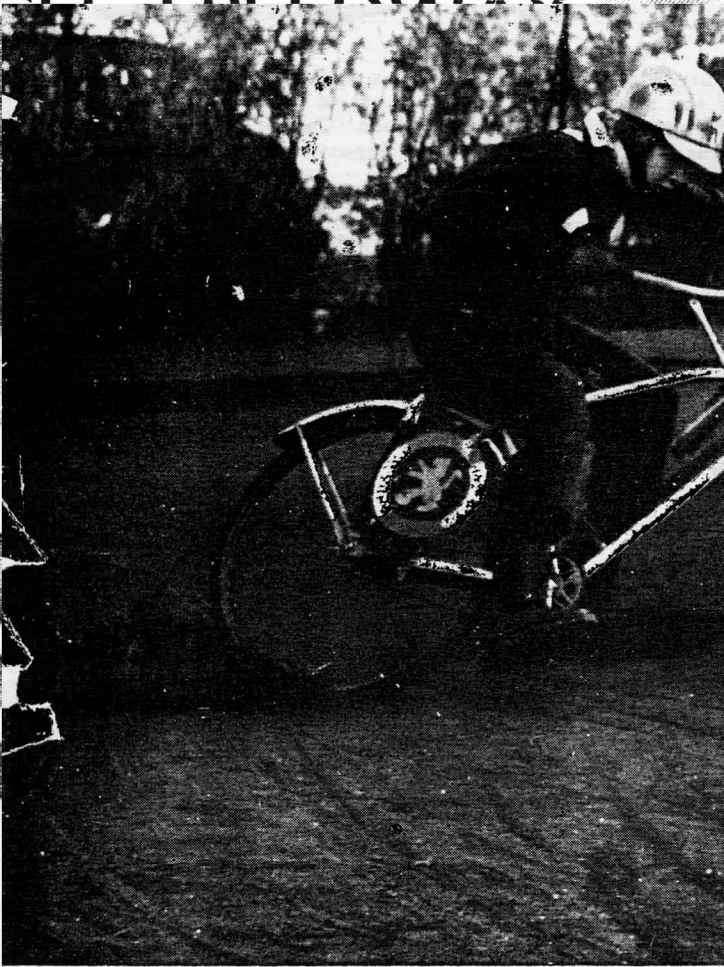


THE VOICE OF CYCLE SPEEDWAY



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FROM HOLLAND

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6^D

FRIDAY

EXCLUSIVE PHOTO

**PROBATION OFF
NEW CONTROL I**

HILLARY JOHNSON SWELTERS with-

EAST LONDON'S SCORCHING VICTORY



This exciting first-bend duel, shows Roy Garnham leading Jack Barnes, with Jim Heard a close third.

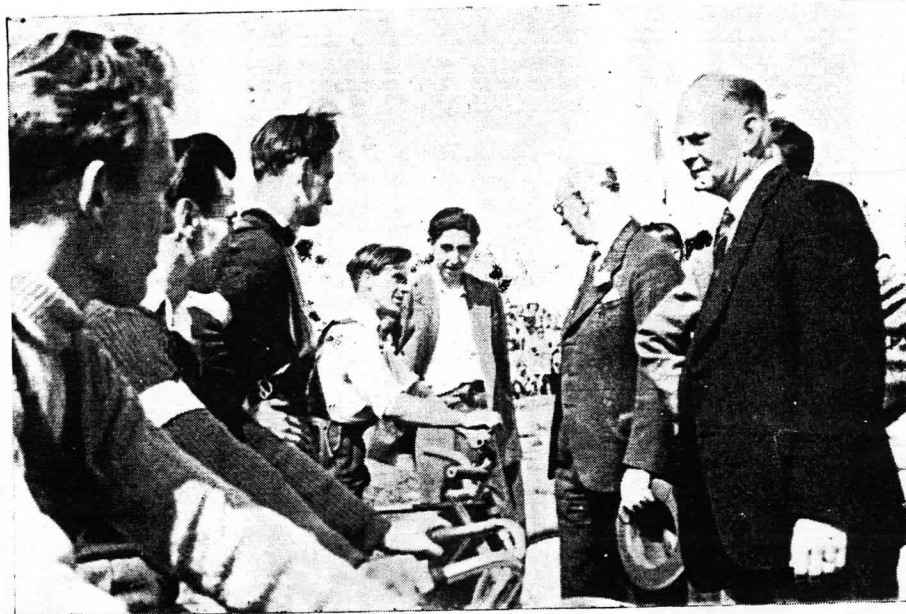
In a blistering heat of 83 degrees, sixteen hot, perspiring, dusty riders—eight from Norwich and eight from East London—battled for honours in the Annual Cycle Speedway Test Match between these two great districts, at the Ripple Greyhounds' track at Upney, near Barking, Essex, on Sunday, June 26th.

The two-thousand crowd discarded jackets, and, in some cases, their shirts, but the riders still maintained their correct riding gear, and in spite of the heat, put up one of the finest displays ever seen on the cycle speedways.

Both teams were superb, and it was a pity that one had to lose. In this case, it was the visitors from Norwich, who journeyed up in hired coaches. East London claimed yet another Test victory, by 64 points to 56.

Their victory was by no means easy, and no team has stood up to them in such a terrific fashion as the Norwich boys, who fought every inch of the way and came to within an ace of taking the honours back home with them.

George Stevens and Kenny Randall, with their great team-riding, played a major part in East London's victory. They levelled the scores in heat two,



Alderman Lovett, Deputy Mayor of Barking, has a friendly word with the Norwich riders before the start of the match. Left to right:—Alf Ramsbottom, Jack Barnes, Woggy Vickers, Malcolm Flood (Capt.), Dennis Talbot (Track Manager), Councillor Smeddon, and the Deputy Mayor of Barking, Alderman Lovett

after Norwich had opened with a 4-2, and gave the home side the lead for the first time in heat 6, when they returned a 5-1. Malcolm Flood, of the Earlham Eagles, who captained Norwich, gave a spirited display, and, with team-mate, Woggy Vickers, figured in the highest point-scoring visiting pair.

Ted Eaglin, of the Hetherset Hornets, found the track to his liking, and broke up the home pairings on more than one occasion.

Best race of the day was in heat 17, when Malcolm Flood led the field for almost all the three laps, with Stratford's Jim Heard close on his tail. A few yards behind, Roy Garnham was leading Woggy Vickers. Coming out of the last bend and into the home straight, Heard made a supreme effort and pipped Flood to the post by inches, while Vickers nipped inside Garnham to gain third place by the same margin.

Both teams had their share of bad and good luck; each side suffered four falls and one exclusion.

Cyril Prince, after being unplaced in his first two outings, rode his last four in typical Prince style, but his partner, Ray Black was unhappy and found difficulty in negotiating the bends.

Jim Heard and Roy Garnham rode well as a pair and their 5-1 in the final heat clinched the matter for East London.

Of the reserves, Ron Olds, on his home track, received the biggest ovation from the crowd when he smashed the track record in heat four, registering 38.2 seconds, while Terry Greenaway returned a fine win in heat 14.

Of the other Norwich riders, Jack Barnes was the only one to completely master the Stevens-Randall pairing, and led them all the way in heat 12. Alf Ramsbottom and Roger Bunn did not quite get the feel of the track, but they both fought hard for their points, while the reserves, Swede Cushin and Bernard Platford kept the scores even.

Congratulations to both teams on their fine display, and I think the East Londoners will have their work cut out to win the return at Norwich.

EAST LONDON 64 (Ray Black (Capt.) 7, Cyril Prince 11; George Stevens 10, Ken Randall 11; Jim Heard 9, Roy Garnham 9; reserves: Ron Olds 4, Terry Greenaway 3).

NORWICH 56 (Malcolm Flood (Capt.) 12, Woggy Vickers 8; Jack Barnes 9, Alf Ramsbottom 5; Roger Bunn 4, Ted Eaglin 10; reserves: Swede Cushine 2, Bernard Platford 4).

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CYCLE SPEEDWAY RECORD

THE VOICE OF CYCLE SPEEDWAY

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Mr. RUSH REPLIES

In the first issue of the RECORD, we published a story about the activities of Mr. Edwin A. Rush, Probation Officer for the Brentford and Chiswick Area. Mr. Rush was good enough to reply, which we give below, and strongly advise clubs who are without ground to race upon, to send a copy of this issue to their local authority.

In the first place, your description of me as virtually a rose amongst so many thorns has made me the object of so much leg-pulling by my immediate colleagues who allege they know me much better, that I shall never be allowed to forget the first issue of the RECORD! I do hope that your readers were not given the impression that the normal run of probation officers are so very strict and stern; they are only when they have to be, which, unfortunately is rather often, but this is by no means their normal outlook. It is true they are normally associated with Courts and bad lads, but many devote a great deal of their time in an effort to stem the tide of youngsters who find their way into the hands of the Law. The task of the Probation Officer is by no means an easy one, he works with no recognised tools, but he works on a material which is the most valuable, and the most difficult to handle—human material. All my colleagues will agree with me that it is very satisfying work and much happiness is gained from it, but believe me, there are plenty of headaches and heartbreaks.

Our task is to re-direct energy which is being mis-spent, and it is a great pity that our efforts cannot always begin until a lad has gone so far as to get himself into serious trouble. I think it is a good thing to remember that whereas it takes a lifetime to build a good character, it can be destroyed in a moment's foolishness.

Perhaps my views, which were printed in the first issue of the RECORD conveyed the impression that the choice lay between cycle speedway and delinquency—I hope not! I have met some grand lads in this sport, lads who will never give me work to do in my official capacity! These lads must give to cycle speedway the backbone it needs, and by their enthusiasm and their display of good sportsmanship encourage others to take it up, and at the same time impress people generally, making them realise that cycle speedway is a really worthwhile pastime which has come to stay.

It is always difficult to arouse interest in something new in this country of ours; the average Englishman prefers the known to the unknown, and I think the thing to do is to convince him that cycle speedway has that about it which will cultivate all the qualities of good sportsmanship in all who take part in it. Cycle speedway needs a tradition and the surest materials with which the foundation can be built are the qualities of

good sportsmanship, such as fair play, good team-work, the ability to take a licking with a grin and to come back for more!

It needs interested responsible adults. I know there are "Dads" all over the country who, seeing in this sport a means of keeping lads actively and usefully occupied, and away from the streets and the cheap glamour of films, etc., are doing all the donkey work behind the scenes, while their sons have all the enjoyment. An obvious remark would be that "That's what Dads are for!" but seriously, the sport needs more of them, and other adults who are keen to develop healthy interests among the younger folk. It is the adults who have to tackle the problem of finding a site where tracks can be laid, and I know only too well how difficult this can be.

The thing to do is to arouse as much local interest as possible in your clubs, and a sound principle for the encouragement of such interest, is to maintain a very high standard of sportsmanship amongst your lads, both

within the club, and in their relationships beyond it. If you give your lads a club of which they can be proud to belong, then such an organisation must inevitably impress your town, your city, or your district, and sooner or later the support and help you need will be forthcoming.

Perhaps this little magazine will reach those in high places who at some time or other, will be called upon to give the "Aye" or "Nay" to a request by a local cycle speedway club for a piece of land upon which the boys can lay a track and hold their meetings. Very little land is needed, and many clubs have tracks on sites which are absolutely useless for any other purpose. If there is land in the district which is temporarily out of use, why not let a cycle speedway club have it on the understanding that they must give it up by a certain date? This would be an encouragement to the boys, and an incentive to look for an alternative site. There are many clubs running successfully and efficiently, using bombed sites in the London area, and in watching these lads, capturing some of their amazing keenness and enthusiasm, one cannot help feeling that in encouraging them, one is partly solving another problem.

This sport appeals to the adventurous, and excitement-loving lad, to whom it must be frankly admitted, the average Youth Club or organisation does not always appeal.

This grand sport gives such lads the opportunity of working off surplus steam in a wholesome and healthy manner. It is a sound exercise, requiring the inculcation of healthy habits if success is to be achieved, and after all, every lad wants to make his mark. It needs a steady hand and eye, courage, and what is more it provides the means of developing in the lads, the spirit of the game—fair play, the importance of working together as a team, to win and lose fairly, and consideration for one's opponent.

Because of this, cycle speedway racing has earned my wholehearted support and in conclusion, I would say this: that once a lad is inspired by the principles of good sportsmanship, then a basis has been formed upon which the edifice of good citizenship can be constructed. Doesn't this make it worth all the support and help we can give it?

NO BUSINESS LIKE - - -

After a well-known district had applied for a council track, two councillors attended a local meeting. Two riders chose this occasion to lose their tempers and indulge in a rude bout of fisticuffs. The councillors were not impressed, and the district lost a council track through—

BLOW BUSINESS!

Several riders were too proud recently, to ride in the reserve berths against the Scots Tourists, and did not hesitate to voice their opinions. One rider has now lost his place in his local Test team over this. He lost his place through—

CROW BUSINESS!

With one of the best organisations in the country, the Stratford Hammers' management can run off a twenty-heat match in an hour. With each adult official knowing his job, no time is wasted. They hold their large crowd of supporters by keeping up a steady—

FLOW BUSINESS!

During last winter, one Norwich team was able to race at night, by illuminating the inner and outer edges of the track with candles in jam-jars. They attracted large crowds by being in the—

GLOW BUSINESS!

Helpful suggestion for improving the sport. If every rider introduced a friend of his to cycle speedway, the sport would soon enter the—

GROW BUSINESS!

The RECORD is always first with the news. All sorts of inside information comes into this office. The RECORD is a really informative magazine, for it is always in the—

KNOW BUSINESS!

At a recent meeting, I witnessed one or two riders making use of their elbows, and "hooking" other riders' wheels from under them. This is a very bad practice, and the riders who do this sort of thing are in the—

LOW BUSINESS!

A couple of riders in South-east London were promised "financial benefits" if they would transfer to another team. They politely refused. Congratulations to them for being in the—

"NO!" BUSINESS!

One or two clubs have been receiving regular copies of the RECORD and forgetting to send the money. The directors tell me that they mistrust no-one, but no more copies can be sent to those clubs who do not square up by Thursday of each week. Make sure your club is not in the—

OWE BUSINESS!

Some riders ride in white overalls; some are dressed completely in red, with bikes to match; others wear vivid coloured scarves. These boys really are in the—

SHOW BUSINESS!

I've noticed recently that several riders go round tracks at walking-pace, which, they claim, is "team-riding," in order to get their partner through.. This looks bad! Cut it out! There is no need to be in the—

SLOW BUSINESS!

Two teams in a recent Cup competition, found the track unridable as it was covered in snow, but decided the issue with a terrific snow battle. They went into the—

SNOW BUSINESS!

I cannot stress too strongly my dislike for those spectators who showered a visiting team with various missiles, including bricks and, in one case, a bottle. We have no room in cycle speedway for those people in the—

THROW BUSINESS!

That makes thirteen items, and as I am very superstitious, and dead scared of Graham Gremlin, who is always lurking about the office, I add this extra one so that I do not have to tell a tale of—

WOE BUSINESS!

* * * *

Poet's Corner

DASHING DEVILS

The Kingsbury Devils ride their track
With all the skill that they can pack,
Their captain, Meredith, is so fast,
That he is very seldom passed.
Stan Dibbling, he is rather mad,
To see him crash is very sad.
If Barry Hemsley sets the pace,
Mahoney sure will get a place.
Keal and Rowley pair a treat,
Which keeps the Devils on their feet.
With the two reserves mucking in,
Division Two they're bound to win.

This poem was submitted by Mrs. M. Mahoney, manageress of the Kingsbury Devils who have lost only one League match this season and have a clear lead at the head of the Division II table of the Wembley League.

If there are any other budding poets in the cycle speedway ranks, send your efforts in and we will publish the best of them. Mark your envelopes "Poet's Corner."

It is with sincere regret that we record the passing of Norman "Ebbo" Evans in Hillingdon Hospital on Saturday, June 18th, of pneumonia.

"Ebbo" was a member of the Harefield Pirates, for whom he had ridden since he began his cycle speedway career in May, 1946, and although he never really reached great heights, he was one of those consistent team-riders, without whom, no team would prosper. His riding was clean, and he always played the part of a sportsman. His unselfish team-riding cost

THE PASSING OF "EBBO"



him many personal points, but he had the satisfaction of knowing that he helped his team to victory on several occasions.

Only fifteen days before his untimely death, at the age of seventeen, Norman, and his team-mate, Donald Deburghen, won the "Newfield Best Pairs' Trophy" at the Hillingdon Racers' track, the success of the pair being due to Norman's masterly team-riding abilities.

We extend our sympathies to Mr. and Mrs. Evans, to the rest of Norman's family, and to the Harefield Pirates.

DISTRICT RESULTS.

THE ADVENTURES OF GRAHAM, MY SON

by GRISELDA GREMLIN

BRADFORD.

"Hornby Cup," 1st Round (Aggregate scores):—Bell Dean Rangers 105 (C. Dalby 23, K. Ackroyd 16, F. Woolmer 16), Bailiff Bridge Dragons 85 (W. Halstead 18, A. Bottomley 17, S. Hendrey 16); Bailiff Bridge Dragons 112 (C. Wood 17, W. Halstead 14, A. Bottomley 11), Montague Panthers 101 (J. Senior 13, C. Barmon 12).

League:—

Dovesdale Dragons 54 (C. Cleaver 12, M. Wooley 11), Bailiff Bridge Dragons 30 (C. Wood 8); Grange Leopards 48 (S. Ackroyd 9½, J. Moulson 9, R. Day 9), Pit Hill Hammers 48 (S. Seymore 13, J. Young 8½)..

BRADFORD RIDERS' CHAMPIONSHIP, 1st Round: J. Moulson (Grange Leopards) 15, C. Day (Grange Leopards) 12, K. Horsley (Harbour Road Cobras) 12, R. Day (Grange Leopards) 10, F. Hare (Grange Leopards) 10.

BATH.

Odd Down 43, Oldfield Hammers 41; Frome Stars 34, Norton Knights 50; Weston Tigers 25, Southwick Tigers 59; Odd Down "B" 54, Oldfield Hammers "B" 38; Oldfield Hammers 63, Frome Stars 20; Norton Knights 51, Weston Tigers 33; Southwick Tigers 43, Odd Down 41.

HERTFORDSHIRE

Hertfordshire Riders' Championship, Second Round.

At E. A. C. Hawks, St. Albans:—John Lew's 15, Ken Cooper 14, Ted Phillips 12, Don New 11, Ian Gilroy 11.

At St. Albans Swifts, (South), St. Albans:—Frank Paine 15, John Kirsop 13, Derek Lincoln 13, Fred Stimson 12, Tony Stilwell 10.

At Finchley Pirates', Finchley:—Colin Gray 15, Ken Parker 13, Doug Green 12, Roy Manley 11, John Pinnock 10, Cyril Sparks 10.

Leading scorers (Two Rounds):—Colin Gray (Finchley Pirates) 29, Ken Parker (Boreham Wood Wolves), 28, John Kirsop (Boreham Wood Stars), 26, Derek Lincoln (Finchley Eagles) 26, John Lewis (Finchley Eagles) 25, Ken Cooper (Boreham Wood Wolves) 24, Ted Phillips (E.A.C. Hawks) 24, Frank Paine (Boreham Wood Stars) 24, John Pinnock (Boreham Wood Stars) 22, Roy Manley (Finchley Eagles) 22, Carly Colletta (St. Albans Swifts (South)) 19, Fred Kirsham (Finchley Eagles) 19, Cyril Sparks (Finchley Pirates) 19, Fred Stimson (Finchley Eagles) 19.

Graham Gremlin gets in some odd places these days, including riders' hair, but with Eddie Collett, of the Harefield Pirates, Graham, my son, had a high old time in his inner-tubes.

Eddie went whistling on his merry way one recent bright Saturday afternoon, to the other side of Watford, where a new team, the Laggets Way Lightnings, were opening their track.

Now, if there's one thing that Graham dislikes, it's riders who whistle, and, deciding to put a stop to this nuisance, he slipped inside Eddie's tyres and gently let the air out. Eddie muttered the kind of oath that all riders mutter when Graham is about, and pumped it up again. Three more times Graham let the air out, and three more times Eddie had to stop and pump his tyres.

When Eddie and Graham arrived at the Lightnings' track, no-one was in sight, for some unknown reason, and Graham was particularly annoyed for he was looking forward to having some sport. He had only Eddie to wreak his vengeance on, so after he had pumped up his tyre for the homeward journey, Graham let the air out with a loud hiss.

In exasperation, Eddie removed the wheels and the tyres, and carefully examined the inner tubes. Not a trace

of a puncture, so once more he got to work with the pump, and Graham decided to leave it at that for the time being.

The tyres were still hard on the Sunday morning, and one of the Harefield Hornets' riders borrowed Eddie's bike during the match against Hillingdon Racers. Sure enough, he returned to the pits with two flat tyres, but a careful examination revealed no punctures.

In the afternoon, Eddie was riding for the South section of the North-west Middlesex League against the North. Up went the tapes for Eddie's first ride—and down went his tyres, but he managed to get a third place point. In his next race, Eddie borrowed another rider's cycle, and gained a fine second, and this made Graham mad, so in his third race, Graham thought he would teach him a lesson, and hooked his chain off. To complete the afternoon's education, he guided Eddie into a pot-hole in his last race, and over the top he went to graze his elbows.

Came Monday, and the Pirates had a match with Iver Heath Eagles. Eddie examined his inner-tubes before he set off for the meeting—just to make sure. He found a puncture and mended it. Before the meeting started, however, one of the sweepers borrowed his bike to dash home for a broom . . . back he came with a puncture.

On the way home, with all punctures mended, Graham placed a stud in Eddie's path, which he collected in his back tyre. With the hiss of escaping air still in his ears, Eddie decided to finish his journey on foot.

This week's Graham Gremlin story was told to Uncle Joe Gremlin by Eddie Collett of Church Road, Harefield, Middlesex, and caused much amusement when related in "Gremlin Grotto." Has Graham Gremlin visited your track? If he has, tell us about it. It may earn you half-a-guinea.

The half-guinea prize for the best story in June, goes to Ronald Bull, of 275 Havering Road, Romford, Essex for the story which appeared in our fourth issue, dated June 24th. There are five Fridays in July, so that means five RECORDS and five Graham Gremlin stories. Who knows, yours may be the winning one!

LEEDS.

Yeadon Speedsters 46 (J. Cutcliffe 11, R. Waite 11, R. Wilde 9), B.O.B.S. Eagles 38 (D. Barker 9, K. Lambe 9). Match Race Championship, 2nd Leg:—Ronnie Wilde (Yeadon Speedsters) the challenger, beat Eddie Haxby (B.O.B.S. Eagles) the holder, 2-1, and becomes the holder. The new challenger is Terry Heys (Rawdon Racers), who won the first leg of the new challenge 2-1.

ILFORD.

Longwood Leopards 43, Romford Rangers 41; Clayhall Flyers 48, Hainault Wasps 36; Aerodrome Aces 16; Fairlop Aces 68; Romford Rangers 44, Clayhall Flyers 43.

League Table:—

	P.	W.	D.	L.	Pts.
FAIRLOP ACES	1	1	0	0	2
LONGWOOD					
LEOPARDS ...	1	1	0	0	2
Clayhall Flyers ...	2	1	0	1	2
Romford Rangers	2	1	0	1	2
Aerodrome Aces...	1	0	0	1	0
Hainault Wasps...	1	0	0	1	0

FILM STARS of NEW CROSS

From the dust and grime of the cycle tracks all over the country emerge "stars." Majority of them are cycle speedway stars; some make the grade as stars of the motor-cycle sport, but in New Cross they aspire to become stars of a different nature.

Shortly, at the New Cross Rangers' track at Evelyn Street, just off the Deptford High Street, the "clapper-boy" will shout: "Cycle Speedway, Scene One—Take One!" and the tapes will fly up on the first heat of a thrilling match between New Cross Rangers and Honor Oak Aces.

Movie-cameras will follow the riders round the track, from the inside and outside; on the track itself and above it. The match will be entirely unrehearsed, and the camera-men will have to be on the alert to capture every incident.

Incidentally, Mr. Gibbs, our authority on the Regulations of the sport, sincerely hopes that a camera will follow the riders out of the gate, to illustrate his point of the use of elbows going into the first bend. The Company who is making the film might care to make a note of this.

The making of this film is the brain-child of Mr. A. E. Conway, who founded the New Cross Rangers in 1945 and has successfully managed the team ever since. Mr. Conway is of the same opinion as thousands of other enthusiasts, that the local authorities should provide track facilities, and the film, together with other publicity it will attract, is just part of his campaign to force his local council into action. The Ruislip-Northwood and the Wallyford (Midlothian) councils have assisted their local teams, and the Brentford-Chiswick council already plan to provide facilities, and what these councils can do, so can others, are the sentiments of Mr. Conway.

When Mr. Conway formed the New Cross Rangers in 1945, he staged the first-ever cycle speedway meeting in London on a piece of ground adjoining the Marquis of Granby Hotel in the Old Kent Road. The machines used were the ordinary road models, most of them with dropped-handlebars. This first event was an individual meeting, and no-one can remember much about it, or who won it, but from that very humble beginning, cycle speedway has grown to the organised sport it is to-day.

Cycle Speedway has cost Mr. Conway many a day's pay, but with the great progressive strides that the sport has made, he does not mind this. He is proud of the fact that his Rangers are one of the best organised teams in the country, and his compensation

is the pleasure he has given to so many, and the high esteem the New Cross riders have for him.

The Rangers' set-up is a family affair, for Mrs. Conway provides refreshments and first-aid, and keeps the team-colours in good repair, and his son, Terry, now aged twelve, was the first-ever cycle speedway mascot. His father built a small frame specially for him, and although he has grown too big to ride it now, it is one of young Terry's proudest possessions.

A more ardent supporter, or a better team manager than Mr. Conway would be hard to find. On one occasion, when travelling to an away match, he found he had left the team-colours behind, and in the distance he could see his train coming. He had to catch that train or be late for the meeting—and he had to have those colours. It was fortunate that Mr. Conway happened to live in a house which backed on to the railway, and he had the courage—and the presence of mind—to nip across the rails, and over the fence into his back-garden. Entering the kitchenette, he found Mrs. Conway in the act of drying the dishes, and she was so surprised at her husband's somewhat undignified entrance, that several plates just "came apart" in her hands.

Without time for a word of explanation, Mr. Conway gathered up the colours and returned to the station the way he had come—over the garden wall and across the lines. He caught his train, with a few seconds



Mr. A. E. Conway, who can truly be labelled the "Johnnie Hoskins" of cycle speedway

to spare, and the Rangers, who are very superstitious about their colours, made his efforts worthwhile, for they returned home with two League points to their credit.

There has already been one film taken at New Cross, but it was for export only and was widely shown in America. This new film, which, we understand, will run for about thirty minutes, will have a sound track and be distributed in this country as well as abroad.

Always on the look-out for an excuse to publicise the sport he loves so well, Mr. Conway has tied up with the local Road Safety Campaign, and he often invites members of the New Cross Speedway team down to the track to present Trophies for special events.

President of the New Cross Rangers is no less a person than Fred Mockford, the New Cross Speedway manager, and among the frequent visitors to the Evelyn Street track are Bill Longley and Ray Moore.

Contrary to a report in last week's issue, the Rangers have by no means disbanded. Mr. Conway has taken in his stride the loss of two star riders, by promoting some from his junior team, the Hammers, and the Rangers will continue to race with the same confidence and fearlessness as before. The team is not quite as strong at the moment as it might be, but he built one team up into an unbeatable force—and he will do it again.

BEHIND THE TAPES

WITH NOEL

ROMFORD

There is, at the moment, no League in the Romford area, and the several teams in that area wish either to join a League, or form one of their own.

Any League who wish to take Romford under their wing or any team who would like to help them form a League, should contact Ronald Bull, 275, Havering Road, Romford, Essex.

New team in the Romford area is the North Eagles, and it is captained by Derek Bordman. They are fortunate in a track-site, having a piece of ground adjoining Eastern Avenue.

ILFORD.

Young Steve Watson, although only of "half-pint" size, is full of energy, and not only rides in a team, but organises his district as well. During the winter, he runs an amateur concert party, known as "The Imps."

The Imps had many bookings last winter at the cycle speedway club parties and socials.

The Imps Concert Party are all young boys and girls of 15 and 16 years of age, but they are very versatile youngsters, and their party of eight includes comedians, conjurers, singers, dancers and instrumentalists. Several times they have performed non-stop with high-speed variety for two hours.

Anyone wishing to engage the Imps for a winter show should book them now, and can contact Steve at 152, Meads Lane, Seven Kings, Ilford, Essex.

WEMBLEY.

League Champions, Kingsbury Lions recently entertained the South Harrow Greyhounds, new entrants into the Wembley League at Kingsbury Circle. The match resulted in a 42-all draw, and the 1,500 spectators agreed that it was one of the finest matches ever seen at the Circle. The meeting went through without disqualification, exclusion or false start.

Some of the spectators were so impressed that they have now offered to help the Kingsbury lads out. The moral of this story is that other teams can obtain help from adult spectators, and that the public can either make, or break, cycle speedway. By giving your best at meetings, and showing that you are sportsmen, will encourage them to help you in your fight for recognition.

GLASGOW.

Bill RiTchie is fightIng mad. In The capTions over his carToons in issues Three and four, RiTchie was spelT wiThouT a "T." Bill is almosT bald, and The Glasgow sTreeTs are liTTered wiTh his rusTy-TinTed hair.

Sorry abouT The misTake, Bill, buT The prinTers sTaTe ThaT Graham Gremlin Took The "T" ouT whilsT They were siTTing down To Their Tea!

LATEST NEW CROSS RESULTS

Norwood Monarchs 65, Verney Racers 31; Ruskin Flyers 59, Peckham Juniors 36; Cray Tigers 56, Ruskin Flyers 40; Norwood Monarchs 33, Albany Aces 56; Albany Aces 71, Verney Racers 23; Cray Tigers 46, New Cross Rangers 49; Norwood Monarchs 60, Orpington Eagles 34; Cray Tigers 74, Norwood Monarchs 22; New Cross Rangers 51, Albany Aces 44; Cray Tigers 60, Orpington Eagles 37; Verney Lions 51, Orpington Eagles 41; Ruskin Flyers 52, Cray Tigers 47.

LEAGUE TABLE

	P	W	D	L	F	A	Pts
NEW CROSS							
RANGERS ...	3	3	0	0	163	123	6
Honor Oak Aces ...	2	2	0	0	120	70	4
Ruskin Flyers ...	2	2	0	0	106½	82½	4
*Peckham Stars ...	2	2	0	0	71	23	4
Albany Aces ...	3	2	0	1	176	104	4
Verney Lions ...	2	1	0	1	91	101	2
Norwood Monarchs ...	3	1	0	2	131	132	2
*Cray Tigers ...	3	1	0	2	96	94	2
Orpington Eagles ...	3	0	0	3	121½	162½	0
Peckham Juniors ...	3	0	0	3	104	180	0
Verney Racers ...	2	0	0	2	54	136	0

(*Peckham Stars awarded 2 match points through default of Cray Tigers).



Joe Abbott leading a rival at a former Bromley circuit which has now been built upon

Give the lad an OSCAR!

This week, our "Oscar"—the RECORD'S Honourable Mention for Meritorious Cycle Speedway Service,—goes to one of the lesser lights, but one that we feel sure will shine brightly in the future.

Jackie Barton is just 13 years old and rode in the reserve berth for New Cross Hammers before they broke up last week, and the incident for which we award him our Oscar, prompted Mr. Conway to sign him for the New Cross Rangers when he re-formed his team.

The occasion was a match between the Rangers and the Hammers, and the Rangers were having things much their own way. Came Jackie's first reserve ride and he was pitted against the redoubtable Joe Abbott, who took an early lead. Jackie's partner, Mac Clusky, gave chase to the flying Joe, but Jackie had to be content to lie third.

Going into the bend for the second lap, however, Joe and Mac became locked and drifted wide, and Jackie seized his chance with both hands, gritted his teeth, and shot inside both riders. Joe was quick to recover, and everyone expected him to pass Jackie before the finishing line—but Jackie had other ideas.

Closely hugging the white line, he skilfully kept Abbott behind him in the fashion of a masterly veteran, and crossed the line with little more than a length to spare, to record his first-ever win.

Twice more he was called upon, and each time he gained third place, to score five points in a fine evening's work. In his three races, he figured in two 4-2 wins and a drawn heat for his team.

To register one's first win is, in itself, something to be proud of, but to gain that win at the expense of a rider like Joe Abbott, who is one of the top riders in the South-east London League, is highly commendable, and we take pleasure in awarding our Oscar to a grand little trier.

Is there a lad in your team who deserves an Honourable Mention For Meritorious Cycle Speedway Service? Perhaps he is a reserve, like Jackie, who rose to the occasion when it was demanded of him. Perhaps he rose from a sick-bed to help his team to victory. Don't let his exploit pass by unnoticed; give encouragement where it is due. Write and tell us all about him, and we will—Give The Lad an Oscar!

NORTH OF THE BORDER

With Wee MacDonald

We've certainly had a busy time in Glasgow these past couple of weeks, and to begin with, here is a brief summary of the latest matches.

CROSSMYLOOF GIANTS 51, SHIELDHALL STARS 45.

This was a really grand match, and although the Giants triumphed by 16 points, they did not have an easy victory. In fact, at one stage of the match, it looked as though the Stars were going to be the first team to beat the Giants on their own track, and led by two points at the halfway stage. Crossmyloof rallied in the second half, however, and gradually drew away with their better team-riding.

Outstanding riders were John Weinman and Ralph Livingstone, who rode well as a pair; Barry Shapley, the home skipper, with a fighting 16 points, and Bill Ritchie, the first visiting rider to score a maximum on the Giants' track.

SHIELDHALL STARS 67, CHARING CROSS RANGERS 40.

This was the Stars' second home win of the season, and the Rangers could not settle down on the tricky Shieldhall circuit. Bill Ritchie returned yet another maximum, but the star of the meeting was Alex Miller, who returned 17 points.

Lewis Dick and Ronald Miller might have collected a 5-1 in all their races together, but for mechanical failure. In one race, Lewis's chain came away, and Ronald's wheel came loose, and finally parted company with the rest of his cycle.

Best for the Rangers was Ron Adams, with 11 and Dave Robson with 8. Norrie Whitfield, the Rangers skipper, rode well with a strapped-up knee, and did well to score 7 points.

POLLOCK SHIELDS 57, THE REST 50.

A preview of one of next season's teams, was given by the Pollock Shields, who had an exciting tussle with a team made up from the rest of the Glasgow League. John Weinman 12, Alex Miller 11, Bob Paterson 10 and John Adams 10, were best for Pollock, while Peter Bell and Howard Small, both of the Craigton Eagles, returned 17 each for The Rest.

PAISLEY ACES are finding the travelling to and from Glasgow, a bit of a strain, and it is rumoured that they are withdrawing from the Clydesdale League. I sincerely hope skipper George Sutherland will take the bull by the horns (or should I say "handlebars") and rally his team round.

HAMILTON now boasts a League, and they have challenged Glasgow to a Test series. Two of their riders recently appeared at Crossmyloof, and although they started a little shakily, they gave a good account of themselves.

SPRINGBORN, another district North of the Clyde, has taken up cycle speedway, and several Glasgow riders are to take part in an open meeting there shortly. I understand that the track is a typical "London" one, large, with sweeping bends, and a heavy cinder surface.

EDINBURGH are due to pay Glasgow a visit later this month, to continue the series of Inter-city Tests. All riders will have to be on their top form, for from these matches a Scotland Test team will be picked to entertain the English Tourists should they visit us later in the year.

Scroll of Honour

Robert Devine, a lad who has done much to establish the sport in Scotland, has just received his calling-up papers.

Bob began riding in 1945, and was one of the top scorers for the Shieldhall Greyhounds. Not only Glasgow, but cycle speedway in general, owes a lot to Bob, for it was through his unflagging endeavours that cycle speedway was recently recognised by the World Federation of Youth and Sport.

As well as riding, Bob has done valuable service on the administration of the Glasgow League, and his pals are very sorry to see him go.

We join the Glasgow riders in wishing you the best of luck in your Service career, Bob, and a speedy return to "Civvy Street."

CLASSIFIED ADVERTISEMENTS.

Advertisements in this column are charged at 1s. 6d. per line (minimum three lines), with Box Number 6d. extra. Special reduced rate of 1s. 0d. per line to members of Cycle Speedway Clubs. (Full name and address, and Club, must be stated). Three insertions for the price of two.

FOR SALE

Ladies Rudge-Whitworth Cycle, good condition, new tyres. £3 10s.
Write 9 Horsenden Crescent, Greenford, Middlesex.

White Gym Shoes, Dunlop rubber soles, strong canvas uppers. Ideal for tennis, cricket or beach. 10s.—Box 04.

Drawing Instruments. Board, protractors, compasses, pens, inks, rules, 12-inch slide rule (total 30 pieces), 20 sheets Wattmans paper. £5 the lot—Box 06.

EMPLOYMENT

Solicitor has vacancy for smart Youth of higher school certificate standard. Attractive salary, good prospects. Three weeks' annual holiday with pay. Meal and travelling allowance. Must live in London area. Write, in own hand to Box 07.

Plumber seeks young lad as mate. Opportunity to learn trade. 5-day week, good wages. 44-hour week—Box 08.

Address all enquiries to Box No. —, CYCLE SPEEDWAY RECORD, 18 Noel St., Oxford St., London, W.1, enclosing S.A.E. for reply.



Dave Collins, founder-member and captain of the once-famous Stockwell Aces, one of the crack London teams in the early days of the sport is now in the Forces. His team was forced to break up in March of this year, but an attempt is to be made to reform it in the near future.

One of Dave's last cycle speedway appearances, was at Jansan Road, Stratford, in April, when he was runner up to Terry Coel (Dagenham) in the All-London Grand Prix.

I have covered a lot of ground since my first article was printed, mostly about tracks and officials. I should like to place before you now the regulations governing riders' contracts and transfers.

In every sport there are rules which protect not only the promoter but the sportsman, and the following rules are those applicable to cycle speedway.

Although there are very few people who can appreciate them at the moment, I hope I can do something towards making these rules a little clearer.

PERMANENT ATTACHMENT OF RIDERS TO A PROMOTER

Every rider who enters into a seasonal agreement with a promoter, shall have his name placed, by The Control Board, on the list of retained riders permanently attached to that promoter, and The Control Board will not subsequently register any agreement in respect of that rider unless with that promoter.

The maximum number of riders permanently attached to a promoter is limited to 12, but The Control Board may, where injuries to the retained riders, or other circumstances, prevent a promoter from fielding a full team, permit the temporary registration of additional agreements for a strictly limited period.

We, in the Southern Region, have had our riders registered for a long time, and Control Boards have the full retained lists of every rider in a team. I don't know whether other districts are keeping the same records, but I think that it will be appreciated by everyone that it is a good thing, for it stops riders being borrowed for a particular match or riding for another team.

The second half of the rule may be misconstrued, so I will explain further. You will note that the number of riders is limited to 12 for each promoter, but this is referring to a team. So a club can have a number of teams but the members of each team must be shown on the retained list, and must not consist of more than 12 riders.

Shall I give you a tip here? It will be found quite an advantage if you keep only eleven riders on the list, that is if you can get riders easily. The odd spot can then be filled at some time, by perhaps a good rider who wants a transfer to your team, or by a good rider you can or have picked up. If you have your full 12 men, then you cannot take another rider, should the opportunity present itself. But if you have one vacancy, then it can be filled as the situation arises.

APPROACHING A RIDER

If a promoter shall approach a rider, either directly or otherwise, or shall discuss with him a transfer or anything in connection therewith, without the written permission of the promoter by whom the rider is retained, he shall be guilty of an offence and shall be liable to a fine not exceeding £5, with or without suspension of the promoter's licence.

Here is one of the rules that protects the promoter of a team. No promoter likes to have members of his team enticed away, either directly or indirectly, and if you hear of any such thing occurring then take the matter immediately to The Control Board and have it thrashed out properly. As I have said before, the majority of people, including managements and riders, are true sportsmen, and any underhand tricks will not have their backing. I feel sure. In any case, the Control Board is there for your benefit—use it.

TRANSFERS

A rider may be transferred from one promoter or track to another in accordance with the following provisions:—

(a) *Both promoters shall complete and sign the official transfer form.*

(b) *The Control Board will thereupon remove the rider's name from the retained list of the transferer and enter it on the retained list of the transferee provided that no breach of these Regulations has been committed in the negotiating or making of the transfer, and the rider has no reasonable grounds for objections.*

(c) *Any promoter or rider who considers himself directly aggrieved by the consent or refusal of The Control Board to sanction a transfer, may have the right of appeal.*

I suppose nearly all areas keep a record of the transfers that take place. I know that in East London and Hertfordshire all transfers are passed through the Control Boards at their weekly meetings, and are recorded in the minutes, making such transfers officially recognised.

RE-TRANSFERS

A rider having been transferred from one retained list, shall not be re-transferred to that track before the end of the season, excepting where a promoter has transferred one or more riders to a lower division, he may, subject to the approval of The Control Board, utilise the services of such a rider in accordance with the regulations governing the Permanent Attachment of Riders to a Promoter.

Offhand, I cannot recall an instance of a rider, having once been transferred from a team, wishing to return to it in the same season, but the former promoter of the transferred rider, can, in certain circumstances, claim his services for a short period.

If the transferred rider is dropped to a lower Division, and his former team loses riders to the Forces, or has several absent, through sickness or holidays or some other legitimate reason, he may SUBJECT TO THE APPROVAL OF THE CONTROL BOARD, reclaim the transferred rider until his team is up to strength again.

A point Control Boards must watch here, is that this condition is not abused. They must make absolutely sure that the team in question is genuinely under strength, and that the riders stated as being absent for a given period ARE absent, and do not ride in the team whilst the re-claimed rider is riding for them.

I doubt whether many instances of this nature will arise, but it is something worth remembering—by promoters, transferred riders, and Control Boards.

* * * COVER PICTURE

The cover picture this week is a fine action shot of Henk de Bruin and Pat Quist taking the bend at the tennis-court track at Hilversum, Holland. Hartog de Ronde, who sent us the picture, comments that Pat Quist is contravening regulations as he is riding without gloves.

English readers might like to note the sharpness of the Dutch bends, known over here as "suicide" bends. From the style of Henk de Bruin, we should imagine this kind of bend makes racing much faster.

Also shown for the first time in England, is the specially constructed Dutch track cycle, and we hope the day will not be too long in coming when we have something like it in England.

Photograph reproduced by kind permission of Hartog de Ronde.

SOUTHERN REGION BOARD RESIGNS

LONDON & HOME COUNTIES RE-FORMED

At the Extraordinary General Meeting, at the Memorial Hall, Hawley Road, Camden Town, on Wednesday, June 29th, the Control Board of the Southern Region Cycle Speedway and Youth Association resigned.

The chairman explained to the meeting that the Board had not been performing its duties as efficiently as was necessary, and as there was some dissatisfaction among the members, their mandate was no longer valid, and the Board resigned *en bloc*.

Mr. W. Cattle, representing Surrey and South-West London, proposed

that a new Board, under the original title of London and Home Counties Cycle Speedway Association be set up, and this was carried unanimously.

Mr. B. J. G. Duffield was elected to the chair on a unanimous vote, and Miss Pat Taylor, and Mr. R. A. E. Simpkins retained their positions as Secretary and Treasurer respectively.

The only new faces on the Board are those of Mr. R. Kipple, of Dagenham, the vice-chairman, Mr. R. Thorogood, Southend and Rayleigh representative, and M. R. Keynes, the Surrey and South-West London representative.

The Control Board of the London and Home Counties' Cycle Speedway Association, as elected on June 29th, 1949, is:—

Chairman:

B. J. G. Duffield.

Vice-Chairman:

R. Kipple (Dagenham).

Secretary:

Miss P. Taylor

Treasurer:

R. A. E. Simpkins
(Southend and Rayleigh).

Assistant Treasurer:

W. J. Cattle
(Surrey and South-West London)

Committee:

Mrs. T. Glover (South-East London), Messrs. T. Coell (Dagenham), E. V. Jones (Harrow), R. Keynes (Surrey and South-West London), D. Talbot (East London), R. Thorogood (Southend and Rayleigh).

No further correspondence relating to the Board should be sent to Mr. T. A. White, the former manager, but should be addressed to the Secretary, Miss P. Taylor, 5 Denbigh Close, Notting Hill, W.11.

The districts of Hertfordshire, North London, North-West Middlesex, Thames Valley and Wembley did not elect a representative to the new Board, and are awaiting the decision of their local Control Boards before doing so.

Rumour has it that these districts are unlikely to re-affiliate, which, considering the ground that has been covered, would be a great pity. The London and Home Counties' Board must grow—larger, not smaller.

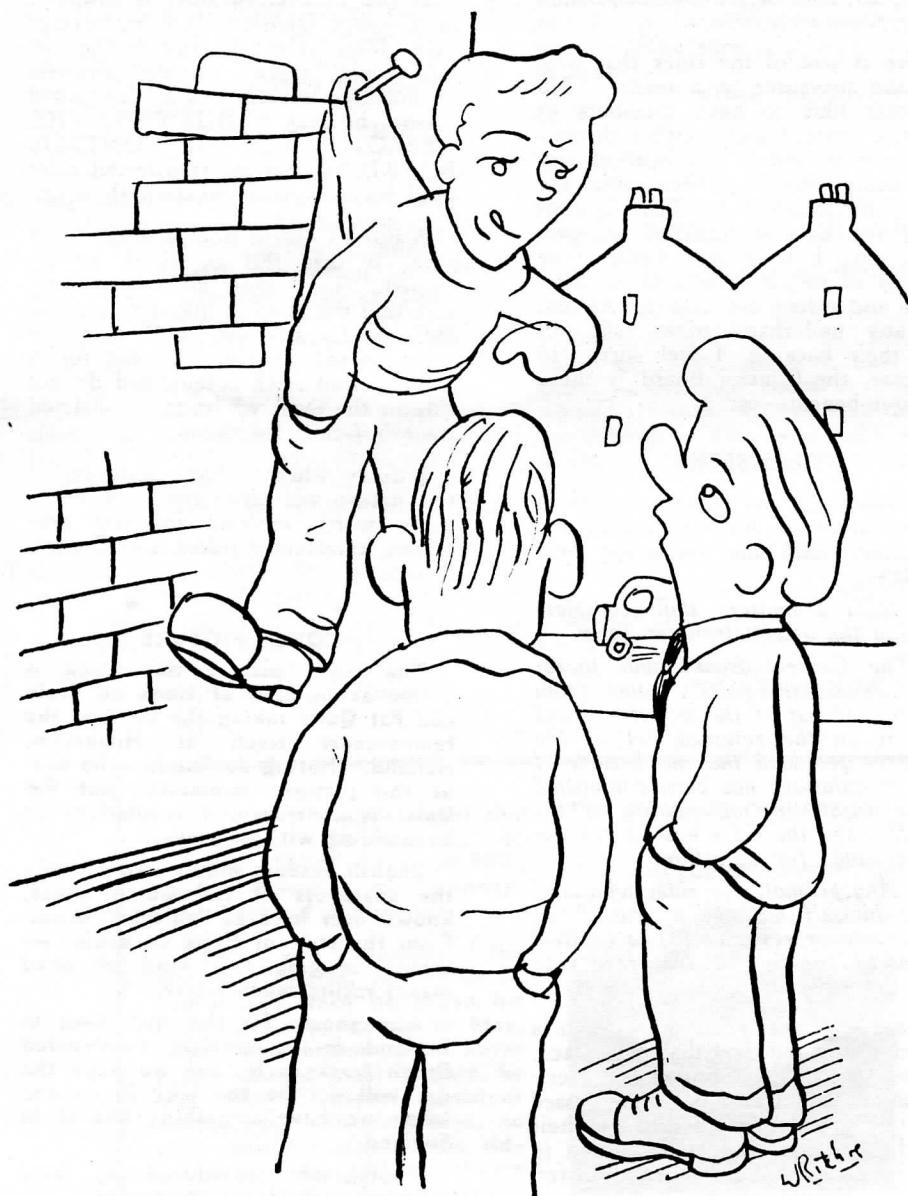
It is possible that the Middlesex districts, will join with Hertfordshire to form a separate Board and run an Inter-district League competition. If this comes about, it will be an advancement but they should still affiliate to the London Board.

All teams in the London and Home Counties' area, are advised to write to Miss Taylor regarding affiliation. The larger and stronger this Board becomes, the sooner the National Board can be set up, and the sooner the sport will become recognised.

To the new Board, we wish every success, and trust they will benefit from the mistakes of the old one. The Controlling body of any sport comes in for much criticism and many knocks; it is up to the London Board to see that these are kept down to the minimum.

To the affiliated riders we say, give them more support than in the past, see that you are fully co-operative.

RITCHIE'S CARTOON



"This new Control Board is working fast, I've been suspended already!"