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Send us a voucher today. Through our columns secretaries can get in touch with one another and discuss improvements, ideas, etc. The best and most informative programmes will have their covers printed in future issues.

Staff reporter, Roy Bullet, will be in charge of the new series. Send everything to him, c/o Amateur Cycle Speedway, 15 Locket Road, Wealdstone, Harrow, Middlesex. Don't forget to make your envelopes "Programmes" on the bottom left hand corner.

NO TIME

Owing to lack of space this month, Rocky Hill's popular article of Track Records has had to be held over until the next issue. Send him your track records for inclusion.—

EDITOR.

LATE NEWS

BIRMINGHAM BEAT ST. ALBANS

BIRMINGHAM beat St. Albans (Herts) 79½-39½ at Aston recently. Ken Cooper and L. Gilroy (St. Albans) gave the only serious opposition. Birmingham opened with three 5-1 wins but in heat 4, Ken rode on the outside of his opponent for three laps to dead heat for first place. Full scorers: Birmingham (79½) D. Smith 14½, D. Summers 14, E. Green 13, V. Halliwell 11, A. Pridey 9, J. Varnish 9, J. Cutler 5, P. Dorman 4. St. Albans (39½) K. Cooper 12½, L. Gilroy 10, T. Phillips 5, M. Waldron 5, R. Pinnock 4, J. Martindale 2, D. New 1, R. Taylor 0.

In the Birmingham League, Div. II, Hampstead beat Hockley Panthers 80-15 and created history for the biggest win.

Leading teams of Div. I:—

	P	W	D	L	P
Handsworth ...	13	11	1	1	23
Bromford ...	12	9	—	3	18
Aston Aces "A" ...	12	8	1	3	17
Rogues ...	9	8	—	1	16

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JULY-AUGUST 1950

EDITOR-G. PAYNE

ASS. ED. C. TAYLOR

Sixpence
Monthly

AMATEUR CYCLE SPEEDWAY

15 LOCKET ROAD
WEALDSTONE
HARROW
MIDDX.
VOL. 2 No. 6

INCORPORATING CYCLE SPEEDWAY MONTHLY

GRAHAM PAYNE, glancing over National Trophy results says

IS the National Team Championship—cycle speedway's greatest competition—being run on the right lines? Are all the teams—weak and strong—getting an equal chance to win the coveted trophy?

These are some of the points that are flashing through my mind as I glance over the past results. Certainly, the results tend to show the mistake of not running the competition on a home and away basis.

Away teams were definitely at a disadvantage, both morally and physically. There were 50 home wins in the First Round and 25 away wins. In the Second Round, there were 41 home wins as opposed to 34 away. And in the Third Round 21 home teams won and only 12 away teams managed to pull off victories.

Thus the chance an away team had of winning was just under 2-1 against. Not very encouraging.

With the present system, a weak team has already lost if drawn away to a powerful combination. But if the competition allowed each team to race one fixture at home and one away with the team drawn first holding the first match, no doubt the riders of the weaker team would be encouraged to think: "We'll try to hold them as close as we can on their track, and then attempt to win on aggregate on our own."

AWAY TEAMS ARE NOT AT HOME!

The F.A. Cup in soccer was at one time run on a home or away basis: it is not today. But if the committee who made the rules for the National Team Championship had the F.A. Cup in mind as a competition to follow, they made a bad mistake.

Most soccer pitches are of the standard length and shape; that cannot be said for any two tracks in cycle speedway.

To prove my point that away teams have a 2-1 against chance of pulling off a win, look at the following results taken at random.

Dagenham Aces (Essex) were at home for their First, Second and Third Round matches. They won each time by 79-19, 77-19, 63-33. But their first away hurdle by 33-63.

Sedlescombe Saints (Sussex) had a similar plight. After receiving a bye in the First Round, they won their next two matches 67-27 and 65-30. Which were convincing performances. However, they too, failed at their first away match by 29

points, the score being 33-62 against them. And there are many other examples.

Some teams, of course, beat that 2-1 against bogey, most prominent of them being the Ridge Eagles from Sussex and Tooting Tigers from London.

The Eagles, undaunted at being drawn away in the First Round, ran out easy winners 56-39. A Second Round bye gave them a breather, which they needed for they were drawn away in the Third Round. They won 59-36. It was odds on that they would win their next match, at home, which they did to the tune of 63-33.

Tooting Tigers, on the other hand, received a bye in the First Round, and in the following two matches topped the sixty mark with away wins. Their scores were 62-34 and 60-36.

We all learn by our mistakes, and this first National Team Championship could not be expected to be perfect. It was speeded through in order to give teams something to strive for in this first year of national control, and full praise must go to N.A.C.S.A. and the News Chronicle for arranging it. No doubt supplementary regulations could be added for future competitions.

Anyway, I hope next year will see matches run on the home and away basis.

NATIONAL TROPHY: COUNTY FINALISTS MEET

TWENTY-SIX teams from all parts of England are left in the battle for the News Chronicle National Team Championship. They are all champions of their respective counties.

Draw for this Inter-County round is:—

Maidenhead Lions (Berks) v. Slough Flyers (Bucks). Acton Acorns or South Harrow Greyhounds (Middx.) v. Bushey Aces (Herts). Ridge Eagles or East Hill Swifts (Sussex) v. Walton Swans (Surrey). Byes: Ea twoed Meteors or Stratford Hammers (Essex). Orpington Eagles (Kent). Warwick Lions or Tooting Tigers (London). Cawston Kangaroos or Earlham Eagles or Costessy or Yaxham (Norfolk). Claydon Cyclones (Suffolk).



Foulston Eagles (Devon) v. Clutton Pirates (Somerset). Ringwood Aces (Hants) v. Gem Pirates (Dorset). Shirehampton Tigers (Gloucesters) v. Drayton Vampires (Oxford). Bye: Fisherton Flyers (Wiltshire). Kirby Kings (Leicester) v. Tunstall (Staffs). Duston Devils (Northants) v. Roland Rockets (Warks).

Corlton Aces (Lanes) v. Cheadle Hulme Rangers (Cheshire). Grange Leopards (Yorks) v. Newcastle

Diamonds (Durham & Northumberland).

Mr. Sonnex of the News Chronicle told Amateur Cycle Speedway that the final will be held in London at a specially selected track, not known at the time of writing. Expenses will be paid for the two finalists including two reserves and two officials of each club. There are Badges for the four divisional area winners, Diplomas for the divisional area and county winning clubs, and of course, a handsome Trophy.

Mr. Sonnex, as joint Hon. Sec. of N.A.C.S.A. is in urgent need of a minutes sec. to attend a meeting in London once a month. Any readers from the London area are advised to contact Mr. Sonnex at 70 Northfield Rd., Enfield, Middx. (CENTral 5000).

● Why is it, after five years of progress, we have very few stewards who know their job? It is a serious situation, and I put it down to the fact that they don't bother to study the rules and regulations governing a cycle speedway meeting. Oh yes, there are plenty of regulations knocking around somewhere, but I can't understand why anybody hasn't collated them together in simple, straightforward reading.

In this and following articles, I intend to give you, as thoroughly as is possible, the regulations which govern every official who attends a meeting. And, in view of his being the most important man of a meeting, I will start with the STEWARD.

DUTIES OF A STEWARD

The Steward of a meeting shall in no way be responsible for the organisation of a meeting, and shall not have any executive duties in connection therewith, other than are specifically required in the below regulations.

(1) The Steward of a meeting shall have supreme control of the carrying out of a meeting and shall have the duty of enforcing these regulations.

(2) The Steward shall not permit, without the consent of the Control Board, any person to be with him in the centre of the track, other than officials. He shall not allow anybody to approach him without his express permission during the meeting.

(3) He shall prohibit a rider or cycle from competing whom or which he considers is or might be a source of danger. He generally shall have regard for public safety.

(4) Any protest arising out of a meeting shall be made to the steward after a heat by either a Clerk of the Course or Team Manager and shall be accepted or rejected as he may determine. If the Steward accepts a protest he shall whenever possible give judgement thereon forthwith. He may, in exceptional cases, refer the protest for settlement by the Control Board.

(5) A Steward may exclude any rider from a race or races or for the remainder of the meeting, or exclude an official whom he may find ineligible to take part therein or whom he may consider guilty of behavior or unfair practise. He may also order the removal from the track and its enclosures of any rider, official or other person who refuses to obey his order, or the order of any senior official.

(6) A Steward shall pay due regard to the fact that where a rider or riders have been penalised, and in their opinion the penalty has not

been merited, they are entitled to a reasonable and courteous explanation, provided that they have approached the Steward in a proper manner and at a proper time.

(7) A Steward may, in cases of unavoidable necessity, or for urgent reasons of safety, postpone, stop or cause to be abandoned, a meeting or part thereof, but only after consultation, where possible, with the Clerk of the Course.

(8) A Steward should, within twenty four hours after the close of a meeting, sign and send to the Control Board a report, giving the

Compiled by ROY BULLET

THIS MONTH:

DUTIES OF A STEWARD

results of a meeting, together with particulars of any protests lodged or of any warnings given or exclusions made, of any late start or delay, and of any other matter in his opinion should be reported.

(9) A Steward should be easily distinguishable from other officials who occupy centre of track positions. If possible he should wear a white coat and/or an arm band with appropriate wording.

(10) A Steward should not officiate at a meeting where, in his own opinion, he feels he would be biased in decisions. That is, at a friend's track or in which a friend's team participates, or under any other similar circumstances. He should be quite neutral, his only interests being to see that all riders get fair play and that the meeting is run off according to the above regulations.

USEFUL TIPS

There you have the ten main points a Steward should memorise. They, as it were, are the skeleton upon which he must build a body. You will gather now from the above, that the Steward is in complete charge of everything that goes on at

REGULATIONS for The Men in Charge

a meeting. And there is little he cannot do. However, there is indeed a lot he should do.

He should have a good knowledge of the track he is to officiate at which means he should arrive at least half an hour before the start of the meeting. Then a general inspection of the track should be made. For instance he should have with him the minimum and maximum widths of tracks in his area and see that the track is provided with continuous safety fences or ropes, suitable and sufficient for the protection of the public and of the riders.

Once he is satisfied of the track's condition, his difficult task is just beginning. For instance, he should know all about Starting in Racing, a subject which I will deal with fully next month.

He must be quick in his decisions and adhere to them no matter what opinion the bulk of the crowd have. If he spots the crowd becoming a little unruly over one of his decisions, I think it would pay him to interrupt the next heat and explain things over the loud speaker, or instruct the announcer to do so.

One other point. He should not speak to the riders at the tapes, unless of course to exclude or correct them.

I often hear Stewards say: "You are now under starters orders." When a rider's front hub is over the starting line he is immediately under the starter's orders and should not be told so.

LOOK!

EARLS Barton Speedway Stadium, (Northants) have ground on which any team may build a cycle speedway track. Gravel, sand, water, tools and transport are on the spot. All teams interested, please write to Graham Payne, Amateur Cycle Speedway, 15 Locket Road, Wealdstone, Middlesex for further details and instructions.

READ OF THE ARMY CAMP WHERE THE

CATTERICK is rather a quiet place, nothing much happens here. Twice a month several hundred troops move in and out, which as you will no doubt agree, is nothing to put out the flags for. However, things have changed, and the local yokels have been startled by a new innovation—yes, cycle speedway.

It all began one bright April day, when in the daily orders of the 1st Training Regiment, Royal Signals, appeared a notice asking for ex-riders and ex-officials to come forward to help start a unit cycle speedway club. This appeal resulted in our "terrible twins" Ron and Pete Tarrant of Warwick "Lions," Eric Ashley of Norwich, Bob Devine of Glasgow Charing Cross "Rangers," and team manager-to-be Duncan Casson getting their heads together and making plans for the future. Things started moving, and, helped by their sympathetic Squadron Sergeant-Major Tyers (yes, there are kind hearted ones!) a site for a track was found within the unit lines. A week saw the outline of the track dug out of the virgin turf, and with the aid of the Royal Engineers and their mechanical roller, and, by devious means, obtaining cinders from the Regimental boiler-houses, the surface and the tarmac starting area was laid.

Meanwhile, in the unit maintenance workshops, an electrically operated starting gate was under construction, the brain child of Signalmen Tom Johnson. He and his merry men worked overtime to complete the gate for the first meeting, which was held on the 1st of July, 1950.

For this meeting we challenged the New Brough Park "Eagles" of Newcastle, and what a match that proved to be. Our ranks had by this time considerably swollen with the addition of Doug Wotton of Bristol Whitby "Lions," Ron Snelling of Beckton "Aces" and Ray Pollard of Ruskin "Flyers."

The great day arrived, and with half an hour to spare all preparations were completed. The track was duly opened by our Commanding Officer, Lt.-Col. M. G. A. Hepper. The programme sellers were despatched at 6.20 p.m., armed with 200 programmes, to return at 6.22 asking if there were any more. The steward, Mr. E. W. Hodgson of Newcastle, gave the "All Set" signal—and the tapes were up on the first official Army Cycle Speedway Meeting.

SERGEANT YELLS 'UP THE LIONS!'

Surprisingly, enough, our team, the Catterick "Lions," defeated the "Eagles" 56-40. Our Armoured Corps friend, Doug Wotton (that name seem familiar!) scored a faultless maximum of 15 points, our skipper, Ron Tarrant, collected 13, Pete Tarrant and Ray Pollard each gained 10, Ron Snelling 8, and Bob Devine 5. For the "Eagles" their captain, Ernie Hodgson, scored 11 points each, Arch Cooper 8, Jack Hiscock 5, Derek Barras and Derek Alder 4 each, Billy Miller and Bill Harvey 3 each, and Norman Carney 2. Eric Ashley and new rider Doug Bowman for the "Lions," although failing to score a single point, had the crowd of over 500 who turned

up to watch, on their toes several times with flashes of brilliance. Both riders were hampered by poor equipment, otherwise the score might have altered in the "Lions" favour.

Our plans for the future? Firstly to promote an inter-unit League in Catterick, secondly to have many more challenge matches with civilian teams, and to tour Scotland and the South, thirdly, and I consider this most important, to have cycle speedway recognised by the Army Sports Authorities as a sport in its own right.

Finally, I should like to announce that there is an open invitation to any team to come to our 76-yard, red cinder, cycle speedway. We promise you good racing, a good time, and, at the same time, allow you riders who have yet to be called up to have an insight into this Army life, which you may be dreading. Details from our Secretary please, Signmn. R. G. Devine, Cycle Speedway Committee, 1st Trg. Regt., Royal Signals, Catterick Camp, Yorkshire.

BOB GARLAND.



Calls himself a steward?—Pity he's not as bright and fresh as my Robbialac painted speedbike.

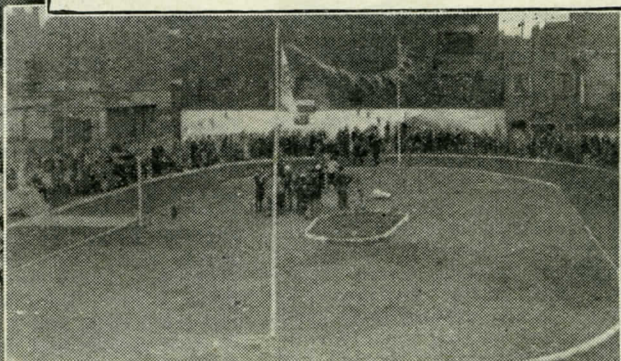
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Our ace photographer, Henry Messum, brings you a grand new page of his photos taken at the opening of Bermondsey Greyhound's (London) new track. (ToP left) Mayoress Miss Greenwood chats with Captain P. Grove. (Top right) The new track. (Middle left) P.Grove takes Managers wife for a ride. (M'ddle right) Mayoress opens the track. (Bottom left) The proud Greyhounds. (Bottom right) J. Green in action



THE 1951 Festival of Britain has given a bus driver big ideas. He is Mr. Salt, president of the Highfield Cobras from Peterfield and he wants to stage a gala match with a Battersea team for the Exhibition. He has chosen Battersea for its close connection with the Festival.

The Cobras have more than 50 riders on their books and, if Battersea wish it, are willing to arrange representative matches. What about it Battersea?

WANSTEAD-Woodford Council are worried. It seems that members of the West Essex League ride through the Borough on brakeless cycles. They have asked the League to ban such riders and suggested that all machines should be inspected prior to a match and owners of good condition cycles be given a badge to allow them to take part in theraces. The Council is willing to pay for the badge and other expenses involved.

BUILT TRACK: ONLY ONE SHILLING LEFT

PASSERS-BY in Abbey Street (S.E. London) would not recognise the old bombed site that used to be there. It is now a fine, up-to-date cycle speedway track, home of the Bermondsey Greyhounds, writes **HENRY MESSUM**. Whose photos are on page 6).

It was opened last month by Councillor Miss Greenwood Mayoress of Bermondsey, before a crowd estimated at over 850. Gay with buntings and centre flower beds, this track of the Greyhounds, should stir other local bodies into action in the interests of their youthful

enthusiasts.

In reply to the speech of welcome give her, Miss Greenwood stated how gratified the Council must be to see the result of hard work into such effect.

The cost of building reduced the Greyhounds' funds to the proverbial shilling and an appeal was made to the large crowd which resulted in £3 4s. being collected which was immediately placed in the "Kitty."

The opening match was against the Cardinal Monarchs for the Lewis Trophy, put up by Mr. Lewis the club's old secretary. Greyhounds won it by 57-39.

WOLVESWERE WISE

ONE thousand five hundred people saw a team of speedway riders, captained by Bristol's Roger Wise lose to Wiltshire's Highworth Wolves at Highworth recently. The score was 69-51. And after the first six heats, the Wolves were handicapped at starts because of their giant lead of 27-9.

Roger Wise's team consisted of Mick Callahan, Dick Bradley, Chris Boss, Bristol Speedway riders. Bob Jones, Tom Wilson from Swindon Speedway and Jock Brown, Cliff Hazell, Walt Legg, Frank Sparks and Jim Smith all grass trackers. Dick Bradley put up the fastest time of the day.

The Speedway riders were out to win at all costs. In one heat, two of the Highworth Wolves found their wheels tied together, very strongly, with rope. A crowd was attracted and the collection came to £13 9s. 6d.

Roger Wise presented the Wolves with a Phillips Speedtrack (given by Highworth Motor Cycle Club) for the work the lads had put into their grass surface track.

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Oxford Teams Gain Help From Youth Ass.

OXFORD are making big strides in the setting up of the sport on a firm basis, writes **W. A. LINES**. Mr. W. Davis, manager of the Drayton Vampires approached Mr. Bickerton, secretary of the Oxfordshire Youth Associations with a view to forming a league. Mr. Bickerton was most co-operative and is at present chairman of the Oxford Amateur Cycle Speedway League which consists of eight teams.

T. Yeats and Y. Tidmarsh (Vampires) being presented with their cup for winning Best Pairs match.

Many applications have been received from others to join next season.

Many Best Pairs competitions have been staged in this area. The Pressed Steel Sports run recently included a thrilling Best Pairs match with Alan Packham and R. Hall (Barkerville Hounds) finishing the top-scoring pair.

In a recent round of the News Chronicle Trophy, Drayton Vampires dead heated with Stadhampton Streaks 48-48 in one of the best matches of the competition.

Pirates Are A Gem Team

IN winning the county final of the News Chronicle Trophy, Gem Pirates proved themselves to be one of the strongest combinations in the country. They beat Rossmore Tigers 54-40. In this match eight Pirates were disqualified for touching the tapes (in Dorset it's one touch and out). R. Bunter notched a 15 point maximum and J. Gale Scored 10. Bennett (Pirates) figured in the race of the day. He rode round an opponent on a sharp bended track and never touched him. Then he took his opponent wide and let in his team mate for a neat 5-1 win.

In the Poole Speedway Cup, Gem Pirates are going great guns. They defeated, home and away, the Wareham team 56-28 and 48-36. P. Bennett and J. Gale scored maximums in both legs.

	P	W	D	L	P
Gem Pirates A	9	9	—	—	18
Gem Pirates B	9	6	—	3	12
Parkstone A ...	8	6	—	2	12
Rossmore ...	8	4	—	4	8
Wareham ...	9	4	—	5	8
Ringwood A ...	9	4	—	5	8
Parkstone B ...	9	1	—	8	2
Ringwood B ...	9	8	—	1	2

Wareham became the first team to win on the Gem Pirates' track when they beat the B team. They are only the second to do so since the start of last season. Gem Pirates A team, when they had scored 40 points in their match against Rossmore completed a 1,000 race points for the season. Congratulations must be offered to **BOUQUETS**. To Bill shutlet for stewarding four matches in one day. To Harry Weldon on a reserves' maximum in his debut for Gem Pirates A team.

BRICKBATS. To Parkstone A who walked off from their match against Ringwood when they still had a chance to win. To the local affiliated club who are paying their riders 6d. per point on the quiet!

Special tests for Norfolk

by **WOG VICKERS**

LAATEST idea in Norfolk is the arranging of a series of Norwich v. Norfolk test matches. Norfolk consisting of all teams other than those in Norwich. In this way, by the end of the Summer it should be possible to select a full county representative side as strong as any in the country.

The first match of the series was held at Helhoughton recently, and resulted in a win for Norwich 81½-38½. Norfolk lads were too slow from the gate, but did manage to show us something on the straights. Flood and Platford were grand for Norwich, gaining 5-1 wins in all but one of their races. Dick Speppings made a great effort and separated the pair.

B. Cooper rode hard and headed the Norfolk scorers with 9. Dick Seppings could have equalled this but for a white line infringement when when well out in front. Scorers: **NORWICH:** M. Flodd 16, C. Claxton 16, B. Platford 13, T. Hayden 10, H. Dearing 9½, R. Rick 9, D. Wells 5, T. Eaglin 5. **NORFOLK:** B. Cooper 9, J. Secker 7, R. Stearman 6½, D. Seppings 6, A. Clarke 4, C. Mack, S. Yallop

and W. Gray 2 each.

The News Chronicle Trophy has produced keen racing in Norfolk. With 26 teams from here, it has taken 6 rounds to find the county winners. But at the time of writing, I don't know who the lucky lads are. The Third Round match between Tuddenham and Red Devils was re-run twice before the Devils withdrew in protest against the state of the track. Tuddenham were awarded the match.

The Norwich League programme is going well. Curious, but both Hellesdon Hammers and Hethersett Hornets have scored more race points than the leaders, Earham Eagles! At the other end, Costessy have improved and should go above Mile Cross who are newcomers having taken over from Saxlingham Stars. Latest positions:—

	P	W	D	L	F	A	Pts
Earham Eagles	18	15	1	2	847	658	31
Hethersett H. ...	18	13	—	5	848	658	26
Hellesdon H. ...	18	12	1	5	865	640	25
Seeting Stars ...	17	9	1	7	725	699	19
Hellesdon L. ...	16	7	—	9	673	660	14
Red Devils ...	17	5	—	12	551½	769½	10
Mile Cross ...	18	3	1	14	596	912	7
Costessy ...	16	3	—	13	564½	773½	6

Hellesdon Hammers recently paid a visit to Dagenham and lost to Wantz Wallabies 54-51. Highest point scorer of the match was Hammers' captain, T. Blyth with 13.

OUR new "No foot over the white line" ruling which I told you of last month, is creating faster, more exciting and far more interesting matches. Riders find themselves using the track more. Before the ruling came into operation, riders used to ride behind one another, waiting for someone to drift wide and leave a gap to dash through. Now, riders are overtaking on the outside and are using their brains as well as their feet, writes **LEN STATON**.

The match between Newcastle and Stoke Stars proved this. In ten of the fourteen heats, the steward wished he had a photo finish camera. Newcastle won the match 44-38 thus bringing the Stars record of twenty one unbeaten matches to a

NEW RULING: STEWARDS CRY FOR PHOTO - FINISH

close.

The need for council tracks is becoming desperate. Three teams here will have to leave their present site to make way for football pitches. Cobridge have already been moved off their track and Stoke Stars were told to go but have since found another site.

A sudden decline in form has lowered Baddeley Green from their second position. This team were most consistent and were originally unbeaten at home for quite a run. For some unknown reason they lost

this fine record to Cobridge, who have been putting up a very poor away showing. Ken Holdcroft (Stoke Stars) was our first official Match Race Champion but has decided to retire from racing. The Control Board, therefore, has appointed two more contestants for the title. They are Ron Harding (Sneyd Green) and A. Rowe (Abbey Hulton).

BINLEY BEES STING HARD

THE Coventry & District Board staged the first round of the Bob Fletcher Trophy, open to all riders on Championship lines, writes **F. COOPER**. Binley Bees had 10 entries, and on neutral tracks, 7 qualified for round two. Gordon "Smiler" Bates, who had not been showing his best form recently, roared back into the headlines in this Trophy. He scored a grand maximum and lowered the Finham track record three times to 54.4 secs.

Chief point scorers: D. Knight, P. Reason, G. Bates 15 each, S. Bosworth 14, D. Davies 13, D. Savage 10, A. Keen 9, P. Reason is the brother of Coventry speedway rider Johnny.

The Bees are enjoying a good season in Div. II and are so far unbeaten at home. This is mainly due to the consistency of skipper Don Davies whose points average is 10.3. Ron Savage came into the team from the Junior Bees and showed great promise, he holds a regular position now and is all set for his first maximum.

The Bees were unlucky in the third round of the News Chronicle Trophy dead heating with Roland Rockets at home and losing by 15 points away. They are now concentrating on the League title.

HALIFAX TEAMS IN PARADE

IN a blaze of sunshine and pageantry the Halifax, Brighouse and District Cycle League took part in the Brighouse Safety First Week Parade last month, writes **D. SMITH**. George Elrick, well known dance band vocalist, made an appearance at Wellholme Park where the judging of the procession was carried out.

The League was led by five year old Barry Hendry (Baliffe Bridge Dragons' Mascot) and he wore full speedway kit and rode a miniature cycle. Riders and officials all wore white overalls and their cycles were newly sprayed silver. They won the Reeve Cup for 12 months for their smart turn out.

At a recent Control Board meeting, Miss M. Austin, a company director, was appointed League President and Councillor Conway, Chairman of the Queensbury and Shelf Road Safety Committee, was elected to the Board.

22 FOR TEA

Halifax Cobras rented a piece of ground at Mytholme and have made a new track there, complete with safety fence. Adjoining the track is a repair garage and club room where Mrs. Sutcliffe prepares tea and biscuits at every meeting.

Cobras' most impressive is "Buster" Sutcliffe who holds the official track record of 39 secs. The best team riders are Prestley and R. Heindle. Mr. W. W. Leese of Hipperholme takes great interest in the team and uses his motor lorry to transport the riders and cycles to away matches. The Cobras have over 30 riders on their books.

Most important match (Lucas Trophy) of the season was held at Baliffe Bridge last month, when Baliffe Bridge Dragons beat Cross Road Panthers 44-39. The Dragons have a match in hand of the majority of the teams and on past form have the best chance of winning the Lucas Trophy. The Dragons have won thirteen matches in a row.

Mr. Eric Greenwood's report in Amateur Cycle Speedway dated June-July is incorrect. He stated that our teams loaned riders to one another for important matches. One of our rules is that no loaning of riders between teams will be allowed under any circumstances. No team consists of 60 riders, but we have one club with about 60 riders on their books and they are split up into three teams. All get a chance to ride in the League team, too.

**TRY
HARD
TIM**

—He means
well



SCOTLAND is rejoicing this month. At long last a representative team has been successful in a "foreign" tour. Don't worry, we've already put the flags out and marked the chalk up, all that's left for me to do is to give you a thorough survey of how "we pulled it off," writes **BARRY SHAPLEY**.

Here are Glasgow's full results:—

Sunday, July 2. Seddlescombe Saints 50. (S. Larkin 12); Glasgow Tourists 34 (Shields 9). Trophy winner: Jim Shields (Glasgow).

Monday, July 3. Rye Aces 40; Glasgow Tourists 42 (Ritchie 12, Shapley 11, Shields 8). Trophy winner: G. Woods (Icklesham).

Tuesday, July 4. Hollington Hammers 40 (T. Harris 9); Glasgow Tourists 43 (Ritchie 11, McBride and Shapley 9 each, Shields 8).

Wednesday, July 5. Hastings Test Team 48; Scottish Test Team 59 (Ritchie 15, Newburn 14, Henderson 11).

Thursday, July 6. Seddlescombe League Select 46; Scottish Test Team 59 (McGrath 16, Ritchie 12, McBride 14).

Friday, July 7. Sussex Select 42; Scottish Test Team 65 (Ritchie 18, Shapley 15, McGrath 11).

Friday, July 7. Icklesham Hawks 46; Scotland 2nd Team 38 (Purves 11).

Compare the above with last year's result of the Southern England tour (we never won a match) and you will see that it was a grand victory for Scottish cycle speedways. But the racing wasn't all the story. I kept a day-by-day diary of the week, with the accent on Glasgow.

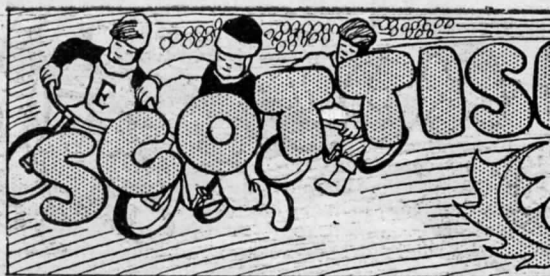
Friday, June 31. Our bus was loaded and ready for the 7.30 p.m. departure, when a major catastrophe occurred. Bill Ritchie was missing! The bus waited until 8.30, then left

without him. Our hopes seemed doomed as red-headed Bill was our mainstay. However, the dance at which we were guests in Edinburgh, had until 12 o'clock before the two contingents left for Hastings. So there was a chance that Bill might make it.

The presentation by Edinburgh speedway star Bob Mark, of the test colours to the 20 selected riders was carried out minus the captain. At 11.56 p.m. a figure strode in through the doors. A hush fell over the hall. Was it ... could it be ... ? Yes, it was Bill, and he had made it just in time. Results go to show that we would have been lost without him.

He told us afterwards that he had forgotten his kit and had gone home for it. Seeing the bus gone, he followed by train. At midnight, with the huge crowd still cheering, we prepared for sleep.

Saturday, July 1. The bus made Hastings at 8 p.m. where Mr.



SCOTS WERE VICTORS IN

Hylton, a Board official, had tea awaiting. Digs were then allocated and once again our main thought was sleep.

Sunday, July 2. Dinner in the Blue Café, which was to be our regular eating place, was our next rendezvous. The riders were announced for the first matches and a tour of Hastings followed. 1,000 saw us lose our first match and the failure of Ritchie, Cunningham and myself was offset by "newcomers" McBride, Jim Shields and Waggett. The sportsmanship and hospitality of the Seddlescombe people was as great as their riding.

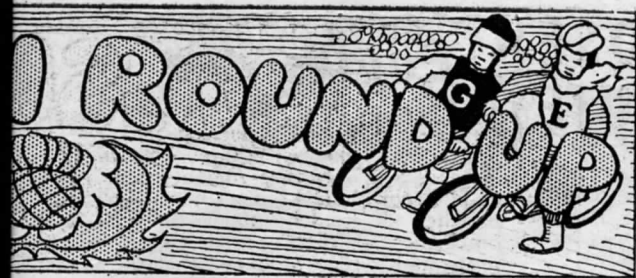
Monday, July 3. A tour of Rye with a guide, plus a high tea with the Rye Chamber of Commerce, and a speech on Rye history by a prominent local historian was all ours before the evening match. Tonight, a change in the pairs, with Cunningham dropped, helped us to our first win. And by that I do not mean that we won because Cunningham was dropped! A last heat win decided this match, and Rye's beauty Queen (see picture on this page) was there to present the prizes. Three Glasgow riders fought into the final for the Trophy, to be beaten by guest star, Woods of Icklesham.

Tuesday, July 4. A free day before the match, we soon found everything that has speed. Dodgems' motor boats and roller skating were our favourites. After some desultory rain the team again fought to victory. Mike (Discovery) McBride was the star. We had seven riders in the semi-finals of the Trophy, and four in the final. About 1,000 people turned up.

Wednesday, July 5. Rain kept us from the sea, but we were ready for the first Scottish test match. We met Hastings Select and when we



Happy holiday makers at Rye. In this photo you see Rye Beauty Queen (Centre), B. Shapley (Top Left), B. Ritchie (Right on cycle) and Rye Aces and Scots Tourists.



All Riders Had a

Grand Week

I WAS right in my forecast. We defeated the Sussex lads in a manner which left no room for doubt, writes **JACK CULLEN**. Here is a quick survey of what happened to the Edinburgh tourists.

HASTINGS TOUR

arrived at Siddeley track, we were doubtful of the outcome. It was at Bexhill-on-Sea, but I think it would be more appropriate if Bexhill IN sea. But we won again, chiefly through the grand riding of Bill Ritchie, who after a disqualification, was unbeaten. Danny McGrath and myself were replaced by reserves but were at a loss on this muddiest of muddy tracks.

Thursday, July 6. Rain, rain, and more rain. It never rains but it pours. Gee, what a life. Bill Thomson, our manager, tried to cancel the night's match, but no go. There would not have been time, so we went to Staplecross. This was worth a try, for a long suicide bended track was just our type. Though Bill Ritchie wasn't too happy, we pulled off another win. Danny McGrath notched a maximum and Mike McBride scored a fighting 14. After the match, tea in the church hall.

Friday, July 7. Last day of the week and the first signs of packing were seen. Presents for home souvenirs were being bought wholesale. (That is, the people who had any money left!) We learned that in addition to the Sussex v. Scotland match a Scotland (2nd Team) v. Icklesham had been arranged.

We travelled to the Battle track for what turned out to be our toughest match. And on the fastest most exciting, most perfect cycle speedway track I have seen. And we pulled it off again! The star of the match was Ritchie (him again!) who was unbeaten with 18. He equalled the track record with Tom Harris (Hollington). I managed to go unbeaten too, and Ian Henderson, Danny McGrath and Doug Anderson were all grand as well.

Saturday, arrived in Hastings and were billeted. Sunday, we were guests of midget motor racing company at Arlington, and in the evening we beat Hellingly Lions, whilst Seddlescombe beat Glasgow. Monday, we lost to Baldslow Boomerangs. Tuesday, received by Mayor of Hastings and shown over the famous caves. That evening beat Southill Swifts at Rock-A-Nore track. Wednesday, first Test Match, Scotland v. Hastings. Scotland won. Thursday, second Test Match, Scotland v. Seddlescombe: another Scottish victory. Friday, Third Test Match, Scotland v. Sussex. A huge crowd saw our lads trounce the Southerners for the third time in three successive days.

We were all very impressed by the organisation at the tracks, and some varied tracks they were too. Clay, earth, cinder and cinder and shingle mixed. I was amazed at the reception we had at Rye. Representatives of the Control Board and the Chamber of Commerce were there to meet us, and an efficient guide who showed us the ancient town. Then a well known historian gave us a well enjoyed lecture on the history of Rye, dating back to the 10th century. After this we were entertained to tea by the Chamber of Commerce and had the Mayor of Rye at the head of the table. This, in my opinion, was the highlight of the tour.

On Tuesday morning we were received by the Mayor of Hastings and arrangements were made to visit the St. Clements caves.

Being of a frank nature, I wish to make one or two criticisms. Firstly, I think the officials of the Hastings Board are overworked and do not get the assistance and full co-operation of adults which you find in other districts. Secondly, I think some of the tracks chosen for Test matches were too out of the way and therefore did not draw the gate which might have been done so at more popular tracks. Finally, the Test Matches were not properly advertised in Hastings, which, I think, was a big mistake.

Now bouquets. Riders in Sussex are the finest bunch of sportsmen anyone could wish to meet, on or

off the track. The officials and staff at tracks were grand, and, wonder of wonders, I actually heard our riders praising some of the stewards and some of the English riders praising Mr. Killop, our steward. We have been invited to tour Hastings again during the Festival of Britain and I feel sure we will be accepting.

We had a grand week and met fine people, not forgetting John Hale and Mr. and Mrs. Howes of the Blue café where we eat. Thank you Hastings and Rye, thanks a million.

A special word of praise for our manager, Mr. Bill Thomson, is not out of place. Every victory was a triumph of good team management and I can speak with authority as I was manager of the touring team which suffered such a crushing defeat at the hands of London and Southend last year. I am sure all riders will agree with me.

Postscript. I hear that Miss Pat Taylor (London and Home Counties Secretary) and Graham Payne (Amateur Cycle Speedway) visited Hastings during our tour, but I had not the pleasure of meeting them. I am sorry, the loss is all mine.

TOOTS

● Ruchill Pirates have a proud record. To have Glasgow and Scotland's most consistent scorer in the tour plus three trophies (Jim Shields 2, Alan Paterson 1) is a good performance.

● On Wednesday of the tour, Bill Thomson, Scottish manager, was in a pretty mess. Jim Shields had to report for duty as his first army camp the next day! A hurried phone call by Jack Cullen soon settled things with the Commander and Jim's "leave" was extended a fortnight. Jim was presented with a plaque by the riders "in memoriam."

● Wallyford Aces have fielded a new team and have kicked off late in the Edinburgh League by winning three matches off the reel. New skipper is young Arthur Higgins, son of Control Board treasurer, but elected captain by popular consent of the team. There is good hope of a new trophy being presented to the Aces to be known as the Wallyford Stadium trophy. It will be an Annual competition.

HANWORTH RACERS LOSE TRACK OVER RATE DISPUTE

SUPPORTERS of Hounslow's Hanworth Racers find it hard to get used to the idea of going to the pictures or staying indoors on Sunday afternoons. They had accustomed themselves to drop in at the Racers, modern track near Hounslow Heath; but it is deserted each week now and the Racers have been forced to disband.

Three months ago, Norman Lewis, Racers' manager, received a letter from the Rating Officer informing him they were proposing rating the track and they enclosed the proposal form which Mr. Lewis had to complete. He also added an objection. Later, Mr. Lewis received notice that his track would be rated, and at the impossible figure of £43 per year.

OUR COVER STORY

In one of the hardest battles of the year, Warwick Lions beat Peckham Stars 60-35 in the London semi-final of the News Chronicle Cup. It was unfortunate that the men present for the keenness of the Lions had St. John's Ambulance match resulted in many riders collapsing after strenuous heats.

Warwick Lions now meet Tooting Tigers in the London final, and again at home.

Naturally he appealed against it, but lost his case at a Twickenham Court. But he is not down and out yet. He has appealed to the Lands Tribunal in London and is waiting for the next move.

(TAX TOO!)

Meanwhile, the Racers have disbanded, which means the three years of hard work they have put in has gone to waste. On top of this, Mr. Lewis has received an income tax assessment form on which the club must state every penny spent and earned. What next!

Eagles are

LET me be the first to congratulate the Scots Tourists on their fine performances here. Ten matches and only three defeats is a good record, and the three main matches all went to them. Sussex officials send their heartiest congratulations and it is to be hoped that the tourists will return, in the not so distant future, to the scene of their "crime," writes **STAN BURTON**.

Plans are under way for the sending of a Sussex team over the border. Hundreds of riders have applied. In our county final of the News Chronicle Trophy, Ridge Eagles have proved themselves to be Sussex's team of the year. They have reached also the semi-finals of our Battle of Britain Challenge Trophy and are well in the running for the league title. They have six riders in the final of the Hastings Individual Championship and Eagle B. Phillips is the present holder of the One Lap Championship. Added to this is their great victory over Kent's infallible Cray Tigers by 49-35.

MIXED BOX

Challenge matches are in the news. Rock - A - Nore defeated Bermondsey Greyhounds 48-35, whilst Langham Lions fell to Shirley Bombers. During August Holiday well known teams will visit Hastings. Among them, Stonehenge Streaks, Shirely Bombers, Gem Pirates, Dagenham Aces, Peckham Stars, Ruskin Flyers, Kingsbury Lions and possibly Tottenham Boomerangs.

The Third Hastings-Sedlescombe Inter-League match at Sidley was a farce. Hastings were weakened by the absence of P. Sellens and T.

HOOLIGANS DIG UP TRACKS

Cycle speedway in Leicester has now obtained a firm footing and the application from many new teams has made it necessary to form a second division. There are now 20 teams.

Leading the First Div. at present are the Blackbird Monarchs who are as yet, unbeaten and only Kirby King (fourth) have held them to a draw. Anstey Pirates are top of Div. II having lost one of their six matches. There has been a certain amount of hooliganism in Leicester and the Brookfield Rockets' track has been dug up. Other tracks have suffered but to a lesser degree.

Fletcher (West End Cyclones) won the Captains Shield, who scored 14 points.



Flashback to the opening of Hanworth's track last year. Freddy Perrin receives the Hanworth Opening Cup from team chairman's daughter.

flying high

Harris, but Sedlescombe fielded a scratch side incapable of holding their own. Hastings ran out the winners 79-29. It is a pity that Control Boards in the country do not field their strongest teams in these important matches. New-comers are often attracted to the sport when they see an extra special representative match advertised to be a travesty of the sport, as witnessed at Sidley, then the sport suffers more harm.

SUFFERING SAINTS

With five more matches to ride in the Sedlescombe League, the Saints are being hard pressed by a vastly improved Rye Aces. The Saints suffered their first defeat at the hands of Icklesham Viking recently. At the other end of the Table, a battle royal is on to see who will win the honour of holding the wooden spoon. Leading figures for this honour are Westfield, Battle and Peasmarsh.

At the August meeting of the Hastings Board, decided that I would not be seeking re-election at the next Annual General Meeting as chairman which I have been since the Board's formation. I think the honour of being chairman should not be looked upon as a sinecure, and I moved a resolution that in future a committee member of the championship winning team of the League should be offered the chairmanship.

attention from the Lord's Day Observance Society, and questions have been asked with reference to their Sunday meetings during Church going hours in the Local Rural District Council. The matter has been taken up by the N.A.C.S.A. representative in Sussex.

Latest league positions:—

Sedlescombe League:—

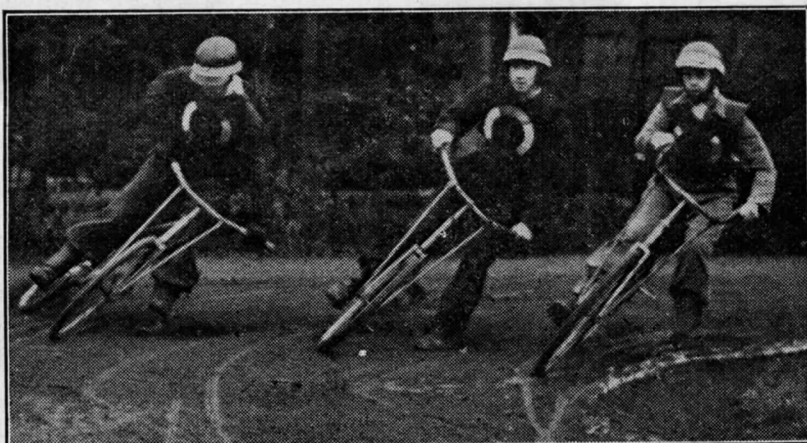
	P	W	D	L	P
Sedlescombe S.	9	8	—	1	16
Rye Aces	8	7	—	1	14
Northiam K.	10	5	1	4	11
Icklesham V.	11	5	—	6	10
Staplecross S.	9	4	1	4	9
Westfield W.	11	3	—	8	6
Battle B.	11	3	—	8	6
Peasmarsh P.	10	3	—	7	6

Hastings League:

	P	W	D	L	P
East Hill S.	23	17	—	6	34
Baldslow B.	22	17	—	5	34
Ridge E.	19	15	1	3	31
Hollington H.	23	13	—	10	26
Rock-A-Nore R.	20	11	—	9	22
Langham L.	20	9	1	10	19
Red Devils	20	5	—	15	10
Sidley C.	18	2	2	14	6
Southern Rly.	18	—	—	18	0
Norfolk	...	...	...	...	...

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BILL IS OUR KING AGAIN

A LAD with a shock of unruly red hair will don the imaginary crown of King of Scottish Cycle Speedway soon. He is not a pretender to the throne.

His name is William "Itma" Ritchie and he comes from a long line of maximum scorers, writes Barry Shapley. His rights to the throne were not disputed: Scottish Champion 1949, captain of the victorious Scottish touring team. Highest points scorer in the tour of Sussex, highest scorer in the Glasgow versus Edinburgh test series, etc., etc. He is also a fine artist, off the track, as many of my



BILL

readers will appreciate.

"Itma" (It's that man and maximum again) has set up a series of records in Glasgow, which, in my humble opinion, will take plenty of beating let alone equalling. He has scored so many maximums that he is seriously thinking of copyrighting them! If ever a British Match Race Championship is started, Bill, given his chance, would be as invincible as Jack Parker of the motor speedways.

I have just learned that Ian Henderson (Edinburgh) has been nominated to meet Bill for his match race title. Oh, yes, I quite forgot to tell you that Bill is also the reigning champion. To finish up with look at Bill's percentage for his finished races in Sussex: 97.5 per cent., i.e., 74 out of 81 points.

POSTMAN'S KNOCK

Post cleared every month by JAMES PRENTICE

A FRIEND and I, on a tour of Devon and Cornwall, stopped for a night in Exeter. By chance we met Mr. Harris who invited us along to see a cycle speedway match between his team, the Hillbarton Magpies and Woodbury Tigers.

First thing that struck us was the keenness of all their riders and the enthusiasm of all concerned with the meeting. The sturdy riders went round lap after lap before the match commenced and were still going it after it had finished. The spirit throughout was excellent.

Being of an older generation, it was pleasing to see such team spirit these days when the press so often tells of boys and young men participating in anti-social activities. Although unable to appreciate the finer points of cycle speedway, I feel certain that this sport will be the breeding ground for our future speedway stars. In addition, their determination to win would be a credit to other champions.

I look forward to watching my next cycle speedway match in London, and in the not too distant future—who knows, I may be converted into an enthusiast myself! In conclusion, the electric starting gate greatly impressed me and worked perfectly under the able management of Mr. Ekstein. The clerk of the course, Mr. Willcox, handled the meeting splendidly, and who was busier than Mr. Harris?

Thank you Exeter for a very enjoyable and instructive evening.—**Eric L. Armitage, Dudley Close, Addlestone, Surrey.**

(Wishing all Exeter readers the best of luck and a big thank you for gaining the sport another follower. J.P.).

HELMETS

Re your article "Helmets—we don't want 'em", in your admirable June/July issue. A most praiseworthy and forthright sentiment, by a rider, who presumably leaves no doubt as to his future intentions in this respect.

All teams in the Thames Valley league—there are 22 of them—are directed by a very efficient control board to wear protective helmets at all times during league racing, and/or at any meeting organised by the board. One might say, do the lads agree to be directed to wear crash helmets? The answer by a clear majority would be an emphatic NO! The reason however, that Thames Valley insist upon it is

based on a most elementary precaution. They do not like lads injured in this sport of ours.

In the first place, an injury—whether slight or serious—is painful to the rider concerned, and secondly, it can be indirectly detrimental to the popularity of the sport.

Surely it is the most obvious thing to do to take the most fundamental precautions and protect the most sensitive and vulnerable part of the body—the head. After all, the wearing of a crash helmet is purely a constructive action to ensure against possible injury to the head, and not, as seems to be a certain opinion, an elaborate gesture to "dress the lads up and make 'em look good."

No. I really believe that the wearing of crash helmets during hard and competitive racing—in cycle speedway—is a common sense and practical policy.—**V. Leventhal, Sunbury Court Rd., Sunbury, Middx.** (Nuff said!—J.P.).

ALL FOR ONE

I was surprised, to say the least of it, on reading the Yorkshire Notes in your issue dated June/July to learn of the attitude of the Halifax League. That in this year of 1950, after five years of great progress, they, comparative newcomers to the sport, should choose to stand aloof from the greatest thing that has ever happened to cycle speedway—the N.A.C.S.A.—is disheartening. Who on earth thought of the brain-wave in which the score of the losing team is subtracted from that of the winners? to get the league points?

The fact that the riders themselves voted that out, shows that they, at least, have the right idea. Eric Greenwood was right when he said Halifax would be heading for disaster if they continue in that fashion.

I do not doubt that those in control think they are doing the right thing, but I for one, implore Halifax to follow the lead of the more experienced areas such as London, Norwich, Glasgow, and their own neighbours, Bradford, and join in the National Body to help make cycle speedway a really worth while sport.—**G. B. Welch, Verdant Lane, Catford, S.E.6.**

(Hear, hear. I suggest that all "outsiders" contact N.A.C.S.A. at 18 Sandringham Gardens, Barking-side, Essex, and learn something of the grand organisation, which, incidentally, is not out for your cash, as some areas think

Council Give Swindon Teams Tracks In Parks

SWINDON'S General Superintendent of Parks has been instructed to investigate and report to the Local Parks Committee on suitable sites for tracks, writes W. Barker. The sport has made such a rapid increase in this area that it has stirred local authorities into action. Members of the Swindon & District Cycle Speedway Association were granted an interview with officers of the Town Council, which was so successful that the Gorse Hill Foxes were granted the use, free of charge, of part of the Rodbourne Ground for a trial period of three months.

This is the second council provided track, earlier one at Moredon was granted. A third application has been received and it is probable that more will follow. Use of recreation grounds as tracks means that teams will not be able to lay cinder surfaces, nevertheless the grass surfaces are extremely fast. This adds to the variety of meetings. Cinders one match, maybe grass the next.

There are now twelve teams in the Swindon area affiliated to N.A.C.S.A.

Scots at Kent

SCOTSTOWN Aces have been down from Scotland and were the guests of the Cray Tigers for 10 days, a full programme was arranged and every day they raced a Kent Team, they were however, not very successful and lost all their matches. It was obvious that their racing was vastly different from the Southern style, and apart from Ron Braham the Scots were always trailing.

Cray Tigers visited Hastings and lost to Ridge Eagles by 12 points. Vincent of the Tiger, however, won the Individual Trophy. Cray lost only to Wembley on their home circuit and have been the victors of 63 matches. Orpington Eagles are another side who have yet to lose on their own track, though their away record is not very good.

Eltham Royals who are lying second in the League also have an imposing home record, only the Tigers have beaten them in one year's racing.

Mottingham Cyclones have now built up one of the strongest Combinations in Kent and if this had happened a little sooner, the Cyclones would have been in a challenging position for the League Championship.

and more teams are forming. The District Control Board is doing a grand job in organising the sport on a national basis. Affiliated clubs refuse to ride those not affiliated, thus, when a new club is being contemplated, the organisers contact the Control Board for advice.

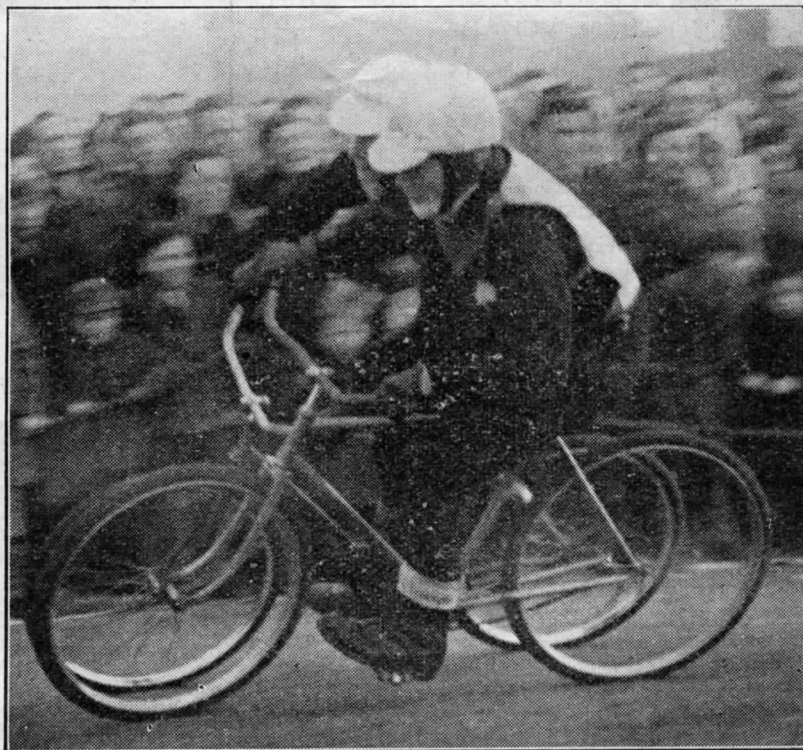
All matches are controlled by neutral stewards and the proceeds of collections is divided into pre-arranged percentages. In league matches it is usually 60 per cent. home team, 25 per cent. visitors, 15 per cent. league funds. In friendly matches: 50-50 or 75-25. This arrangement works very well.

In the league, Kingsdown Aces who are top dogs, were beaten recently away from home and this leaves the championship more thrilling. Following in this area is excellent. Most teams get 4-500 and at the News Chronicle County final

match between Highworth Wolves and Fisherton Flyers no fewer than 900 spectators turned up. The collection for this match amounted to more than £8. The Flyers won this match after a keen tussle. It is interesting to note that they were drawn against Swindon Teams for three of their rounds, which meant an 80 mile journey each time.

The sport in the Swindon area has been included in many important functions. Garden Fetes, A.A.A. Sports, British Legion Fete, Horse Shows and Sports and the R.A.F. have asked the Control Board to stage a meeting in connection with the Battle of Britain week.

When sending in photographs for publication, please write name and address clearly on backs and enclose s.a.e. if photos are to be returned.



Me and my Shadow

Grand action shot showing T. Vinter (Ruskin Flyers, London) with his "Shadow" J. Luck. Luck was out of luck in this race, one of the heats of the S.E. London Championship, for Vinter won.—Photo, M. Henderson.

I GET AROUND

THE "Cobli Special" is a name you will be most familiar with in the near future. It is the name of the most up-to-date and smartest cycle speedway machine I have seen: brain child of Mr. H. J. Coote, a South East London cycle shop owner.

The "Cobli Special" has a very unorthodox appearance, but is, nevertheless, comfortable and streamlined with a specially designed, movable saddle which can be shifted twelve inches forward or backward to suit every rider. In fact, the chief advantage of the "Cobli Special" is that it can be adjusted in a few moments to satisfy both tall or short riders.

Having been invited by Mr. Coote to drop in at his shop and see the new machine for myself, I can say that it is a thorough and well thought-out job. He built it on his premises after careful study of various home-made machines used at the different London tracks.

It has a 22in. frame, well reinforced, with the top tube in a straight line from handle bar lug to back hub, and there are additional strengthening stays from the seat tube to the chain stay.

From the handlebar clamp to the front hub, I noticed Mr. Coote had welded two supplementary forks, which, he assured me, would divert any impact off the front forks up to the handlebars.

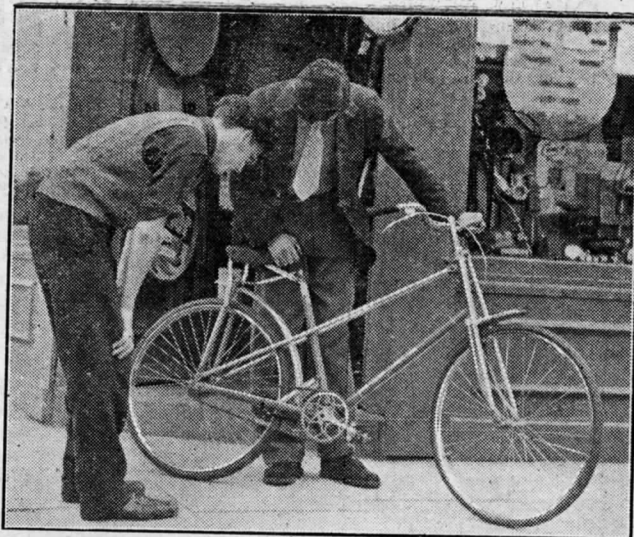
For correct racing and to generally assist one in broadsiding, he decided on a thin 26in. x 1in. Endrick front tyre and a rear Westwood 26in. x 1in., the latter having plenty of thread for grip. Mr. Coote also added short steel mudguards to counteract spray, and although most areas prohibit their use, these are short and out of the way. The half back mudguard is held in position with an attractive back stay, giving the effect of a speedway power machine.

The "Cobli Special" is geared at 44-22, but can be easily changed as the rider wishes. A quick fit brake has been added to the back of the chain wheel on the chain stay. It is easily detachable and is so designed as to unscrew prior to a race.

£6 FRAME

Mr. Coote told me his machine retailed around £13 without purchase tax. But to help riders he is quite prepared to sell the frame separately. This would obviously meet with much approval from all riders as they will probably have sound

happy Ed., Graham Payne, views the cycle speedway machine with Mr. Coote, son of the cycle shop owner who designed it. They are discussing the special shaped frame, which will soon be famed on tracks all over the country.



Another special machine

wheels and their own handlebars.

"My estimate of the frame which has been built by myself on my premises is £6," he told me. "I am sure most lads will consider that reasonable."

So make a note of the "Cobli Special," customers — a grand machine in pillar box red and lustre stays—you are bound to hear more about it.

MY CLIMB

MY Editorial countenance—a sore sight for eyes—was recognised twice on my one day trip to Hasting: last month, when I was in search of the Scottish Tourists.

Firstly, by a group of youngsters, most unlike cycle speedway riders and without a trace of Scottish accent, who furiously waved a paper before me and yelled: "We think you are Lobby Lud and we demand the guinea prize." I hated to disappoint them.

Then a few moments later I was vigorously thumped on the back, and, I must admit, was just about to swing indignantly round and politely issue: I am NOT Lobby Lud, when I found facing me some old pals—Barry Shapley and Bill Ritchie—whom, I gathered, were just off to the pictures to see Frankenstein when they noticed me.

"You gave us quite a shock," said Barry. "We thought Frankenstein was only fictitious."

It was unfortunate that they chose that particular afternoon to go to the pictures, but I enjoyed a little chat and was pleased to learn that this year's tour was proving more successful than last. They were at

least, winning some of their matches!

However, after we bade farewell and as I could see none of the contingent of Edinburgh tourists, I decided to force my legs up the steep East Hill which towered above the Hastings shore.

Climbing the East Hill was a tiring task, but the find in store for me at the top made it worth while. If you step over the barbed wire fencing round the edge and stand on one of the precarious juts of cliff, you can see all Hastings at once.

And directly below, in the centre of grounded fishing smacks and wooden fish huts, I saw a cycle speedway track. I purposed to get a closer view and winding away to my right was a steep, muddy path at the bottom of which was a concrete pillbox. At the expense of my new sueded I managed to reach the box, which, to all intents and purposes, stood out of the cliff on its own. Inside, I had a fine, sheltered view of the track. The best I've had of any track. I cursed myself for not bringing my camera.

Judging from the number of footprints in the pathway, I imagine many enthusiasts make use of this precarious, yet natural stadium.

Back at the top, I met a lad wheeling a cycle speedway machine. He was most obliging. I found that the track I had just seen was that of the Rock-A-Nore Rockets—a leading Hasting's team—and that further back up the hill was the home of the East Hill Swifts. Now there's a team I should imagine were always on top, winning or losing.

GRAHAME PAYNE

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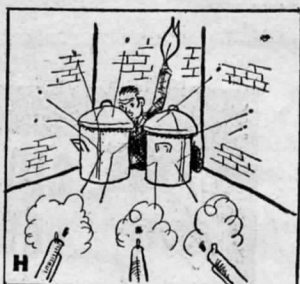
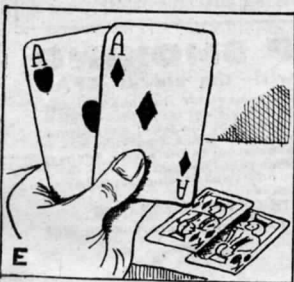
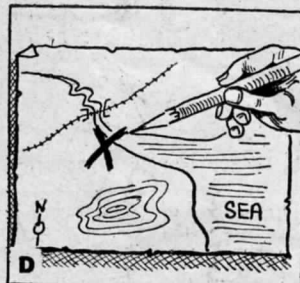
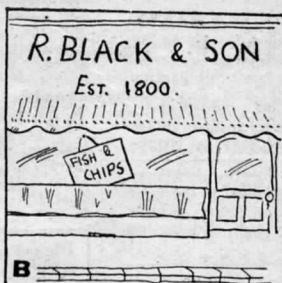
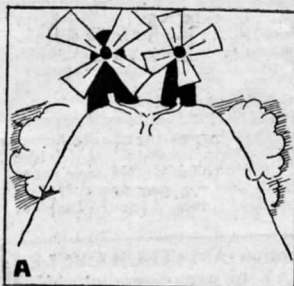
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Above you see a series of eight pictures; each one represents the name of a cycle speedway team or town as SPELT or PRONOUNCED and below is a numbered list to choose from. Fill in the coupon with the numbers of the names, which in your opinion, are most aptly illustrated in the pictures.

For instance, you might consider MOUNT MILLERS numbered 29 in the list as an apt name for picture "A". Then fill in number 29 on the coupon in the square below letter "A."

Any name can be used for more than one picture and where the Adjudicating Committee, under the Chairmanship of the Editor, decides that two or more names are equally apt for one picture, these names will be regarded as of equal merit.

RULES OF ENTRY

1. Competitors may send in one or more attempts on the coupon provided which allows up to 6 attempts. The fee for each attempt being 2½d. stamp. Coupons must be filled in ink. You may send in as many attempts on plain paper as you wish, but each single attempt must be accompanied by a 2½d. Plain paper entries must be separately signed and enclosed in the one envelope.

2. Competitors correct name and permanent address must be given.

3. Every entry will be considered and no claims will be necessary. Proof of posting will not be accepted as proof of delivery.

4. No responsibility can be accepted for entries lost, mislaid or delayed before or after delivery. Nor can mutilated or altered coupons be accepted.

5. No correspondence or interviews. The decision of the Committee on the merits of the entries and the decision of the Editor of Amateur Cycle Speedway on all matters will be final and legally binding on all competitors.

Because our magazine was a little late in publication last month, readers all over the country have asked us to extend the closing date of our competition in order to give them a fair chance to win the grand prizes. Through demand, therefore, we are obliged to give all "another chance." Note the new closing date: September 15, 1950. Don't delay this time!

6. All entries must be received not later than **Friday, September 15th**. The result will be published in Amateur Cycle Speedway on sale **October 15th**.

7. Cut out the coupon on this page, fill it in as instructed and place in a sealed,

stamped envelope addressed:— Amateur Cycle Speedway, "Picture Contest No. 1," 15 Locket Road, Wealdstone, Harrow, Middlesex.

8. Failure to comply with any of the conditions outlined in these rules, involves disqualification and forfeiture fee.

- | | |
|---------------------|-------------------|
| 1. Andover | 20. Highworth |
| 2. Battle | 21. Hill Top |
| 3. Black Cross | 22. Holycross |
| 4. Blackfriars | 23. Honor Oak |
| 5. Broad Oak | 24. Hyde |
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| 9. Cookham | 28. Mill Hill |
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| 16. Exmour | 35. Raynes Park |
| 17. Exmouth | 36. Walsend |
| 18. Graves End | 37. White Cross |
| 19. Harbour Road | 38. Windmills |

(cut around here)									
A	B	C	D	E	F	G	H	Fee	
1								2½d	D
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4								2½d	D
5								2½d	D
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I agree with the rules & accept editors decision as final

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