

£100 Track

ROY BULLET'S DOWN
YOUR WAY (Page 7)

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Results—back page*

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and
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VOL. 1, NO. 8.



"Sign mine"

A group of admirers clamber for autographs of two Cray Tigers whose £100 track opened recently. (see page 7). *International News Photo*

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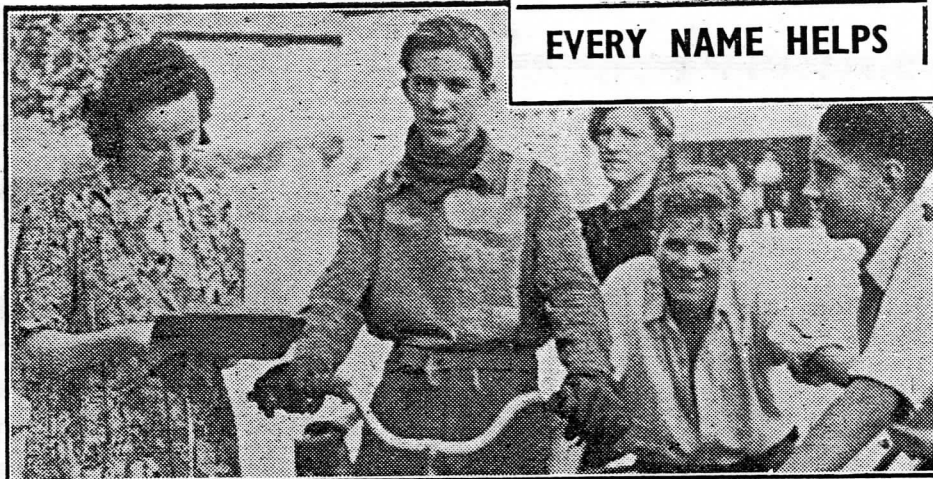
CYCLE SPEEDWAY MONTHLY

OCT-NOV, 1949 Vol. 1, No. 8

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EVERY NAME HELPS



G. PAYNE INVESTIGATES

THE GREAT TRACK MIX-UP

CYCLE SPEEDWAY, WE KNOW, IS IN TROUBLE. IT COULD DO WITH WIDE-SPREAD RECOGNITION IT NEEDS MORE ADULT SUPERVISION. BUT MOST IMPORTANT OF ALL, IT NEEDS COUNCIL ACKNOWLEDGEMENT AND HELP FOR MORE GROUND FOR TRACKS.

And riders and fans all over the country, where the problem is most grave, have all agreed on the solution—hard work and action. There has been enough talking and promising. If we are to see cycle speedway forge ahead after four years of toil and success we must get together and campaign.

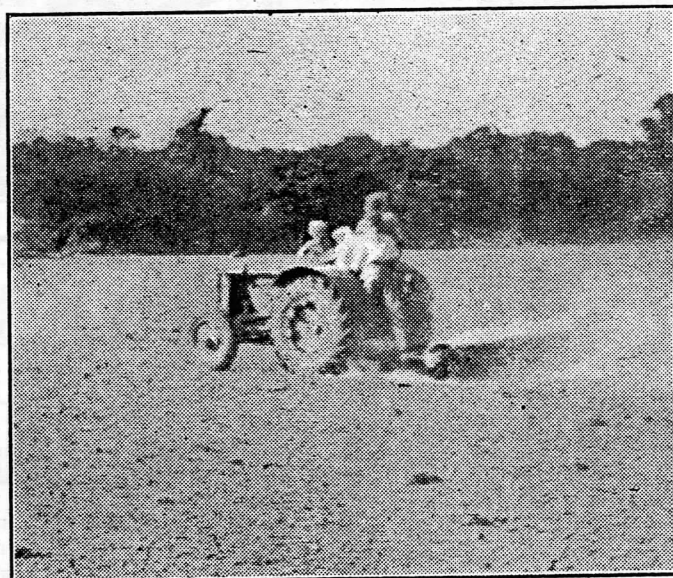
Throughout the country councils are divided on opinions. L.C.C. and others have offered to help; but some still ignore the pleas and petitions of "homeless" teams. National papers are taking up the argument, thousands are reading of the youngsters who are battling for their sport's existence.

The sport has been jogging along happily now since 1945, lads have sweated on their patches of ground and have completely changed the scenery. Neat cinder tracks replace the rubble, paint dabs put the finishing touches everywhere; but now they are having to leave this "home" for 1949 is a year of expiring leases, building projects and marching orders.

CASE NO. 1

(Top) Mrs. Monks, local shopkeeper, signs the Edmonton Eagles' petition for a new track. The Eagles collected over 1500. (Right) The tractor at work on the Eagles old track. Soccer pitches will soon be built there.

Photos H. Messum Copyright



And the team of "Monthly" investigators who toured around and made this article possible found that riders were only rebellious when they found that their ground was to be used for building football pitches. If homes or offices were to be erected they had to find themselves another site—if they were lucky.

Here are our reports on individual cases.

CASE NO. 1

ABOVE you see two pictures of the Edmonton Saints touring the district in a desperate attempt to get signatures for a petition to send to their council, and below, the tractor at work on their ground. Soccer pitches will soon be in the place where the Saints were tearing round a month ago.

Captain Roy Delaney tells me that the North London Times prompted them into the petition—which is now well in the two thousand mark! Roy did write to the council, who took the matter up at a meeting—without success.

Soon, this new petition will go to the Council, and the Saints are praying hard. . . .

CASE NO. 2

THE London Pirates, who have had to change five times to different sites are again in a spot of bother. Manager Jim Buttery tells me he doesn't know which leg to stand on. First the police banned them from their Bishops Bridge Road track and planked up the entrance. But the Pirates came back. Then an L.C.C. official arrived and Jim explained the position.

The official was most encouraging and told him it would be O.K. to ride. But unfortunately Jim was taken ill and had to leave his team to undergo an operation. And while he convalesced at Devon, the police went back to the track and turned the lads off two nights running. Jim has heaps of Winter matches arranged and doesn't know quite what to do. He wrote to the Paddington Town Hall and his local M.P., but with no response. He appealed to the police—nothing doing.

And while other teams race to their hearts content on council built tracks, the London Pirates await their fate.

(Continued on Page 6)



DIFFERENT RULES IN DIFFERENT DISTRICTS

**Boxer Turns to
Speedway**

**Cycle Speedway
for Droitwich**

**ACES HAVE
A GOOD
STARTING GATE**

I HEARD from D. C. Dunford Gem Pirates, Poole manager, the other day. We lost to Stratford Hammers he says, but my lads were a little disappointed as we had read in the press about Jansen Road track. We expected to see something that would open our eyes as we are only infants in the game. He goes on to say that he thought the track was in a terrible condition and was not even marked out on the inside. A white marked line is necessary in cycle speedway he says.

DIFFERENT RULES

Mr. Dunford has been to London on three different occasions—White City Racers, New Cross and Stratford Hammers—all within two months. At each track the rules were different. At White City you could have as many touches of the tape as wished, but at the other place it was one touch and out. Dorset ride to London rules which state one touch a caution, second touch out. The lads from Dorset thought that they had the worst stewards in the country, but after their raw deal at Stratford they are not so sure. Mr. Dunford says "It could be a grand sport when played to the rules."

TRACKLESS

I UNDERSTAND from the Charing Cross Rangers, who are at the moment sharing the cellar position of the Clydesdale League with the Paisley Aces, that they are badly in need of a track.

The Rangers started racing in October 1948 and are quite certain of their ultimate success if they can only overcome the drawback of being trackless. They made a very hopeful start to their cycle speedway career in their very first match

"GAUNTLET'S" TRACK CHAT

against the Crossmyloof Giants. For although they were beaten it was by the smallest margin imaginable, two points.

Present members of the team are as follows:— Bob Browning (Capt.), Norrie Whitfield (Vice-Capt. and Treasurer) Dave Robson (Secretary), Ron Adams, Ray Law, Jimmy Brown, Reserves:—Bill Wallace, Jack McCallum.

LITTLE ACORNS

THEY say "From little acorns, great oaks grow," and a team that is hoping to prove this maxim in the near future is that formed by John Cooper. John admits he is quite envious if the well-equipped track at Norwich. For although John is quite sure his small team is one of the inferior types I am personally not so sure, for in cycle speedway it is enthusiasm and grit that counts. And if I am any judge of character they are two qualities that are not lacking in the boys from Cheshire.

NEW CLUB

FROM Droitwich, Berkshire, comes the news that they are to have a cycle speedway club. Person behind the formation of the team is Desmond Rowe who has been an ardent cycle speedway fan for many seasons. The name of the team has not yet been decided, but coming from Droitwich we can look forward to something unusual.

BOXER CUM SPEEDSTER

A FEW months ago, 16 year old Alan Salter of Blackfen, S.E. London, was an up-and-coming boxer with cups and shields to his name. He put away his gloves now, but is still finding himself among familiar phrases, "Seconds out" and "fourth round" are perhaps the most common. For you see, Alan has taken up cycle speedway and now rides for the Eltham Cobras.

I should imagine he's never left in the straight with all the straight lefts he has handed out. And I would not mind betting that he is out to prove good by "hook" or by crook.

NOT BAD(GE)

MOST teams are suffering from the lack of club funds, some manage to get up unique methods that bring in the money, but the neatest one I've heard is that of the Thornton Heath Tigers who design and make their own badges and sell them to other teams.

C. Baker, Tigers manager tells me he is planning a series of dances. "Our team has had some bad spells lately." He said. "So much so that they have got to spend money out on repairs and maintainance." Mr. Baker gets other teams to send their colours to him, then he and his boys get down to the badges.

ACES ARE STRONG

I SAW the South Ruislip Aces in action the other day. What dazzling new breastplates they have. Mrs. Vennai, wife of Bruno Vennai, Aces manager, tells me that their chairman's wife, Mrs. Green must get the praise for them. She also made the colours for the second team (the "Stags"). Another wife, Mrs. French, is treasurer.

(Continued on Page 5)

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TRACK CHAT—continued

The Aces have not been formed very long, but they have some of the strongest riders in the district. They started without any outside assistance. Mr. Vennai and his son, Ricardo, built the track with the help of all the riders. It stands on a patch of ground which belongs, apparently to no-one.

"When the boys came to ask my husband to be their manager," Mrs. Vennai told Cycle Speedway Monthly, "he agreed at once as he is always interested in the lads concerned. He likes to know that he is keeping them out of trouble. There were roughly ten boys then, now we have 24, and consequently have had to form another team, the South Ruislip Stags."

The Aces have one of the best starting gates today. They were constructed by vice-captain Plummer's father, who is mechanic to Wembley's World Champion, Tommy Price.

The inter district match, Harrow v. Southend was held at the Aces track recently, and earlier a Best Pairs Championship was run,

THE FIRST-AID GIRL HAD "UMPH!"

SO CLICKER CLAXTON SAT DOWN

THEY say we can take a spill with a grin and come back for more, but I don't know so much! In every heat of the match between Norwich's Earlham Eagles and Hethersett Hornets there was a crash, and the injured riders were rushing off like babies insisting on first aid treatment.

I did notice that the Hethersett Hornets had brought along a very attractive first aid girl, but then I don't suppose that had anything to do with it.

Highlight of this meeting was in heat 12, when the Earlham pair, Malcolm Flood and Clicker Claxton were involved in a "pile up" with their opponents. Bikes were hauled away and Flood and the others rushed off to the first aid nurse; but Clicker Claxton not only refused to get up, but refused first aid treatment also! He let out a long wail every time the young nurse ventured near.

Reason was simple. Poor Clicker had ripped his trousers from waist to knee (his best pair as well. He only intended to watch, you know). Was his face red!



"Since we got that new nurse, all the riders keep falling off!"

THERE WAS NO BANDAGE

By C. F. TAYLOR

NOW that cycle speedway has been recognised on an official basis by the L.C.C., it is time for us to tie up a few loose ends. We cannot afford to let any accidents or mishaps occur to get our sport classified as dangerous, for if this happens we might just as well go back to the unorganised chaos that was rampant when cycle speedway started.

There may be some questions as to exactly what I mean when I say dangerous. By this I mean cases of severe injury to a member of the public watching, and what is more often the case, injury to riders. There are so many teams that do not take the simplest precautions, such as having a first-aid kit always at hand.

For at one meeting I attended recently in Middlesex, a rider suffered a severe gash to his hand. Naturally the first-aid kit was called for—a brilliant affair packed with scissors, ointments and phials, but

it lacked the essential addition of a decent roll of bandage. Because of this the rider had to be content with dabbing the wound with his handkerchief, hardly a hygienic way of cleaning an abrasion.

Many parents are under the misapprehension that cycle speedway is risky, but this is not the case, for even football, rugby and cricket have a higher ratio of accidents than the one for which we cater. A sensible ruling in South East London, is that all riders must wear gloves and some form of headgear, preferably crash helmets. This minimises the risk considerably. For one helmeted rider in that area took a tumble and fell on a sharp object; it cut to within an inch of his head. What would have happened if he had not been wearing any headgear?

The official ruling is that all ends of handlebars must be covered with rubber shock stops, and that ordinary nuts must be used in preference to wing nuts.

Hooliganism by over-enthusiastic supporters is often the cause of a nasty crash, and full credit must be given to those teams that combat this by having a rope placed round their track, keeping spectators to their own limits. All these precautions act as safety valves, for too many people seem to think the rubble, the bombed buildings in the background and the slipshod efforts on the track make up cycle speedway. This is definitely wrong, and their attitude must be changed before we can be put on a national basis.

MORE CASES IN THE GREAT TRACK PROBLEM

Continued from Page 3
CASE NO. 3

COUNCILLOR H. J. HASLER, well known manager of London's Peckham Stars is appealing to the L.C.C. to convert the unused paddling pool—crusty and baked—on Packham Rye into a permanent home for the teams in Camberwell. The L.C.C. have not yet come to any decision, but Councillor Hasler is confident. "My team, the Stars, may lose their track at any moment," he said. "Many teams are handicapped by the fact that their home-made tracks may be taken away from them at any time."

Converting the pool would cost no more than £150, but it would be a real investment in health and happiness. . . .

CASE NO. 4

TO a more hopeful case, that of Brentford and Chiswick, where the Council is out to help the teams all they can. Mr. E. A. Rush, Probation Officer of that area tells me there is definitely a shortage of tracks in Brentford area. "Perhaps it is because people generally, know



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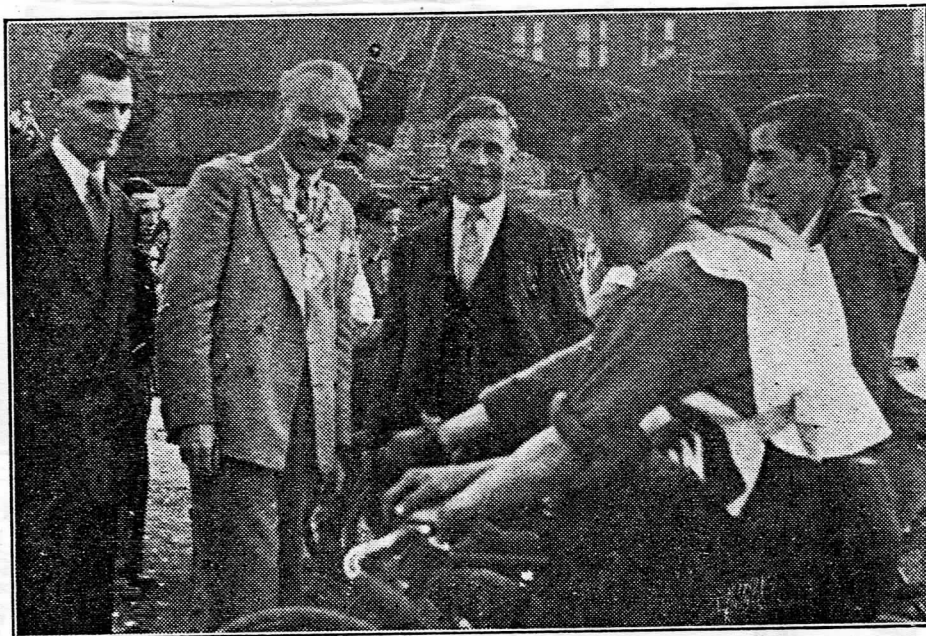
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CASE NO. 7

The Walthamstow Wolves might soon lose their track. Mr. Redhead, their Mayor is seen above talking to the Wolves after a keen match. They hope he will help them.

(Photo. Walthamstow Post)

little about the sport," he says. "I think the thing for local clubs to do is to try and interest those in a high position in their locality, and try to make them realise that cycle speedway has come to stay and that it is governed by all the best principles of good sportsmanship."

"Many tracks are on ground which is useless and will never be used for any other purpose. Why not let the team know beforehand that they must go instead of turning them off without warning."

Mr. Rush has done a lot for cycle speedway, and has arranged a meeting with the Mayor of Brentford, who has agreed to call together several councillors and officials to discuss the possibility of council sponsored tracks. Full report will appear in next month's "Monthly."

Mr. Rush is setting an example. Come on you other councillors. . . .

CASE NO. 5

THERE was a big meeting at Barking recently to decide whether the council would allow a site in Barking Park to be fenced off for cycle speedway.

Chestnut paling would be used which, it was estimated, would cost between £50 and £60. Councillor Gower said it would mean that local residents would have to give up free use of part of the park. Alderman Miss Julia Engwell thought that the parks should be used by the youth of Barking. She drew attention to the fact that if councillors were 15 or 16 years old they would probably appreciate "dashing around"

Councillor E. G. Law said that by encouraging this kind of thing they could keep the lads out of mischief.

A. E. Ball admitted that he was not particularly fond of cycle speedway, but "It has come to stay, and the only thing we can do is to recognise it." Although at that meeting the movement was outvoted, we are pleased to state that the lads are on the way to winning the battle and a new council track is in operation in Barking.

CASE NO. 6

MOTTINGHAM lads are fighting back. The Mottingham Cyclines were recently charged with shouting and riding in the streets to their track by tenants of nearby houses. When Coldharbour Tenants Association members protested, Councillor G. Fifield of the Woolwich Council replied: "The matter has already been brought to my notice, but I do not feel we should try to suppress this spontaneous activity—it provides a good outlet for the lads' high spirits. . . ."

OUR VERDICT

THERE you are. You have read of some of the cases, now think about yours. Do you feel justified in getting up a petition? You must decide and not talk about it. Show this copy of the "Monthly" to your local council or official, ask him for help. It will not be easy, but you must worry him.

ROY BULLET'S SPECIAL "DOWN YOUR WAY"



£100 TRACK ONCE RHUBARB PLOT

SIR Waldren Smithers, M.P. for Orpington, Kent, reached out for the switch beside him and pulled it down. Almost instantly Britain's most up-to-date cycle speedway track at St. Marys Cray burst into floodlight.

At the same time, the little village of St. Marys Cray burst into the headlines. Never before has such an example been set at that of this small yet powerful organisation.

CYCLE speedway has been progressing since 1945, all the while better tracks, safer machines and conditions have been improving; but it took this little village to show us what the word progress really means.

30,000 ENVY

There are two teams in St. Mary's Cray, the Orpington Eagles and the Cray Tigers. The Tigers, whose track it is, have only been in operation since May this year and already they are high in the league and have a track that is the envy of 30,000 other lads in the country.

How did they do it? Hard work is the answer, coupled with the urge to go forward. They have three hard working adults in charge, Mr. Mick Slater, their chairman who is a company director, Mr. Ted Rosser their manager, who is a carpenter and joiner and the secretary is Mr. Tom Forrester, a master builder.

By clubbing together they bought

the Tigers riding breeches, new colours and polo machines. Certainly progress with the lid off. Throughout other parts of the country, many teams still keep to the bombed rubbles, old scrap irons and unorganisation.

Their new track took three weeks to build, Mr. Forrester told me. It cost roughly £100. "I modelled it from the actual New Cross Speedway Stadium," he said. "The pits, starting gates and everything are in the same positions." There is a buffet, judges box, seats, excellent starting gates, wire sprung safety fence and a good white line.

The Tigers favourite word is "progress." They have a supporters' club with over 1,000 members, who pay sixpence a year. "We all helped to build," Mr. Forrester told me later. "You wouldn't believe it was an old rhubarb allotment at first. We dug, turned, raked until the whole place was smooth. Then we laid 140 yards of ash, and plenty of

The start of a race at the new £100 track. Flag Marshall, A. Douglas checks the wheels for positioning. Notice the wire sprung safety fence. (International News Photo)

sand. We're working on the tapestry now."

In the opening match, Tigers beat Honor Oak Aces, 51-45. John Pollard scored 12 points and Joe Abbott 10 for the Tigers. Honor Oak's best were Don Ross with 9 and R. Osborne with 7.

The Cray Tigers' old track was at Rooksley-gardens and they had 150 people to their first meeting. There were over 3,000 people at the opening of their new track last month, 500 of them women.

The Tigers have lost only one match in their last 30 fixtures, and that to Peckham Stars, the "World" cup finalists. They beat the Cup winners, Stratford Hammers by six points, though the Hammers won at Janson Road. At the time of writing, the Tigers' imposing record stands: played 20, won 16, lost 4, points for 1,116, against 722, total points 32.

John Pollard, Tigers' captain has a league record of 183 points in 16 matches. Terry Cross 193 points in 16 matches and Joe Abbott 175 points in 17 matches. When the Southampton Turfs visited London, the Cray Tigers made themselves responsible for the Turfs' comfort. And Messrs. Slater, Forrester and Rosser took the Turfs to all their matches.

Tiger South is Favourites fail the new champion in Wembley final

By B. Steggle

22 YEAR OLD CHAMP



Tiger South receiving the trophy from Councillor Sweetman, president of the Dagenham Control Board. (Below) Roy Johnson, last years champion congratulates the new champ.

DENNIS PETERS WINS N.W. MIDDX. CHAMPIONSHIP

DENNIS PETERS, Harefield Pirates captain won the N.W. Middlesex Riders' Championship at Harefield last month. He won all his five races with ease. He was last year's champion.

There was a triple tie for 2nd, 3rd, and 4th places and after the decider, team mate Pete Leckie finished runner up with G. Lofty and Max Bacon just behind.

It may be remembered that the Harefield Pirates race in a natural valley composed of chalk. Dennis Peters was picked earlier this year to ride at High Beech, he likes hard loose cinders.

Once he rode over 10 miles to reach Janson Road in time for the International Grand Prix.

By T. Wallis

WITH the Wembley World Championship still fresh in our minds, the cycle speedway lads can now look back to their own Riders' Championship held at South Harrow.

It was a match of surprises with all the favourites failing and those whom you least expected to do well, finishing high up.

The fine win by Ken Wakerley was no surprise—he rode like a champion and only dropped points to Hopcroft and Baldock. Ken scored 13 points out of a possible 15.

Over 500 were present to see the final, and more than 1,000 had seen the lads battling through the previous 10 qualifying rounds. The prizes, 15/-, 10/-, and 5/-, were all presented by Mrs. Brooks. Stan Baldock was also given the Kingsley Trophy for his team, the Kingsley Stars, who had won the league.

The favourites, Roy Howard, Roy Rogers, Fred Smallwood, Dixie Dean all had an off night. But that usually happens on these big occasions, doesn't it?

The surprises came in the way of E. Marshall and Stan Baldock of the Kingsley Stars. They came second and third consecutively. Even more remarkable is the fact that Stan Baldock could have won the final if he had not broken the tapes in his last ride. He could have totalled 14 points, one more than Wakerley.

The complete final scorers were: K. Wakerley 13, E. Marshall 12, S. Baldock 11, S. Luke 10, D. Dean 9, Hopcroft 9, R. Howard 8, L. Alford 8, F. Smallwood 8, Coleman 7, D. Morris 5, R. Rogers 5, Kidd 4, Rhodes 4, Palmer 4, Humphries 3.

Buster Brown was also there to watch the racing.

RULE BOOKS

All inquiries for Rule Books should be directed to the London & Home Counties secretary Miss P. Taylor, 5 Denbigh Close, Notting Hill, W.11, and not to these offices.

MAKE A DATE for Sunday 30th October. Hanworth Racers invite everyone to come along for the opening of their new track at 2.30 p.m. at Green Lane, Staines Rd., Hounslow.

JACK "TIGER" SOUTH, rider-manager of the Dagenham Diamonds, won the Dagenham Riders' Championship at Wantz Wallabies track last month.

Tiger notched 13 points while Peter Webb (Foxland Panthers) beat team mate Glen Dower—who was hot favourite—in a run off for second place. Both had scored 10 points each. Racing was very fast. So much so that the old record of 38.0 secs. was beaten in 18 of the 20 heats!

Sixteen riders took part in the event which was run over 20 heats. Barking Councillor, J. Sweetman, who is the president of the Dagenham Control Board, gave the trophy.

It was a baking-hot afternoon, but it did not stop the huge crowd from turning up, many of whom climbed the fencing of the adjoining Library. The meeting had more colour than any other I have seen, "Woody" Watling turned up in a pair of bright red trousers and Glen Dower was in his usual white ghost attire.

As the meeting went on, it became increasingly difficult to forecast a winner, for there was not a single rider with maximum points. There were one or two harmless spills, most spectacular being that of Ted Risley (Stars) who got his hand caught in another's chain and was dragged along a little. Nothing more than a scratch though.

On another occasion, Glen Dower's saddle slipped while he was cornering and he lost footing and received a nasty jolt.

Came the last heat and Tiger South was last from the gate. The crowd's groans turned to roars of approval as the Tiger scorned to put his foot down and raced round the outside of the whole field to win a grand race.

Finally the decider between the two Foxland Panthers. Webb got in front at the start and Glen Dower had but a faint chance of catching him.

FOOTNOTE: All through the meeting, Tiger South's jaws never stopped moving on a thick wad of gum.

== Meet Our Friends ==

BACK in 1947, GEORGE HUNT was a member of the powerful Helleston Harriers of Norwich. With the introduction of tight corners racing became faster, but George refused to change his foot-trailing style although it slowed him up considerably.

But a transfer to Division II Helleston Hammers put him back among the points scorers and he enjoyed a successful season until a nasty crash sent him to hospital with concussion. It was thought he would never ride again, and the control board classed him as unfit for league racing, but George signed on this year for Helleston Lions as Dusty Cornstraw and when his real identity was discovered, he swiftly convinced the Board of his fitness and so he remained with the Lions throughout the season.

It will be a surprise to everyone if George is not back again in 1950.

TERRY HEATH, or as he is better known, "Tex" Heath, has ridden for the Newcastle Pirates ever since his introduction into the sport in 1947.

An expert cycle-speedway mechanic, he is a boon to the other members of the Pirates. For when in trouble with their machines, they know they can always rely on Tex being around with a word of advice and a helping hand.

A quiet person in himself with

light brown hair and a smile that pops up at just the right moment, when the boys are feeling down-hearted. He himself did not have much to grin about when he first joined the team, for in the reserve berth he was only managing to score about two points a match. But in his usual light-hearted manner he still kept trying, although for quite some time he didn't have much luck.

But for the Manager of his team, who was convinced that Tex would blossom into a very good rider, he would have been laughed out of the team. This low average really began to worry Tex, so he determined to do something about it. So it was in July of this year that his team mates were amazed to see him come to a meeting complete with new saddle, and a 22-cog freewheel. Most of his pals had a good laugh, but Tex turned the laugh on them when out of his two rides he scored a near maximum of five points.

The next few matches still saw him scoring fours and fives, and so it was when a member of the team went on holiday, Tex got his chance in the team berth. A chance he took with both hands, for he went out to score maximum and bonus points.

He has been in the team ever since and has kept up a good average of nine points, showing to those off-form riders who are considering giving up the sport that it is well worth a second try.

He formed a team of GHOSTS

By B. STOCKMAN

THE Horne Park Ghost Riders recently lost to the Eltham Royals 65-36. The Ghost Riders were formed two years ago by their captain Ron Rance. Ron told me that when he saw how the chaps were allowed to roam the streets, with nobody doing anything about it, so he decided to set to and form a team. Hence the Ghost Riders.

Their colours are green background with a white octagon in the middle with a skull and crossbone inset. Ghost Riders' record win was against Woolwich Aces 67-32. Some of the Ghosts: R. Rance, R. Ward, T. Morton, B. Towe, T. Huckings, J. Alan, B. Morton and T. Vaughan. Ron Rance holds the track record (98 yards) with 9 secs. (flying start) and he also has the distinction of beating London Champion, Terry Cross (Cray Tigers) in a special challenge race.

The Ghost Riders visited Mottingham Cyclones and the match resulted in a draw 45 all. Cyclone's Sid Williams scored a maximum 12 points with "Gorgeous" Chapman runner up with 10.

Honor Oak Aces were at home to the non-league Eltham Royals and won 63-33. But Oh, their track! It could certainly have been improved upon. Full of bumps and pot holes. But in spite of this the Aces produced some nice riding. Two Aces notched maximums, Viv Winter and Don Ross.

MAKING USE OF L.C.C. EVENING CLASSES

EVENING classes for cycle speedway. That's what we read in the national papers, but from what E. G. Hacker, principal of the Defoe Recreational Institute, Tooting tells us, it seems the press have exaggerated the facts.

The school is not for cycle speedway but a class has been started to give youths the correct physical training for cycling and the essentials of cycling sense and safety.

Cycle speedway riders in the district are taking advantage of the course to improve their fitness for racing and to learn such things as the correct way to fall with the minimum danger of injury. Tooting Tigers and their Cubs go down to train. Arthur Newsom who is vice-captain of the Tigers gives demonstrations to the others under the guidance of instructor Harry Pierce. Newsom is seen here teaching Johnny Giddings (Tigers) a good method of broadsiding.



Glasgow has two kings

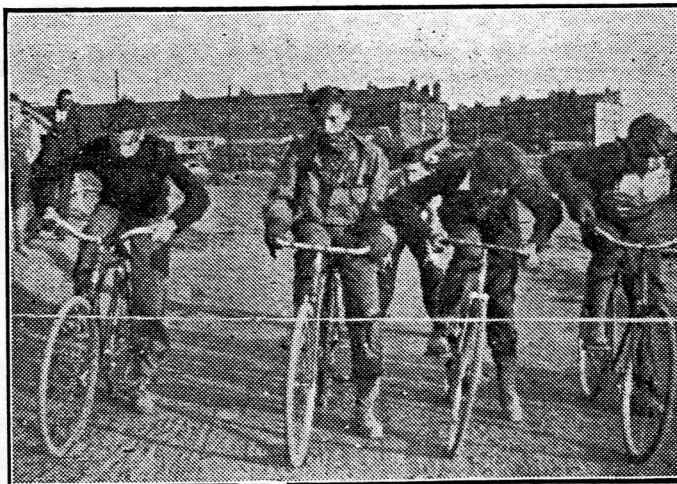
I'LL start off on a bright note this month. The Scottish Cycle Speedway Association (Glasgow district) has decided to make Cycle Speedway Monthly their official organ. This followed an idea from Manager George Troy, who said that if every rider under the Board's control contributed regularly towards the funds, they would receive a copy of the Monthly in exchange.

Being the official organ for Glasgow doesn't mean that the Monthly will be filled with extra news from up here; but it does give us a regular space each month. Certainly a good thing.

A sensation occurred last month when Edinburgh beat Glasgow 64-44.

Glasgow had won the match three times before and were confident again. Certainly good going by the Edinburgh lads. As the match was held at Edinburgh, full report appears in Edinburgh Review, page 15.

Earlier this season, I asked who would be Glasgow's king pin this year? I've found the answer—there isn't one! No, there are **two** instead. Can you guess? Pete Bell and Bill Ritchie. Pete's terrific riding and team shepherding always staked him high, and he was definitely making leeway on Bill, but Bill managed to catch up with his great win over "tearaway" Danny Mc-



Start of a race in Scotland. (Left to Right) Bill Ritchie, the winner; Jim Brown, who came 2nd; Jack Fryar, who finished 3rd; and Lewis Dick who fell.

NORWICH NOTES

HALL ROAD TO OPEN?

By WOG VICKERS

MR COE, manager of the Hall Road Harriers and Red Devils and chairman of the Norwich Control Board, is hoping to get permission from the local Education Authorities to continue using the Hall Road track, which was officially closed down recently.

If permission is granted, the lads are going to get down to a spot of spring cleaning and hope to enlarge the circuit, which is only 68 yards round, before next season begins.

1949 League fixtures have been completed. Harvey Lane Rangers took first division honours and won both the championship and the "Knock-out" Trophy.

No date has yet been fixed for the second leg of the Norwich versus East London Test Match, and many of us are a bit impatient as the season is virtually at an end.

At the Firs Stadium recently, Earlham Eagles welcomed visitors from Coventry, the Barras Blackbats, and after a good match beat them 49-32. Eric Carter with 10 points was outstanding for the Coventry team while Jack White notched 7. The Blackbats were

handicapped by their size. All were under 17 years, and none taller than Malcolm Flood, the smallest member of the home side.

Complete scorers: EARLHAM EAGLES (49): W. Vickers 12, M. Flood 9, J. Dack, R. Woodcock 6, B. Fox 6, C. Cousins 5, C. Sutton 3. BARRAS BLACKBATS (32): E. Carter 10, J. White 7, P. Burdett 5, R. Ashby 3, L. Birchell 3, B. Wolfe 2, F. Pitcher and J. Botton 1 each.

A Best Pairs Championship was held at Earlham House track last month, with twelve top riders competing. Seven of these had represented Norwich in Test matches. Against this stiff opposition, second division rider Jack Leggett (Costessey Comets) did very well to win two races and record the fastest time of the evening in heat 12.

In the last heat, the two top scoring pairs were opposed, and in a fine race, Malcolm Flood and Fred Smallwood (from Wembley) took a 4-2 and the Championship.

Result: M. Flood (14) and F. Smallwood (8)—22; B. Snelling (8) and R. Bunn (11)—19; W. Vickers (14), and R. Woodcock (4)—18; S. Archer (7½) and J. Leggett (7)—14½; B. Platford (6½) and T. Eaglin (3)—9½; S. Cushine (1) and A. Harwin (6)—7.

Norwich's first Cycle Speedway Dance of the Winter is to be held at Central Youth Hall, Surrey St., on October 21st. Plenty of fun is guaranteed.

Grath in the Scottish Match Race Championship. Since then, no matter how much both have tried, it is agreed that they are on equal terms.

The John Weinman—Pollockshield venture for next season that started the biggest rush for riders up here looks like being approved. The opinion is that it will make each team more or less on equal terms in the Division I.

Craigton Eagles end their 4 years independence and join up with 3-years-old Shieldhall Stars. Crossmyloof Giants, one season old and league champions will partner Paisley Aces, and from the North comes news of Scotstown Aces, this year's principal non-league team. They join Division I Charing Cross Rangers.

Some of next year's Division II teams will be Renfrew Juniors, Ruchill Pirates, Graigton Eaglets, Crossmyloof Pigmies, Lambhill Lions and Scotstown Stars.

The new Friday Night "Novice Night" idea, which the Clydesdale League have arranged, is a winner. The first night attracted a large crowd, which shows that close racing however slow, is what the crowds want.

News has reached me that in Lambhill, Glasgow, a gentleman has bought ground and machines for a cycle speedway team in that district. Although I do not know the gentleman yet, I think I echo the thoughts of all when I say "Thanks for a grand gesture."

Bill Ritchie beat Danny McGrath for the Match Race Championship at the decider at Newcastle. The Board have nominated Pete Bell as Bill's next challenger. Won't this be a race!

We've some good teams Down Under

Writes **J. SHEPHERD**

MAROUBRA, New South Wales, Australia. Cycle speedway down here in Australia—the land of speedway racing—has not caught on to the extent it has in England. Still, we have our teams and they're good.

Last season, International Speedways Ltd., included cycle speedway in their programme, the racing being held before the speedway racing. The crowd liked it and asked for more.

In all, six teams are in the league, which was not completed in time for official placings. The teams are: Rangers, who ride in the Maltese cross; Hearts, who ride, naturally, in hearts; Sans Souci, in red; Redfern, white and black cross; Vacluse have no official colours. There is another team known as The Rest.

A Best Pairs competition was held recently and two lads from Vacluse put up a sparkling exhibition to record 5-1 wins in all their six rides.

There is a committee for the promotion of the Sydney League, already important in Australian youth sport. Main idea of the League is to form a series of eliminating heats in the four major districts of Sydney: Western Suburbs, Northern Suburbs, Eastern Suburbs and South Sydney. The last named will include the Maroubra team and the winners and runners-up, who will compete in the semi-finals. The two winners go into the grand final.

Although these areas may seem many miles away from one another, there will be hardly any travelling to do as the distance from South Sydney to North Sydney is roughly 9 miles. We shall work out a system of rider-subscription so that we can buy cups and trophies.

Big events which we hope to hold soon are the Sydney Riders Championship and Sydney v. Newcastle (the one in Australia).

Our Committee has a good site for a track in preparation. The Maroubra team will use it. Cheerio till next month.

—APOLOGY—

It has been pointed out to us that the Roy Dook Training School, mentioned in our August issue, is no longer called so. Mr. Dook has had no connection with the School since May. From that time onwards it has been known as the Earls Barton Speedway School.

JAMES PRENTICE'S

ON THE SPOT



RECORDERS BREAK RECORDS

A GANG of B.B.C. officials were down at Dagenham recently, they made recordings of the riders and cycle speedway officials. One chap asked the riders to create as much noise as they could and come skidding right past him. One rider (no names mentioned) came a little to close. The B.B.C. chap must have been on the Light programme for he was quick to get out of the way. Then the lads wanted the commentators to race, and two rolled-up their trousers and did a few paces. The recordings will be used on October 19, in the first of a youth series called "On Our Way".

Prentices sum up: *I hear the outcome of this little incident is a challenge match between the Third Programme and Children's Hour.*

* * *

THE Horne Park Ghost Riders were at home to Eltham Royals. There was never a dull moment, and Reg Ward, (who wants to join the R.A.F. because he's always flying round the track or over his handlebars) decided to leave his bike rather suddenly. He leapt off (head first into the crowd and his machine went on the extra few yards to cross the finish unaided. Maybe there's something in this Ghost riders business!

Prentice's sum up: *Reg Ward, what a suitable name. It should be Bed Ward.*

WINTER SCHOOL IS ONLY 1/- FEE

CHARLES KAUFMAN is opening a Winter Training School this year. Novices who wish to borrow a machine will be able to do so for the nominal sum of 1/-. This is a good opportunity for lads in the Walthamstow area, mainly because the Wolves are being promoted to the 1st Division next year, and it's quite probable that a second team will be formed from the promising lads who enter the School. . . .

CHUM'S CORNER

THE name, address and details of any regular readers of "Cycle Speedway Monthly" can be inserted in this column free. All you have to do is enclose the coupon below and send it to: Chums' Corner, Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middlesex.

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

Terry Kent, 69 Boyne Valley Rd., Maidenhead, Berks., wants girl p.p. anywhere (age 15-16). s. Maidenhead Hammers. o.i. All sports. m.a. 16½, p.r.

James Gooch, 52 Cubitt Road, Plumbstead Estate, Norwich, wants boy or girl p.p. interested in cycle speedway. r.f. Harvey Lane Rangers. o.i. sports. m.a. 20.

D. Cullen, 34 Westleigh Gardens, Edgware, Middlesex, wants girl p.p. anywhere. o.i. cricket, all sports. m.a. 17, p.r.

4 CYCLE SPEEDWAY MONTHLY CHUMS COUPON

ROCKY Reeves, one of the Werneth Lions, sped into the last lap of the race when his chain jammed. Thinking of that all important point he could get owing to one rider crashing, Rocky jumped off and pushed (more like puffed) his machine round one complete lap to the finish.

They all roared as he crossed the line, not at his efforts, but for the simple reason that his chain had righted itself soon after he started to push and poor Rocky had walked beside a workable machine for three quarters of a lap!

Prentice's sum up: *So that's it. I thought he didn't want to get his trousers dirty!*

**EXCLUSIVE REPORTS
ON THE RECENT
FILM AT NEW CROSS**

"We're Film Stars now"

Here are the New Cross Rangers after the film had been taken. (Left to Right) P. Bishop, E. Lawson, L. Eastwood, M. Michell, Mr. E. A. Conway, P. Weston, J. Goody and T. Conway. (P.T.S. Photo)



THE 'G-RANGERS' OF OLD KENT ROAD

THE New Cross Rangers—or should I say "Grangers"—are film stars.

Not so long ago, they raced against the Honor Oak Aces in front of whirling cameras on their home track at Evelyn Street, just off Deptford High Street. Mrs. Glover, S.E. London Control Board secretary gave the Glover Trophy, but ride as hard as they could neither team won it for the match resulted in a 45-45 draw.

The film captured some highly dramatic scenes as the lads skidded round the track, and it will soon be released in the cinemas. S.E. London are always on the look out for methods of publicity and certainly A. E. Conway, founder of the New Cross Rangers could not have chosen a better way than having a film made.

The cameras followed the riders out of the tapes, into the bends, showing every detail. One cameraman erected his camera in the middle of the track as the lads rushed towards him. In one heat he only just escaped in time as riders came a little too close to be comfortable.

Suspensions were aroused when one afternoon passers by saw men inspecting the track, and taking the lay-out in general. Then the next few days the Rangers worked non-stop until late at night to get everything ship-shape and perfect. When the film company—Wallaces Films, Ltd.—arrived nothing could hold the huge crowd back.

It will be a full length feature film, and the match was taken heat by heat with some stunt shots towards the end. Striking shots of the pits, and the lads themselves were captured and the real skill of cycle speedway will be flashed across screens all over the country very shortly.

Mr. Conway, a modest man who gives all the publicity to his boys, is

confident that the film will arouse interest in local councils everywhere. In 1945, when the Rangers rode at the Marquis of Granby Hotel, a smaller film was made. It was sent abroad and acted as a guide to other countries.

For the more recent film, he made sure that the lads were dressed for the occasion. Everyone was helmeted, and M. Mitchell and E. Lawson turned up in striking white leathers and breeches with red ringed jumpers.

The film, when shown, should definitely not be missed, and we doff our helmets to S.E. London for giving us our first cycle speedway film, also to the film company for their untiring help. Another stride towards world wide recognition has been achieved!

It is with regret that we have to announce the passing of George Phillips of the Newtown Eagles from Hants and Dorset. George was only sixteen and a steady points scorer. A loyal rider, he could always be relied upon to pull his weight for his team.

The Postman brought these

AN ADULT PRAISES

Sir,—My wife and I are ardent supporters of the South Harrow Greyhounds and we feel we would like to express, through your monthly journal, that we consider this sport to be one of the finest past-times for the youth of the country.

We think that praise from the parents and adults of these speedway boys is long overdue as there is not the slightest doubt that they have given much of their leisure and finance to keep the sport on its high pedestal.

After seeing the first leg of the Wembley versus Coventry match at South Harrow, we decided that we should see the return match at Binley Road, Coventry. One thing that impressed us most was the grand condition of the track and the lay-out generally. We learned that the reason for the appearance was due to the Local Council, who do so much to foster the sport in the district.

This was proved when, before a crowd of over 2,500 people, the Mayor of Coventry said in his speech that he would do all he could to further cycle speedway's success. —R. A. Joyce, 98 Park Lane, South Harrow, Middx.

COPY-ING

I wish your great magazine every success it deserves. I think it is the greatest thing that has happened to our sport. I took a copy of last month's to work and let some of the other fellows read it. Most of them have never seen cycle speedway, but have now made up their minds to come along.

I hope you will pay a visit to Surrey, where I know you will be most welcome.—D. Yorke, 258 Coombe Lane, Raynes Park, Wimbledon.

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"ENCOURAGE THE CUBS"—J. Prentice

WHEN the sport originated it composed mostly of lads from 13 years upwards. They are much older now, quite a few of them conscripted, and we must give serious thought to the youngsters who are destined to take the place of those who have established cycle speedway's name in the past.

You may well say I am under the impression that you are a lot of old

fogeys just about ready for your bath chairs. That is not so. You must realise that all of you will be getting too old for cycle speedway soon, and to avoid its failure, you must have lads who are rich in experience to take your places.

There are exceptions. Tiger South is 22, and many are older. Remember, in cycle speedway you are a veteran at 19. Many Leagues have arranged Junior Leagues, composed entirely of the younger element and organised in exactly the same manner as their older colleagues. This gives them a chance to gain experience for the time when they enter the first team.

There are many good Junior Leagues well under way now. This shows farsightedness on the part of the Control Boards. They know that to keep the public interest you must have boys who know how to ride and ride well. Older riders realise this, and to mention but one, Charles Kaufman, of Walthamstow Wolves, who is forming a winter training school for the youngsters. Ideas like this should be copied.

Don't worry about not getting publicity or being forgotten. We'll see that you won't. So how about it boys, let's see you go to it, and show the others what you're made of:

HELP!

LONDON (Forest Hill)

J. A. Coates wishes to build a team up in the Forest Hill area. Anyone interested please contact him at 28 Rockbourne Road, Forest Hill, S.E. 23.

* * *

LONDON (Stratford)

Stratford Hammer, Twitch Day is on the look-out for promising riders for next year's team who are in Div. II. Anyone interested in a trial should contact: D. Day, 40 Chapel Street, E.15.

* * *

MIDDLESEX (Ruislip)

The South Ruislip Aces would like to arrange a home and away match with any other team in the London area. Challengers should write to: B. Vennai, 10 Dudley Drive, South Ruislip, Middx.

SUNDAY IS BATH DAY

THE Lord's Day Observance Society is out to ban cycle speedway in Bath and District on Sundays. J. B. Branscombe, Lord's Day organiser, who tried to stop the Sunday Brabazon try-out, says he has had complaints and is to appeal to the riders not to break the Sabbath.

Sixteen-year-old Gilbert Holley,

who rides for one of the Bath league teams and who is the Control Board chairman, says that Mr. Wilmot will find the riders 100 per cent united.

Now that the evenings are drawing in, Saturdays and Sundays is the only time some lads can ride. Surely the Lord's Day Society want the youth of Britain to enjoy themselves in a clean, healthy recreation.

NEW CENTRAL FUND for TRANSFERS

THE Manchester Control Board agrees with the general outline of the transfer fee system, writes G. W. Fernyhough. But several suggestions have been put forward regarding the final destination of the transfer fee, which is felt could be turned to personal gains by some managers. The suggestion, meeting approval, introduced a central fund

into which all transfer fees would go. The fee could then be used to help pay the transferring team's subscription to the Control Board or alternatively go towards its insurance contribution.

The benefit of receiving the fee would then be shared by all members of the transferring team.

WON THREE IN A DAY

DAGENHAM boys went down to Hastings a few weeks ago, and played off three matches in one day. They won them all. The first was against the Sidley Cyclones, and the score was 72-23. S. Whitelock rode well for the Dagenham team and scored a maximum 15. Later the same day they played Hastings Red Devils and won 68-27. Glen Dower dropping only one point to notch 14.

Rock-A. Nore Rockets were next on the list, they went down 61-35, Glen Dower scoring 13½. Later some teams from Hastings came up for the return matches. They visited the Dagenham Diamonds, but they could not settle down on the slippery track and lost 57-27. Tiger South was unbeaten in scoring 12.

Glen Dower tells me that the crowds at Hastings are very big, at

one match over £11 was collected. Another Dagenham team plans to go down soon.

Dagenham lost to Southend in their inter-district test match 55-77. Southend started off with a 5-1 in the first heat and never looked back. Dagenham did not gain a first place until heat 7 and the win by Jones and Risley was Dagenham's only 5-1 victory. Southend had strong reserves in Clark and Matthews and they notched 15 points between them.

Final scorers: SOUTHEND (77) Tait and Pickett 14 each, Kildea 11, Clark and Murch 10 each, Garwood and Matthews 5 each, Daubney 3. DAGENHAM (55) Glen Dower 10, Jones and Gammage 8 each, Warren and Risley 7 each, Hubble 6, South 4, Douglas 3.

LATEST TRANSFERS

Tony Lane from Battersea Rockets to St. Heliers Saints.

Eddie Dimmock from Northwood Broadriders to Harefield Hornets.

Bert Scott from Walthamstow Lions to Leyton Aces.

Harry Taylor from Walthamstow Lions to Leyton Aces.

Derek Shackles from Battersea Racers to Battersea Rockets.

Reg Mercer from Battersea Racers to Battersea Rockets.

W. Livett from Battersea Racers to Battersea Rockets.

Ken Archer from Battersea Racers to Tooting Tigers.

"I'M MORE ACTIVE THAN

EVER NOW!"

THINGS have been happening to me just lately, writes Len Silver. When I retired from "active racing" I took over the Supporters' Club. You will note that I put "active" in inverted commas, believe me! I'm more active now than I've ever been.

The Club was only started a short while ago and already we have over 200 registered supporters. It isn't just a club in name either, for we

EAST LONDON LOSE RECORD

THE Wembley Test Team that travelled to Jansen Road, Stratford, for their match against the hitherto undefeated East London team, well deserved their 6 point victory over their gallant opponents, the East London lads, writes our Wembley correspondent.

Not for one moment were the crowd of several hundred left bored, for this was the sort of match that kept them on their toes the whole of the time.

For although East London broke away with a 5-1, two heats later Wembley were level, after the previous race points had been shared. In heat four Smallwood, who had come from second position to first was unlucky enough to break his chain while still in the lead, and lost his place to Wilmore.

From this point the match swayed first one way and then the other, until after Heat 9, when the score was level pegging at 27-27. After this heat Wembley took the lead for the first time and although both pairs changed places twice, the Wembley lads finally broke away to hold the lead for a 5-1 win.

In Heat 11, the boys from East London pulled off a 4-2 win, to bring the scores to East London 32, Wembley 34. A division of only two points between the scores.

Heat 12 saw a keen tussle between Wilmore and Howard for first place, with Wilmore taking the honours by half a wheel. At this point East London replaced Cottrell with Allen, but all to no avail, and Wembley increased their lead to 4 points in the next race. But they were still a long way from being safe with such a slight lead and East London going all out to retain their unbeaten record.

This was proved only too well in the next heat when Wilmore and Wilson fought like Tigers, and gained a 5-1 win for East London to bring the scores level once again. But yet again Wembley took the

staged our first winter dance on Saturday, October 8th, at Water Lane School, and everyone had a wonderful time. The next one? That will be due on November 11th.

On top of the forming of the Supporters Club, I have been suddenly elected Manager of the Stratford Hammers. And to top the lot I turn around to find myself secretary of the Control Board. Well! I ask you.

Obviously I couldn't do all three jobs successfully, so I passed on the work of the Supporters Club to a family of enthusiasts. Mr. Tom Dosset of Leytonstone is now the Chairman, while his mother and wife help out at the dances, along with the riders' mothers, and—em—ladys friends.

I'm very pleased to be able to tell you that my club has won both Divisions of the East London Championship. Our first team skippered by popular Roy Garnham, have retained an unbeaten record in Division I to take the "Stratford Express Cup," while under the astute management of Dennis "Twitch" Day, our second team has been victorious in Division II.

Besides this impressive record we recently avenged our big defeat at Poole. When the Oakdale Gem Pirates visited us the other week we emerged with a 65-31 win, to win on aggregate, 100-92.

Yes, I'm mighty proud of our lads at Stratford. Especially because of one thing, no matter what happened, our lads have stuck together through thick and thin. Although we have welcomed newcomers the old uns have not been forgotten. The Hammers have discovered more riders than any other three clubs put together. Here are some discoveries: Roy Garnham, Jim Heard, Johnny Livings, Jackie Wilson, Roy Archie, Eddie Parnham, Ken Baxter, Ken Lewis and quite a few others, whom, should anyone ask me, I could name.

lead and held it up to Heat 18, when they were 6 points in front.

Now the atmosphere was really tense, two heats to go and Wembley with a slender 6 point lead. However, after a titanic struggle in the next two heats, points were shared and Wembley became the victors by six points.

This match can only be summed up in one way. It was real Test match racing, and congratulations to two well-matched and gallant teams.

WOMEN & WHEELS

By C. F. TAYLOR

TWENTY-FIVE year old Miss Gloria Glover, who is the daughter of the South East London's Board Secretary, Mrs. Glover, is our Women & Wheels personality this month.

Gloria has watched and helped in the growth of cycle speedway for five years now. Ever since those days when the sport was nothing but unorganised chaos. Because of this we are quite certain that she is well worth a mention in this column which has long upheld the virtues of those people who form the backbone of our sport.

Her first experience of cycle speedway was with the Honor Oak Aces, who were then known as the Belle Vue Aces. With their formation began her first liking for cycle speedway which gradually led to her being made first secretary, and then on to the position of treasurer. In her private life she is secretary to a Director of a building firm in Peckham, so her post on the club was nothing out of the ordinary.

Her other interests apart from cycle speedway are dancing, swimming, tennis, and as she herself remarked to me "Of course—Speedway." Athletic in her own outlook, it is only natural that she should be attracted to a sport that calls for initiative, speed and above all a strong sense of sportsmanship.

TRACKS IN SCOTLAND

THE track situation in Scotland is not half as bad as it is in London, but it could be better. There is about ten tracks for fourteen teams, and only one track—Parkhouse Dragons of Division II—is officially owned and rented by the club.

In Glasgow there has been a move in the right direction, and there is talk of a corporation building a track on the same lines as that of Northwood. Possible site being Bellahouston Park (1938 Empire Exhibition ground).

From Wallyford, Edinburgh, comes great news about Scotland's only council-built track, that of the Wallyford Aces.

The standard of racing is much higher now that the council have laid the asphalt starting area. With the Winter League soon to start, the Aces intend to put a lot of work into the track. "We want to make it the Scottish Wembley," Councilor Jack Cullen, Aces manager said. Already they have automatic starting gates, and a fine amplifier system.



T. McNeill and the Edinburgh League trophy won this year by Bill Ross



Newcastle beat us

REPORTS J. CULLEN

And what a fight it was. The weather kept fine for the occasion, and several thousand turned up to see the battle. Newcastle had their automatic starting gate in action and made the starts much less confusing.

Bill Bird, the Newcastle skipper opened the scoring. He shot out of the gate with Bill Ross the visiting skipper in close attendance. Bill is the fastest thing out of a gate, and only a person who is able to see the blades of a revolving air screw can appreciate his speed. He won the race, which was a 3-3.

Newcastle's George Moody won the next heat with partner Roy Dobson third to score a 4-2. Danny McGrath scored a spectacular win with partner Tommy McNeill second to put Edinburgh in the lead. Heat 4 was marred when Englishman

Alex Temple struck the upright of the gate and was taken to hospital with a broken toe.

Heat 7 saw the teams all tied up with a 21 all and it remained that way until heat 10, when Terry Coutts and Jack Parker put Newcastle in the lead with a fine 5-1 win. Edinburgh's Bill Ross was one sixrider whom the English lads couldn't shake off, and he gained a place in all his six rides. In one heat Ian Duncan finished third with his handlebars twisted in line with his frame. Newcastle never lost their lead after that and went on to win the match 73-52. They won the series on aggregate 131-101.

I would like to say how pleased I was with the way the match was run. The police were in attendance and kept the big crowd in perfect control. Official steward was Mr. Chris Higgins, and I had the job of announcing the races.

Now for some news in brief. A successful match was held at Wallyford recently where the Redford Diamonds beat the Rest 49-34. Captain Bill Ross was presented with the Edinburgh and Lothians League Silver Cup by Leslie West, one of our most enthusiastic supporters. The Fourth inter city test match was a sensation when Edinburgh astounded all the critics by beating Glasgow 63-44.

Glasgow have beaten us every time before, but we had learnt to wait for our revenge. Peter Bell and Bill Ritchie were our chief warriors, Newburn was on tip-top form for Edinburgh. Top scorers: EDINBURGH (63), McGrath and Newburn 15 each, Ross 14. GLASGOW (44), Bell 13, Ritchie 11, Shapley 8.

FREEWHEEL FREDDY

By CINDERS

And the walls rocked

The story so far: Freewheel Freddy has just finished second in the Dobfield Grand Prix after escaping the old barn where he was made prisoner by Mike Smirk, a spiv in the pay of Freddy's wicked guardian Shylock Domes. Shylock means to get the money due to Freddy when he is 21.

Mike Smirk is captured and Freddy means to teach him a lesson. He rolls up his sleeves ... Now read on.

Mike put up a gallant show but he was no match for Freddy. Two quick lefts and one hard right finished the rascall off. He lay panting on the ground as Freddy pulled on his jacket. "I hope that's taught you a lesson." Freddy muttered, and turning on his heels marched off with his pal Billy Skid and their reporter-photographer friend, Scoop Stevens.

* * *

Shylock Domes lay back in the big armchair and thought about the wealth he would have if Freddy met with an accident before he was 21. He thought of Mike Smirk and the trouble he would get Freddy in. He was smiling to himself, when there was a crunch of footsteps outside in

the passage, and the door flew open. A battered Mike Smirk walked in.

Shylock smiled, but his smile froze when he saw the condition the other was in. Mike wasted no time. "You did this," he rasped. "He bashed me up, and I goin' ter give you the hiding of your life now."

Shylock rose from his chair. "Be sensible Mike boy. I'll make it worth while, I can make you richer than you'd ever dream. I could ..." A long, strong arm grabbed him by the collar. He struggled, kicked and fought to save his skin, but a volley of blows showered about his face, bending his nose and blackening his eyes.

The walls rocked and he

bounced off them, vases smashed as they descended on his big head. Then as he lay gasping for breath, Mike helped himself to the few one pound notes in Shylock's wallet and left the building.

* * *

Billy and Freddy were back in the old barn planning the heats for their next big match, an inter-district challenge with the next village Cornflake. "Cornflake haven't been beaten for two seasons." Billy muttered. "So we want the very best team we can get."

Just then he glanced out of the window. "Freddy," he muttered. "That Mike Smirk is coming up this way. And he's with another chap."

SEE NEXT MONTH

RESULTS & TABLES

THAMES VALLEY LEAGUE

Division 1									
	R	W	D	L	F	A	P		
FELTHAM ...	16	10	3	3	784½	647½	23		
Yiewsley ...	15	10	0	5	725	601	20		
Hanworth ...	14	10	0	4	663½	573½	20		
Walton ...	14	10	0	4	651½	583½	20		
Greenford ...	15	9	2	4	687	649	20		
Molesey ...	14	6	1	7	658½	672½	13		
Ascot ...	16	3	0	13	590½	864½	6		

Division 2									
	R	W	D	L	F	A	P		
SUNBURY ...	17	16	0	1	959½	570½	32		
Molesey ...	15	12	0	3	778	617	24		
Greenford ...	14	9	1	4	623	617	19		
Beverley ...	13	8	0	5	654	596	16		
Walton ...	15	8	0	7	601	691	16		
Yiewsley ...	14	5	1	8	609½	620½	11		
H. Vampires ...	11	3	0	8	516	542	4		
H. Eagles ...	10	1	2	7	440	474	4		
Ascot ...	14	1	0	13	418	727	2		

HANTS & DORSET LEAGUE

	P	W	D	L	P
NEWTOWN EAGLES ...	10	10	0	0	20
Gem Pirates ...	10	8	1	1	17
Wallisdown Whippets ...	10	7	0	3	14
Brdstone Bulldogs ...	10	6	0	4	12
Pennington Jets ...	10	4	1	5	9
Wareham Dragons ...	9	4	0	5	8
Rossmore Tigers ...	10	3	2	5	8
Ibsley Eagles ...	9	3	0	6	6
Ringwood Aces ...	9	3	0	6	6
Melbury Lions ...	10	2	0	8	4
Fdingbge Saints ...	9	1	0	8	2

MANCHESTER LEAGUE

Division I									
	R	P	W	D	L	P			
CHEADLE HULME ...	19	19	0	0	0	46			
Chorlton Aces ...	20	13	0	7	31				
Salford Panthers ...	21	12	0	9	30				
Belle Vue K. ...	24	13	0	11	30				
Stockport Def. ...	11	5	0	6	12				
West End Racers ...	14	4	0	10	10				
Werneth Lions ...	11	3	0	8	6				
Chorlton Hammers ...	20	1	0	19	3				

Division II					
	P	W	D	L	P
CHEADLE H. COLTS ...	3	3	0	0	8
Newton H. Saints ...	3	2	0	1	4
Cheadle Diamonds ...	4	1	0	3	2
Chorlton III ...	2	0	2 ⁵	0	0

DAGENHAM RESULTS:

Dagenham 72, Sydley Cyclones 23; Dagenham 68, Red Devils 27; Dagenham 61, Rock-A-Nore Rockets 35; Dagenham 55, South-end 77; Rock-A-Nore Rockets 27, Dagenham Diamonds 57; Dagenham Diamonds 49, Fox-land Panthers 46; Wantz Wallabies 58, Dagenham Diamonds 38; Blackthorne Racers 62, Dagenham Aces 34; Stadium stars 53, Dagenham Aces 45; Longbridge Leopards 46, Stadium Stars 50; Dagenham Aces 51, Longbridge Leopards 45.

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BATH & DISTRICT RESULTS:

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Oldfield Hammers 64 (Vowles 15), White-way Eagles 27 (Brown 6); Oldfield Hammers 65 (Coombs 14), Combe Down Cobras 29 (Emery 6); Odd Down Rockets 56 (Jones 12), Whiteway Eagles 25 (Marsden 8); Southwick Tigers 31 (Parrott 9), Weston Tigers 53 (Anstey 11).

WALTHAMSTOW RESULTS:

Almeade Aces 41 (Harper 9), Whipps Cross Comets 54 (Bard 12); Walthamstow Wolves 50 (Smith 12), Leyton Aces 45 (Coyle 9); Walthamstow Wolves 50 (Smith 12), Leyton Aces 42 (Parsons 9).

HANTS & DORSET RESULTS:

Battle of Britain Best Pairs Championship: B. Hannam and B. Crutcher (Newtown Eagles) 28; E. Drew and P. Lyttle (Wallisdown Whippets) 28; J. Gale and Bunter (Gem Pirates) 25; B. Bennett and D. Mortimore (Rossmore Tigers) 21; B. Hanham and K. Musslewhite (Broadstone Bulldogs) 19; G. Sharman and M. Haigh (Ibsley Eagles) 19; J. Coleman and R. Crozier (Ringwood Aces) 13; J. Rendell and G. Slade (Pennington Jets) 8; Hants 49 (Hannam 13) Dorset 71 (Gale 15).

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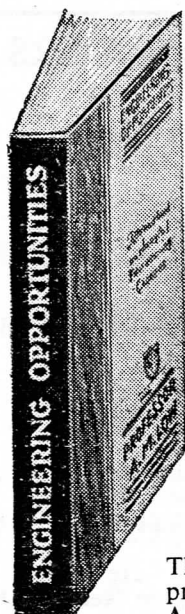
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