and therefore, speaking with first-hand knowledge of this subject.

His story is one that so many riders to-day can repeat; that of suffering all the hardships and heartbreaks of the early days, and reaching the top by moving with the times, and being always one move ahead of his rivals.

Gordon Casey, is merely the pen-name of a rider who has learned the cycle speedway art the hard way; a rider who has studied and helped to develop the scientific aspect of the sport, and we take pleasure in presenting his point of view.



OUR EAST LONDON CORRESPONDENT, Derek Bentley, takes time off from racing to pose for this shot for the RECORD. Derek is captain of the Plaistow Racers, who compete in East London's second division, and if he maintains his present form, he should soon earn himself a coveted place in the East London Test team.

What is the reason for the failure of some of the top-grade riders to score points up to their recognised standards when they visit their "bogey" tracks? Take any team you may support and examine the "away" performance of each rider. You will find that two or three riders who are in the "star" class on their own track, and several "away" tracks, fail miserably on two or three tracks in particular. Why is it, that these riders give such a bad account of themselves on these occasions?

The reasons for these failures lies in the fact that the style of these riders is not suitable to the track on which they are riding. Some riders, for instance, ride well only on a mud surface, while others prefer a cinder track; some like the surface hard, some loose; some prefer it dry, and others wet.

Don't think, for a moment, I am intimating that the majority of riders can only ride one type of surface.

The riders concerned with this article are a minority, in the top class—but they do exist, and with a little scientific application, could so easily maintain their "star" status on ALL tracks.

How often have riders returned to the pits after finishing fourth, and remarked that the track does not suit them? I would venture to suggest that it is not the track which does not suit them, but rather, that their style does not suit the track.

What must a rider do to improve his performance on these "bogey" tracks? He must make up his mind on the tracks that are not suitable to his style, and set about discover-

ing what is wrong with it on these tracks. Frequent faults are attempting to broadside when it is not necessary laying the bike too far over on the bends, and pedalling too soon coming out of the bends.

Many readers will point out that these faults are elementary—and so they are, but that is the reason why they do not notice them in their own riding. By all means cultivate your own style, but don't put a set style before all other considerations, regardless of the result.

Obviously the best way to become a good rider on any given track is to practice, and I advise you to visit as many tracks of varying shape sizes and surfaces as possible, and practice as much as you possibly can.

To those riders who feel they are the subject of this article, I would ask: On how many tracks of different shapes and sizes have you ridden since you entered the sport? On how many have you performed badly?

I would then advise them to name the riders who are consistently brilliant on the same tracks that they have ridden and compare their figures with those of their own. In most cases the "other" rider's record will compare more favourably. The thing to do then is to study those riders, and find out why they perform better than you.

Don't give up hope because you fail on one of two particular tracks. Vary your style to master the shape and surface, and if you are still without success, keep on experimenting until you do find the correct style.

Remember too, that the gearing at the handlebars of your cycle may not be suitable for all tracks, and will probably need slight adjustment. Width of tyres, and depths of tread are two other important points to watch.

Whatever happens, persevere until you do discover the correct shape and the right gearing, and the suitable style. The successful riders are those who keep on trying, and keep on learning.

# INTER-DISTRICT TESTS

## EAST LONDON-NORWICH

News has reached us at last about the annual East London v. Norwich Test Match series.

Last season, the lads from Norfolk lost the series by the narrowest of margins, but this year they seem to have a tip-top team and are out to lower the Londoner's colours.

Norwich manager, Mr. A. J. Hayden, is very confident of his team, and the riders are very happy to be in his hands.

Mr. Tyler, the East London manager is equally confident, and says that the new blood introduced into the team will not fail him.

The date of the first leg is Sunday, June 26th, and the venue is the track of the Ripple Greyhounds, at the junction of Ripple Road and Upney Lane, Barking, and the match commences at 3.0 p.m. Track manager, hard-working Dennis Talbot, has had a worrying time arranging the final details, but everything is now ready for the great day.

## THE NORWICH LINE-UP

Malcolm Flood (Capt.) (Earlham Eagles), Woggy Vickers (Earlham Eagles), Jack Barnes (Harvey Lane Rangers), Alf Ramsbottom (Harvey Lane Rangers), Roger Bunn (Harvey Lane Rangers), Ted Eaglin (Hetherset Hornets), Swede Cushine (Mile Cross Cubs), Bernard Platford (Hetherset Hornets).

## THE EAST LONDON LINE-UP

The final team has not, as yet, been chosen, but will be selected from the following ten riders:— Ray Black (Capt.) (Beckton Aces), Cyril Prince (Beckton Aces), John Livings (Stratford Hammers), Phil Fishon (West Ham Eagles), Ken Randall (Beckton Aces), Jim Heard (Stratford Hammers), Roy Garnham (Stratford Hammers), George Stephens (Beckton Aces), Terry Greenaway (Albion Romans) and Ron Olds (Ripple Greyhounds).

## SOUTHEND v. DAGENHAM

Test matches seem to run in cycles (as well as on cycles), for on the same date, Southend and Dagenham, the two leading Essex districts, will do battle at Wantz Corner, Dagenham. The time will be the same (3 o'clock) but at the time of going to press, no news has been received of the teams.

## NORTH LONDON v. HERTFORDSHIRE

As announced last week, the first London v. Hertfordshire Test was due for decision last Saturday. No details of the teams were available for publication last week, and only the

Herts. team is to hand now, which is:—

Ken Cooper (Capt.), Ken Parker, Curly Colletta, Bert King, Ron Weston, Johnny Pinnock, Colin Grey and John Kirsop.

The North London team will, no doubt, be skippered by Dennis Bottazzi and brother Ted will most likely be his partner. Jim Preddy will be another certainty for a place, as will dashing young up-and-coming rider, with a name that reminds us of someone else. This lad's name is Graham Warren—yes, it is his real name—and our correspondent tells us he has a big cycle speedway future in front of him.



## THE NORTH- WOOD TROPHY

This magnificent trophy has been presented to the North West Middlesex League by Miss A. Cowen, leader of the Northwood Boy's Club.

Miss Cowen, although past her youth, is keenly interested in Youth, and especially the cycle speedway in the Ruislip-Northwood area.



# NORTH OF THE BORDER- with "Wee MacDonald"

Now that Glasgow's Test riders have returned from their woeful visit down South, Glasgow has really gone haywire. The tourists are telling everyone of their wonderful trip to London and Southend, and we hear of such things as cut-down frames, large handle-bars, low gears, resting lines, and a host of other things, not all connected with cycle speedway.

With local affairs beginning to settle down, we find our hard-working chairman, Mr. George Troy, experimenting with electric starting-gates, and one already tried has proved to be very successful, although improvements can still be made.

The most astonishing sight at a recent meeting, was that of Peter Bell, Glasgow and Scotland captain, with large, English-type handlebars. You will appreciate the sensation he caused for he has been using the narrower, more conventional type for four years.

After listening to the weird tales brought back from London, Norrie Whitfield, newly-promoted captain of Charing Cross Rangers appeared on the track with large aluminium spoke-protectors, an idea, which, I feel sure, will become very popular in Scotland (just think of the money we can save in spokes . . . shame on us Scots laddies for not thinking of it before).

Ralph Livingstone, another of the tourists, has altered his seating arrangement, and he appears to be doing quite well with the saddle in a new position.

Bill Ritchie is the lad who cannot do anything with the English ideas. So unsuccessful has he been with them, that the Glasgow Control Board nearly suspended him for not trying, with the result that he re-fitted all his old knick-knacks and scored maximum points in an individual event.

John "Glamour-boy" Weinman has also been going great guns, but the only change he has made, is to his vocabulary. We cannot understand some of the wise-cracks he picked up in London.

## LATEST RESULTS — — —

### NEW CROSS

Honor Oak Aces 66, Sydenham Stars 29; Verney Lions 35, Honor Oak Aces 61; New Cross Rangers 62, Norwood Monarchs 33.

### BRADFORD

The "Harry Hornby Cup": Lower Lane Lions 52 (D. Croft 15, A. Wilson 12), Grange Leopards 44 (R. Day 10, F. Hare 8).

Grange Leopards 61 (J. Moulson 15, R. Wright 12, R. Day 8), Lower Lane Lions 35 (P. Cullam 9) (The Leopards win the tie on aggregate 105-87).

The Scottish Cycle Speedway Association's Control Board are now busily making plans to invite an England (Southern Region) touring team up to Edinburgh and Glasgow in July and then we shall really take some of the wind out of their sails.

Recently, we held a Cycle Speedway exhibition at Kelvin Hall, and the public were very impressed with it, so much so, that we have received dozens of applications from young aspirants, and a Junior League has been formed, which is being run on the same lines as the Junior League of the Speedway First Division.

Among the racing highlights of the past week, is the return to form of Dave Robson, the Charing Cross rider. He changed his handlebars to the English standard, and has been high up in the point-scorer's list.

Terry Wade and Jim Brown won a Best Pairs' Championship last Saturday from such stars as Barry Shapley, Red Montieth and George Sutherland.

Bill Ritchie's maximum came in a preview of the Championship Round for the Glasgow Riders' Championship and he was followed by Barry Shapley (14), Red Montieth (13), Alex Miller (11) and John Weinman (10).

Best race of this meeting was between Bill Ritchie and John Weinman, who raced neck and neck for the four laps, with Bill winning by the thickness of a tyre.

League racing was interrupted while the Test boys were away, and resumes on the 16th, with the two favourites for the Championship, Crossmyloof Giants and Shieldhall Stars battling for honours on Glasgow's Cycle Speedway mecca at Crossmyloof.

*"Wee McDonald" is one of the best known and best loved riders in the Glasgow area, and will be contributing exclusively to the RECORD. We welcome him, along with our other contributors, to our columns.*

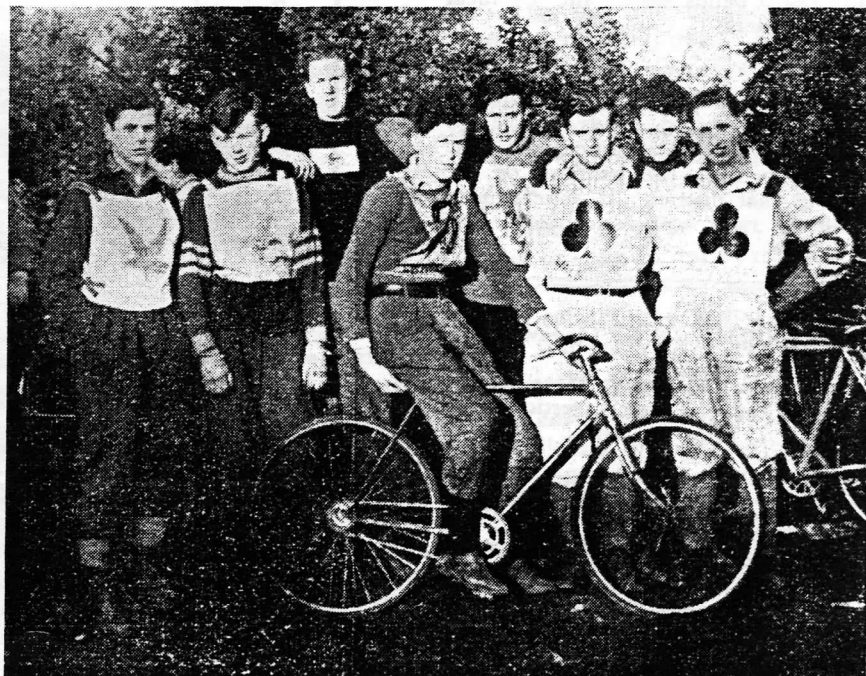


Photo: Henry Messum

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**SCOTS WHA' HAE.** Some of the Scots riders who made the trip to London for a cycle speedway holiday. Dave Arnott, Ralph Livingstone, Bill Ritchie, Peter Bell (Capt.), Bill Ross, Danny McGrath, John Weinman and Tommy McNeill.

# SOUTHEND & DAGENHAM MERGER

Two comparatively little-known districts in Essex have great plans for making their county the finest in England, and the first step towards this dream has been taken by the Southend & Rayleigh and Dagenham Leagues, who have combined to form the Essex County Cycle Speedway Control Board, a sub-area of the Southern Region Board.

There will be a general meeting shortly, of all Essex Clubs, to elect the officers, and the Essex Board would like to hear from riders and teams in Bromley, Romford, Ilford, Grays, Tilbury, Chelmsford and all other districts in Essex.

Teams should contact R. Simpkins, 123 St. Georges Park Avenue, West-cliff-on-Sea, or W. P. Boughton, 80 Downing Road, Dagenham. Prospective challengers to the Essex Test team might also drop a line to arrange fixtures.

## "LIONS" SHARE "ROCKETS" HOME

The Southend Lions now hold all their home meetings inside Rayleigh Stadium on a specially constructed track in front of the grandstand. The Lion's night is Friday night, and meetings will commence at 7.30 p.m. Good luck, Lions, let's hear that roar!

## ROMFORD

The Faircross Flyers, who, last week, lost to Mawney Kangeroos by 2 points on the latter's track, suffered defeat by the same margin in the return match on their home track, losing 40-42. Best for the Flyers was Sidney Mainhall with 10, a total reached by Bill Sills of the Kangeroos.

Latest development in the Romford area, is the wholesale change to cut-down frames, which says Ronald Bull, our correspondent, has improved racing considerably, as they make negotiating sharp bends easier, and are ideal for leg-trailers.

## ILFORD

Steve Watson, secretary of the Ilford Control Board, sends us a little more news to our announcement last week concerning the banning of the sport in that district. It appears that a visiting rider was concerned in an

accident a little more serious than usual, and the parents of two riders forbade their sons further participation in the sport. Two riders short, and, incidentally, two of the best riders, the Ilford team had to cease operation.

This is particularly unfortunate, for obviously, the parents have not considered the fact that the chances of serious injury on the cycle speedways is so many millions to one. That the one happened to be on their own doorstep was unfortunate; that it should occur again is extremely unlikely.

As we explained in a previous issue, accidents can happen, even in the best regulated families. It is far more dangerous crossing a busy street than participating in any sport. Cycle Speedway is no more dangerous than football or cricket.

In the last Ilford fixtures played, Chadwell Heath Kangeroos took the honours, beating Goodmayes Dragons 54-30, and Valentine Vampires 49-47, and drawing 42-all with Goodmayes Dragons away.

## HERTS.' TOUR SUCCESSFUL

The cycle speedway holiday tour of Southend by members of the Hertfordshire League over Whitsun, was a great success from the point of view of both hosts and visitors.

Of the six matches played, the local lads were successful in three, one was drawn, and the visitors claimed the other two.

The drawn match was the best of the tour and a thriller all the way. The occasion was the first meeting of the Southend Lions in their new home at Rayleigh Stadium and an 800 strong crowd saw some grand racing.

Outstanding rider of the tour was Boreham Wood's Johnny Pinnock, who, in his five matches, scored 58 points from a possible 60, and this on away tracks is no mean feat.

## FULL RESULTS:

Hullbridge Vampires 39, Herts. Tourists 47; Eastwood Monarchs 53, Herts. Tourists 45; Eastwood Meteors 48, Herts. Tourists 35; Hawkwell Hammers 46, Herts Tourists 38; Hawkwell Flyers 46, Herts Tourists 52; Southend Lions 47, Herts. Tourists 47.

## CLASSIFIED ADVERTISEMENTS.

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LOST—C.S. Cycle, dark grey, Duggan-type bars, chrome roadster free wheel, Black Endura rear. Small black saddle, red pump att. top bar. "LAMONT" painted top bar. Twin Tubular fr. frks. Finder write Box 02, Cycle Speedway Record, 18 Noel Street, Oxford Street, London, W.1.

Have you anything to sell, or exchange? Advertise it in this column.

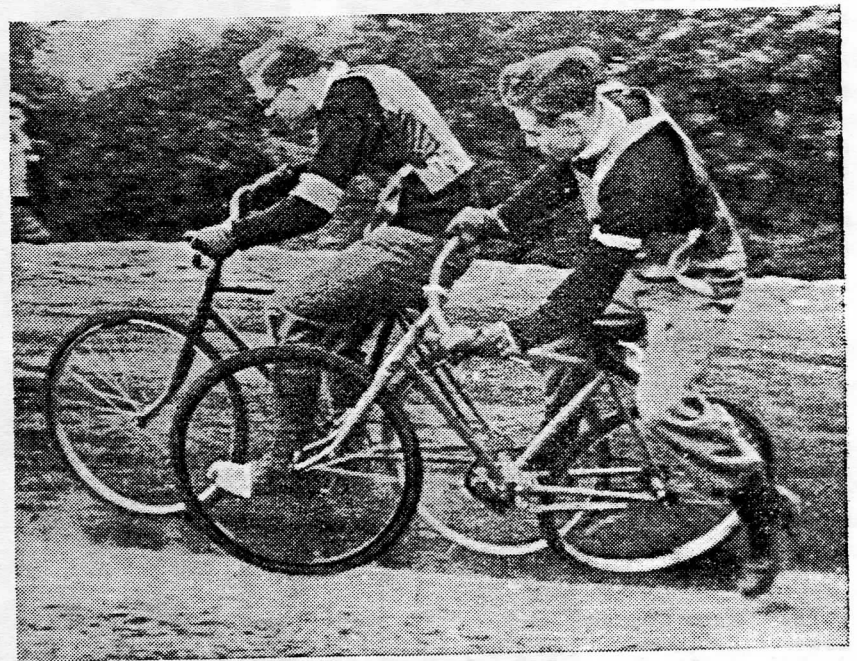


Photo: Henry Messum

## ACTION

This fine shot shows Johnny Pinnock, the Herts rider who did so well in the recent tour of Southend, fighting for supremacy with Boy Garwood, one of the top Southend riders, during the Test trial at Northwood.

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Last week I discussed the duties of the Steward and his assistants, and this week I should like to cover the duties of some of the other officials, beginning with the . . . . .

## DUTIES OF THE CLERK OF THE COURSE

*The Clerk of the Course shall be responsible to the Steward for the conduct of the meeting and its administration in accordance with these regulations and the official programme. His principal duties are as follows:*

(a) *To satisfy himself that all officials are at their posts and that the medical facilities are adequate, and to report the absence of any official to the Steward.*

(b) *To satisfy himself that all officials are provided with the necessary information and knowledge to enable them to carry out their duties expeditiously and properly.*

(c) *To control the riders, mechanics and officials at the meeting, and to prevent any suspended or unlicensed person from taking part therein.*

(d) *To ensure that no unauthorised person is within the vicinity of the pits, and to grant permission for entry into the pits or track precincts, as so instructed or advised by the Steward.*

(e) *Instruct the riders to proceed from the pits to the resting line.*

(f) *To carry out any instructions given him by the Steward.*

## BATH

Bath are going ahead on the publicity side of cycle speedway, and each week in their local Press, are given a column containing results, scorers, and all the latest Bath information.

Frome are still at the losing end of the League table, bowing the knee to Oldfield on their home track 38-45 after a grand battle. John Lander added yet another maximum to his total.

Weston Tigers lost two valuable League points when they were due to visit Odd Down. Apparently the two teams are widely separated, for the Tigers were unable to obtain transport, and subsequently forfeited the match.

## HINTS FOR THE CLERKS OF THE COURSE

Remember the Steward has enough work to do without doing some of yours; ensure that no one is in the arena who has not the authority to be. Ensure that no person approaches the Steward without first asking you and obtaining your permission, and also the permission of the Steward.

## DUTIES OF THE TEAM MANAGER

*It shall be the duties of a Team Manager:—*

(a) *To accompany his team and be responsible for their arrival in proper time for the meeting; for their conduct and for their compliance with the Regulations, and generally to encourage and direct them.*

(b) *To report to the Clerk of the Course any alteration in the composition of his team and any change in the team pairings.*

(c) *To lodge, on behalf of any member of his team, any protest demand necessary, in accordance with the regulations.*

(d) *He shall ensure that each rider is wearing adequate protective clothing, and is in a fit condition to ride. He shall sign a report to this effect and submit the report to the Steward of the Meeting, before the commencement of the meeting.*

*If either or both of the Team Managers are not present, the Clerk of the Course shall nominate an official to perform the duties required by the Regulations in respect of all riders in a team or teams.*

## HINTS FOR TEAM MANAGERS

A lot of managers always want to be standing with the Steward in the centre of the arena. This is definitely wrong! It is your place to be with your team, to look after their interests, to see that they are prepared for the next race, and to see that they are properly dressed. By the latter, I mean that their arms and hands are covered.

## DUTIES OF THE PITS MARSHALL

*It shall be the duties of the Pits Marshall:*

(a) *To advise, immediately before the commencement of a race, the riders required for the following race as defined in the official programme, and to ensure that they are ready, immediately following the completion of the previous race, to proceed to the resting line, on the instruction of the Clerk of the Course.*

(b) *To be responsible for the welfare of the riders in the pits as defined in the regulations.*

## HINTS FOR PIT MARSHALLS

Ensure that each rider is wearing his correct coloured helmet or armband, the latter being on the left arm

## DUTIES OF THE JUDGE-TIMEKEEPER

*It shall be the duty of the Judge Timekeeper to:—*

(a) *Declare the order in which the riders pass the finishing line. His discretion shall be final and without appeal. If he considers he has made a mistake he may correct his decision, such correction being subject to the approval of the Steward of the Meeting;*

(b) *To record the time of the winner of the race, and to so inform the Clerk of the Course;*

(c) *Not to communicate any other information to any person, except the Steward of the Meeting and the Clerk of the Course.*

(d) *To prepare and sign a report as requested by the Clerk of the Course.*

(e) *To send, on request, the original time-sheets, either to the Steward of the Meeting or the Control Board;*

(f) *To report to the Control Board any track record established during a meeting.*

## HINTS FOR JUDGE-TIMEKEEPERS

Remember to carry out only those duties prescribed, for yours is a most exacting job and your timings must be correct. On the instructions of the Steward, you are also responsible for timing the two-minute's grace granted to a rider for delaying the start. You should not commence timing this two-minute period until so instructed by the Steward, or until the rider has been informed.

# Happy Holiday - Makers

The Hertfordshire riders that performed so well during their holiday at Southend.

Peter Wiffen,  
Sydney Pollard,  
Curly Colletta,  
Johnny Lewis,  
Ted Phillips and  
Johnny Pinnock.



## HERTFORDSHIRE

### NEW TRACK.

The Finchley Eagles have been fortunate in being granted a piece of ground, which they will share with the Finchley Pirates. They may have plenty of hard work facing them, for reports say they will have to build the track themselves. When it is finished, however, and they start winning matches and drawing the crowds their initial efforts will give them a great satisfaction.

### RIDERS' CHAMPIONSHIP

The Second Round of the Riders' Championship is scheduled for June 26th, and will be run on the tracks of E. A. C. Hawks, Finchley Pirates and St. Albans Swifts (South).

### LATEST TRANSFERS

Transfer fees have been introduced, and the ceiling has been fixed at ten shillings. Latest riders transferred under this scheme are Johnny Pinnock (Finchley Eagles to Boreham Wood Stars) and Ted Phillips (St. Albans Swifts (North) to E. A. C. Hawks), both riders being transferred for a fee of 7s. 6d.

### LATEST RESULTS:

St. Albans Swifts (South) 57, Boreham Wood Stars 79; Boreham Wood Wolves 79, St. Albans Swifts (North) 59; E.A.C. Hawks 59, Finchley Pirates 78.

### LEAGUE TABLE

|                        | P.W.D. | L. | For | Agt. | Pts.         |
|------------------------|--------|----|-----|------|--------------|
| Finchley Eagles        | 8      | 6  | 0   | 2    | 606 494 15   |
| Boreham W'd Wolves     | 6      | 6  | 0   | 0    | 486½ 339½ 14 |
| St. Albans Swifts (S.) | 8      | 5  | 0   | 3    | 556 540 13   |
| Finchley Pirates       | 7      | 4  | 0   | 3    | 471½ 489½ 10 |
| St. Albans Swifts (N.) | 8      | 2  | 0   | 6    | 545½ 546½ 5  |
| Boreham Wood Stars     | 8      | 2  | 0   | 6    | 511½ 582½ 5  |
| E.A.C. Hawks           | 7      | 1  | 0   | 6    | 389 584 2    |

## BEHIND the TAPES

with Noel—

### EXETER.

Following a comment of mine in the second issue, Mr. R. Baker, of the Whipton Cobras, writes to say that his team did not win their following match, but won the three following that.

*Good work Cobras, keep it up.*

### DAGENHAM.

The Dagenham League has a larger membership than last year, and to date has produced some exciting matches. Line-up is: Dagenham Aces, Dagenham Lions, Campbell Dragons, Foxland Panthers, Wantz Wallabies, Parsloe Panthers, Stadium Stars.

*Let's hope the Dagenham League will be even larger next season.*

### NEW CROSS.

Honor Oak Aces have recently engaged in a two-way match with Hillingdon Racers, from the Northwood League. In the first leg on their own track, the Aces triumphed 53-42. Mr. A. O. Bean, the Racers' manager, is presenting a trophy to the team winning on aggregate.

*Good luck, Aces, and a special pat on the back for Mr. Bean.*

### ENFIELD.

A serious attempt is being made to organise the sport in the Enfield district, by Mr. R. Preppwell, who thinks that cycle speedway is a great Youth movement. He has a few lads under his wing but wishes to add to his team, and requires some help and advice to train them up to League standard. He can be contacted at 247, Scotland Green Road, Enfield, Middlesex.

*I consider this a most praiseworthy effort on the part of Mr. Preppwell. Gather round him, Enfield.*

# SPOTLIGHT on Beckton Aces.

The Beckton Aces are one of the most formidable fighting forces in the cycle speedway sphere, and are capable of providing more than close opposition to almost any single team in the country.

In East London, the area with more competition than any other, they are the "king-pins" and have captured, as a team, and as individuals, every honour in their area at some time or another.

They claimed the League Championship crown in 1947 and again in 1948, and show promise of scoring a hat-trick by taking the championship again this year.

Art Smith, Bert Hudson and Jack Robinson, three of the Aces' early riders, are now in the Forces, but have left behind them a team that will carry on the Beckton tradition.

Before he joined the Forces, Bert Hudson captured the East London Riders' Championship, after beating his team-mate, Kenny Randall, in the run off, both riders tying with 14 points.

The present East London Match Race Champion is also to be found in the Aces' line-up, in the person of George Stephens, and Cyril Prince, another Ace is his next challenger.

Captain and Manager is cool-headed Ray Black, who for three years has been one of the most consistent East London riders, and it is he who captains yet another East London Test team when that district meets Norwich shortly.

Cyril Prince is busy having trials on the senior speedway, and to date, is showing good promise. His ambition is to ride in the Rayleigh team with former team-mate Pat Clark, who has established himself as a speedway rider. George Stephens is another who may be changing pedals for a motor shortly. Ray Black, George Stephens, Cyril Prince, Ken Randall and Pat Clarke all appeared in East London Test teams during 1948, travelling to Wembley, Norwich and Birmingham.



# BECKTON ACES



Photo: Henry Messum

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One of the most formidable line-ups of the Southern Region, from left to right are: Joe Humm (Staff), Chick Anderson, Ken Randall, Billie Lamont, Ray Black (Captain and Manager), Brian Andrews, George Stevens, John Chapman, Alf Humm (Staff), and Jim Hollaran.

The Aces hold the proud record of winning the East London League Championship (Division I) for two successive years, 1947-48

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