

SPEEDWAY



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CYCLE SPEEDWAY HAS NO FUTURE?

Read MIKE BEAUMONT : Page 4

EVER

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FRIDAY

ON RECORD

BIGHEADS

I noted with regret that your article "Bigheads" appeared in only one issue of the RECORD. I certainly think it should be a regular feature, for it would keep some of the less sportsmanlike riders on their toes.

I attended a recent match between Harefield Pirates and Hillingdon Racers, and an incident in heat ten disgusted me, as it would any supporter. Ken Lynch and Stan Swatton were fighting for third place when they collided and fell. Max Bacon, lying second behind Dennis Peters, stopped, and when told to continue by the Steward, refused. In the ensuing argument, Bacon was lapped and should automatically have been out of the race.

After further argument, the Steward announced that the race would be re-run with Lynch and Swatton as non-starters. Bacon continued to argue, and used abusive language, and the Steward again altered his decision and allowed the race to be re-run with all four riders.

All Stewards should be strong in their decisions once they have made them, and riders should co-operate and abide by the decisions of the Steward.

I would suggest that a rule be introduced banning riders further participation in the meeting if they use abusive language. Cycle Speedway is the cleanest of sports: let's keep it that way.

Max Bacon has certainly dropped in my estimation. Success has spoiled him. His previous exhibitions of big-headedness included his refusals to ride at Janson Road and the Northwood track. This type of rider is better out of the sport altogether. There is plenty of young blood only too eager for a chance to ride. The big-heads will not be missed.

J. L. COLLETT.

Harefield, Middlesex.

We are very perturbed at Mr. Collett's letter, for two people were at fault in this case. If Bacon had been lapped, as stated, we assume the two fallen riders were lapped as well, in which case, Peters was the only finisher. If the fallen riders remounted and continued the race, then Bacon should have been excluded for being lapped and the race not stopped.

If the Steward stopped the race in the interests of safety, then the rider causing the accident should have been excluded from the re-run, in addition to Bacon who was lapped. If the race was not stopped for safety reasons, then only Bacon should have been excluded.

There is a regulation covering abusive language, Mr. Collett, and we will ask Mr. Gibbs to include it in an early article. Abusive language comes

in the category of "conduct prejudicial to the interests of the sport" and the Steward would have been quite within his rights in excluding Bacon from the rest of the meeting. He should also have sent a report to the local Control Board, who are empowered to suspend for a period, if they think it necessary.

One point we would bring again to riders' notice, and that is that any rider who feels aggrieved by a decision of a Steward shall report to his manager. It is then the manager's job to make a formal complaint to the Steward, but he should first obtain the permission of the Clerk of the Course before approaching the Steward. Only the Clerk of the Course and the team managers are allowed to speak to the Steward, and we strongly recommend that any rider who approaches the Steward direct, be suspended immediately for the rest of the meeting.

With regard to Bacon, we are very surprised to learn of the incident, and we would suggest that if the North-west Middlesex Control Board were to impose a twenty-eight days' suspension, it would make other riders think twice before acting in a similar manner. This sort of thing must be stopped!

* * *

A WONDERFUL WEEKLY

Thanks for a wonderful weekly. I can assure you that the lads like it and wish you the Best of Luck for the future.

D. NEW

St. Albans.

Thanks for your wishes, we will try and keep it wonderful.

* * *

KEEP IT GOING

In our opinion, your CYCLE SPEEDWAY RECORD is a good job of work. Keep it going, it will help to clean up the sport.

T. FORRESTER.

St. Mary Cray.

We hope that we can accomplish the effects that you wish, and if it is possible for us to keep the sport clean and always amateur, you can rest assured that we will try.

* * *

STEPPING STONE

The RECORD is a fine magazine and one of the most important things the sport needs: it is probably the first stepping stone to actual Press support.

P. PRESSWELL.

Enfield, Middx.

We mentioned something along this line in our first issue. Mr. Presswell, A Cycle Speedway magazine is a sign of progress, and we have every confidence that the sport will one day have regular reports in the National Press

SOUTHEND RESULTS LEAGUE DIVISION I

Southend Lions 31 (B. Nash 7). Eastwood Meteors 53 (J. Daubney 12, J. Murch 11); Hullbridge Vampires 38 (K. Medynski 10, R. Medynski 10), Eastwood Monarchs 43 (N. Wadling 11, P. Overton 10, D. Pegrum 9); Eastwood Meteors 55 (K. Clark 11, B. Garwood 8, J. Murch 8, R. Tait 8, F. Pickett 8), Hawkwell Flyers 28 (P. Jones 7); Hawkwell Hammers 46, Hawkwell Flyers 38.

Boy Garwood (Eastwood Meteors) still holds the Match Race Championship, and meets a new challenger this month.

LEAGUE TABLE

	P.	W.	D.	L.	Pts.
EASTWOOD METEORS	9	9	0	0	18
Eastwood Monarchs	10	7	0	3	14
Hawkwell Hammers	7	4	0	3	8
Hawkwell Flyers	9	3	0	6	6
Hullbridge Vampires	7	2	0	5	4
Southend Lions	7	1	0	6	2

* * *

WEMBLEY

A Willesden Team, composed of riders living in that district, recently engaged in a Test Match with riders living in South Wembley. Willesden were the eventual winners of an exciting duel by 51½ points to 57½. Starting work was put in for Willesden by Eric Willis with 10 points. Dud Smith 8, Dennis Woods 7, Freddie Hopcroft 6, and Roy Humphries 6. For South Wembley Sid Luke returned 14, Fred Smallwood 11, Lionel Alford 9.

Bill Brewster (Stonebridge Rockets) is now the match race champion of the second division and Roy Rogers (Kingsbury Stars) holds the first division title having defeated Dud Smith (Acorn Acorns).

Kingsbury Stars and Willesden Comets have reached the final of the Kingsbury Trophy.

LEAGUE TABLE Division II

	P	W	D	L	For	Agst	Pts
KINGSBURY DEVILS	9	7	0	2	455	317	14
Kingsbury Monarchs	7	5	0	2	313½	267½	10
Kenton Hawks	9	5	0	4	378½	373½	10
Stonebridge Rockets	9	5	0	4	376	372	10
Cricklewood Cobras	10	3	0	7	379½	453½	6
Alperton Penguins	8	1	0	7	286½	378½	2

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CYCLE SPEEDWAY RECORD

THE VOICE OF CYCLE SPEEDWAY

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FAITH ! DOPE ! & CLARITY !

We stand accused! The RECORD is on trial! Fingers point at us in condemnation! Behind closed doors, our readers gossip; cruel gossip! They use hard words! Voices are raised against us!

THE CHARGES

We stand trial on several counts. We are accused of breaking faith with our readers. We are accused of having favourites, and of publishing news of our favourite districts to the exclusion of those districts who are not among the "select few." We are accused of acting contrary to our policy, which we stated as being the equal distribution of space to all districts.

CASE FOR THE PROSECUTION

First witness, Mr. R. Thorogood, of the Southend and Rayleigh League. Mr. Thorogood states: "Is it possible to have a little more news of Southend in your magazine, as it seems to be all London? The Southend boys are all moaning about it!"

Second witness, Wee MacDonald. Wee MacDonald says: "What's gone wrong with the RECORD? No. 5 seems to have gone completely off the track. In issue No. 4, we were given three new features. A really good article by Gordon Casey, who obviously knows what he is talking about; a very thoughtful Scroll of Honour, and a page devoted to the Scots teams "North of the Border."

It would appear that these features were dropped in No. 5 to make room for more district reports. If this is the case, then I suggest that the size of the RECORD be increased.

I have no wish to adopt the attitude of certain Hertfordshire reporters, who seem to think their district is all that matters, but my case is that once a feature has been started, it should be given a run of at least a few weeks. I sent my "North of the Border" article, but you did not deign to print it. I covered no less than twelve Scottish districts in that article, and riders in those districts have a right to demand a mention. I spread the good word round to them, and they bought the RECORD, only to find that the "North of the Border" page had been dropped!"

Third witness. Mr. Ern. Lawson of South-east London: "Clubs in the New Cross area are very dissatisfied with the RECORD, as each week you appear to concentrate on East London. We are sick and tired of having the Stratford Hammers and Beckton Aces thrown up in our faces. Do you realise that in six issues, East London riders have appeared on the front cover no less than three times? That, in addition to figuring in eight inside pictures, together with any amount of written news?"

Other witnesses: A reader from the Thames Valley area, which, according to the RECORD, does not exist, in spite of the fact that they have twelve teams in the league; a reader from Manchester, who complains that Manchester has not even been mentioned, yet over twenty teams are competing in two divisions; a reader in Bradford, who complains that very few teams are written about, and several others in the same strain.

CASE FOR THE DEFENCE

You have heard the evidence given against us, but we submit that it is merely circumstantial evidence. We plead guilty, M'Lords, but plead leniency, as we acted under extreme provocation.

Regarding Southend, we have received only two official bulletins from Mr. Thorogood, of Southend, one of which appeared in issue No. 4 in a whole page devoted to Essex clubs, and the other appears in the current number.

In reply to Wee MacDonald, we submit that his article arrived too late for inclusion in issue No. 5, and appeared last week. In its place, Mr. Duncan compiled almost two columns of news of Scots teams from other contributors.

To Mr. Lawson, and the New Cross teams, we say: What else can we do but publish regular news of East London, when we receive an average of eight letters every week from East London clubs? We would remind South-east London, that their League results and tables have appeared regularly, due entirely to Mr. Lawson keeping us informed, and that we have had centre-page spreads of St. Mary Cray and the New Cross Rangers because those teams took the trouble to tell us about themselves.

To the witnesses from other areas, we plead "Not Guilty." We have only one correspondent in Thames Valley, one in Bradford. Not being official Press agents of their districts,

they send us news of their team only, which is natural. Regarding Manchester, Stockport, Cheshire, Birmingham, Stafford, Norwich and Yarmouth, to name only a few, we have received not one iota of news from any person in those districts, in spite of correspondence and free copies of the first and second issues which were sent you. If you cannot spare a few moments to jot down a few notes to send us, we ask you: "WHAT THE HELL ARE YOU COMPLAINING ABOUT?"

We asked for your co-operation. You have not given it to us. We have had the Devil's own job each week to continue the "Graham Gremelin" and "Oscar" series, because you are too lazy to keep us informed. Gordon Casey is not contracted to contribute an article each week, neither is our new writer, Mike Beaumont. "Scroll of Honour" was temporarily shelved because, as far as we know, no further riders went into the Forces.

JUDGE'S SUMMING UP

I have stopped further discourse from the Counsel for the Defence, for it appears that the Editors will enter the same plea on all counts. I strongly recommend the Jury (who are the readers) to take the lack of contributed news into consideration, before announcing their verdict. Further I strongly recommend that all District Control Boards appoint a Press representative without delay, and make certain he is carrying out his duties to the very best of his ability, before wasting the valuable time of the Court—and space of the RECORD—with such petty charges.

Until more district reports are contributed regularly, there is no chance of the number of pages being increased, and if the size of the RECORD was increased at the present stage, the quality of the magazine would suffer, and I am sure that readers prefer quality before quantity.

THE VERDICT

The foreman of the jury, Mr. Gordon Casey, has requested two week's recess to study the evidence, and to examine further documents from the RECORD'S readers. This request has been granted, and readers are invited to write to him, care of the RECORD, 18 Noel Street, Oxford Street, London, W.1, giving their views of the case, and suggestions for the further improvement of the RECORD.

THE EDITORS

CYCLE SPEEDWAY

Has it a Future?

This week we introduce yet another new writer to the pages of the RECORD, a writer who is also a rider, and has been in the sport since the days of its inception. He rode in the "trial and error" days; has reached "star" status, and like most other riders, earned the jeers of the crowd when he hit bad patches. He has over fifteen hundred official races to his credit, and has represented his district in no fewer than fifteen Test matches.

Below, he gives food for thought on a very important aspect of the sport; he gives his own point of view, which invites comment, and which is not necessarily our own. This fearless, outspoken article is to start you talking—and writing. Do you agree with him? Whether the answer is "yes" or "no", write and tell us what you think.

I'm going to sick my neck right out and say that Cycle Speedway, as we know it and love it, to-day, does not stand a cat-in-hell's chance of becoming a major sport in this, or any other country. Let's face it. It is merely a passing craze, and the odds of the sport ever becoming National—let alone International—are nil.

In no country in the world, will cycle speedway ever reach that pitch that it is able to send a representative side to another country, and without that international element, it has no hope of ever becoming a National sport, for unless a sport is International, it can never be a National one, that is logic. Name any major sport, and ask yourself whether it is National without being International. You will find that the answer is NO!

My critics will immediately ask: "What about cycle speedway in Holland? And hasn't the sport been started in Australia and South Africa?" True, my friends, very true, but how far advanced is the sport in those countries? It is way, way behind ours, and in our own country, the standard of riding and organisation in all but exceedingly few districts, is way back in the stone ages, and if the sport continues in the same lackadaisical manner as at present, it will fall back even farther than that.

Some few months back we were all gog at the prospects of an international exchange between this country and Holland. Elaborate entertaining plans were put in hand; a wanky reception was arranged, silver-printed invitation cards were sent to royalty, and Rayleigh Stadium was booked for the first-ever Cycle Speedway International Test Match. At the last moment, the whole thing was cancelled; the Dutch boys were unable to come to England, and we have now abandoned all hopes of an official team going to Holland this year. Why? Because the clubs in both countries haven't sufficient money—and stand precious little chance of ever obtaining it.

Money! Now there's a point. "Keep cycle speedway amateur!" chorus one and all, but even amateur sports must have financial backing if they are to prosper, and that money cannot—and must not—come from the sportsmen themselves, but from a public who will pay to watch. Take amateur football, boxing, cycling, athletics, cricket, any sport you care to name that is amateur, and you will find that they obtain their revenue from a paying public, AND TO LAST OUT ANOTHER SEASON, CYCLE SPEEDWAY MUST HAVE A PAYING PUBLIC, TOO!

But where? That is the problem. The good-intentioned project at High Beech was a gigantic fopperoo because not enough people went through the turnstiles. True, it was well out of the way, but having failed once to attract a paying public, who would be fool enough to take a similar gamble, and from those prospective promoters who closely watched High Beech to see how the land lay, we have heard no more. Apparently, they have dropped any cycle speedway ideas like a hot potato—and I don't blame them.

Another point to remember is the dearth of permanent tracks. How many tracks in the country have any guarantee of permanency? They can be counted on the fingers of one hand—here today and gone tomorrow! The bombed sites all over the country are rapidly disappearing, and for every new track that comes into being, two go the way of all tracks—and this process must inevitably come to an end; more and more teams will disband, and the riders will hang up their leathers for the last time, and indulge in a snappy game of chess or tiddlywinks—unless, of course, they take up housebreaking as a means of letting off steam!

Then there are the Control Boards! The Southern Region Board's finances became so fantastically disorganised, that they had to throw in the towel.

This unbelievable situation arose, according to the financial report of the new treasurer at the E.G.M., through "wanton, wasteful expenditure, and failure of clubs to pay their due subscriptions." Some districts had paid no subscriptions for over five months, and as a result, several districts have now broken away from the Southern Region Board, or, as they now call themselves, the London and Home Counties' Board, and personally, speaking quite bluntly, I don't blame them in the least. I think they are perfectly justified, but is this state of affairs doing the sport any good as a whole?

At the beginning of the year, attempts were made to form a National Association with a National Control Board. The country was split up into seven Regions, and the clubs in each Region were advised to form Area Control Boards without delay. The result? Everyone retired into their little shells and forgot all about it; Glasgow and Edinburgh stubbornly refused to co-operate with each other to form the Scottish Region; Bradford, Leeds and Hull each left the job of forming the Yorkshire Region to the others; a state of "cold-war" developed between the multitude of Midland Boards. And so on! And so on!! And so on!!!

And the general public now turn round and say: "Look! Dozens of Control Boards throughout the country, and controlling the sport is the last item on the agenda." Perhaps most of these people are ignorant of all the little intricacies of cycle speedway, but their words ring true.

Control Boards—and I means all Cycle Speedway Control Boards in England and Scotland—are composed of two kinds of people. The people who are genuinely interested in the growth of the sport; people who work night and day, losing sleep, leisure hours and money—the minority—and the people who stand for election to exalted positions because they are full of their own importance, like to show themselves off, and aspire to become little dictators.

Unfortunately, the people in this latter category are the vast majority. They rant and strut about in pompous dignity, but are missing when there is anything to be done—passing the buck to somebody else, and always ready to attack them when something goes wrong. Control Boards without control, without system, and without co-operation. Unkind, yes! But truth is always like that.

Cycle speedway is just one long vicious circle of disorganised chaos, and as long as it prevails—and I am quite, quite sure that it will always prevail—cycle speedway is doomed! It will never become a major attraction. I may be wrong. GO AHEAD AND PROVE ME SO!

ENFIELD

Mr. R. Presswell, of the Enfield Eagles, has recently re-organised his team. When he took over they were then known as the Enfield Pirates, who disbanded, then by re-shuffling and re-organising, the Eagles emerged.

Mr. Presswell is now putting his riders through an intensive training programme, to bring them up to league standards. Naturally, the training would not be complete without having the experience of riding in matches, and with this in mind, several matches have been arranged.

The Eagles in their first meeting were well and truly beaten, on their own track, by the Edmonton Saints. The scores being Enfield Eagles 25, Edmonton Saints 58.

It was considered that in comparison, the Saints' riders were not really superior, but what won them the match was their lower gearing. The Eagles are now experimenting with their gears and two of their bikes have been fitted with 40-20's, and they will see how this gearing suits their track.

Mr. Presswell is also trying to form a Junior team which will be known as the Eagle Juniors, and all lads who are over 12 years of age will be made welcome. If anyone is interested in joining this up and coming club they are advised to write to:—

Mr. R. Presswell,
147, Scotland Green Road,
Enfield,
Middx.

The only entrance and membership fee to the Enfield Eagles is keenness and loyalty.

EXETER & DISTRICT LEAGUE TABLE

	P.	W.	D.	L.	Pts.
Vampires	10	10	—	—	20
Wasps	11	9	—	2	18
Hammers	10	8	—	2	16
Fliers	12	8	—	4	16
Tigers	11	7	—	4	14
Cobras	9	6	—	3	12
Eagles	14	6	—	8	12
Saints	8	3	—	5	6
Magpies	10	3	—	5	6
Aces	10	2	—	8	4
Unicorns	11	1	—	10	2
Pirates	12	1	—	11	2

GORDON CASEY SEES-

HERTS. Win Second Test

With the sun glaring, from a cloudless sky, in a hot, dusty, still air, the Hertfordshire League received the North London League at Boreham Wood for the return half of their Test Series and triumphed by 69 points to 49.

The home side took command of the match from the first heat, when Bert King and Curly Colletta scored a 4-2 over Dennis Bottazzi and Jim Preddy, and in only four heats did the North London riders come out on top. In heat 3, when Ted Bottazzi and Don Bailey scored a 4-2 over Ken Cooper and Ron Weston; in heat 8, when the same pair returned five points without reply; in the following race when Jim Preddy finished first from two finishers, and in heat 12, when Les Hallet and Jim Trew rode brilliantly to record maximum points over Johnny Pinnock and Ken Parker.

For the most part, the Harringay boys were far from happy on the tricky Boreham Wood circuit, and the rider with the most bad luck was Dennis Bottazzi, who suffered a wealth of falls and mechanical trouble and finished in only three of his races.

North London were at a disadvantage with the absence of Graham Warren (yes, that is his real name) who was indisposed, and Len Challis, his substitute, could not settle down on the track.

Ted Bottazzi, who rode well in his first three outings, was excluded for the rest of the meeting by the Steward, over an unfortunate incident in heat 13, and North London were further handicapped.

The meeting brought out one very important point, the need for tip-top reliable Stewarding. The Steward at this meeting, although he may have been familiar with the Regulations, was by no means firm enough, and some of the riders, on both sides, being only human, took advantage of this,

which resulted in a bad feeling springing up between the two teams. In all future inter-district Tests, a completely neutral and unbiased Steward must be engaged; one who really knows his job, and one who has an authoritative air about him that will command respect from the riders and so make racing cleaner.

No matter how unbiased a Steward may try to be, who comes from one of the areas competing, he will always, whether rightly or wrongly, be suspected of favouritism, and I would advocate that no future inter-district Test be run off without a neutral Steward.



Dennis Bottazzi, who had the unluckiest match of his long career.

For Hertfordshire, Ken Cooper, Bert King, Johnny Pinnock and Ken Parker all reached double figures, and for the visitors, Jim Preddy, Jim Trew and Don Bailey were brilliant, and provided most of the opposition to the home riders.

HERTFORDSHIRE 69 (Bert King 11 and Curley Colletta 9; Johnny Pinnock 10 and Ken Parker 10; Ken Cooper 14 and Ron Weston 8; Reserves: Colin Gray 4 and John Kirsop 3).

NORTH LONDON 49 (Jim Preddy 10 and Dennis Bottazzi 4; Les Hallet 5 and Jim Trew 9; Ted Bottazzi 6 and Don Bailey 8; Reserves: Ron Sullivan 5 and Len Challis 2).

NORTH OF THE BORDER

With Wee MacDonald

The most important event in the Glasgow area at the moment is the Glasgow riders' championship, the first round of which was held at the Crossmyloof track. With the recent hot weather the track was a trifle dusty, but we saw some good racing. The Crossmyloof track was lengthened before this event so all riders started more or less from scratch. With the sharper bends and longer straights, several of the races were undecided until the riders had crossed the line, sometimes with only two or three lengths between the first and the last.

Top scorer in this first round was the Shieldhall captain, Bill Ritchie, who scored yet another faultless maximum of 15 points, the only rider who really extended Bill was the Charing Cross skipper Dave Robson. Runner-up was Alex Miller, another Shieldhall Star with 13, which suggests that members of the Shieldhall team are benefiting from their recent experiences of riding many strange tracks.

Filling third place was Scotland's test captain, Peter Bell with 11 points. Peter might have done better but he suffered a bad fall in one race.

Unluckiest rider was Howard Shaw who found the slick track contrary to his style and fell twice whilst leading. However, he collected 7 points and qualifies for the second round. Other scorers were Bob Paterson 8, Les McCraith 7, Jack Fryer 7, Dave Robson 7, Ron Adams 7, Ralph Livingstone 5, Lewis Dick 5, and Bill Wallace 5.

There will be a break in the Clydesdale League for the month of July, when many of the top riders will be holiday-making. In the meantime the Glasgow boys have formed three large "holiday teams" of about 12 riders, the idea being that although some riders will be absent, each team will be fully represented at all times and the public will not be disappointed.

DISTRICT REPORTS

From Rucruill comes news that the challenge between Rucruill Rockets and Shieldhall Stars was a great success. The Rockets are a newly formed team and although not yet well into the ways of Cycle Speedway, they show promise of reaching the top class in a very short time. The track they use is almost circular and its length is about 150 yards. The surface is heavy cinder, and in parts is very deep and loose. Some of the riders have ordinary road machines with drop handlebars.

The stars ran out eventual winners by 36 points to 26 after a 12-heat

match which was highly appreciated by a large crowd of spectators.

For the winners, Bill Ritchie returned a maximum, while Alex Miller headed the visiting scores with 10. Local star Keith Henderson only dropped one point and was ably supported by Rol Paxton with six and George Gowrie with five.

It is interesting to note that to reach this track one has to go through a long dark black tunnel, and it is because of this that the local lads call their track the "Lost City Track." After the match was over the riders took part in the "Lost City Trophy." This was eventually won by (guess who?) Bill Ritchie after a terrific race with Keith Henderson and Rol Paxton. When Bill cruised up to the starting line to receive his trophy, it was discovered that the "Lost City Trophy" was really "lost" for it could not be found anywhere, and Bill had to return home with only a marked programme as a memento.

NEWLANDS & POLLOK

New teams have been formed in these districts and although the lads are younger than most (the average age is 14) they are already hitting the headlines, and have formed a league which attracts a good crowd at every match. John Weinman, the Scottish test rider, hopes to captain the Pollok Shields and build his team from local lads who are at present riding for several other clubs. The riders he has in mind are Howard Shaw and Bob Paterson of Craigton, and Alex Miller of Shieldhall. If the Glasgow Control Board approves these changes we should see some very strong team riding if their present form is any indication.

Barry Shapley, the Crossmyloof skipper, has recently spent a holiday in London and performed very well on the tricky London circuits. He has won many scratch events and in team meetings has averaged nine points per match. The Janson Road circuit which the Scottish test riders were unable to master in the International Grand Prix held no terrors for Barry and in all his appearances there he came through with flying colours.

EDINBURGH

Things are rather quiet in Edinburgh at the moment as it is the trades holiday period, and most of the riders are away from home. There is however, a welcome addition to the league in the Sighthill Panthers and the Portobello Bulldogs.

Redford Diamonds look very much like winning the Lothians League Silver Cup competition this year, being

unbeaten to date. Wallyford's Danny McGrath is again in the news. At the request of his employers, the S.M.T. Sales and Service, he has been photographed for the "S.M.T. Shield," a monthly magazine printed for their employers.

Wallyford is to have a new starting area of tarmac which is being laid by the local council which, together with a new automatic starting-gate will be a vast improvement. I think the Wallyford Aces can now claim that their Wallyford Council Circuit is the most up-to-date in the country.

Edinburgh is all agog at the moment preparing for a return bout with riders from the London and Home Counties Association which we are hoping will take place in early August.

Riders in the Newcastle and Gateshead areas would do well to communicate with Mr. J. Cullen of 2 Castle Drive, Wallyford, Midlothian, Scotland, who wishes to arrange a representative match between Scotland and the North of England.

CROSSMYLOOF GIANTS

Towards the end of 1948 two teams, the Waverley Wasps and the Bishopston Buffalos, decided to amalgamate for the 1949 season, using the Crossmyloof track. During the winter all the necessary arrangements were made in readiness for the first season of the new team. Team colours, bikes and track layout were perfected. The line-up, which was to prove highly successful, was Barry Shapley (ex-Bishopston) and Bob Marr (ex-Waverley); Ian Blackhurst (ex-Waverley) and Jack Fryer (ex-Waverley); John Weinman (ex-Waverley) and Ralph Livingstone (ex-Bishopston).

Came their first league match, and Ralph Livingstone was indisposed, so Sam Broadley, just out of hospital, rode in his place, and performed well. The match was against Craigton Eagles, winners of the Clydesdale League in 1946, 1947 and 1948. To everyone's surprise the Giants were the winners, the Blackhurst Fryer partnership who were considered two of the worst riders before the match, scored no less than 27 points out of the possible 30 between them. Their performance included the beating of the great Peter Bell.

A week later the formula was repeated, and this time on the Eagles' track, and to date the Giants are the only undefeated team, both at home or away, in Scotland. Ralph Livingstone is back in the team and winning the league is almost a certainty. The only alteration made was the election of John Weinman as skipper.

D A G E N H A M

DAGENHAM AND DISTRICT CONTROL BOARD

Secretary

W. P. Boughton, 80 Downing Road,
Dagenham, Essex.

Chairman

K. Phillips

Representative to Essex Control Board.

T. Coell
Treasurer
J. South

Members

R. Goss, Dagenham Aces.
J. Hall, Longbridge Leopards.
T. Risley, Wantz Wallabies.
F. South, Foxland Panthers.
J. South, Parsloes Panthers.

General Secretary

(Minutes) Miss P. Smith
Dagenham and District intend merg-
ing into the Control Board, teams from
the area.—Harold Wood (Upminster)
to Rainham.

This area covers 17 square miles.

The Dagenham Control Board
appeals to any in those districts to
contact W. P. Boughton, 80 Downing
Road, Dagenham, Essex as soon as pos-
sible, giving the name of the team,

address and Manager, length, width
and type of track, how long the team
has been running and if they can ful-
fil league commitments given them on
joining the Control Board.

Last week's Test with Southend.

The Southend team failed to arrive
on Sunday at the Wantz track and con-
sequently the crowd went away dis-
appointed, having been given the
impression the Dagenham Cycle Speed-
way is badly run. That is not true!!
Southend were to blame in every case.
The Home Control Board lost £6 on
programmes, loudspeakers and
publicity.

Test Team for the match away at
Southend next week, if it can be
arranged:

T. Coell, Stadium Stars (Capt.).
T. Jones, Stadium Stars.
T. Risley, Wantz Wallabies.
J. Brown, Wantz Wallabies.
D. Hubble, Dagenham Aces.
G. Dower, Foxland Panthers.

Reserves:

S. Gamage.
A. Stacey.
P. Webb.

W. Fleming has retired from Man-
agership of the Parsloes Panthers and
his place has been taken by J. South.

Next week, at the Dagenham and
District Control Board, an Executive
Committee will be nominated by all
Dagenham Riders to help the Control
Board out in ticklish decisions.

Ron Gray, from the Dagenham Aces,
in the Norwegian Navy is on his way
to Mexico and informs us that he is
going to have a crack at Cycle Speed-
way there.

LATEST RESULTS

(Cup)

Parsloes Panthers 51, Campbell
Dragons 45; Dagenham Aces 76,
Campbell Dragons 20; Foxland Pan-
thers 75, Longbridge Leopards 20;
Dagenham Aces 79, Parsloe Panthers
17.

CHALLENGE MATCH

Foxland Panthers 64, Vange Vultures
30.

DAGENHAM LEAGUE TABLE

	P	W	L	For	Agst	Pt
STADIUM STARS	11	10	1	663	387	20
Foxland Panthers	12	10	2	714½	435½	20
Wantz Wallabies	12	8	4	661	490	16
Dagenham Aces	11	7	4	637½	417½	14
Dag'ham Diamonds	12	4	8	456	682	8
Campbell Dragons	12	1	11	401	748	2
Dagenham Lions	12	1	11	397	752	2



Some of the most enthusiastic Speedway riders towards cycl speedway are to be found in the New Cross team. On the left, Bill Longley presents a trophy to Ken Cane, while John Pollard seems to be the best of pals with Ray Moore on the right

BATH

It is regretted that owing to a number of set-backs recently, the formation of a Second Division of the League has been temporarily delayed, but everyone hopes that its formation will not be long.

Graham Gremlin has paid a visit to Jeff Gray of Norton St. Philip, and stopped him from scoring his third successive maximum, by breaking his chain when he was leading in his last race, after he had scored nine points in his previous three races. Jeff has been unbeatable, home and away, the last three weeks.

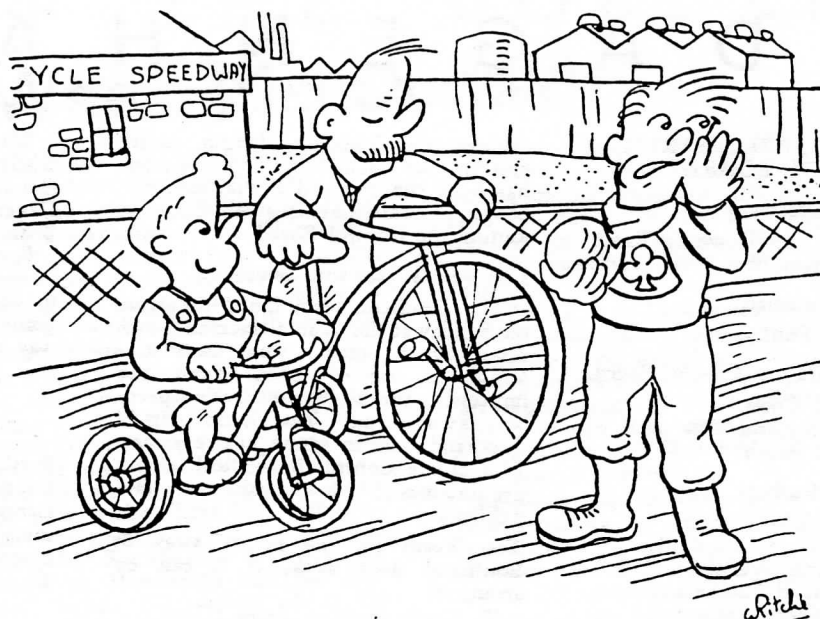
Last Sunday's match was his last meeting for some time to come, as he has now been posted to Germany, and will not be back in England until Christmas.

GOING TO HOLLAND

Official news has been received concerning the party of English riders making the trip to Holland at the end of the month. They will leave Fenchurch Street on the boat-train at 6.18 p.m. on Friday, July 22nd.

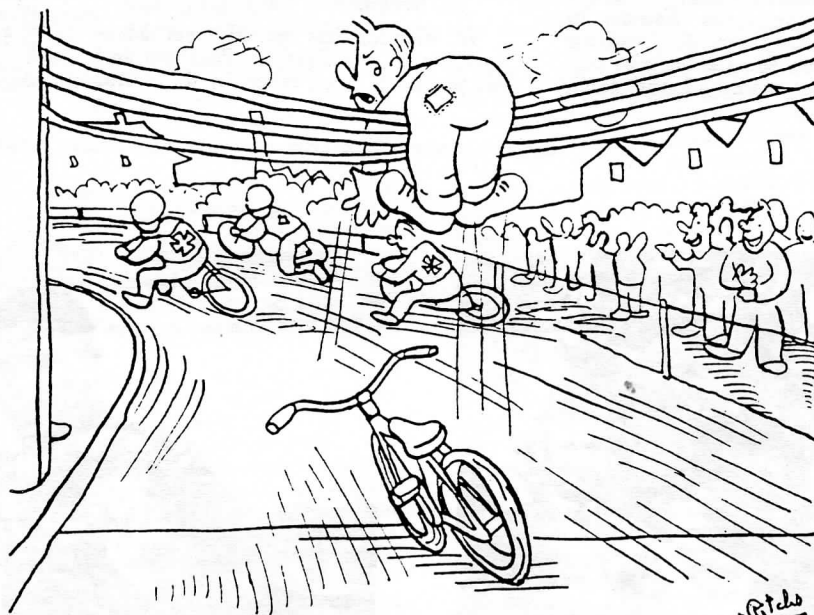
Mr. B. J. G. Duffield, chairman of the Board will be in charge of the party, and will be accompanied by Mrs. Duffield, and his brother, Mr. E. F. Duffield. Bob Simpkins, the South-end organiser, will manage the team. Other non-riding representatives are Johnny Andrews, the Northwood manager, and Miss Betty Collett.

The riders making the trip are Ken Cooper, Curly Colletta and Johnny Pinnock (Hertfordshire), Dennis Bottazzi, Ted Bottazzi, Ted Marsh and Tommy Sweetman (North London), Peter Leckie, Eddie Collett and Jim Russell (Northwood).



"Couple of riders here asking for a trial!"

RITCHIE'S CARTOONS



"I'm too quick for these new gates!"

Record Scoop!

Gordon Casey, one of our roving reporters, will be flying over to Holland on business soon after the English riders arrive, and he has promised to look in on some of the matches and

send the RECORD exclusive reports. To make sure you do not miss any of the news from Holland, be sure and place a regular order, either direct to us or through your newsagent.

GRAHAM, MY SON

by GRISELDA GREMLIN

Young Graham was pleased to read in his copy of the RECORD that there was much activity in Liverpool, and decided to pay them a visit.

With several new teams to pick from, Graham was in something of a dilemma, for he could not make up his mind who to try and discourage first. However, he finally settled on the Childwell Cobras.

Just by way of a curtain-raiser, he put their starting gate out of action, and rolled about the tracks in fits of laughter as the three-hundred odd crowd grew impatient at the Cobras' frantic efforts to repair it. Finally, they managed to improvise a starting method, which annoyed Graham, my son, to the utmost.

He is not getting such a kick, these days, of causing chains to come adrift, and he thought for a long time, before he decided to prompt a small dog to inspect the first bend of the Cobras' track, at the very moment that four

riders entered it together. The result was side-splitting, although the riders, picking themselves up from the track, did not appreciate the humour of the incident, nor, apparently, did the dog, who could do nothing to ease a painful tail.

As an encore, Graham took part in the re-run, and loosened Spam Firmin's crank, causing him to lose his pedal, his seat—and the race!

* * *

Grandpa Gremlin is indebted to Mr. H. Smith, of Sefton Park, Liverpool, for this latest exploit of cycle speedway's own lovable little jinx, which he related in "Gremlin Grotto" last Sunday morning. It was rather a pity that he told us at this time, for we fell out of bed laughing and so missed our Sunday-morning lie-in.

Has Graham Gremlin visited your track? The story of his adventures may win you half-a-guinea.

Give the Lad an Oscar!

The awarding of our "Oscar"—the RECORD'S Honourable Mention for Meritorious Cycle Speedway Service, gives us much pleasure this week, for it is awarded, for an act of unselfish bravery with complete disregard for his own personal safety, to Eric Bulmer, of the Honor Oak Aces.

Eric rode for the Aces against Hillingdon Racers in the recent Trophy match, sponsored by the Hillingdon manager, Mr. A. O. Bean.

In one heat of the match, Eric, and Maurice Scowan, of the Racers, were having a terrific struggle for first place and, coming out of the last bend, Maurice, who had gained a half-length advantage, overslid, and fell in front of Eric. A serious accident looked inevitable, but Eric Bulmer, making a split-second decision, deliberately

rammed his cycle into a pile of brick and rubble on the outside of the track and missed Maurice's head by inches. Fortunately, Eric suffered nothing more than a shaking, and his machine was undamaged. The Hillingdon management, and Maurice, pay tribute to Eric for his prompt action; the kind of action that makes cycle speedway the top Youth sport of the day. Congratulations to a game trier and a grand sportsman.

* * *

Is there a lad in your team who deserves an Oscar. Has he risked his own limbs, like Eric Bulmer, to avoid injury to another rider? Perhaps he scored the winning point for your team. If you think he deserves Honourable Mention for Meritorious Cycle Speedway Service, write and tell us, and we will—Give the Lad an Oscar!

LIVERPOOL

We have received more encouraging news from Liverpool, and we learn that there are now about twenty teams in that area. New clubs that have come to light are the Croxteth Lions and Breckside Broadriders.

The Local Speedway Team, the Liverpool Chads, operating in the third division, have given the cycle speedway clubs much help and advice, and the Liverpool programme recently carried some news of the cycle activities. As a result of an announcement in the Liverpool programme, a general meeting of all cycle speedway enthusiasts in Liverpool area is to be held, when a League and Control Board will be formed.

All teams in this district should communicate with Mr. H. Smith, 3, Lime Grove, Sefton Park, Liverpool, 8.

We make a correction to our announcement in issue No. 5. The Sefton Rockets' track record stands at 45 seconds, and not 92 as stated.

Kensington Eagles have experienced track-trouble already, and lost their home ground. They have joined forces with the Fairfield Flyers, and a very formidable line-up is now known as the Fairfield Aces.

Sefton Rockets held a return match with Prestbury Chads, and after a hectic struggle, went down 30-54. The Chads opened with two 5-1 wins, but the Rockets fought back and were only 5 points behind at the half-way stage. The Chads, however, pulled away in the second half with their superior team-riding.

Albert Bimpson, the Rockets' skipper returned the fastest time of the match, clocking 51.2 seconds, and with Don Walker, headed the Rockets' scorers with 7 each. For the Chads, Harry Seeckts scored a polished maximum, and was ably supported by Brian Craven and Bob McKnight, each with 10.

BRADFORD

Some very exciting racing was recently seen in the Bradford Riders' Championship, which was held at the Lover Lane Lions' track.

There were thrills and spills galore, and no one could prophesy who would be the eventual winner. After a very thrilling finish, the winner was D. Croft with 15 points, and second, J. Cullam with 13 points.

The system for picking riders in this championship is that every individual rider must ride home and away once. The first 12 riders who score the highest points then go into the final, plus the four top riders from the second division.

Many readers will have cause to remember my article last week when I pointed out the regulations governing the reserve riders. The very points I tried to convey were aptly demonstrated last week by Wembley Speedway, when they had to drop Bill Kitchen to reserve, as Bob Wells had scored an average of 50.8 points over six consecutive matches whereas Kitchen had only an average of 45.0.

I hope that this little incident will be remembered, as it makes a good example, and stresses, only too well, the little known rules, which are apt to be overlooked.

Now to carry on with the rules governing official team fixtures, the next item is the:—

NOMINATED RIDERS' RACE

If the Regulations of an official team fixture provide for a nominated riders' heat, then immediately after the conclusion of the previous heat, the team managers shall each nominate two riders, and also a third rider as special reserve, to take part in such a heat.

I don't think that this rule will need much comment on my part, but I would like to say that I have noticed the awful waste of time, by some managers before they give their nominated riders in to the clerk of the Course and Steward. Try and always give in your names immediately the previous heat is finished, for otherwise the spectators will get fed up having to wait a long time for the last heat, and it will give a bad impression. You may ask why a third rider should be nominated as a special reserve. This is to cover the possibility of one of the riders being beaten by the two minute time limit, or other eventualities.

TEAMS UNDER STRENGTH

Both teams shall be present at full strength at all official team fixtures unless, for some reason considered satisfactory by the Control Board, full attendance was impossible. Failing good and sufficient reason, the Control Board may impose such penalties as it may deem fit.

How many Control Boards do or will exercise their authority under this rule? Not many, I know; but they should if the sport is controlled and organised properly.

DEVIATION FROM PROGRAMME

The promoter of a visiting team shall notify the promoter of the home team at least 5 days before the date of the fixture, the names of the riders in his team and the pairing.

In the case of a fixture between two teams competing in separate areas, the time shall be 7 days.

In the event of a Test Match between representative sides within the same region, the time shall be 7 days.

In the event of an Inter-Region fixture, or a fixture in the National League, the time shall be ten days.

Provided that all members of the team, as published in the programme,

are present at the fixture, no alteration in the pairing or the order of running the pairs shall be permissible except when a reserve rider is used in accordance with these Regulations. Any other deviation from the programme shall only be made by the express permission of the Steward of the Meeting, and if found to be irregular, shall incur heavy penalties.

The ratification of the transfer of a rider by the Control Board may include an authorisation permitting the inclusion of such a rider in a particular match although the programme may have been printed without the provision of such a rider.

To the first part of this ruling, I can only say, now you have been told. After all, it's only fair to the home team if you give them your pairings at least a week before the meeting, so that they can have the programmes printed, and get properly organised. So the more time you give the home team, the better they can be prepared.

The second part of this ruling is very important, and I urge everyone, especially Managers of teams, to note carefully the full significance of it. Once a programme is made out or published, and provided all the members of the team are present at the fixture, no alteration in the pairs or the pairing is allowed. So to all teams I say, watch out for any such alteration. After all, it's only fair to yourselves, for the opposing team when they see you face to face, may want to switch their riders to match the pairing of your team. So put your foot down and do not let them get away with it.

The last part of the rub, is really only incidental, and you may never come across a case where it has been applied. Boiled down it means, that if a rider is being transferred, the Control Board may give their sanction for that rider to appear for a team even though his name is not on the programme. The case of Wal Morton being transferred last Monday to Wimbeldon, makes a good example.

I am still coming across people who do not know how the number and arrangement of heats in a fourteen heat league fixture is composed, and so that you can have something to refer to at a later date, the pairings are as follows:

Heat No.	Home Team Red.	Home Team Blue.	Visiting Team White.	Visiting Team Yellow.
1	1	2	1	2
2	3	4	3	4
3	5	6	5	6
4	1	7	1	7
5	3	4	1	2
6	5	6	3	4
7	1	2	5	6
8	3	8	3	8
9	5	6	1	2
10	1	2	3	4
11	3	4	5	6
12	5	8	1	7
13	4	7	5	8
14	2	6	2	6

(Nos. 7 and 8 in each team are reserves).

I hope that you find the above useful at some time or other, and I will try and give you the pairings for Test Matches, Best Pairs Competitions, etc., at a later date.

LEEDS

On Tuesday, 6th July, the Yeadon Speedsters easily beat the Rawdon Bees by 56 points to 27. Ricky Waite, who was never really pushed in his four races, scored a maximum of 12 points. Johnnie Cutcliffe 11, and Ronnie Wilde 10, for the Speedsters.

Jack Clayton, although only recently returned from his holidays, failed to find his previous form, and only managed to score 4 points.

Other results: Rawdon Racers 45 (Terry Hayes 12, George Hattersley 10, Peter Waugh 10), Rawdon Bees 37 (Charlie Harper 11, Bob Yeadon 6, Frank Minuge 6); Rawdon Racers 51 (Terry Hayes 12, Jack Yeadon 12, Ronnie Waterworth 8), Rawdon Bees 33 (John Laycock 9, Spen Meecham 7, Pat Hird 6).

Pat Hird is the first Leeds rider to be transferred this season. Unable to keep his place in the Yeadon Speedsters line-up, he requested a transfer to Rawdon Bees and celebrated by scoring 6 points for his new team.

LEAGUE TABLE

	P.	W.	D.	L.	Pts
RAWDON RACERS	2	2	0	0	4
Yeadon Speedsters	2	1	0	1	2
B.O.B.S. Eagles ...	2	1	0	1	2
Rawdon Bees	2	0	0	2	0

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Photo: A. Nicholson

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This perfect shot taken during a Newcastle League match, shows the riders keeping well away from the white line, for a rider placing his foot over the inner edge of the track in the Newcastle area is excluded. Derek Barras (Bensham Broadsiders) leads, with Jim Pringle (Holy Cross Demons) and Bob Davenport (Bensham Broadsiders) in hot pursuit

COVER PICTURE

Our cover picture this week shows an exciting first-bend tussle at the final English Test Trial at Rayleigh Stadium. George Stevens (Beckton Aces) has a very slender lead from the Peckham Stars' pair, Ray Braddon and Henry Brand

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