

AMATEUR CYCLE SPEEDWAY

NOV.-DEC. 1950

EVERY MONTH



VOL. 2 NO. 7

SIXPENCE

INCORPORATING CYCLE SPEEDWAY MONTHLY



THE CUP FINAL: Pages 8-9



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NOV.-DEC. 1950
EDITOR-G. PAYNE
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WEALDSTONE
HARROW
MIDDLESEX.

TALKING POINT



GRAHAM PAYNE says

Dont let Pa fool you.

PARDON my sardonic chuckle, readers. I have just scanned a few cuttings which attempt to inform me, rather unsuccessfully, that the sport was flourishing to a lesser degree in days as far back as 1928-29.

Various individuals, in an effort, no doubt, to gain a little press publicity, claim to have started cycle speedway giving its inauguration at a ridiculously early year. They issue fruity statements as proof: contradict themselves: and get nowhere. Get this straight readers. No one started cycle speedway. It, as Johnnie Hoskins once rightly told me, just grew like Topsey.

Johnnie himself, went on to tell me that he remembers racing round an old tennis court at Wanstead back in 1935 with his three vigorous sons, all clad in Hammers' colours. But he admits that wasn't cycle speedway as we know it today.

FIVE WORDS

And that is the key to the whole problem, those five little words: as we know it today. Don't let pa fool you. He may have been riding a stripped roadster on a piece of waste ground at his home town; he might also be able to show you a few scars to back his assertion. But he wasn't a pioneer of cycle speedway.

If that is the argument, what is to stop our ancestors, the cave men, saying they started association football in Umpteen B.C. because they used to toe punt a specially cut boulder among themselves? (Apart from the fact that most of them by now are dead, of course!)

Cycle speedway started in 1945-46 or thereabouts. It was rough and tumble with no one a master, and I doubt even at this early stage it was known as cycle speedway. Most lads preferred 'game.' From which part of the country did it originate? I pass. One moment we were all mooding over the lack of a thrilling pastime and—Vvrrruump! the next, it was just there!

BY MY HAGGIS

Londoners claim it all began in London, Highlanders swear by their only haggis that it originated over the border, Pa, with a nonchalant stroke

of his moustache, relates to you the unbelievable progress his 1928 fad has made.

The writers of these cuttings before me urge us to investigate and settle the arguments of this baffling mystery. Why bother? What's to be gained by an attempt to solve it? Can it be solved? Where are we going to draw the line?

A will no doubt say 1935, B will claim 1928, C proves to some it was 1926. I am wondering what the score will be when we reach Z!

It's against my principle to sit down and type a lot of seemingly uninterpretable nonsense when there's much to be written on the improvement of the sport. But I'm telling you all to end this hanky-panky. Get down to worth-while problems. And if you come across any more of those claimants to the "I started Cycle Speedway" soap-box, tell them, with all due respects of course, that you're not interested.

JON PERTWEE "WON" HIS FIRST RIDE

Jon Pertwee, famous radio star whose catch-line "What does it matter s'long as yew tearrrr 'em up?" is a favourite among many people was present at the opening of the London Aces' new track in Wye Street, Battersea recently. With him was Southfields film starlet, Mercy Haystead, who was last seen (in a bubble bath) in "What the Butler Saw".

Stan Blackwell, captain of the Aces challenged Jon Pertwee to a special attraction Match Race Championship after the meeting. Jon showed fair form and was rather pleased to hear that he had won. Blackwell had been disqualified "for winning".

IRELAND TO BE SURE

It is rumoured that Shelbourne Speedway (Ireland) supporters' club have formed a cycle speedway team. It is also reported that teams have been formed in the Dublin area. These rumours are most probably correct as *Amateur Cycle Speedway* recently sent out to a few Irish enthusiasts bulk copies and diagrams for tracks, etc.

YOU will notice there are only sixteen pages in *Amateur Cycle Speedway* this issue instead of the twenty as in the last three issues.

We have just had to make this very difficult decision. A dispute in the London printing trade, although now over, upset timetables, schedules and the scar is only just healing. That is one reason for this reduction.

But it is not the only or most important reason. The demand for the twenty-page *Amateur Cycle Speedway* has been so great that many teams and spectators were unable to purchase a copy, although they placed an order with their newsagent! It was an unpleasant choice between more pages and fewer satisfied or fewer pages and more satisfied. Do you blame us for our decision?

The paper we are saving by this reduction of four pages will enable us to supply a great many more people. We feel sure you will agree that sixteen pages a month is very good value for money. From now on, all of you will be able to get a regular copy if ordered through your newsagent or direct from this office.

Naturally we must choose carefully those features we are to retain in *Amateur Cycle Speedway*. Those, which in our opinion are unnecessary, will be omitted, but all news from all areas will be retained.

This is where each one of you can assist us. Write on a postcard addressed to the Editor, the features which you like best and those which you do not like. Also we welcome any suggestions for new features, the best of which we shall adopt in future issues.

By the way, all of you who write letters to us and require answers, you must realise this takes a long time as we have numerous letters. Forgive us if you do not have a reply straight away.

BEMERTON Boomerangs (Wilts.) have some high points scorers in their ranks. Don Forder has, at the time of writing, scored 140 from 14 matches (10.0), Mike Jefferies 119 from 14 (8.5), Nevil Little 118.5 from 15 (7.9), Chich Sanger, 43 from 6 (7.16) and Dick Seaton 94 from 15 (6.26). Are these records for one team?

REGULATIONS for The Men in Charge

Compiled by ROY BULLET

HAVING discussed generally the main duties of a steward last month, I shall now deal with some of the most puzzling problems he is bound to come across. It would be advisable and most beneficial for those, other than stewards, to study this and following articles in this series in order to gain a more fervent understanding of the regulations which govern our sport.

STARTING IN RACES

(1) **Standing Starts.** On the instruction of the clerk of the course, the riders will leave the pits and proceed in the usual direction of racing until they reach the two-yard line (sometimes known as the resting line and which is six feet before the actual starting line and parallel to it). At this line each rider will rest. After the ballot, each rider will then move forward into his own starting grid. The starter will then raise the gate or release the elastic (according to whatever type of starting apparatus is used).

A rider who moves forward out of turn and touches the tapes either with his wheel, machine or part of his body, shall be termed as having broken the tapes and shall be immediately excluded. One touch and out, is the rule. But if more than one rider breaks the tapes at the same time, the steward may order a fresh start.

If through faulty action of the starting gate or for some other reason the steward considers a fair start has not or cannot be given, he shall immediately declare "No Start" and order the riders to come again to the two yard line.

In the event of a starting gate failing to operate the starter will cause the riders to come up to the starting line and the start will be given by the steward showing a green light or dropping a white flag.

(2) **Rolling Starts.** In the case of rolling starts the riders shall ride a preliminary lap, keeping abreast in their proper positions and at a speed set by the inside rider. The riders must reach the starting line together.

(3) **White Line Rule.** The steward shall immediately exclude a rider, both wheels of whose machine have crossed the edge of the track unless such action is for the safety of other riders or is due to the action of another rider. A rider may place his left foot over the inside edge of a track, unless area rules are to the contrary.

Watch Out At The Tapes

USEFUL TIPS

The above rules for starting in races often have even the best of stewards in a dilemma. When the riders are poised up at the gates, the whole of the track is engulfed in silence, all eyes are watching the four figures, the starting marshal and the steward. A good steward takes little, if any, notice of this. He is so confident he knows his job he will ignore the fact that the majority of the crowd are watching his actions.

He stands in the centre of the track facing the four riders who are now in their respective grids. He sees their front hubs are in line over the starting line and should not speak to the riders unless of course it is to tell them to get in line.

As he turns away and walks to the centre of the track, he is not in actual fact walking away from trouble, but often right into it! Excited riders will jump forward out of turn and touch the tapes. For two or more to do this only a fresh start is necessary. For one rider to do it immediate exclusion for that rider is proper. None of this second chance business, please. However, some riders are cunning! Seeing their team mate moving forward towards the tapes, they too will jump forward

HE WANTS LONDON BOARD FORMED

IF a London Councillor has his way, there will soon be a London Area Control Board for all the teams in the twenty-eight Metropolitan Boroughs. He is Councillor H. J. Hasler, Chairman of the S.E. London C.B., and manager of the Peckham Stars.

He told A.C.S. "At the moment, London is at sixes and sevens. There's about six or more major control boards for the one town, which is wrong. We must knuckle under to N.A.S.C.A.'s rules which state that "area control boards should be formed as soon as possible." The big towns up North have done it, why not London? If a London Area Control Board was formed it would not affect the various local boards."

The twenty-eight Metropolitan Boroughs are:—Battersea, Bermondsey, Bethnal Green, Camberwell, Chelsea, Deptford, Finsbury and Fulham, Greenwich, Hackney, Hammersmith, Hampstead, Holborn, Islington, Kensington, Lambeth, Lewisham, Paddington, Poplar, St. Marylebone, St. Pancras, Shore-ditch, Southwark, Stepney, Stoke-Newington, Wandsworth, Westminster, Woolwich, City of London.

If all control boards and teams riding in the above districts would communicate with Councillor Hasler at 20 Kirkwood Road, Nunhead, S.E.15 (Phone New Cross 2386), preliminary arrangements can be made and an early meeting could be held to discuss this urgent problem.

in an effort to touch at the same time.

A rider, having touched the tapes, might argue that the steward had not left the track before they had risen. A consultation with the starter will soon settle things. Again, the tapes having risen and the four riders are into the bend, one of them might have a loose tape entangled round him. He should not be excluded on the assumption that he touched; a fresh start should be ordered. Quite often, one side of the tapes rises slower than the other. Although before a meeting, all starting apparatus should be in perfect working order.

Remember too, irrespective of whatever the circumstances, if two wheels of a rider's machine crosses the inside line that rider should be disqualified. Unless, of course, as the above rules clearly state, that "it is action for the safety of other riders, or due to another rider's action." In these later examples, a re-run is proper.

NO MORE RECORDS

Owing to the reduction of pages, the Editor regrets that he has decided to discontinue the popular series on records by Rocky Hill. Records, will of course, be published at any time but scoring for counties as was the system in Rocky's articles will not. Rocky will arrange future features we are sure you will like.

COPY THIS DOWN KICKED FOOTBALL : No Track

OUR recent article on Hertfordshire's new 23 heat programme has aroused much interest. For the benefit of all those teams who wish to adopt it, we have had permission to tabulate it below. Column one is heat number ; two home pairing ; three. away pair.nbs.

1.....1	2	1	2
2.....3	4	3	4
3.....5	6	5	6
4.....7	8	7	8
5.....1	2	3	4
6.....3	4	5	6
7.....5	6	1	2
8.....7	8	7	8
9.....1	2	5	6
10.....3	4	1	2
11.....5	6	3	4
12.....1	2	1	2
13.....3	4	3	4
14.....5	6	5	6
15.....7	8	7	8
16.....1	2	3	4
17.....3	4	5	6
18.....5	6	1	2
19.....7	8	7	8
20.....1	2	5	6
21.....3	4	1	2
22.....5	6	3	4
23.....	NOMINATED RIDERS		

COSTESSEY Sports Club, wooden spoonists of the recently completed Norwich League, had to forfeit the remaining few matches due to a clash with the Sports Club soccer team, writes WOG VICKERS. They were staging a meeting on the same night and on the same ground as the soccer eleven. (One footballer sent the ball onto the track, where a rider hooked it neatly into an adjoining field which is inhabited by a bull . . . ! !)

At the time of writing the Norwich League is not completed, but Earlham Eagles are safe at the top with a nine point lead.

The Reepham League has finished in time for the harvest. Final Placings :

	P	W	D	L	Pts.
Marsham Aces ..	8	5	1	2	11
Ugate Aces ..	8	5	1	2	11
Whitwell T. ..	8	3	1	4	7
Cawston K. ..	8	3	—	5	6
Banningham ..	8	2	1	5	5

So the 1950 season is at a close. To round off things, a Norfolk Individual Riders Championship has been arranged. The Top eight from each league are competing in the semi-finals.

Reepham Championship was won by P. Marsham (Cawston) 13 pts. P. Bunn (Ugate) was second. J. Parden (Hellesdon) took the Norwich title with 11 pts. after a run-off with J. Leggett. The Docking champion is Colin Mack (Helhoughton) and D. Allen runner-up.

ALL-ROUNDER !

Norwich speedway rider Syd Littlewood is reported to have expressed a wish to sign on for Hellesdon Hammers. He's probably heard about manager Billy Clarke's habit of buying drinks all round after team victories. Syd's youngster, Trevor, is already making a name on the Hammers' track. In recent Hammers versus Clayson Cyclones (Suffolk) match, one of the Cyclones parted company with his machine whilst entering a bend. He shot horizontally about four feet up clean over a small crowd of children—without touching them !

It is rumoured that the old Hellesdon Harriers may re-form in time for next season. Geof. Shelton and Dick Sands, who were manager and captain of the team, expect to be demobbed next spring and there is certainly no shortage of riders in Hellesdon. The Harriers were top team in 1947 and second in 1948. Ex-Harrier Ray (Billy) Bales should also be demobbed early next year, but will probably have speedway commitments.

	P	W	D	L	Pts.
Earlham Eagles ..	28	23	1	4	47
Hethersett H. ..	25	19	—	6	38
Hellesdon H. ..	24	17	1	6	35
Hellesdon L. ..	25	12	—	13	24
Seething Stars ..	23	11	1	11	32
Red Devils ..	25	8	—	17	16
Mid C.oss ..	28	7	1	20	15
Costessey SC. ..	21	4	—	17	8

"STEWARD NOT NEUTRAL" SAID NOTE

DORSET'S idols, Gem Pirates, recently completed 30 unbeaten matches in a row.

The Pirates seem to be everywhere. They have reached the semi-finals of the Poole Speedway Cup beating East Boldre Spitfires by fifty four on aggregate. J. Gale and A. Davis (Pirates, of course) won the Poole Labour Club Best Pairs Championship scoring 22 pts. The Pirates went to Hastings, inflicted the heaviest home defeat by 50-32 and three of their riders shattered the track record in the first three heats.

I hope, readers, you do not think we are boosting up the Pirates unnecessarily ; just "praise where praise is due." They must certainly be one of, if not the team of the year.

The Pirates, having beaten Ringwood Aces (55½-30½) away and Foulston Eagles (57½-36-) away, they met the Drayton Vampires from Oxford in the National Trophy. The Pirates won 70-26 and so entered the semi-final. Bunter scored his sixth successive maximum, Yates being the only Vampire to win a race. The Vampires, having played football the day before, did not enjoy a happy match. Scorers : PIRATES Bunter 15, Bennett 11, Gale 11, Parkins 11. VAMPIRES : Yates 7, Lines 4, Tidmarsh 4.

Prior to their visit (130 mile journey) to Plymouth to meet the Foulston Eagles, the Pirates received a number of anonymous letters stating that the steward wasn't neutral and neither was the track. The Pirates were well aware that the Eagles had used this track before in the trophy, but agreed to ride.



This is a grand action shot taken in the centre of Knowle speedway stadium, Bristol. It shows (left) Ken Kendal and (Right) Ken Worlock (A.T.C. Eagles) winning the Best Pairs Championship. Both received Phillips Speedtracks from Roger Wise.

“DOYE KEN”

A Family Cup Bearing Crest as Prize

SOMETHING new was attempted in the recent Horton (Glos.) Flower and Vegetable Show in which team from the Bristol area took part. A five-way challenge match was run on the grass track in the grounds of the local manor. A big crowd saw the A.T.C. team, Brislington Eagles win the match and a grand silver cup which had been in the manor for generations bears the family crest. Result: Brislington Eagles 6, Hawkesbury Hawks 42, Acton Tigers 31, Nibley Tigers 23, Warmley Rangers 19.

GENEROUS FOLLOWERS

GUILDFORD Aces from Surrey have a generous bunch of followers. In five matches they collected no less than £53 10s. 4d. Is this a record?

WILD WILDCATS

BIG surprise in the Warwick & Leamington League was the resignation of Windmill Wildcats, the leaders. This gave their nearest rivals, Leamington Red Devils, an eight point lead over Leamington Lightnings and the Devils are making full use of this unexpected "present." The Wildcats protested about the way certain meetings are run. At present there is nothing to stop a rider from going out for three successive rides in a league match: being no definite rule on the lay of a programme. They protested to the committee, but seeing nothing was done, promptly resigned. They say they will ride friendlies with teams from other leagues.

DOUBLE-UP

BATTERSEA Eagles chartered a double decker bus to take their first and second teams, machines and supporters to Byfleet for a match with the local Broadviders. The meeting between the first two teams provided the crowd with many thrills. In the last heat, by notching a 5-1 win, the Broadviders won 51 - 44. The Broadviders' second team beat the visitors as well. After the matches, the 60-odd supporters from Battersea were entertained to tea by the Broadviders. Eagle's top scorer, Ken le Archer, cut a huge double tier iced cake.

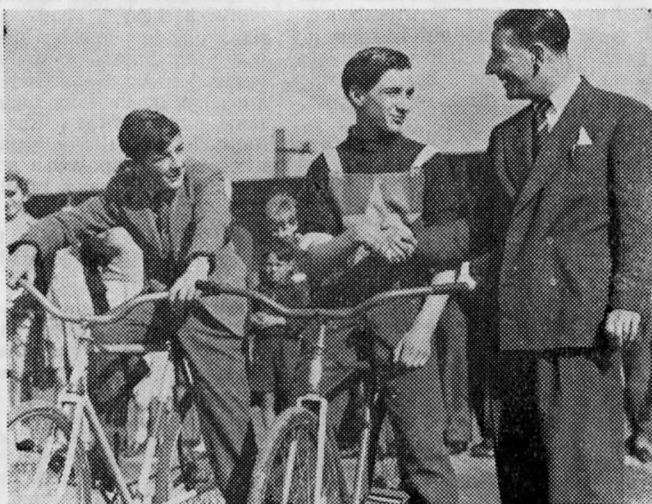
Quite a match! Double deckers, double tiers, double wins . . .

IS THERE A DOC. . . .

AT 4.30 p.m. one fine racing afternoon, Paddy Madden of the Totten Tigers (Essex) crashed and broke his leg in two places. A doctor was called and he turned up an hour later.

Better late than never. He managed to patch Paddy's leg up and the Control Board arranged a benefit match for

Ronald Shiner, famous radio and film star meets the captain of the Chessington Stars. On the left is Ronald's son. See story below.—South Western star photo.



NEWS

ROUND - UP

On the following two pages is a shortened account of the past four weeks, news brought to you by our on the spot reporters. Our reduction in pages necessitates this shortening of news; but we feel sure you will appreciate that brief news is better than no news at all.

Paddy's mother—a widow. They presented her with £17 16s. 7d. and she just broke down and cried.

The Tigers aren't too lucky these days. Johnny Stone (Tigers) crashed and found he'd brought most of the chain and wheels along with him. He nearly lost two of his pet fingers. Tiger's manager, Mr. Rees took Johnny to the doctors—they were all out. He called for an ambulance—out too. Finally, some hours later, a doctor from Lymington—fifteen miles away—turned up.

STAR SEES STARS

STAGE, radio and film star, Ronald Shiner, together with his wife and son attended a match at the Shaftsbury Stars (Battersea) recently. They were most impressed. Fourteen-year-old Bryan Shiner let his enthusiasm run away with him and challenged Stars' skipper, Ronnie Webb to a match race after the meeting. Dad thinks he has the makings of a useful rider.

The Stars were in good form and won the meeting against Chessington Aces, 60-44, Ronald Shiner later presented Denis Halford (Stars) with the match race championship trophy.

LONDON Pirates finished first and second in the Edmonton Individual Riders' Championship held at the Edmonton Saints' track. J. Byrnes received the silver cup from the Mayor of Edmonton, Mrs. M. A. Glover. He scored 13 pts., runner-up was teammate J. Shirley with 12½ pts., K. Godwin (Edmonton Saints) was third with 12 pts.

In the Edmonton League, Whipps Cross Comets are unbeaten leaders with London Pirates runners-up. Latest placings:

BRADFORD'S NEWEST

GRANGE Leopards won the Bradford & District Cycle League championship losing only one match out of sixteen played. Pit Hill Hammers, always close behind, finished two points away, runners-up. For the Winter, the League has been split up into two divisions as follows: 1st Grange Leopards, Pit Hill Hammers, Harbour Road Cobras, Bell Dean Rangers. 2nd. Dovesdale Racers, Frizinghall Aces, Lower Lane Lions, Montague St. Panthers, Coronet Cobras. The teams in each division will meet twice at home and away and the leaders of each will meet in a final. This new type of competition will probably be an annual affair.

THE INTERESTED 'REV'.

LONDON Aces have just finished their new track. They have something new in the way of surfaces. From the Battersea Docks they obtained barrow loads of Thames mud, which they laid over a layer of broken bricks. On top of this they rolled in some red shale, as used on the Wimble-

don Speedway track. It is 65 yards long. Now that the evenings are drawing in, the Aces bought thirty lanterns, as used by road workmen. They plan to hold practice meetings "under lights" soon.

The Rev. Hopkinson, a local Battersea priest, has taken an interest in the London Aces. He attends their meetings whenever he can. More recently, he has given them his permission for the use of his hall which the Aces will use for entertaining their visitors.

HE IS NEW BOSS

MR. E. JONES, chairman of the Harrow Board was recently elected chairman of the Wembley & District Board. He plans to organise things on a more thorough basis. Mr. Jones is already the Middlesex representative on the National Control Board, and he told *Amateur Cycle Speedway* that he intends to create a more friendly association between all the lads under him. Middlesex is one of the most enthusiastic cycle speedway counties in the country.

JUST A HABIT

ROGER Crosby of Middlesex's Rising Sun Rangers holds a unique record. He has won three handsome silver cups in succession. By scoring 15 points in a benefit meeting at Kingsbury, he collected the first trophy. He won the Harrow Battle of Britain Championship with 13 for his second, and he won the N.W. Middx. Individual Championship for his third. He plans to install a bigger sideboard in his home at Ruislip.

SHADES OF '48

THE long disbanded Honor Oak Aces, S.E. London League winners 1948, runners-up 1949, have been reformed. Vic Winter, P. Baily and D. Jarman from Peckham Stars were the organisers. In their first match, the Aces beat Cardinal Monarchs 53-43. Winter, Baily and Jarman scored 30 between them.

£1 A YEAR

LAMBETH Eagles who are two minutes from the Oval cricket ground, have rented their track from the Lambeth Council for £1 a year.

ALL OVER "BAR" SHOUTS

SLOUGH Flyers beat Wycombe Wanderers to become the first holders of the Mars Trophy, presented by the makers of those well-known bars. The score was 53-42. Chief points scorers: Flyers: D. Clemmit, 12, Ross, 9, Pearce, 6. Wildcats: B. Hawes, 10, T. Hawes and Dunne, 7 each.

CAPITAL TEAM

TEAM with capital is the the Cranleigh Eagles from Surrey. They have a bank balance of £60 after paying out £8 10s. for breastplates, £12 9s. 4d. for crash helmets, £10 for insurance and various other accessories amounting to over £40. Manager W. F. Johnson told *Amateur Cycle Speedway*: "I do not think that is bad going, do you?" The Eagles have been in operation for only 15 weeks.

At the time of writing they have played seventeen matches, won eleven and lost six. Those six having been played on away tracks. They get regular crowds of over 500 each week.

NORTH London Individual champion and holder of many trophies, Denis Bottazzi, was recently transferred from West End Wanderers to Warwick Lions. There was, naturally, no fee involved. Stan Leeds, Wanderers' Manager told us: "We are busy building our new track, and consequently haven't much time for matches. I expect Denis wanted some league racing before the season ended. I do not hold with keeping riders who want to leave. I wish to make it clear that despite many rumours going around, Denis and I did not have a quarrel."

Latest news is that Denis is now Lions' captain and was highest point scorer for his new team in his first match.

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277 TEAMS TRIED TO WIN THE

SOME OF THE COUNTY CHAMPIONS

NATIONAL TEAM TROPHY DORSET IN HEAT EIGHT

GEM PIRATES (Dorset). Kneeling is captain Jimmy Gale (19), land-worker. (Left to right) John Dunford (16), motor mechanic. Dick Bunter (18), apprentice carpenter. Jimmy Stanley (18), wireless mechanic. Peter Bennett (18), holds eight records in South of England, land-worker. Freddy Parkins (17), overhead crane worker. Dave Damon (now in H.M. Forces). Vic Cave (18), gas fitter. Alan Davies (not in picture) 17 years old, printer's apprentice.



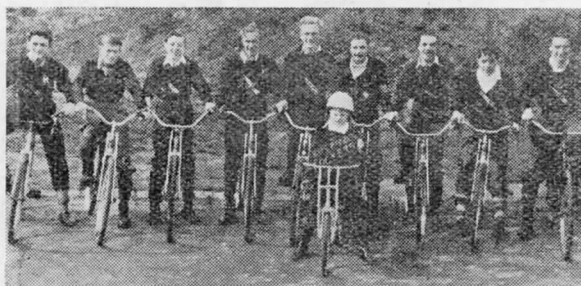
by Graham Payne

A CROWD of nearly 6,000 saw Gem Pirates (Dorset champions) become the Team Of The Year at London's Empress Hall on October 26, when the Pirates beat Chorlton Aces (Lancashire champions) by 51-45 in the *News Chronicle* National Team Championship Final.

The Lancashire lads began the match well with a 5-1 win, but by heat eight they were eight points behind, a leeway they could never make up. All in all it was a close affair. Aces were first past the post on six occasions and they had a second man eight times; their Jack Pennington was the evening's highest scorer for which achievement he earned a speedway cycle designed and presented by West Ham's Wally Green.

Nineteen year old Jim Gale, Pirates' captain led the way for his team's victory with a fighting twelve points, and Pete Benett (18) ably assisted Gale with 11 points. For the losers, Jack Pennington was quite superb with 13 and the only other Aces to notch double figures was Brian Moston, Manchester's Match Race Champion, with 10.

Geoff. Duke, senior T.T. winner at Isle of Man this year presented the cup for the Pirates: a magnificent two foot high silver cup, which they retain for one year.



ROLAND ROCKETS (Warwicks). Left to right. Ken Davies (17), salesman. Mick Spooner (18), apprentice draughtsman. Derek Sheldon (16), fitter. Alan Grassby (18), machine tool-fitter. Alan Stace (17), accountant. Derrick Sims (18), clerk. Howard Hill (17), motor mechanic. Roy Crabb (15), junior surveyor. Tony Gilberthorpe (18), motor mechanic. Mascot in centre.

STRATFORD HAMMERS (Essex). On bike is captain Roy Garnham (18), apprentice motor engineer. (Left to right) Roy Archie (17), baker. Ken Baxter (18), builder. Terry Greenaway (17), clerk. Jim Heard (17), plumber. Jack Wilson (18), agricultural worker, travels 30 miles from home to track. Eddie Parham (17), stock exchange clerk. George Stevens (18), not in picture.



EMPRESS HALL

Gem Pirates : J. Gale 12, P. Bennett 11, F. Parkins 8, R. Bunter 8, J. Stanley 5, A. Davies 5, V. Cave 4, J. Dunford 1.

Chorlton Aces : J. Pennington 13, B. Moston 10, B. Watson 6, T. Maddocks 6, M. Boyle 5, D. Williams 3, B. Worthington 1, A. Pennington 1.

Ht. 1 : Pennington 1, Watson 2, Gale 3, Dunford 4. Ht. 2 : Bunter 1, Maddock 2, Stanley 3, Pennington (A) 4. Ht. 3 : Moston 1, Bennett 2, Parkins 3, Williams 4. Ht. 4 : Cave 1, Gale 2, Boyle 3, Pennington (A) 4. Ht. 5 : Pennington (J) 1, Watson 2, Stanley 3, Bunter (dis). Ht. 6 : Bennett 1, Parkins 2, Maddocks 3, Pennington (A) (dis). Ht. 7 : Gale 1, Williams 2, Dunford 3, Moston 4. Ht. 8 : Bunter 1, Davis 2, Maddocks 3, Worthington 4. Ht. 9 : Bennett 1, Pennington (J) 2, Watson 3, Parkins (dis). Ht. 10 : Gale 1, Maddocks 2, Pennington (A) 3, Dunford 4. Ht. 12 : Bennett 1, Boyle 2, Watson 3, Davis (dis). Ht. 13 : Moston 1, Stanley 2, Cave 3, Worthington 4. Ht. 14 : Parkins 1, Pennington (J) 2, Williams 3, J. Dunford 4. Ht. 15 : Davis 1, Boyle 2, Worthington 3, Cave 4. Ht. 16 : Pennington (J) 1, Gale 2, Moston 3, Bunter 4.



DRAYTON VAMPIRES (Oxon). In the picture, Tony Yeates (16), farm worker. Jack Lines (16), farm worker. Peter Wilkinson (16), farm worker. Malcolm Tidmarsh (17), farm worker. Frank Newell (13), at school. Jim Hooper (20), factory worker. Bryn Jones (13), at school. Dezy Hooper (12) at school.

TROPHY

HY WENT TO

HOW THEY REACHED EMPRESS HALL

CHORLTON ACES (Lancs.)
 bt. Lostock Pegasus (Lancs.).
 bt. Belle Vue Kangaroos
 (Lancs.)
 bt. Broadoak Acorns (Lancs.)
 bt. Cheadle Hulme Rangers
 (Cheshire).
 bt. Grange Leopards (Yorks.)
 bt. Ronald Rockets
 (Warwicks)

GEM PIRATES (Dorset)
 beat Newtown Eagles (Dorset)
 bt. Newtown Eagles (Dorset)
 bt. Rossmore Tigers (Dorset)
 bt. Ringwood Aces (Hants.)
 bt. Foulston Eagles (Devon)
 bt. Drayton Vampires
 (Oxford)
 bt. Stratford Hammers (Essex)

HENK de BRUIN beat England

SEVENTEEN year old Henk de Bruin, Individual Dutch Champion since 1948, beat England in the last heat of the International at Empress Hall. Ken Cooper (Herts) England captain shot into the lead determined to reduce the Dutch lads' two points lead closely followed by de Bruin and Map de Haas (Holland). Dave Clemmit (England) was last but catching up fast. If Clemmit could pass de Haas and go into third place England could win the match.

Cleverly Henk de Bruin dropped back into third position and by skilful riding managed to hold off Clemmit's challenge. The heat points were shared evenly 3-3 and Holland became winners by 49-47.

This England versus Holland clash was one of the best matches ever seen. Holland adapted themselves quickly to the floorboard surface, although earlier that afternoon at practice they complained bitterly about it. England's "picked out of the bag" team did well. None of them had ridden with one another before the match and knew nothing of each others' styles. Cooper was best of the bunch scoring 10 points, although he did tire in his third and second races. Map de Haas was Holland's king-pin, notching 12 points.

I liked the performances of Ken Vine and Bill Slater the English reserves who between them in six races scored 15 points.

SCOREBOARD

Holland 49; England 47. (Fastest time: H. ortengen, Holland, 1 min. 47 sec.)
Holland M. de Haas 12, H. de Bruin 11, J. van erkel 10, H. Portengen 6, H. Bekkers 4, B. Klomp 3, Dushaba 2, G. Hamelink 1. **England** K. Cooper 10, D. Clemmit 8, W. Slater 8, K. Vine 7, L. Moulson 3, K. Keeble 4, D. Buckland 3, F. Harding 2.
 Ht. 1: Clemmit 1, Portengen 2, Bekkers 3, Buckland 4. Ht. 2: Cooper 1, H. de Bruin 2, Klomp 3, Harding 4. Ht. 3: M. de Haas 1, Berkel 2, Moulson 3, Keeble 4. Ht. 4: Slater 1, Buckland 2, Klomp 3, Dushaba 4. Ht. 5: Cooper 1, Bekkers 2, Portengen 3, Harding (dis). Ht. 6: H. de Bruin 1, Moulson 2, Keeble 3, Klomp 4. Ht. 7: M. de Haas 1, Berkel 2, Buckland 3, Clemmit 4. Ht. 8: H. de Bruin 1, Vine 2, Cooper 3, Hamelink 4. Ht. 9: Portengen 1, Moulson 2, Keeble 3, Bekkers (dis). Ht. 10: Clemmit 1, H. de Bruin 2, Klomp 3, Buckland 4. Ht. 11: Berkel 1, Slater 2, M. de Haas 3, Cooper 4. Ht. 12: Vine 1, Keeble 2, Dushaba 3, Portengen (fell). Ht. 13: M. de Haas 1, Harding 2, Hamelink 3, Slater 4. Ht. 14: Berkel 1, Clemmit 2, Bekkers 3, Moulson (dis). Ht. 15: Slater 1, Vine 2, Dushaba 3, Hamelink 4. Ht. 16: Cooper 1, M. de Haas 2, H. de Bruin 3, Clemmit 4.



Left is the magnificent trophy the winners of the News Chronicle Championship will receive. They keep it for one year. Below the reaction of supporters — young and old — cycle speedway.



I GET AROUND by GRAHAM PAYNE.

I WAS speaking to Mr. W. G. Wright the other day. Mr. Wright is manager of Surrey Champions, Walton Swans. He told me of his *News Chronicle* match with Stratford Hammers and how the Hammers' long track beat them. "We are used to smaller tracks," he explained.

During my editorial wandering, I have come across many similar complaints: either the track is too long for one team or too short for the other. Generally speaking, a team who are used to riding on, say a hundred yard track, should have no difficulty at all on one just over half that size; but this cannot be said for the team whose home track is around the eighty yards mark.

Things should be evened out: they can be. Some time ago, South East London Control Board put the following item to N.A.C.S.A., but it was turned down. S.E. London suggested that four laps should be ridden on tracks up to ninety yards long. Three laps on tracks from ninety to one hundred and ten yards long. Two laps on tracks one hundred and ten yards and over.

This was a good suggestion. The total distance in each heat does not vary to the extent it would if all were over four laps, as the present ruling allows.

How many times have you seen a rider, who is not used to a length circuit, push down his pedals in an effort to catch the leaders: puff and gasp for breath, and finally collapse from his machine as he enters the pits. Take a look, for instance, at our cover photos on last month's issue. They tell a story in themselves.

OUT OF THE BAG

I HAVE just heard how England chose her eight riders who met the eight crack dutchmen who came to ride at the Empress Hall. It seems every area in England, who are affiliated to N.A.C.S.A., were invited to send in the name of their best rider. Then, I understand, all these names were put in a hat and the first eight picked out represented England. I can see the English speedway selectors using this method in test matches versus Australia!

Naturally, with the number of areas affiliated to N.A.C.S.A., many riders were bound to be disappointed. But surely a better method would have been to ask each area to send in the name of their best rider plus his recent performances, etc. The eight with the best records should then definitely have represented England.

FEWER LAPS FOR SHORTER TRACKS AND VICE VERSA

CYCLE speedway received a rightful inclusion in the Under Twenty Parade, part of the Younger Generation programme last month. Raymond Baxter, well-known T.T. racing and motor commentator visited the Whipps Cross Comets' track in London and made some interesting recordings of riders and races.

The broadcast, which lasted about eight minutes, contained useful information in that short time. Listeners had a thorough picture explained them of the rapid growth of the sport.

On the right you see Henry Messum's on the spot pictures. At the top, Raymond Baxter interviews Comets' captain, J. Brown. Below, Editor Graham Payne (also on the air) chats with Raymond about the Speedtrack machine.



I HAD a very interesting letter from L. A. Miles, organiser of cycle speedway in the Surrey and S.W. London area, who resigned some twelve months ago owing to pressure of other business. He is, however, manager of Surrey Stars. He tells me that he has sent a protest to N.A.C.S.A. dealing with points arising from a match between the Stars and Morden Pirates. It seems to me that his story makes very interesting reading, and I have therefore, allowed Mr. Miles to state his case, in brief in his own words, in these columns.

'At a recent Surrey league match between my club, Surrey Stars and Morden Pirates certain misgivings arose as to whether the steward was neutral' (writes Mr. Miles.) "The manager of the Morden Pirates is the secretary of the Surrey Board and his team being

our visitors made application for the steward of the meeting. His application went to the chief Steward, who happens to have a son riding for the Pirates. After heat six of the match, when my team were leading by four points, the starter was removed because, it was stated, he was delaying the starts. The steward himself took over starter's position.

"In two heats that followed, the home team claimed that members of the visiting team should have been excluded for touching the tapes and for cutting across when less than a cycle length ahead. No action was taken. The general handling of the match was so unsatisfactory that the Stars felt bound to protest. The protest was forwarded by post to the Surrey C.B. together with 2/- fee. (continued over)

EAGLES WIN HERTS CHAMPIONSHIP

RUSSELL Eagles won the Summer League Championship in Hertfordshire on race-points average from E.A.C. Hawks : both had 27 points. Each team beat the other at home and lost away ; but were otherwise unbeaten. Top three teams were : Russell Eagles, p. 12, pts. 27 E.A.C. Hawks, p. 12, pts. 27 ; Finchley Sabres, p. 11, pts. 14. Hertfordshire are one of the few counties who race throughout the winter.

In the Hertfordshire individual Riders' Championship, Ernie Legate of Russell Eagles leads the points scorers with 52. Don New (Hawks) 51 ; Clive Hitch (Kangaroos) 51 ; (Ken Cooper (Hawks) 45 ; Roy Small (Eagles) 44 ; Dave Cowland (Aces) 42 ; Fred Stimson (Eagles) 40 ; Rodney Pinnock (Vampires) 40 ; John Pinnock (Eagles) 39 ; Tony Hetherington (Eagles) 38 ; John Reeks (Aces) 38. The fourth and final qualifying round has still to be run.

A large crowd saw Johnnie Floyd (Russell Eaglets) win the Barnet & District League Riders Championship on the Hertfordshire League E.A.C. Hawks' track at St. Albans. Johnnie scored a maximum 15 points. Runner up was Len Field and third Les Colman, both from Calvert Pirates. Both scored 12 points.

The Hertfordshire versus Wembley test series was a close affair this season. Herts notched an eight point lead at Finchley ; but Wembley won the series on aggregate by ten points : 136-126. The closeness of the matches is outlined by the fact that Wembley only had a lead of two points at the half way stage at Kingsbury and were, in fact, six points behind on aggregate.

I GET AROUND

"Two days after our protest we received notification that as a result of the protest, the stewards had inspected our track and considered it unfit for racing and banned it forthwith. When I appeared before the C.B. I informed the chairman that pending the hearing of our protest, such action was illegal. It placed my team in an unfair position. I also asked who had officially made the inspection, and was told the C.B. secretary had. I insisted that a person having a son in one of the teams could not be considered neutral. I also made the complaint against non-exclusion of certain riders. When the hearing was over, the chairman said he would inform me of the verdict reached by show of hands. My son and I promptly left the room. Imagine my surprise when the chief steward and secretary against whom the complaint had been registered remained in the room, and as far as I understand, actually voted on the verdict !

"Well, our protest failed, and the verdict was decidedly unconstitutional. Since the hearing, I circulated a letter to some teams asking them to join

They Raced Four Times for Trophy

THE huge crowd, including the Mayor and Mayoress of Poplar, were kept on their toes with excitement at the recent Best Pairs Championship held on the Becton Aces (London) track. It took four deciding races before it was known who would win the trophy.

Eight pairings from all over London took part, and by the fifteenth heat, Grinstead and Walker of the Honor Park Aces were in the lead with 18 points. But in the following heats Lamacq and Humphries of Portway Penguins notched a 5-1 win to put them on level pegging. This meant a decider had to be raced. Lamacq managed to win but his partner could do no better than last position. So another decider was run. In this the tables were completely reversed with Walker of the Honor Aces winning and his partner finishing last. By this time the atmosphere was becoming tense. The Penguins and Aces supporters yelled themselves hoarse in the next decider.

The Mayor of Poplar chats with E. Lamacq (Portway Penguins). Lamacq, through his gallant riding, forced three deciders in an East London Best Pairs trophy. See story below.



Lamacq won again but his partner could not break through the team riding of Grinstead and Walker. So yet another decider was forced. After a short discussion, the officials decided that another race should be run, but this time it was agreed that the first rider home would represent the pairing. However, the strain of racing five matches in a row proved too much for the plucky Portway pair and the Aces romped home with a 5-1 to take the trophy.

First three pairings were : Grinstead and Walker (Honor Park Aces) 23 pts. ; Lamacq and Humphries (Portway Penguins), 19 pts. ; Padgeth and Andrews (Becton Aces), 15 pts.

Vine wins Trophy

DESPITE bad weather conditions, a good crowd turned up to see the final of the Northamptonshire Individual Championship for the Woodford Trophy recently, writes A. CHESHIRE. Bob Fletcher, captain of Coventry speedway team, was there to present the prizes.

Ken Vine, captain of the Duston Devils, was unaffected by the heavy going : there had been a rain-storm just before the match was due to start, and he ran out an easy winner with a maximum 15 points. The silver cup and miniature for Vine, and silver and gold medal for the runner-up, Tony Wills (Holton) were presented by Bob Fletcher.

— continued from opposite page.

a league I proposed forming in view of the bad handling of the present organisation. At a recent Managers' meeting, my son was informed that he had been suspended and that all his riders are considered 'open to transfer' by the C.B.

"Now, to the best of my knowledge, no C.B. meeting had taken place since my protest. Who are the Surrey C.B. to disband a team that is affiliated to N.A.C.S.A. without informing that body of its findings ?"

Nuff said, I think. (EDITOR.)

BEDDINGHAM Indians are a village cycle speedway team from Sussex, and the average age of their team exceeds 164 years ! Oldest "Indian" is heat leader S. Trigwell who is 35 years old. Rider-manager M. Criddle is 22 and brother D. Criddle 19½. Youngest member is T. Blackman, who is nearly eighteen. Who says cycle speedway is a kid's game ?



JAMES Prentice has a habit of opening other peoples' letters. He's got himself into hot water by doing so sometimes. Why not help him out? Give him a few letters that he's entitled to open. Any subject appertaining to cycle speedway welcome, and in future, not more than a 100 words if you can help it, please.

A REPLY

I WAS particularly interested in an article in your July/August issue headed "This Behaviour Shouldn't Occur" and written by N. H. Guest. As a late member of the Wembley C.B. and one that was present at the test match, second leg between Wembley and Norwich I trust you will publish this letter.

Mr. Guest, has, in my opinion, given a very biased view of the match in question and it is not difficult to see that he is a Norwich supporter who is void of any respect for official, riders and supporters who may oppose Norwich. Firstly, Mr. Guest attacks the steward, Mr. Cort, whom I know to be a thorough gentleman and fair in all his methods, whether on or off the track. Secondly, I think it would have been wiser for Mr. Guest to have protested before the match started if he had any doubts at all as to the ability of Mr. Cort, and not pass aspersions afterwards. I have always found in my 50 years that it is much better to avoid quarrels than create them.

Thirdly, Mr. Guest omitted from his article, an incident, that if he was fair-minded, he would have mentioned. The incident I refer to concerns two riders—Wog Vickers of Norwich and Stan Baldock of Wembley. To refresh Mr. Guest's memory I will state what happened. These two riders were locked together when going into a bend, and both came to grief. When they regained their feet, Wog Vickers attempted to assault Baldock. Then he deliberately picked up Baldock's machine and threw it several yards along the track. To all this Baldock behaved as a thorough sportsman and did not retaliate.

Personally, I was amazed at this behaviour of Wog Vickers, of whom I had heard so many good things. Now, Mr. Guest, for the good of the sport, please try to remember the other man's point of view, for there is so much good in the worst of us and so much bad in the best of us.—R. A. Joyce, Park Lane, South Harrow, Middlesex.
(No comment here.—J.P.)

MR. D. C. SMITH (Halifax) reports in your Sept./Oct. issue that Mr. E. Greenwood's (B ad/or'd) report in your June/July issue was incorrect.

Mr. Greenwood stated that teams in the Halifax League often allowed riders to be loaned to other teams for important matches. This is so. On May 20th, the Skircoat Saints were at home to the Bailiffe Bridge Dragons. At that time, the Dragons and Cross Road Panthers were both at the top of the league, therefore if the Saints beat the Dragons, the Panthers would naturally go to the top.

A rider with more than three years' experience in the Bradford League, who had ridden many times in the Bradford test team and who was riding for the Panthers at that time, was loaned to the Saints. He scored 10 points and took second place to his partner twice. The Dragons managed to win the match, however, by 46-37. But if this rider had not taken part in the meeting the score would have been much greater in the Dragon's favour.

Mr. Smith also states that one club has about sixty riders on their books and that all get a chance to ride in the league—this is incorrect. I have chatted to members of this team who have never ridden in the league although they have ridden in second team challenge matches.

In your Sept./Oct. issue G. B. Welch from Stratford stated in a letter that riders themselves voted out the system of points scoring in the Halifax league. It allowed the difference in number between each team's score to be credited to the winning team and in the event of a draw, each team would receive 42 points. I agree that this system was absolutely silly.—W. Halstead, Wakefield Road, Brighouse, Yorks.

FIRST-YEAR CHAMPION

The First Year Riders' Championship for the Manchester, Stockport and District League was held at Belle Vue last month. Results and performances go to show that the older, more experienced riders will have to watch their step in future. A. Hayes (Bredbury) and B. Noble (Broadoak) tied for first place with 13 points each. Noble won the decider and the trophy. B. Little (Sefton) was third with 12 points.

DRAGONS WIN LEAGUE CUP

BAILIFFE Bridge Dragons became the first team to win the Lucas Trophy for gaining the Halifax League Championship, writes *D. C. Smith*. It was presented to the Dragons by the generous sponsor, Ald. C. H. Lucas. Final league table:—

Bailiffe B.D.	P	W	L	D	Pts.
Crossroad P.	..	20	18	2	56
Skircoat S.	..	20	17	3	54
Forest Aces	..	20	14	5	49
Ovenden H.	..	20	11	8	44
Ryecroft R.	..	20	10	8	42
Halifax C.	..	20	8	11	37
Lee Mount L.	..	20	7	13	34
Holywell G.E.	..	20	5	14	31
Norton Tower	..	20	4	16	28
Beech Aces	..	20	4	16	28

Norton Tower Hurricanes who were one of the first teams to join the league had bad luck this season winning only four of their 20 matches. Their biggest home defeat was against Champions Bailiffe Bridge to the tune of 15-69. The Hurricanes, can, however, be proud of their captain, Keith Roper. He lowered the 260 yards track record to 39 secs. the previous best being 42 secs.

Bruce Booth, manager of Odsal and Halifax speedways has promised to provide a trophy for a Halifax Individual Riders Championship. The final will be held at Halifax speedway stadium and it is estimated that a crowd of 1,500 will watch the event.

Ryecroft Rockets have received official permission from the Education Authorities to build their new track. It will be a hundred yards from their old site, which has been sublet to a poultry farmer. Work will start in the close season and Mr. James Bussey, the track manager, who is in business as a haulage contractor, will transport over thirty tons of cinders. More than three hundred square yards of turf will have to be removed before work commences.

The Halifax season closes with a general meeting of all riders and officials of the league at the Friendly & Trades club. During the close season everyone will be preparing for the next, and also arrange socials which were a grand success last year.

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THE RETURN OF THE TIGER

THOUSANDS of programmes rustled at New Cross Motor speedway recently, and as many pairs of eyes stared at the list of riders. One name in particular tap danced on their optics. One Ronald Genz, a nineteen-year old discovery of Fred Mockford, New Cross manager.

New as he was, there were many admiring eyes of other nineteen-year olds, who were there to see "The Tiger" ride again.

EAGLES TO HAVE P.T.

DURING the close season, Craighton Eagles (Glasgow) are launching a physical training scheme for all their twenty riders, writes BARRY SHAPLEY. This was decided at the Eagles' Annual General Meeting recently. Manager T. Clyde thinks that in this way the Eagles will be able to keep in trim for next season's bumper league fixtures. A hall will be hired and the Eagles will be put through stiff tests of vaulting, running, jumping and various other indoor exercises.

So far, the sport in Scotland has been confined to motor speedway centres. However, just lately I've heard that Lanark, Stirling, Dundee, Aberdeen and Inverness are forming teams. They will all be under the Scottish Association's jurisdiction. We might still have some kilted riders in our teams!

The position of Renfrew C.S. League is a problem. After their non-recognition by the Scottish Ass., they have affiliated to N.A.C.S.A., the English Board. This situation should never have occurred. N.A.C.S.A. should have contacted the Scottish Board before admitting Renfrew to their fold.

Ruchill Pirates have reorganised in preparation for next season. After the resignation of Mr. Clyde, rider Alan Paterson was elected in his place.

Let's go back four years, to the time when Ronald "Tiger" Genz was the king-pin of the London cycle speedways. In those palmy days, "The Tiger" swept all before him and gained honour after honour. He was elected captain of the West Ham Test Team and in three tests with Wembley, came out top scorer with 44 points.

He founded the Forest Gate Tigers, a pioneer team of the sport. In fact, there are many who share the view that "The Tiger" was himself one of the originators of the sport. His greatest achievement was attained when, in 1947, he won the first All-London Grand Prix.

Then conscription turned his way and "The Tiger" regretfully left his favourite sport to do his bit in the Army. He was still very much speed-minded, and it wasn't surprising to his pals to learn he had joined as a despatch rider. They always said he was a born rider.

It was while he was in the Army that cycle speedway made giant strides and spread faster than the pneumatic plague. So it is understandable that most riders to-day, excepting those from East London, have never heard of Ronald "Tiger" Genz.

But he is back again. Astride power-bikes, churning the cinders that are almost in his blood, to the roars of the fever-pitch crowds. The gods of the happy hunting grounds have secured another, not-to-be-forgotten name. "The Tiger" has returned.

ARMY TEAM VISIT SCOTLAND

"BEWITCHED, baffled and bewildered" was the steward at the Catterick Lions versus New Brough Park Eagles match recently. He received a complaint that one of the Army riders, Ron Tarrant (ex-Warwick Lion) had ridden more than six times in the match. However, an identity parade with his twin brother Pete soon straightened

YORKS.

Catterick Lions, the first Army team, are open to challenges. They welcome riders coming to serve the National Service at Catterick Area. Come and have an inside view of army life while you ride! Contact Signm. R. G. Devine, Cycle Speedway Committee, 1st Trg. Regt., Royal Signals, Catterick Camp, Yorkshire.

Riders living in or near Middlesbrough who have own machines and are interested in joining a good team write: Ken Aleringham, 47 Garnet Street, Middlesbrough, Yorks.

HERTS.

Hitchin Aces issue a challenge to any team in Hertfordshire for home and away matches. Contact Mr. E. Aland, 139 Common Rise, Hitchin Herts.

LONDON.

Wandsworth Plainsmen, newly formed team need riders urgently, also matches. Write D. M. Knight, 31E Chartfield Avenue, Putney Hill, S.W.15.

Whipps Cross Comets want challenge matches on their track for Wednesday nights. Will have return matches on other days. Contact E. Brown, 1 Lansdowne Road, Queens Road, Walthamstow.

London Aces wants riders from all parts of London for first and second teams. Also would like to hear from teams interested in joining Battersea & S. London League. Write S. R. Blackwell, 16 Banbury Street, London, S.W.11.

things out. Last month, Ron was given Pete's score by mistake.

Catterick Lions, the first Army team, have recently added to their ranks. Kid South from Dagenham Diamonds is now in the Army, and in the team, as is Norrie Whitfield from Glasgow's Scotstoun Aces. Alfie Teague and Jack Greenhill of Edinburgh are both standing by and Herts. Test Team Skipper, "Curly" Colletta (minus the female curls—those army haircuts!) is also in the team. Ray Pollard (ex-Ruskin Flyer) was recently posted to Farelf.

The Catterick Lions, by courtesy of the 1st Training Regiment, Royal Signals, visited Glasgow and Edinburgh for a series of challenge matches. The Army beat Craighton Eagles 61-57 despite Eagle Bill Ritchie's 17 points. In Edinburgh, the Army lost to a Select team 58-50. The Scottish lads will shortly be visiting the Catterick Camp circuit for return matches.

TRY-HARD-TIM

—He means well!



3 CUPS in a ROW

BY winning the Harrow Battle of Britain Individual Championship, R. Crosbie of Ruislip's Rising Sun Rangers set up a unique record. He has now won three handsome trophies in succession. Earlier he won a benefit match at Kingsbury, then he became the N.W. Middlesex Individual Champion at Greenford.

The Harrow Branch of the Royal Air Forces Association kindly presented three cups and medals for all, in the Battle of Britain Championship held at the Ingersoll track, South Harrow. Sixteen riders from the Harrow area took part and Crosbie, dropping only one point, came first. Second was J. Walker (Rising Sun) and third K. Jones (Bushey Aces).

Competition Winner

No reader succeeded in submitting an all-correct line in our Picture Contest No. 1. One reader, C. J. King, Lancaster Ave., West Norwood, S.E.27 submitted a coupon with seven letters correct and only one wrong. Subject to a scrutiny, he receives the prize.

The correct result was: A29, B31, C6, D17, E25, F19, G18, H36.

A new photo competition has been started in this month's issue. (See below)

PHOTOGRAPHY is fun. A press of a button, a tiny click, and you can capture scenes that will form a diary of your adventures. The following short article is intended for the beginners and amateurs who aspire, to be something more than mere button pressers. Naturally, the space allowed me prevents my writing all that could be wished on this the best of hobbies. I realise only too well that the Editor desires this magazine to keep to its 100% cycle speedway standard. Having taken something like three or four thousand cycle speedway pictures, perhaps more, and myself *Amateur Cycle Speedway's* official photographer, I do not think I will be the first to deter its reputation.

Many of you have cameras: have submitted your best pictures to this magazine for possible reproduction only to have them sent back with a note to the effect that "the enclosed are unsuitable." All of you with cameras—whether box or focussing—can become press photographers. *Amateur Cycle Speedway* invites you to send in your work; but more of that later.

Those of you with fixed focus cameras—the box camera—need not dismay. I have seen many a fine "action" shot

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New Competition

by Henry Messum.

taken with this type, although perhaps it was a matter of luck. With a box camera you just move your picture into the view-finder and press the button. Everything in your finished photo. will be equally clear, objects at a distance as well. These photos. lack atmosphere and sharpness as is found, or should be, in other cameras.

Action with a box is not impossible. The best position is to stand in front of your subject as it moves towards you. To take pictures as they flash across your line of vision requires a super-speed camera; but they can be successfully achieved by swinging your camera at the same relative speed at which your subject is travelling, and when the subject is held apparently stationary in the view-finder, even while your camera is moving, then is the time to press the button. The background will appear blurred, but your subject will be in sharp detail if caught at the right moment. This technique, of course, requires a little practice.

With a focusing camera, you can alter the distance between lens and film (or plate). In this way you can achieve a sharp foreground and a softening or blurring at a short distance further off.

Now for our new competition. It is open to amateur photographers only, and every entry must have the competitor's name, address and title of the picture clearly written on the back. Also a stamped addressed envelope must be enclosed. No responsibility is taken for entries, and the Editor's decision on all points is final. We reserve the right to reproduce any entry without fee, but the author retains the copyright. All entries must be addressed to the Editor, *Amateur Cycle Speedway*, 15 Locket Road, Wealdstone, Harrow, Middx. and must be marked on the outside "Photo Competition". The closing date is November 26th, and the best photographs will be published in the earliest possible issue. First prize is half a guinea, second prize five shillings and third prize six months' free subscription. The entry form below must be enclosed with each entry.

What to do. Study carefully the ten titles below, then send in a picture or pictures which, in your opinion, aptly fits one of the titles. You may send in as many photos as you wish illustrating one or more titles.

List of Titles: (1) A Near Miss. (2) Nursing Home. (3) The Broadside. (4) Head over Heels. (5) Down to Earth. (6) Control Gone. (7) Falling for You. (8) That's Torn It. (9) Wheel-to-Wheel. (10) Coming or Going?

THE END COLUMN

CHAIRMAN RESIGNS

Mr. Jack Cullen's resignation from Chairman of the Scottish and Edinburgh Associations was accepted last month. Mr. Cullen told A.C.S. "I am at loggerheads with the secretary over his taking duties upon himself which the board have not given him." New chairman is Mr. Mat McPherson, the Glasgow Control Board vice-chairman and Scots-toun Aces' manager.

CAPPY COOPER

Ken Cooper (Herts.) obtained his second "cap" for England when picked to ride against Holland at Empress Hall.

SOCIAL SOCIAL

Highworth Wolves (Wilts.) held a social recently which was a grand success. More than 200 supporters and friends turned up, and judging by the noise, enjoyed themselves. (It's later than they thought!). The prizes for games and spot dances included two ducks, box of fruit, pens, cigarettes, torches and chocolates. All were given by generous supporters. On show in the hall were the Wolves' 33 cups and 4 medals they won during last season.

26? SORRY

At the last General Meeting of the N.A.C.S.A. in London, one of the many rulings passed was that of age limit. In future, no rider, older than twenty-five, may participate actively in the sport. This applies only to riders of teams under N.A.C.S.A. It was also suggested that parent's sanction should be given before under-fourteens ride.

BUST-UP

AN amusing incident happened to the S.E. London test team who travelled to Hastings recently. They chartered a double decker bus for the journey, but on the Friday previous to the match, London Transport cancelled the bus owing to the strike that hit London that week. Undismayed, the S.E. London boys chartered a 29-seater coach instead. When the team and supporters arrived at the starting point, the bus and the coach turned up (the bus strike had ended the night before).

After explaining the position, the bus crew went away quite happily. They had earned a day's pay without doing anything for it.



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