

6d

16-20000 JULY 15 - AUG. 16, 1949
Speedman

REGION FLOP

IVOR J. CLARK

THE HARROW CYCLE SPECIALIST

FOR ALL YOUR

SPEEDWAY REQUIREMENTS



**KNOBBLY
TYRES!**

MICHELIN ENDURANCE

All Sizes

7/4 each

**THE LARGEST RANGE
OF CYCLE ACCESSORIES
IN MIDDLESEX**

BARS, WHEELS, PEDALS, CHAINS, etc.

**SPECIAL
OFFER!**

WHEELS 26" x 1 1/8"
Black

22/6 pair

IVOR J. CLARK at

136 PINNER ROAD
WEST HARROW
MIDDLESEX

14 BROAD WALK
(next door to Post Office)
NORTH HARROW

68-70 ST. ANN'S ROAD
HARROW
(near Harrow Met. Station)

**CYCLE
SPEEDSTERS!**

PUNCTUREPRUFE

Seals
Punctures

3/6
HANDY TUBE
Sufficient
for one tyre

NO MORE PUNCTURES if you put
PUNCTUREPRUFE into your tyres

Now flat tyres are things of the past. Puncture-mending in the rain, at night, late arrivals, missed appointments, can be forgotten with PUNCTUREPRUFE in your tyres. Simple squeezed into your inner tube, PUNCTUREPRUFE automatically seals punctures and tube porosity. No need to remove the wheel, no patching, NO EXPENSE, no time lost. Get your PUNCTUREPRUFE to-day and give yourself puncture-free SAFE tyres and CAREFREE CYCLING.

From your Cycle Dealer, or if any difficulty, write to:
PUNCTUREPRUFE LTD. CRAWLEY WORKS, N.W.1
Tel: EUSon 1404, 3385-3386



Editor: G. PAYNE

15 Locket Rd.

Wealdstone

Harrow, Middx.

Tel.: UNDERhill 0098

CYCLE

Assoc. Editor: C. TAYLOR

July 15th—Aug. 14th, 1949

Vol. I. No 5

Sixpence

SPEEDWAY MONTHLY

THE ORIGINAL CYCLE SPEEDWAY JOURNAL

IF it wasn't for the bikes, hundreds more would be cycle speedway mad to-day. Good machines are very hard to come by unless you have quite a bit of pocket money to spend. So you realise that the utmost care must be taken with them.

Unlike the earlier days of the sport, when things were inclined to be a little slap-dash, bikes are no longer resembling scrap irons that are held together with pieces of string. Most riders are taking more trouble over them, and are turning them into track worthy steeds.

But there must be many who give no real thought to the bikes they ride, and consequently do not put their best into their racing.

Len Silver admits that he didn't bother until about six months had passed. After that he took great care of his machine, that was a low Raleigh, coloured green, that was nick-named Peggy.

TO A "T"

Len's handlebars were a pair of upturned Continental full drops pulled out a little. They suited his style of riding to a "T". For he was

usually very fast from the gate. But in seven races out of ten he came a cropper on the bend. And put it down to the fact that the bars didn't suit the bike. He couldn't lean over to the correct angle for a broadside.

Len hunted around and found a pair that suited him and the bike, and found that he was 100 per cent. better.

{ Yells Editor GRAHAM PAYNE }

That is just an example of what every rider goes through one time or the other. Why not do a few experimental laps, adjusting and changing parts till you are absolutely certain of a bike that will do just what you want of it. Instead of sufficing with a frame that is too high or too heavy.

GEARS

You all saw what happened with the Scots Touring team. Most of them had gears that were too high to do anything really good, consequently they were behind from the start, and a good start is simply essential.

Don't be like most novice riders who use a 48 chainwheel with an 18 sprocket, and are content to be reserves for the rest of their cycle speedway career. Be sensible, vary your gear till you find one that suits you. I know that quite a lot of riders favour 46-20.

Get a good comfortable saddle, not one perched precariously on top

BACKNUMBERS

A limited number of back-numbers were retained in order that the unlucky ones may keep their set complete. Only the first applicants will be absolutely certain to get a copy, so write TO-DAY to: Backnumbers Dept., C.S.M. 15 Locket Road, Wealdstone, Harrow, Middlesex. Copies are 6d. each, post free.

"MIND MY BIKE"

of a stem, on such a slope that to attempt to sit on it would mean certain discomfort. I have even seen riders without saddles, instead they have tied a piece of cloth to the stem, quite unnecessary.

Most riders have to sit on the bends, though there are a few who try the Eric Chitty version of bend-taking. But to stand and peddle as you go round would tire you for when you attempt to do it on the straight. A low frame, with wide handlebars (the limit being 2ft. 6in.) facilitates matters, and one can easily jab a leg into the cinders for the broadside.

COVER THE ENDS

Talking of handlebars reminds me of the rule about having the ends covered. Not so long ago, I saw two lads rushing into the bend, when one fell and caught his eye on the blunt end of the others' uncovered handlebars. He had to have stitches, and was fortunate not to injure himself more.

If you are using lead piping or something similar for your bars, see that you have rubber stock stops on the ends, they aren't expensive, and you might be glad you did so one day.

We don't want accidents to happen in our sport, and—touch wood—there has been nothing very serious happen yet. But let us be prepared, a good machine means safety to the rider and his opponents.

Some clubs have banned the use of fly nuts, because they often catch in others' spokes in first bend tussles. Anyway ordinary nuts are just as good, it only means you have to undo them with a spanner instead of your fingers. It seems that many can't be bothered to change, and would rather be the cause of a nasty accident for the sake of a few minutes.

Don't forget lads, keep your bikes in perfect trim and you will be surprised at the change it will make on your racing.

REGISTER NOW—
for your
FREE INSURANCE

with

**SPEEDWAY
Gazette**

Published every THURSDAY

6d.

SPEEDWAY GAZETTE is
the official organ of the
**SOUTHERN REGION CYCLE
SPEEDWAY AND YOUTH
ASSOCIATION.**

*Fill in and return the coupon
which appears on page 7 to:*

SPORT-IN-PRINT Ltd.
132 FLEET ST., LONDON, E.C.4

DO IT TO-DAY!

SOUTHERN REGION RESIGN

LONDON AND HOME COUNTIES

RE-FORMED

Special Report by P. H. PAYNE

THE Southern Region Cycle Speedway & Youth Association resigned en bloc at their extraordinary general meeting held at the Memorial Hall, Camden Town, on June 29. The chairman, Mr. Bertram G. Duffield announced: "We know that most of you are dissatisfied with the present state of affairs and with this control board itself. That is the reason for this meeting. You must now decide whom you want on the board, and how the board should be run."

After ex-manager Mr. T. A. White gave his report, and Treasurer Mr. R. A. E. Simpkins his, the old members dismissed and left their positions.

The meeting began at eight o'clock and lasted two and a half hours. The Chairman, first called upon Mr. White to give his managerial report.

Mr. White issued his report under various sub-headings, the first being rules and regulations. He explained how a Committee was formed and rules drawn up and copies sent to some of the district boards. He estimated the cost of printing such rules would be somewhere around £47. 10s. 0d. and suggested that the ten districts of the Southern Region each pay £5 to cover the cost. That was as far as his suggestion went, he said.

Regarding the riders' licences, Mr. White stated that it was agreed to let the Speedway Gazette print them, and under pressure from the East London Board, he was able to take about 26 licences to an East London meeting. The backs of the licences he showed that evening were blank, he went on, and it was not until he collected them from the chairman's office that he knew a Speedway Gazette advertisement had been inserted on the blank backs.

Mr. Duffield explained that he thought it quite fair that in exchange for printing the licences, (the charge of £3 14s. 0d. being met by the Gazette) it was only logical to insert a small advert on the backs in return. They were simply paying for their advertisement. This was accepted by all present as being a fair exchange.

On the subject of insurance, Mr. White said that a scheme was planned, and a representative from George Burrows & Co., Ltd., Insurance Brokers attended one of the Board's meetings and made arrangements for details to be made known to the public through various papers.

Names of those who desired full particulars were sent to Mr. Burrows. Later there arose a controversy as to whether or not the teams had only written in for full details or for the actual insurance. Burrows were waiting for their

money, which was somewhere around £66.

He went on to say that he had not received his wages (2 guineas promised him when he undertook the position as manager) since March 17, and the board, he continued, owe him up to June 12 approximately £32 for expenses.

He would like to make it clear that the job of secretary-manager is a full-time occupation, and he knew



★
Mr. Duffield,
still Chairman.
★

that cycle speedway had a great enough future to allow him to devote the whole of his time to the affairs of the board.

He was sorry that the High Beech contract had fallen through, but the council would not allow Sunday racing, and Sunday was the best day for transport facilities. And when it was known that the Dutch boys could not make it, he was forced to make hurried negotiations with the Scottish Control Board with a view to sending down a touring team.

Then the chairman thanked Mr. White for his good report, but regretted it as unfortunate that he should choose to attack him personally. The chairman stated that he did not propose to answer any of the manager's points, but would be pleased to answer any questions put to him.

TREASURER'S REPORT

Next Mr. Simpkins, the treasurer, was called to make his finance report. In a good crisp speech he gave out the board's true position to

everyone present. "We are in a black out," he exclaimed. "The truth is that the Southern Region Board is bankrupt." Silence greeted his words.

"We cannot afford to continue to pay the manager wages, and drastic cuts must be made everywhere." Then he went on to outlay his own drawn up "budget."

"I suggest," he said, "that affiliation fees should be 10d. per team instead of the present 1½d. per rider." And he went on to give examples of how that method would be better in the long run.

"Believe me, it is a good job that our debtors are members of this board, or legal procedures would have been taken long ago," he stated. "To succeed in the future we must first clear our debts somehow, and every team must pay their fees promptly. If all clubs who were behind in their subscriptions paid up now, we should be cleared."

Only £3 per week was coming in at the moment, whereas £5 should, he continued. And in future, all expenses over £1 would have to be authorised by the board, and they must see all quotations before printing was carried out.

Two auditors were elected from those present, to inspect the books regularly.

After this there was much cross-fire and the board answered many questions. Then the Chairman declared the board's disbandment, and silently members stepped down from their seats.

DUFFIELD BACK

Mr. Kipple (Dagenham) was elected temporary chairman, until Mr. Duffield was unanimously voted back. Then Mr. Kipple was elected Vice-Chairman. **Honorary secretary,** Miss Pat Taylor (Southend); **treasurer:** R. A. E. Simpkins (Southend and Rayleigh); **Assist. treasurer,** Mr. Cattle (Surrey); **Committee, East London,** D. Talbot; **Southend,** Mr. Thoroughgood; **Harrow,** E. V. Jones; **S. E. London,** Mrs. T. Glover; **S.W. London and Surrey,** T. Keynes; **Dagenham,** T. Coell. Others are notifying the representatives to the board by post.

Mr. Cattle proposed that the new board be now named the London and Home Counties Cycle Speedway Association. Areas to include: Herts, Essex, Kent, Sussex and Middlesex. It was better for the board to think of these areas before deciding to extend further afield, he stated.

The meeting closed in a more contented frame of mind than when it started, and everyone hopes that the new board will succeed where the old failed. So do we.

OUR NEW SERIES ENTITLED 'DOWN YOUR WAY'—THIS MONTH, SOUTHAMPTON

NEW TRACK FOR SOUTHAMPTON

By ROY BULLET

A NEW track was opened on the reclaimed ground behind Messrs. Pirrelli's Cable Works at Southampton recently, and an Individual Cup competition in aid of the R.A.F. Association and Benevolent Funds was the first match staged there. The competition, organised by Mr. Collins of the Southampton Stars, was for the Stars and the Vikings clubs. It was the first of its kind held in Southampton, and was a great success. Over 2,500 attended.

After twenty heats of thrill packed racing, Elderidge of the Turfs was the winner. Riding in place of Warsash, he notched 13½ points. Muller (Bombers) was second. Fastest time of the meeting was clocked by Pike (Turfs) with 48 seconds.

The cup and medals were presented by Cecil Baily. Elderidge was a good winner, getting four firsts in four of his five races and dead-heating with Muller in his other. Gamest loser was Higgingbottom of the Hawks.

GENERAL MEETING

On April 14, this year, a big general meeting was held at Jukes Hall, Shirley, and all teams were present. A control Board was elected, and rules and regulations formed. Mr. Collins with the aid of Mr. Wood (Shirley Bombers) have worked wonders with the local lads, and they have arranged for a shield to be presented to the league winners. Cecil Baily made a grand speech and was elected President of the Stars.

A league of ten teams was formed from the sixteen in operation in Southampton, and next year there are high hopes of having all teams into the league and also to run a Junior League.

Each team consists of 8-15 riders, and the average age is 14-18 years. The newly formed Hampshire Cycle Speedway Control Board have made it their business to see that every rider has the consent of his parent before they license him. An insurance scheme is being developed with the approval of the Council in the interest of the riders.

Cycle speedway is becoming a regular weekly sport to the Youth of Southampton, and although it is progressing fast everywhere, they are well in the forground.

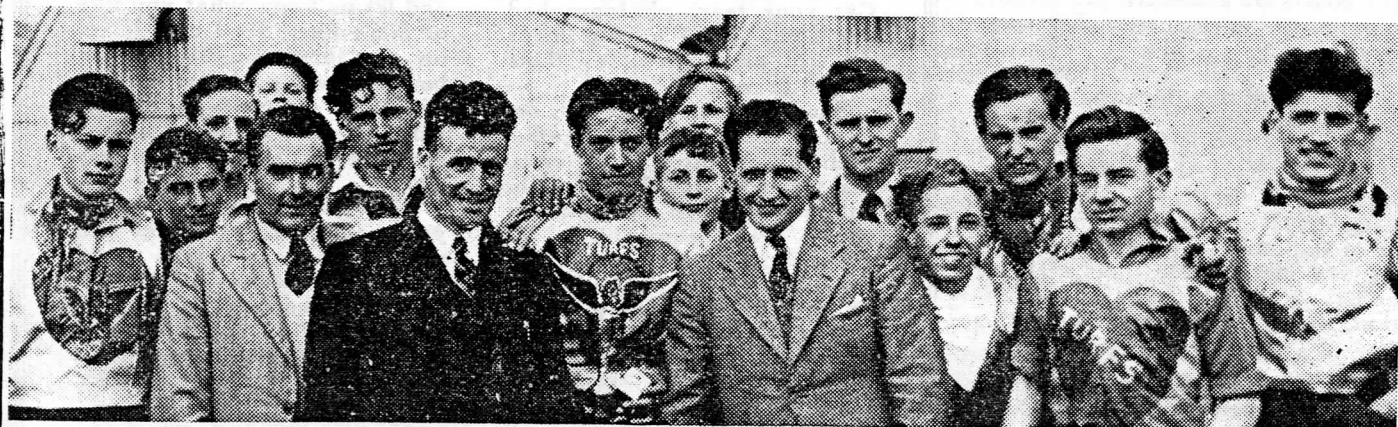


Watch out, here comes Roy Broomfield (Capt. Shirley Bombers) with David Henton (Southampton Turfs), just a wheel behind.

Photo: Southern Newspapers Ltd.



The start of a challenge match between the Bombers and Turfs, and the race that followed this photo was a real smasher. Riders l. to r. Roy Broomfield (Bombers); Norman Pike (Turfs); Bill Green (Bombers); David Henton (Turfs). Photo: Southern Newspapers Ltd. Below. A happy group after the Individual Cup Competition. Elderidge, the winner, Cecil Bailey, who gave the prizes are in the picture.



THE first important event of the season to Norwich was the test match with East London, the away match report appearing on page 12.

Everything now depends on the game up here at Norwich, and we intend to keep the racing as close as possible. Remember last season, when the Norwich team went down narrowly to West Ham on the aggregate score of nine points? Two of the grand line up, Roger Bunn and Malcolm Flood were once again chosen to represent us. It is expected that there will probably be some changes in the team for the return match here.

IN THE LEAGUES

In the league, Division 1, Harvey Lane Rangers top the table, having won a number of away matches in addition to reserving their unbeaten home record.

Credit for their fine performances goes to the captain, Tony Hadyn, who is a consistent high scorer, also Alf Ramsbottom, Jack Barnes, Bob Snelling, "Rip" Crick (who tells me that he is still having trouble with his "clutch") and Terry Wormwald. These lads are very ably backed by two of the strongest reserves in the league.

Unfortunately the Rangers will be losing their track in the near future, and have been riding off their home fixtures for the next month or two in advance.

A strong bid for honours this year comes from the Hethersett Hornets, whose very efficiently run meetings are held on a large sandy track which produces some of the fastest racing in Norfolk.

Mr. Coe, the Norwich Control Board chairman, is being kept very busy nowadays running two clubs, the Red Devils and Hall Road Harriers, both of whom use the Hall Road Stadium with its tight 68 yard circuit. This track is equipped with electrical operated starting gates and an electrical timing apparatus, and also boasts of a covered grandstand accommodation for over 200 spectators.

Both the Hall Road teams are fighting hard in the league, with the Harriers slightly the stronger at the moment. Should the proposed transfer of Syd Archer to the Red Devils come about, the Devils may be expected to start climbing to the top of the table. Their main trouble this season has been their inability to settle down into a settled combination.

A WATERY END

Mile Cross clubs have recently lengthened their track in the Norwich speedway car park, while the

ELECTRIC GATES—TIMING GEAR—COVERED STANDS IN

NORWICH'S PERFECT LITTLE STADIUM

By

V. R. VICKERS

Hellesdon Lions still stick to their very small riverside track, which promises a watery end for riders coming out of the bend too wide.

In the second division, the Brunswick Diamonds are building up a clear lead at the top of the table. But the table is not completely up to date as some teams have neglected to send in correctly filled programmes to the league secretary.

Costessey Comets are now riding their third track in a month. The circuit is the longest in the Norwich league and local rider Ivor Pickett is reported to be in a class of his own on this 95-yard track.

Saxlingham Stars and Ugate Aces, both being seven miles out from Norwich in opposite directions, are finding travelling difficult and point-getting none too easy. But they have established fine reputations as sportsmen.

Earlham Arrows, although low in the league, are now being led by veteran Jimmy Dack and are almost certain to improve. Lou Walpole is among the fastest in the division, but lacks track craft.

The preliminary rounds of a knock-out competition and of an individual championship, are being run off and both are producing very keen racing, although we are unable at present to present top scorers with £30 cheques as in speedway.

★ *Continued on page 13*

HIT THE HEADLINES

THERE is always good news for regular Cycle Speedway Monthly readers, this month's is that we are contemplating and even bigger and better magazine. This month's new cover is only a fraction of the good things to come.

Being a monthly publication we are in the fortunate position to give you fuller accounts of matches.

Now we want you to help us help others. We want to give every team in the country a big boost up through our columns. We want to hear how you are progressing, your star rider and his hobbies, etc. Get your team photographed, get some good action snaps, we will print them for thousands to see.

Send in your rider for our Who's Who feature, together with his photo, if he earns his place in our Who's Who column, he will win all his team free copies of the Monthly. Send in now.

Send in the complete history of your team to Roy Bullet. When you started, the trophies you have won, briefs on the riders, snaps. Roy will

include one every month in Down Your Way series. Send in marked programmes as well.

Every month we include a new feature. Our Peddles To Throttles will be the latest. Has any rider from your team entered the ranks of our big brother, speedway racing? Send us his snap and we shall include him with the other heroes of Peddles To Throttles.

Help us in this way and we will certainly make Cycle Speedway Monthly bigger and more frequent.

Progress keeps the wheels of industry turning, we keep yours turning. Drop us a line and let us know what you like or don't like. Send us a letter on any interesting topic, the best received each month will win 10/6. So write in to-day, lads. The more you write, the more we shall be able to help you.

Our reporters will be round your way very soon, but meanwhile you must send news to us so that we can let the world know of your progress. To be successful, you must hit the headlines, so hit them in ours! Cheerio folks.

CINDERS' EXCHANGE

HERE is the chance you have all been waiting for. The chance to swap your ideas on cycle speedway with others.

Recently a team in London hit upon an idea for a new and easy way of making coloured breast plates, and they exchanged that idea with a neighbouring team who, in turn, gave them a way of rigging up a cheap starting gate.

Two birds killed with one stone. There must be simply hundreds of bright ideas knocking around, ideas that will help better the sport. What about swapping them?

Through the columns of this

magazine you may contact one another, here is an example:

John Wilkins, manager of the Sloptown Slowcoaches, has a good method for a safe white line to do away with the dangerous bricks. He is willing to exchange his idea with anyone who could tell him how to make some really cheap programmes. John lives at: Get the idea?

Remember your plea is published absolutely free of charge, so write to **Cinders Exchange, Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middlesex, to-day.**

MAKE THE FINISH MORE INTERESTING

THE end of a league match at most tracks is generally the signal for dogs to be let loose, budding stars to race round the track using up all their energy endeavouring to break each other's neck, and just about every other form of chaos possible. How well most of us know how organisation collapses at this stage of each meeting.

To the people watching, this becomes very boring, and it is then they begin to think it's about time they started on the journey home.

As cycle speedway is still battling for its position in the field of world sport, we cannot afford to let this sort of thing end up a good meeting. The spectator must be catered for, as the ultimate success of cycle speedway is in his very critical hands.

The obvious answer to this, and there is no other word for it but menace, is to run a series of scratch races. Of course I realise that most teams do go in for this, and a large percentage of these are well organised. And to these teams I am only suggesting an alternate form of this way of ending a meeting.

Don't be content with four heats and a final. These, I fully appreciate, can be very interesting indeed, but how much more interesting would be, say, inviting members of other teams to the track for a best pairs championship, or even an Individuals Match Race championship, with a different challenger each week?

Another alternative to this is a junior league, such as was recently abandoned by our big brother speedway proper. If you have enough riders on your books it will not only interest spectators by giving them other riders to watch, but it will also give the lads concerned valuable experience for the time when they will develop into the formation of the team. With the long arm of the forces, as is now so often the case, reaching out for regular riders, new

blood is nothing short of a necessity.

You might say, this is all very well, but how will this stop dogs running all over the place and spectators trying their hand on the track? The answer is simply this—give the public something to watch, and impress on them the importance of such matches such as I have just outlined, and the spectators will look after themselves.

This will earn cycle speedway a good name. No team is too small or out of the way to try it. For each individual team all over the country is an advertisement for cycle speedway, and to those watching you and you alone are the representative and ambassador for our great sport.

Who's Who



THIS month's personality has been chosen from among the top riders in the North. He is 18 years old Lew Grepp, captain of the popular Cheadle Hulme Rangers.

His coolness, clean riding, and his reputation for trying have made him an inspiration to his team. Time and time again he has sacrificed points to his second strings, thus testifying to his fine sportsmanship.

He has an impressive record for his performances in all big cycle speedway meetings. Runner-up in the 1947 Individual Championship, and in the final in 1948 Summer League.

1949's summer season has yet to see his team lose a match, and of the total points collected, Lews' personal share for 12 matches has been 135.

On a recent visit to Bradford he captained the Manchester League team, and gave a very good account of himself, being top scorer for his side.

Far be it from us to express our suspicions, but recent reports say that he has been practising clutch starts on his new auto-cycle. And we just wondered, that's all.

C. Taylor.

"Speedway Gazette"

FREE CYCLE SPEEDWAY INSURANCE REGISTRATION FORM

I am a reader of "Speedway Gazette" and would like you to register my name for benefits under your FREE Cycle Speedway Riders' Insurance Scheme

NAME

ADDRESS

TEAM AREA

PLYMOUTH CROWDS • SPEEDWAY CLUB TAKES

IN a recent friendly match on the Broadstone Bulldogs' track at Dorset, the Bulldogs beat the Wareham Dragons 61-23. The match contained many surprises, but was by no means such a walk-over as the score suggests.

Biggest surprise, perhaps, was the form of Bulldogs' young reserve, Trevor Davies. It was his second appearance for the first team, and in both his rides he was slow from the gate, but managed to overtake his opponents and finish behind his partner.

The Bulldogs' track is now beginning to look very slick, and now has a protective wire netting safety fence, a concrete starting grid, and a very good starting gate.

They are so far unbeaten on this track, having played 14 matches, drawing one of them with Oakdale's Gem Pirates. They first raced the Gems last year and beat them 44½-39½.

Keep it up Bulldogs, you're doing fine!

1,000 A WEEK

PLYMOUTH must surely rank as one of the most far flung outposts in cycle speedway. But it is a known fact that it is as far ahead in organisation and quality of racing as many of the bigger cities, including perhaps London.

The league consists of eight teams, the Flying Devils, Laira Wasps, Pennycross Pirates, Dockland Aces, Flying Diamonds, Foulston Eagles, Green Aces, and the Manadon Lightnings.

There is a local Control Board, consisting of a chairman, secretary, treasurer and one representative from each of the league teams. Meetings are held every month. One important duty of the Board is to see that every match is held under strict supervision, and that no hooliganism is carried on.

Because of this keen organisation, huge crowds are attracted to the meetings, a factor Plymouth has always been proud of. Every track averages 500 spectators, and the Flying Devils and Foulston Eagles draw well over 1,000 a week.

The local press have taken a great interest, and already a cycle firm has donated a silver cup for competition on a knock-out basis similar to that of the F.A. Cup. In the league the half-way stage has been reached and the Foulston Eagles, Flying Devils and Laira Wasps are engaged in a rare tussle for leadership.

Next season there are high hopes of two divisions in the league, and judging by the number of non-league teams continually asking for "friendlies" with league members,

★ CLUB



Two Bristol Bulldogs. Left, G. Barter, captain, holds the cup he won last year. Right, B. Hanham our Dorset correspondent.

.. SOUVENIRS

the board has no doubts whatsoever at being able to do it with ease.

Plymouth is making a strong bid for top place among the best organised districts, and the teams do not mean to let her down.

HANLEY INTERESTED

THE North Staffs Cycle Speedway League, which comprises eight teams, has the great good fortune of being backed by Hanley Speedway.

In this league each team is represented on the Control Board by their manager, and representing Hanley Speedway is Barney Bamford. The eight teams in the league are as follows: Stoke Stars, Newcastle (Clayton) Pirates, Wolves, Barlaston, Hartsnill Springboks, Etruria Jets, Shelton Racers, and the Stockton Brook Racers.

Hanley Speedway has also been good enough to allow a complete page in the "Five Stars" monthly magazine to be devoted to the local league. In this will be found league positions, photographs, match results and so on.

May 3rd, at the Stoke Stars track was the scene for a Best Pairs championship, which was won by Ron Harding and Ken Hodgkiss of the Etruria Jets, who finished with 24 points. It was found after each pair had had their rides that the

Etruria pair and Bill Robotham and Geoff. Millership of the Newcastle Pirates, had each scored 20 points, making it necessary for a decider to be run.

The Newcastle lads were off to a good start, but on the second lap, whilst in the lead, Geoff. Millership fell while cornering. This caused his partner Bill Robotham to swerve wide, and the Etruria boys took their chance and swept through to the lead. With a brilliant example of grit and good riding Bill went after them and on the last bend passed Hodgkins to get second place.

Final positions were: 1st, K. Hodgkiss, R. Harding (Etruria Jets) 24 points, 2nd B. Robotham, G. Millership (Newcastle Pirates), 22 points, 3rd R. Kett, B. Murray (Wolves) 17 points, 4th J. Hawley, R. Whitehead (Stoke Stars) with 13 points.

This was a typical revenge story. For last year's Best Pairs was won by riders from the Newcastle Pirates, closely followed by the Etruria Jets, who were one point below.

On May 30th, on the Newcastle Pirates' track, there was run an Individual Riders Championship. Top scorer was Mac. Williams, with 14 points. He dropped one point to Len Stanton, also of Newcastle Pirates, who also broke the track record. It now stands at 45 seconds.

AN INTEREST • MORE TEAMS FOR ACTON AREA

In the transfer news is Bill Robotham, late of Newcastle Pirates, who has gone to Hartsnill Springboks. He has made a very good start with his new team as he is now top point scorer.

SWIFT SWIFTS

THE formation of the St Albans Swifts came about in 1948. And shortly after this they were lucky enough to find a derelict gravel pit, and they rapidly set about the task of transforming it into a track.

This done they gained membership of the Hertfordshire League, and commenced on their league fixtures. Sadly, this is not a story of immediate success, for they raced throughout the season with only three matches won to their credit, and ended up at the bottom of the league table.

However, they were not disheartened. For with the formation of the Southern Region Control Board, they became affiliated and from then took part in the Speedway World trophy competition. In this they had a little more success, for they won the preliminary round and the first round proper, only to be themselves knocked out in the second round by the New Cross Rangers.

These trophy matches had done a large amount of good for the team. Apart from arousing interest, there was also an influx of new riders, all trying to make the team grade. So great was the applications for membership of the team, that in order to give all riders a chance they were compelled to enter two teams in the league this season, namely, St. Albans Swifts (North) and St. Albans Swifts (South), four of the trophy team going to the North team and four to the South.

At this time both teams are doing well, with the South team heading the Hertfordshire League table. As well as this, at the recent Essex v. London match at High Beach, the Swifts were represented by Curly Colletta, Pete Dawson, and Owen Stevens. Nice going Swifts.

ACTON NEWCOMERS

IN the Acton and Chiswick area there are many new cycle speedway teams springing up. Among them being Acton's "Cobras" and "Eagles," writes Ken Ferguson.

Although these teams are not yet in the League, they are crossing their fingers and hoping. So far this season they have provided thrills and excitement in plenty and this spells good for their future chances.

Their main problem is the shortage of tracks, but they fully realise that this problem is shared by teams all over the country, and they hope to overcome this setback

In the Chiswick area, two teams, the Bedford Park Panthers and the Colville Cats are only just entering cycle speedway ranks, but have high hopes of putting up a high standard of racing in their area.

Rivalry between these teams is very strong, and recently a thrilling match was the Acton Eagles defeat of the Colville Cats 37-28.

In the first heat when the Cats took the lead and held it to pull off



The St. Albans Swifts.

a 5-1, it didn't look at all promising for the Eagles. But after the third heat the Eagles started on the road to victory, and although the Cats fought back strongly, they could not shake the Acton teams confidence and they went on to win by their comfortable margin.

Best rider for the Eagles was Walker, who took 7 points out of three rides. And top rider for the Cats was Claridge, who came away with 8 points out of a possible 9.

A fine action shot showing coloured rider R. Snelling (Albion Romans) coming through the inside to pass D. Day (Stratford). C. Koufmann (Romans) is on the outside.



THE Manchester League made the journey to Bradford recently, ready to do battle with their traditional enemy, writes our Manchester correspondent, G. W. Fernyhough. The Manchester team having been picked on the highest average points, was captained by Lew Grepp of the Cheadle Hulme Rangers, and the rest of the team comprised of Bill Green (Cheadle Hulme), Brian Moston and Bert Stanley, both of Stockport Defiants. The third heat pair were Brian Raston (Belle Vue Kangaroos), and Dave Newton (Salford Panthers). Reserves, Les Martin (West End Racers) and Ernie Armitt (Salford Panthers).

The Manchester boys first glimpse of the track brought looks of dismay to most faces as its length was 80 feet with banking all the way round.

The Bradford team's leading scorers were J. Moulson, 17 points, D. Wainhouse 16 points, B. Larner 13 points, and F. Hare with 10 points.

Final score of the match was Bradford 77, Manchester 40.

HERTS WIN

THE outcome of a probable v. possible match between nominated riders from all clubs in the North London League, was the North London League v the Hertfordshire League match at Camden Town on Saturday, June 18, writes our special correspondent.

Hertfordshire ran out worthy winners to the tune of 60-58, but I cannot let this pass without giving a hearty acknowledgement to the fighting spirit of the North London boys. And what fighting spirit they had.

After Heat 10 the London lads found themselves 18 points in arrears, but with a magnificent rally they pulled themselves right up until

★ Continued on Page 12

WE LOST—THERE'S NO EXCUSES

Barry Shapley's Scottish Round-up



THIS is not going to be a page of excuses or anything like that at all. I am just going to do my level best to put to you some of the reasons why the Scottish Touring team did so poorly in their last month's visit to Southern England.

First let me say that England had a tremendous advantage of riding on tracks that were not altogether new to them, and that they were fortunate enough to be

able to change riders about and thus be certain of fresh attack every meeting. Our lads rode very bravely against that handicap.

England's riders (all of them) are as good as the best up here. I won't say we aren't up to date as much as England, but we just didn't have the same standard of riding gear and machines as most of you did. Nevertheless, it is not always the machine that makes the rider.

I could not get down to ride, nor could Red Monteith, George Sutherland and Ron Braham. Surely together we might have made at least one Scottish win possible.

SUSPENDED

Two of our good riders, Bob Browning and Robert "Gruff" Devine stayed at Southend, and did not race with the others in London. The Glasgow Control Board at a special "tour enquiry" meeting, has since suspended both riders for one season.

Another thing, England is always better than Scotland (I was born in Birmingham, you know), but that does in no way suggest that they will always beat them! Still we can wait patiently, until a representative side from down there visits us, then we will show you.

Also, another reason for defeat was the fact that our team riding was very poor. The Ritchie-Weinman pairing was best from Glasgow, while O'Neill and McGrath were great for Edinburgh. The others seemed to fade out. I expect they could not get used to the tracks. By the way, notice how much better we

rode at Northwood. I think we favour the more thicker surfaces.

We in Glasgow are of the strong opinion that the test team had too many riders from Edinburgh included, when better men from Glasgow could have ridden. Now this is not a boast, but honest opinion. Most of us here had never heard of Baprie and a few others who were included as last minute substitutes. Remember, we beat the Edinburgh boys 72-35 at home and 70-36 away!

Anyway, it's all over now, and so long as we created a happy week down there, that is all that matters.

SCOTCH DIARY

By ANGUS

On Thursday, June 16, before a very large and enthusiastic crowd, the league leaders, Crossmyloof Giants beat Shieldhall Stars by 61-47. Highest points scorers were: B. Shapley 16; I. Blackhurst 15; R. Livingstone 9; J. Fryar 8, B. Marr 0. Stars: B. Ritchie 18; Miller 10.

June 5, saw a thrilling little meeting. Bill Ritchie and Pete Bell v. Barry Shapley and Alec Miller. What racing, Barry and Eric forced a surprising 5-1 victory!

* * *

The Titwood Best Pairs Championship was held at Crossmyloof over a two-day racing programme. Ultimate winners were Terry Wade and Jimmy Brown with 33 points. Ian Blackhurst and Jack Fryar were second with 30 points. The Titwood Individual Cup was won, after a run off, by Jack Fryar (Giants), with 12 points. George Sutherland was second.

* * *

All the lads in Scotland send through this column their heartiest congratulations and thank the Southern Region for great hospitality, and best of all, terrific riding.

* * *

With so many going on holiday up here, the league fixtures are being held over until August and September.

KELVIN HALL SUCCESS

A GROUP of people were seated in a back room of a shop somewhere in Glasgow. All were talking quickly and excitedly, preparing plans and comparing notes. The Scottish Cycle Speedway Association was holding its regular meeting.

On this occasion, however, they were more talkative than ever before, for publicity manager Bob Garland had come out with the news that Glasgow cycle speedway were to have a stand in the 16-day Kelvin Hall World Youth and Sports Exhibition.

Though doubtful at first, the Board arranged it so that teams would be represented, and posters, magazines and photos exhibited in order to attract more of the public to the sport. Mr. Barlow, the manager, said he would try to find sufficient space for an exhibition of racing every evening.

Came the first night of the show, our stand was packed with Bill Ritchie's posters, along with "Monthlys" and other leaflets. We certainly meant to give our sport a good account of itself one way or another.

Well, I must say that our stand competed very well with the other money-backed exhibits. The people were aroused to curiosity and began to ask all sorts of questions, mostly from cyclists who were slightly "nettled" to think we raced round the cinders and used upright handlebars instead of the dropped sort.

Well, the show over, we had many young novices come to us for trials afterwards. And we staged a great number of special races for them. The number of spectators has increased in leaps and bounds, and I think that many will make cycle speedway their regular Saturday evening rendezvous.

Another great step the exhibition took for us was to make more parents take a different interest in the sport. They became interested in the actual racing and not in shoe leather that was wasted!

Of course, something always goes wrong at meetings of this kind, and in this case it was our having to put up the recent results of the Scottish Tour of Southern England for all to see. But, believe me, next time it will be a different story.

JAMES PRENTICE'S ON THE SPOT



That's right, keep the crowd on their toes. but why choose my back wheel chum?

IN a recent "Derby" match at Harrow between Shaftsbury Broadsiders and the Furness Flyers, racing was so keen and close that everything depended upon the last heat. A 5-1 would guarantee a win for the Broadsiders, so it was left to the Flyer's captain and colleague to see to it that the 5-1 should never come about.

The tapes up misfortune befell the captain who overslid almost immediately. Kemp, the other Flyer, however, shot into second position, and had only to remain there to save his side from defeat.

The Broadsiders had other ideas, and one of them attempted an outside overtake. He swept past Kemp so closely that he wrenched Kemp's front wheel off the forks and ten feet into the air. The luckless Flyer knodded the dust, his forks firmly fixed in the cinders. The match was lost.

Prentice's sum up:

I can imagine the poor chap's feelings, but why throw his flipping wheel off at a time when he needed it most!

* * *

A FEW weeks ago, while in the lead, B. Hanham, rider secretary of Dorset's Broadstone Bulldogs, ripped into the back straight. He gave his handlebars a good wrench as he skidded round, and the next moment was violently thrown from his machine. As he avoided the other riders who sped past him Hanham saw that his bike

Horizontal Higgs slipped in at the Finish

Ken came round the bend and into the straight, raced for all he was worth to the finish and then lost control of his machine.

Skidding and slipping all over the place, he sped across the line on his back with the bike rearing high in the air. And came to rest in a puddle a few yards away. Horizontal Higgs had won.

Prentice's sum up:

I have seen much easier ways of winning races on slippery tracks, but so long as he won that's all that matters.

* * *

WHILST taking part in the first of a league match between the Acton Acorns and London Pirates, the gods of cycle speedway grinned evilly upon the figure of Verd Pope, as he skidded into the bend. They laughed as he wobbled and went into a bad slide which caused him to vanish amid a mighty cloud of cinders.

As the luckless Verd dragged himself to his feet, a shriek came from the girls watching, for he had torn a hole in his breeches. Verd's countenance resembled the ruddiest of beetroots you've ever seen, and we leave it to you to guess which part he ripped. Verd rode again, with a team mate's scarf worn in sarong fashion.

Prentice's sum up:

Dot Lamour's got nothing on Verd, for sarong as he's happy, that's all that matters.

HERE is a new feature which brings to you the thrills and spills from some of last month's exciting matches, as seen by our on the spot reporters and compiled and summed up by ace reporter, JAMES PRENTICE.

There must be hundreds of amusing incidents happening at your track, that our readers would like to know of. We invite all club secretaries to send in some of the highlights and unusual crowd pulling attractions to: On the Spot, Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middlesex, TO-DAY!

lay in two pieces. It had snapped in half! All the crowd were highly amused, but he knew that the race had been "in the bag" for him, and the next moment was lost.

Prentice's sum up:

Not an unusual case really. I've often heard of riders breaking away in the lead. Still, hard luck Bulldog.

* * *

NEW title for Ken Higgs, of the Salford Panthers is Horizontal Higgs. Reason for this rather amusing nickname is that the night before he was scheduled to ride in a league match at Chorlton there was a very heavy fall of rain.

This, as you may guess, had left the track in a very damp condition, especially the last few yards to the finishing line, which was dangerously slippery and treacherous.

SUBBUTEO

THE GAME OF

"TABLE SOCCER"

THE REPLICA OF ASSOCIATION FOOTBALL



NO DICE ...

NO

BLOWING ...

NO CARDS
OR BOARD

Played with 22 miniature men, ball and goals. All the thrills of real Football. Dribbling, corner and penalty kicks, offside, goal saves, injuries, etc. Colours of all league clubs available. Send 3d. stamp for full details.

P. A. ADOLPH, 12 The Lodge, Langton Green, Tunbridge Wells, Kent

EAST LONDON WIN FIRST 'LEG'

THE East London lads triumphed by 64-56 over Norwich, when the teams met in the first leg of their challenge test match at the Ripple Greyhounds track, Barking, on Sunday, June 26.

The crowd stood five deep all round the track, most of whom had taken up their positions long before the match was due to start.

By our
**DAGENHAM REPORTER
BILL STEGGLES**

Both teams were presented to the Deputy Mayor of Barking, and then paraded in their bright contrasting colours. East London in red and white, Norwich black with gold star.

From the first race we knew that Norwich were out to revenge their close defeat of last year, and "Wog" Vickers, our Norwich correspondent getting off to a good start with Ray Black close behind. It went that way all the way round and at the post Vickers won with Black and Flood battling is out for second position. Black succeeded.

OLDS HOLDS RECORD

From then on we saw racing at its best, all part of a struggle that was no way biased to either side. A great roar from the Ripple greyhound supporters greeted their own Ron Olds in heat four when he turned out to ride in the reserve race. And he politely acknowledged it with a cool record breaking win.

DREW LEVEL

Then there was a series of 3-3 races, but East London slowly pulled the match in their favour. And most of us present prepared ourselves for another gigantic score. Nothing doing. It really started with heat nine. In a desperate attempt to get through, Stephens sent Norwich captain, Malcolm Flood (Earlham Eagles) into the crowd. The race was re-run without Stephens. At this stage Norwich were six points behind. Every heat saw them draw closer, and in heat 13 (of all numbers) they were level 39-39.

The crowd were on their toes. Here was a ding dong match and they weren't going to miss one little bit of it. Cyril Prince, from a poor beginning, gained more confidence and won his remaining races.

Heat 16 saw Stephens fall, remount, but lapped by team mate Randall. Norwich fought all the

way and at the last heat they needed a 5-1 win for a drawn match. But despite great efforts, the Barnes and Ramsbottom could not separate Garnham and Heard, and so Norwich lost by eight points.

Riders who, in my opinion, should receive bouquets for their very good riding are: Jim Heard (Stratford), the East London bombshell. For his very trying efforts in beating more experienced men. Ken Randall (Beckton) veteran-like stylist, who's ways are match winners. G. Stephens (Beckton) always good.

In the Norwich side, Malcolm Flood (Earlham), showed great bursts of speed and nearly led his team to do the "impossible." "Wog" Vickers (Earlham) who loves the bends. J. Barnes (Harvey Lane) for his cool performance, and quick track sense. T. Eaglin (Hetherset) you'll always see him bunched up with the leaders, and A. Ramsbottom (Harvey Lane) the gamest tryer in the match.

★ Continued from Page 9

it was obvious that the last heat would be the decider. It was necessary for the London boys to get a 5-1 to make the match a draw.

This match was a thriller all the way, the Hertfordshire team were brilliant. Team riding and individually they touched top class, and I'm sure the London lads will agree with me when I say that as sportsmen they were as good as they come.

Individual scorers. North London: D. Bailey 12½, D. Bottazzi 12, G. Warren 11, J. Preddy 9, T. Bottazzi 6½, Challis 3, R. Sullivan 2, L. Hallett 2 (58). **Herts:** J. Pincock 12, K. Cooper 11, C. Coletta 11, C. Grey 7, B. King 6, R. Weston 6, K. Parker 4, J. Kirsop 2 (60).



A REPRESENTATIVE side from the Manchester and Stockport league recently met and defeated a side from the Birmingham league by 64-54, writes Peter Seed, our correspondent.

Racing was very keen, and the Manchester boys took 14 first places in the 20 heat match. Highlight of the match was the performances of Lew Grepp and Jack Pennington, of Manchester, who both scored 16 points and Brian Moston, who notched a fighting 13.

For the visitors, G. Barton was top scorer with 12 and B. Morgan 10. It was a grand match to watch, with both sides fighting hard for supremacy.

* * *

AT the council-built Northwood track, first-class matches are the prominent feature every Sunday at 3.15 p.m. The N.W. Middlesex League versus Wembley League event drew a large crowd, with N.W. Middlesex running out winners by 69-51. Dennis Peters scored 12 points for the winners and Max Bason 10. For the losers, L. Alford was outstanding.

The next match at Northwood, North versus South, was spoilt by the heat that caused the dust to rise all over the place. Only two laps were completed.

North won by 64-42. This trophy is an annual cup competition, drawn from resident riders north and south of a line drawn from Ruislip to Rickmansworth.

SOUND EQUIPMENT at your Track . . .

Give Race Results and other items the Vocal Touch

SOUND EQUIPMENT Inc.

★ Amplifiers ★ Mikes ★ Speakers, etc.

Inquiries cordially invited

1 GOLDSBOROUGH CRESCENT, CHINGFORD, E.4 (SILverthorne 4289)

"YES, SHOWMANSHIP ATTRACTS THE CROWDS"

Your article on Showmanship (June issue) by Roy Bullet, was very sincere and true. When we started our team we had nobody to watch us, and somehow we never expected anyone to turn up. Then one of the rider's fathers offered to help by loaning us the use of his typewriter to have some programme sheets duplicated. This was a huge success. At our very next meeting we had a crowd of fifty, who followed the racing very keenly with the aid of the programme.

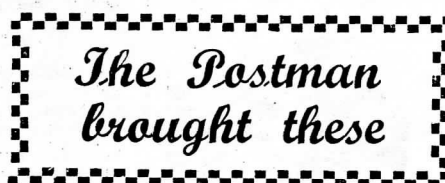
Next we decided that as there were now people to watch us, we would brighten the track up. So we fixed staples into the ground and levelled off a flat stretch for the spectators to stand on. Then we had a new set of breast plates painted and sprayed our bikes all the same colours.

That just about did the trick. We attracted over three hundred at our big matches, and have a weekly attendance of over a hundred.—**"Showman," Berks.** (Name and address supplied).

CUT OUT FREEWHEEL

The Monthly is tops, keep up the good work. There is only one thing wrong. Cut out Freewheel Freddy, he's so unreal. But the rest is good, especially Help.—**John Richards, Charlton.**

Is any comic strip, Pal?



SANDWICH

I see that you want to hear from teams situated in out of the way places. Well, here in Sandwich we have a team called the Sandwich Lions and are very proud of our cinder track and our riders.

Gordon Robinson, the captain and myself are collecting many novices and keen riders. Please sir, if you could get me and Gordon a crash helmet I would be very grateful.—**Michael Reynolds, St. Barts Road, Sandwich, Kent.**

I'm trying Michael, meantime any kind person spare a helmet or two for two enterprising youngsters? All of us here hopes the Sandwich Lions are progressing well, and will reach the top

CONVERT

Your magazine has made me change my mind about cycle speedway. I didn't realise that it was so well organised. I'm going to see a match now, and it won't be the only time either. I really don't know why it wasn't thought of years ago.—**June Maitland, Hewitt Rd, Hornsey**

Only wish there were more like you June. Many still think cycle speedway is an outlet for boys to go mad and get dirty. If they only knew how wrong they are. Still we're pleased to think our mag has converted another sceptic.

SURREY RULING

By L. A. MILES

AT the monthly meeting of the Surrey & S.W. London League committee, held last June 8, a general discussion on affiliation resulted in a proposal being sent to the Southern Region (now re-formed) that affiliation fees be reduced to 10/0 per quarter.

Insurance, a very necessary item in cycle speedway, as with all sports, was debated in length. Four schemes were placed before the members.

(1) That as adopted by the Southern Region, costing approx. 4½d. per rider per week.

(2) That by which a rider pays 2/6 per year.

(3) The Free Insurance as offered through the Speedway Gazette.

(4) Private insurance schemes.

Although the matter was deferred till the next meeting, it is noticeable that several clubs and individuals (especially among the schoolboy clubs) are applying for the Free Insurance of the Gazette. However, all clubs decided to vote at the next meeting.

With several clubs running "cub" teams in lower divisions, it becomes necessary to bring in a ruling that prevents frequent inter-team transfers, with the view to bolstering a weak team temporarily. As a result, a rule has been passed that "Any rider promoted or demoted from one team to another within the club must continue to ride for that team for four successive weeks."

The penalty for riding ineligible riders to be: (a) fine, (b) heat points deducted, with riders behind being awarded the points. It naturally follows that in close results, this ruling may result in win being forfeited by the offending club.

Since the May issue of Cycle Speedway Monthly great strides have been made in the Surrey area. A further eight teams have joined our leagues, they are: Tolworth Aces, Washington Wasps, Putney Panthers, Wandsworth Smoos, Colliers Wood Wolves, Wimbledon Flyers, Wandsworth Aces and the Stanley Stars.

With the admission of the above teams a rearrangement of the league became necessary, but it did not stop them going into operation by June 5th. With only eight clubs in both Divisions I and II, Sunday matches only have been arranged for these groups, but the twelve clubs in Division III will also race on Saturdays.

Strangely enough, the latest team to enter the league—the Washington Wasps—are carrying all before them. They have won their first four matches on aggregate scores of 61-33. Certainly good going for an unknown club.

MAKE SURE OF YOUR

Cycle Speedway Monthly

NEXT ISSUE ON SALE AUGUST 15

Regular monthly copies of "Cycle Speedway Monthly" will be certain to reach you promptly by filling up either of the forms below **NOW!**

TO YOUR NEWSAGENT

Please deliver / reserve mecopies of every issue of "Cycle Speedway Monthly" starting with the.....issue.

TO THE NEWSAGENT:—

"C.S.M." is on sale-or-return at full Federation terms. Your Wholesaler can easily meet your order. In case of difficulty write to: Circ. Manager, "C.S.M.", 15 Locket Rd., Wealdstone, Harrow, Mdx. and supplies will be arranged.

To Circulation Manager
"Cycle Speedway Monthly"
15 Locket Road, Wealdstone
Harrow, Middx.

Please send me "Cycle Speedway Monthly" for..... months commencing with the.....issue. I enclose remittance value.....

Name

Address.....

6 months subscription 3/6 (post free)
12 months subscription 7/- (post free)

Cycle Speedway

CHUMS CLUB

NO magazine is complete without a feature devoted to the enthusiasts who desire to link up with others interested in the sport. We therefore open our Cycle Speedway Chums Club in the hope that firm friendship might be established between hundreds of cycle speedway loving fans.

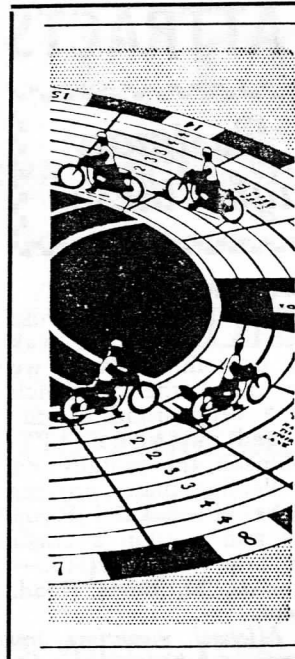
Riders also might like to take this opportunity to chum up and correspond with others who ride, a fraternity that we hope will continue for a very long time.

All you have to do is enclose the coupon below with your application and send it to The Editor, Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middlesex. Mark your envelope "Chums Club."

Applications are entered in the column free of charge.

Abbreviations: p.p.—pen pal; r.f.—rides for; s—supports; o.i.—other interests; m.a.—my age; p.r.—photo requested.

Edward Rooke, 17 Stoke Place, Willesden Junction, N.W.10., wants boy p.p. anywhere. r.f. Acton Acorns. o.i. films, football. M.a. 16.



Thousands play Wheel-2-Wheel Speedway now because it is more than a game—it's a battle of wits!

Wheel-2-Wheel Speedway is novel and copies closely the tactical moves in the real sport. Riders swerve and shut out opponents! Scoring is on the usual points system. Team-work counts!

Wheel-2-Wheel Speedway is the first table game offered to the Speedway enthusiast who enjoys using skill to win

WHEEL-2-WHEEL SPEEDWAY

You play Wheel-2-Wheel Speedway on a track 23 ins. x 13 ins. There are four Riders and two Flags, all printed black and white on good quality cartridge paper 30 ins. x 20 ins. You play League matches, Cup competitions—you play home and away fixtures if your friends have Wheel-2-Wheel Speedway too!

You open your own Speedway track if you send P.O. **2/6**
(post paid)

Write : **IGRI GAMES (Dept. E)**
7 Bathurst Gdns., Willesden, London, N.W.10

David Duff, 30 Locket Road, Wealdstone, Harrow, Middx. wants boy p.p., Dorset. s. Shaftsbury Broadsiders. o.i. dancing, table tennis. m.a. 16.

Jean Perkins, 3 Ward Road, Tufnell Park, London, N.19, wants boy p.p. Glasgow. s. Acton Acorns. o.i. Speedway, films, cycling. m.a., 18, p.r.

Tony Haines, 41 Oxhey Street, Watford Herts, wants boy p.p. Scotland. s. Northwood Broadsiders. o.i. all sports. m.a. 17.

1 CYCLE SPEEDWAY MONTHLY
CHUMS CLUB
COUPON

THE LEADING LIGHTWEIGHT SHOP IN N.W. LONDON

★ **CYCLES.** All the leading makes for road and track.

Easy payment terms arranged.

★ **EQUIPMENT.** Stocks include everything for the racing man and the tourist. English and Continental gears, wheels, hubs, rims, tubulars, saddles, maps, etc. Dynamos and lamps in great variety. Wheel building and gear fitting our speciality.

★ **LIGHTWEIGHT FRAME SETS.** A variety of makes always in stock—Hobbs, Harrison, Holdsworth, Ephgrave, Taylor, and the best of them all

THE FLEMING JET

George's own design, based on his long and successful racing experience.

★ **CLOTHING.** CORD SHORTS, plusses, zip jackets, alpacas.
Path and touring shoes, capes and leggings.

AUTHORISED BY N.C.U. TO ENROL ASSOCIATE MEMBERS

★ **GEORGE FLEMING**, England's greatest 50 miler, will be pleased to give advice on any cycling problems

Our windows have a wide range of interesting accessories—a visit is always worthwhile

Bunting's
FOR CYCLE SALES & SERVICE

the Clubman's Rendezvous

STAPLES CORNER N.W.2

Phone: GLAdstone 3872