

**THE LAW
AND YOU**

**WE NEED
THE N.C.U.**

by ROY BULLET

**Scotland to
Malgamate?**

See page 10

**PLYMOUTH'S
NEW BOARD**

**PLYMOUTH'S GREAT
BACK PLIGHT**

on page 6

Also in this issue:

AFRICAN NEWS

BACK CHAT

LETTERS : VIEWS

LOCAL REPORTS

Vol. 1, No. 11



**1950 here
we come!**

Teams all over the country are all set for "their biggest season ever" as cycle speedway enters its fifth year. Goodbye to 1949—Good Luck for 1950.
Daily Herald photo.

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Vol. 1



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CYCLE SPEEDWAY MONTHLY

THE NATIONAL MONTHLY

JAN.-FEB. 1950 Vol. 1, No. 11

Editor - G. PAYNE

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15 Locket Road, Wealdstone
Harrow, Middlesex

Tel.: UNDERhill 0098

READERS' VIEWS

(Which do not necessarily
coincide with our own)

THE majority of people all over the country who are in any way connected with cycle speedway will agree with the London & Home Counties Association that if the sport is to succeed in its original aims, i.e. have the interest of the riders at heart, and make the sport national and comparable with other national sports, it is essential that its amateur status be retained.

The provisional recognition of the sport by the N.C.U. would seem to suggest that they are out to increase the number of track cyclists in the country and not as was primarily suggested for the sole benefit of cycle speedway. The number of cycle speedway riders in the country must greatly outnumber their own members and an envious N.C.U. eye must have been cast upon the large reservoir of talent that could be gained through the channels of this new sport.

If the proposed National Control Board becomes fact and has increased support from the general public, the sport could become equal to the N.C.U. and not just a subsidiary. Maybe they do not want us to become so strong and popular. It is felt that the riders would be more interested in working in conjunction with the Speedway Riders' Association. Let us have a National Cycle Speedway Board and be our own governors.—
G. W. Fernyhough, Secretary Manchester Control Board, Davenport, Stockport.

ANSWERING QUERIES

REGARDING the match between my team, Stratford Hammers, and the Warwick Lions under the Speedway Cyclist's Association's tent at Woodford. I feel that I can

Big National Board meeting

By GRAHAM PAYNE



"I said National Control Board—
not National Coal Board!"

answer many queries that have arisen over it. First, neither the Lions nor the Hammers had to affiliate to this Association in order to ride under the tent, so, contrary to popular belief, we are not members of the S.C.A.

The East London Control Board declared that clubs racing under this Association would cease to be members of the Board. However, they declared that the match already arranged for November 25, between the Lions and Hammers should take place as an experiment. As a result of reports from the two teams after the match, the East London Board decided to abide by their original decision. This was backed up by managers at a special meeting.

I must admit that at first I was 100% for the new Association. I feel different now. The Stratford Hammers will certainly give the cold shoulder to any similar bodies should they spring up.

Although we recently broke away from the London & Home Counties Board, it is quite likely that we shall come to some harmony with them and re-affiliate. Our chief grudge against them was the fact that they did not seem to have any "push" in them. However, it would seem that we were wrong. We do hope that the London Board will become even more livelier now there is talk of a National Board. **Len Silver, manager Stratford Hammers, 18 Wingfield Road, E.15.**

ARE THEY LATE?

LADS of various clubs have worked very hard to make their

AS you read this, a meeting of delegates from all parts of the country will have been held in London and a National Cycle Speedway Control Board formed.

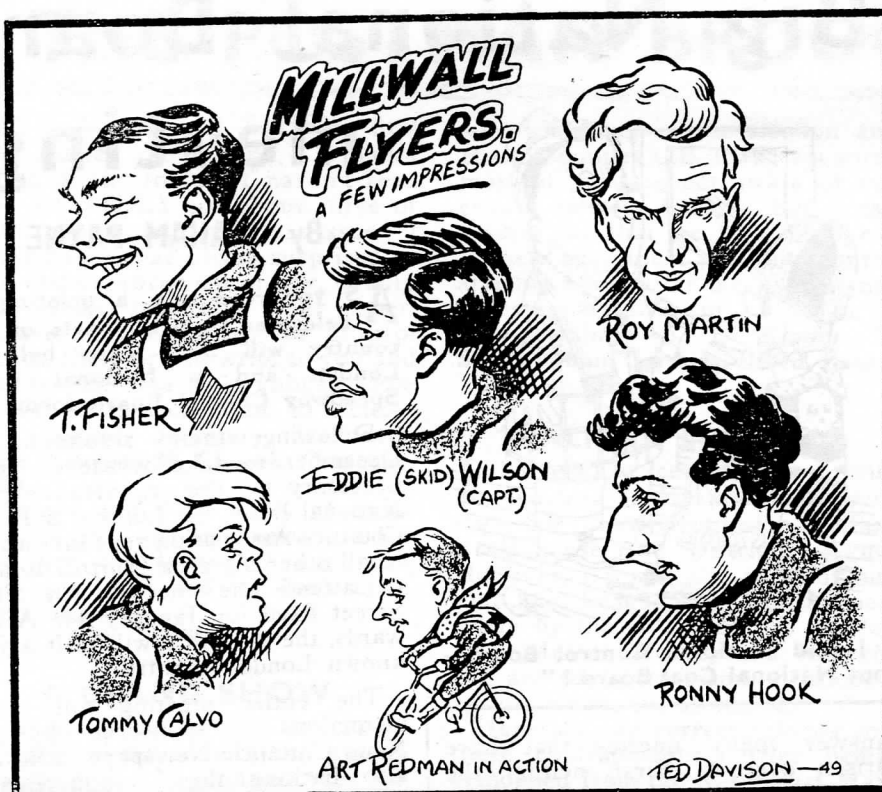
Following their resolution in December to take whatever steps necessary for the organisation of a National Body, the London & Home Counties Association sent invitations to all other big area Control Boards to attend the meeting in Fleet Street fixed for January 14. Afterwards, the assembly will visit a well known London theatre.

The entire meeting and after attractions is sponsored by the News Chronicle Newspaper who are also backing the London Board. "We cannot express just how grateful we are to the Chronicle" the London Board Chairman told Cycle Speedway Monthly. "But for them, the formation of a National Cycle Speedway Body would not have materialised so quickly." The News Chronicle have also printed the Rider's Official Licenses which include abridged rules.

Complete set of rules have been duplicated and sent with every invitation to other Board officials and at the big London meeting, a National set of rules will be planned. Full report with pictures of the meeting will be published next month.

club successful—financially and otherwise—why then, should this be taken from them? Why Have the N.C.U. suddenly taken an interest in cycle speedway? They realise that cycle speedway has at last found secure footing as a sport achieved only after heavy uphill work which the N.C.U. would never shoulder in the pioneer days. Now everything is in an orderly fashion with organised control boards, teams and officials.

Did the N.C.U. volunteer to help your club when you were battling against heavy odds? No. It was left to you to dip into your pockets to help over "sticky" periods. And now the N.C.U. want to step in—they're a bit late aren't they?—**V. Young, secretary Walton Swans, 108 Carlton Road, Walton-on-Thames.**



THE drawing above of London's Millwall Flyers was drawn by their Artist-Chairman Ted Davidson. Millwall Flyers, formed in the middle of last year, are reputed to be one of the best equipped and organised club in their district and they have no financial backing or well-to-do patrons.

The Flyers have planned socials until the end of next month, probably a dance or concert fortnightly and possibly intermediate affairs until the Summer season begins. They have a committee who rely on their brains than cash, Ted Davidson sees to the artistic side which includes posters and designs. Ernie Longhurst is the secretary, Bill Kilgour the team manager not forgetting the feminine touch in Mrs. Longhurst and Mrs. Monk who deal with other secretarial work.

OVERSEAS MATCH

INTERESTING over-the-border point comes from James Brown, recently transferred from Scotstoun to Craighton Eagles. What about an England versus Scotland match? he asks. In Glasgow there are quite a number of English-born riders who could go to make up an English representative team. Alternatively, what about an Overseas versus Scotland match? There are many Irish, Canadian and English riders over-the-border at the moment.

Quite a good idea Jim, perhaps the Overseas match would prove the more attractive, and organising such matches should cause the

Control Board little trouble. Also from Jim comes the news that Hugh O'Donnell, Scotstoun Aces' foot trailer, injured himself while riding in the trails at the Novice Training School at Ashfield. Not seriously, however.

Jim says the North of Glasgow riders think the Monthly should be given a dozen bouquets for the work it is doing. Many thanks lads.

ASPRO SIR?

Local papers often devote space to the Flyers and their performances, and indeed, the team is known for its sparkling organisation exemplified when such top class London riders as Ken Randell, Art Redman, George Stevens and others have asked to join them. Their Supporters' Club secretary, Mr. Sid Earwicker, must have a stock of extra strong head-ache powders handy for he has a ticklish job to do. West Ham's New Zealand "Aussie" star, Cliff. Watson is the Flyers' President.

CHRISTMAS TROPHY

FROM Scotstoun also comes the news that the Scotstoun Christmas Cup Trophy was run off successfully. The trophy was put up for competition by Mrs Cassidy mother of Scotland's "King of Crash" Hoppy Cassidy.

Winner was Ron Braham who notched 12 points. After the meeting, all the competitors toasted out of the Cup with lemonade. Full scorers; R. Braham 12; Jim Le Brun 11; J. Braham 9; J. Shields 9;

"GAUN TRACK

R. Shields 8; D. Robson 5; C. McMillan 3; A. Cassidy 3.

STEWARDS ONLY

CLIFF. Gibbs, treasurer of the East London Board, recently formed a stewards Association with the permission of the Board. Throughout the Winter the Association will hold regular meetings to discuss various matters and they will attend practise matches to gain experience. For two years running Ken Randell (Beckton Aces) finished runner-up in the Riders' Championship. Last season Ray Black (Beckton Aces) also finished runner-up. Aces now hold the unique record of providing the runner-up for three consecutive years.

GALLANT BILL

I HEARD from Douglas Smith, secretary and photographer of the Skircoat Saints from Halifax. Billy Vernon their team manager is unable to ride owing to heart trouble and asthma. Nevertheless he has spent all his spare time training the Saints. Billy starter the team a few weeks ago with only one rider and no machines. To-day he has over 20 riders and a dozen machines. He designed the track emblems of a Saint in a circle.

The Saints practice every Saturday and to help build up the funds they pay a weekly sub. of 1/- for under fifteens and 1/6 for over fifteens. No rider is allowed on the track without protective clothing. The Saints wear crash helmets, jack-boots with steel tips and oil skins. Sam Ratcliffe, one of the keen riders uses his motor cycle to transport machines to and from the track.

MONARCHS ARE GOOD

NEWCOMERS to bath & District League are the Westbury Monarchs from Wiltshire. The Monarchs are a comparatively new team formed by Trevor Johnson early last year. They managed to find a patch of waste ground where they built their present 56 yard length track.

Their first big match was against Southwick Tigers and they were unlucky and lost. Later however, a much improved Monarchs' team beat the Tigers by a dozen points.

TLET'S "

CHAT

They continued their run of successes, but missed their popular captain, "Buster" Brown when he was called up for the R.A.F. and they lost to Clutton Pirates of Bristol by 23 points. They hope Buster can get plenty of leave in future.

BOOMERANGS COME BACK

HEARDED from the Tottenham Boomerangs the other day. The Boomerangs were formed in March last year, and went through a bad phase when they found it difficult to secure riders. They had to field a weak team and on top of this, their track was ploughed up by a tractor and rendered useless. They were forced to ride all away matches and lost them all.

When the Harringay Tigers disbanded, the Boomerangs took over their track and things began to look up. They notched two wins, and lost recent match against the Leyton matches by the odd points. In a Aces it was pouring with rain throughout and the Boomerangs want me to thank the Aces for turning up in such conditions. "You can ask all the teams that have beaten us," manager Alan Williams tells me. "And they will tell you we never give up trying." That's the style lads.

THANKS

A HEARTY thanks to all those who set the C.S.M. staff Christmas and New Year Cards. Most of them were neat printed affairs in team colours. Thanks also to West Ham's Aussie star Aub Lawson, who remembered us and sent one from Perth, Australia.

3 MAXIMUMS

BBROADSTONE Bulldogs, third in the Hants and Dorset League last season, have some promising youngsters with them. Among them, two 15 year olds, Rex Canning and Ron Elkins, quickly came to the fore. Ron Elkins, Bulldogs' reserve beat G. Barter and J. Elkins two of the League's top riders—in a scratch race final recently.

In their last match of the season, the Bulldogs had three maximum scorers when they decisively accounted for the Fordingbridge Saints 67-17. G. Barter, G. Ridout and B. Hanham all notched 12 points.

AUB REMEMBERED



West Ham's Aussie star, Aub Lawson, seen here with Bert Hudson, 1948 London Riders Champion. Aub remembered — see 'Thanks' below.

BRUIN—DUTCH CHAMP

MY Dutch correspondent informs me that Henk de Bruin of the Hollandse Welpen (Little Dutch Lions) is the Champion of Holland. In a special Individual match against the pick of that country he topped the list with 16 points. Kiesewetter (Feyen Tigers) was second with 14 and Teunissen (Feyen Tigers) third with 7.

'TINK' MAYNARD WINS

THE Individual Riders' Championship of the Manchester District was held at the Queen's Road track, Cheetham, on Sunday, December 11th. A large crowd was present when the sixteen riders took part in the Grand Parade. Despite the freezing cold, the spectators were rewarded for their enthusiasm with plenty of thrills and spills. Racing was very keen and the issue was in doubt until the end.

Defeated twice and collecting thirteen points out of fifteen, Derek "Tink" Maynard, of Cheadle Hulme Rangers, a seventeen year old ap-

prentice engineer became the champion rider of the League. Jack Pennington, captain of the Chorlton Aces had an unlucky first race. Coming out of the second bend he had the misfortune to strike a greasy patch and overslid, making his points tally nil. This fall apparently did not upset him and he went on to win his other four races in brilliant style to finish second with 12 points. Better luck next time Jack.

Brian Rostron, of Belle Vue Kangaroos, and Lew Grepp, of Cheadle Hulme Rangers, tied for third place with 11 points. In a thrilling run off Brian Rostron led the way over the finishing line. Jack Chignell, Sheffield Tigers Australian star, presented the trophy to the champion rider, "Tink" Maynard, and rather hesitantly occupied a seat on the Champion's crossbar for a lap of honour. The first three riders will each receive a silver medal and the remaining qualifies bronze ones.

The complete list of points scorers is: D. Maynard 13, J. Pennington 12, B. Rostron 11, L. Grepp 11, L. Martin and D. Taylor 10 each, A. Pennington 9, J. Charlesworth, J. Elliott and B. Liddy 6 each, M. Bayle, B. Shepherd, K. Hutchinson, R. Smith, and A. Smith 5 each.

I have been privileged to take the Manchester team to Bradford and if their league is Cycle Speedway without adult supervision, then the sooner we get more adults the better. The official copy of the programme for the Manchester team would have been gladly accepted by the British Museum as a prehistoric relic. The track for this occasion had a circumference of 80 feet. These circumstances have not only applied to Manchester, for on a recent visit to Birmingham they informed us that they had met with a similar state of affairs on their last visit to Bradford.

On the other hand, Birmingham which is almost entirely under adult supervision is excellently organised, and the Manchester team will long remember their visit, for it was a pleasure to race under such circumstances. Good show Birmingham.

OFFICER HELPS

OPENED a letter the other day, and a card with a few newspaper cuttings fell out. "So far so good" was written on the back and it was from Mr. Edwin A. Rush, Probation Officer of Chiswick and Brentford. Mr. Rush is out to help cycle speedway and recently attended a meeting of the Mayor and local Councillors. Things seem promising for the Parks Committee have asked the borough surveyor to report upon possible sites and the estimate cost of preparing cycle speedway tracks.

Yes the Law is hard on cycle speedway too, so watch out



★ GRAHAM PAYNE'S Shoulder Talk

WATCH out chaps, here comes the law. In future you will have to equip your machine with brakes and bells if you're thinking of cycling to that away from home match. During the past seasons, pedal cyclists were (and up to the time of writing are still not) bound by law to have bells or brakes on their machines. So long as they gave audible warning of approach either a shout or whistle they are within the law.

But now the Ministry of Transport are to tighten up the regulations and will make bells and brakes compulsory.

Many cycle speedway teams cannot afford to hire a lorry to take them to their away matches and a railway trip can be just as expensive. So they try the cheapest

method and make the trip by road on their track bikes. If you ever find it necessary to ride to an away match, always find time to fit a brake, and if you know it will be dark by the time you return home, have a front and back lamp fitted.

CAUGHT!

Believe me, although not doing this will not be breaking the law (as yet), the law finds some of the

neatest ways to pick you up. Take for instance this example from Surrey. One rider, who had not bothered to fix either brake or lights, was riding slowly home after a match when a police patrol car overtook him and stopped abruptly a few yards ahead. It all happened so quickly and the luckless rider stuck his foot on his front tyre to try to stop himself but went into the rear of the car. He had plenty of explaining to do that day!

Common sense and forthought is all that is needed. Cycle speedway is growing up—grow up with it. Some of you still race and broadside in the roads in your journeys to and from the tracks. To have your name taken or to be issued with a fine are not the only things liable to happen to you. The memory of a nasty accident you were the cause of is far worse.

WIDE BOYS

Most riders favour the metal tubing handle bars with a 30 inch sweep, compare them with the orthodox 16 inch width. Nearly twice as wide. Therefore the room two of you riding abreast would be somewhere around 80 inches! If a passing motorist should come a little too close and a crash-up resulted, it wouldn't necessarily be his fault.

Remember, all the road rules and manners in the Highway Code must be obeyed once you are off the track. It is far better to spend a little time preparing your machine for the road than a lengthier time in hospital or a magistrates court.

MANCHESTER VOTE C.S.M. THEIR OFFICIAL ORGAN

THE Manchester, Stockport and District Cycle Speedway Control Board—one of the country's biggest area control boards, has voted Cycle Speedway Monthly their official organ. They now join the London and Home Counties Association and the Scottish Cycle Speedway Control Board.

Cycle Speedway Monthly, formed only last March, is progressing in leaps and bounds. We can proudly look back over the months and say we have kept strictly 100 per cent cycle speedway and have given publicity to everyone that has corresponded with us.

Some readers are under the misapprehension that being the official organ of these areas means we will publish only their news. This could not be further from the truth. Let me say now that we report on matches from all over the country, no matter how far flung they might be.

None of the areas that vote us their official organ sponsor us or can in any way dictate to us just what or what not to publish. But the advantage of having us as an organ is that they are certain of having a certain amount of space allotted to them every month.

Thanks Manchester, and what about it you other areas?

Council 'No' to Sundays

THE Bath and District Council have decided not to support Sunday cycle speedway meetings, reports our correspondent T. Vowles. And as the majority of matches can only be raced off on that day, it seems that Bath will have to do without Council support. Oldfield Hammers were turned off their council owned track and were in two minds whether to drop out of the league altogether. On the off-chance, they wrote to the Directors of the Bath City Football Club requesting the use of their car park.

REQUESTED

The request was granted and after working hard for over two weeks they rode their first match and beat

Wesbury Monarchs 43-41. White-way Eagles and Julian Bulldogs are in a worse plight, for they have no home track and are forced to ride all away matches. Thus the present era can be termed as the "Great Track Plight of Bath", and unless tracks are forthcoming in the near future, these clubs may have to disband.

SMOOTHLY

The league, however, is running very smoothly at the moment with the Weston Tigers on top having won all four matches played. They are closely followed by Oldfield Hammers, Odd Down Rockets and Norton Knights who have each won three out of four matches.

A TRACK AT LAST?

LONDON PIRATES—1948 Summer League London Champions, 1949-50
No track. They're hoping their signatures will change their luck.

From Special Correspondent

AS a result of their grand parade down London's Edgware Road, last month, London Pirates have high hopes of getting a track at last. They have submitted to their local Parks and Cemetery Committee a petition of a few thousand signatures and they have Captain Fields, Labour M.P. for North Paddington on their side as well as many local councillors from North and South Paddington.

TEMPORARY TRACK

Manager Jim Buttery has been very busy getting various Unions behind the Pirates, and in the meanwhile Marylebone Council has given them a temporary track to ride on.

"In 1948 we were our Summer League Champions—now we have no track," Jim told me. "But we think we'll get some results from our hard work."



CHUM'S CORNER

NO magazine is complete without a feature devoted to the enthusiasts who desire to link up with others interested in the sport.

The name, address and details of any regular readers of Cycle Speedway Monthly can be inserted in this column free. All you have to do is to enclose the coupon below and send it to: Chums' Corner, C.S.M., 15 Locket Road, Wealdstone, Harrow, Middx. The coupon below must be sent or inclusion cannot be made.

Stan Blackwell, 16 Banbury St., Battersea, London, S.W.11, wants boy or girl p.p. age 14-19. r.f. Shaftesbury Stars. o.i. speedway, darts, boxing. m.a. 17, p.r.

James Brown, 92 Chaplet Avenue, Knightswood, Glasgow, W.3. Scotland, wants girl p.p. from London age 16-17. r.f. Scotstoun Aces. o.i. ice hockey, speedway. m.a. 17, p.r.

6 CYCLE SPEEDWAY MONTHLY
CHUMS COUPON

New Secretary of the Glasgow Board in place of Barry Shapley, who had to retire owing to team troubles, is Bill Bitchie. Bill was voted unanimously into the post.

Things are humming in Herts

IF you are under the impression that the Hertfordshire League had ended during the Winter months, you would be very much mistaken. "We have only withdrawn into our shells for a while" Secretary Ken Cooper puts it. Actually things are simply humming and their Hertfordshire Riders' Championship Final was successfully run off recently. Ken Cooper was the winner with 13 points, he rode well to beat Derek Lincoln (12) and Frank Paine (11) into second and third place.

The meting was such a success that another Final was staged for the next 16 qualifiers, and it was held at E.A.C. Sports' Ground the beginning of last month, results are not to hand. At this same time, Fred Stimeon was winning the St. Albans Championship, Bill Carman and Terry Bigley finishing second and third.

BIG CHANGES

The coming of the Winter League saw big changes in track and team lay-outs. Everyone got ready for a bumper Summer League. The Winter League is comprised of five teams, two fewer than those competing last Summer. Hertfordshire never have had an extra big League but they are hoping others will join them soon.

The E.A.C. Hawks are sponsored by the Electrical Apparatus Co. Social Club. They have a 100 yard track laid out in the Club's sport's ground and is regularly tended by the groundsman. Local enthusiasts say it is one of the finest tracks for miles around. Up to the time of writing, the Hawks have a comfortable lead at the top of the league.

The Finchley Eagles and Pirates have just obtained a site for a new track from the Finchley Borough Council and the Council will also help in the building. Boreham Wood Stars are at present riding away matches as their sloping track has become waterlogged. They are negotiating with the Elstree Rural Council for a larger, level site.

The Saint Albans Swifts are still at their old home at Sandridge but have been lengthening their mud track and changing it to cinder surface. So you see, Hertfordshire hasn't been so idle. It is hoped that the newly formed Barnet League will join forces with Hertfordshire and Harpenden are now fielding a team which might consider joining too.

They're fast despite the heat

GERMISTON, Transvaal, South Africa. Although you haven't heard from me for some time, we haven't been idle over here. Most of us have been track making and on the look-out for new talent. Maybe our cricket XI isn't faring so well, but believe me, cycle speedway is slowly gaining a sure footing.

We held an Individual Championship recently at the Llandsfontein cycle speedway track. Doug. Davies was the winner with 13 points out of a possible 15. I finished runner-up with 12. The meeting went smoothly enough until the fifth heat. John Edwards, quite a spectacular rider, attempted an outside overtake on Reaben Bosch and John Fenisee. He went into a front wheel spin and catapulted in front of Bosch who was unable to avoid him.

Fenisee went into the two of them and although none of them were seriously injured, all limped off the track.

RECORD TIME

During the interval of the Championship, attempts were made to lower the one lap rolling start which stood at 10.5 secs. for the 76 yard track. The track is a disused badminton court and the inside line is a bank about 4 inches high.

After some of the lads had been

Springboks Team (l. to r.) J. Edwards, D. Davis, E. Edwards, J. Fenisee, R. Basch and N. Mortimer

round, I knew it would develop into a battle between my brother Dennis and myself. Dennis was very fast away from the gate and his 10.6 secs. was well applauded. I went all out hardly stopping to jut my foot out on the bends, and Dennis was the first to congratulate my time of 10.3 secs.

The complete times were: N. Mortimer 10.3s; D. Mortimer 10.6s; D. Davies 10.8s; J. Edwards 10.9s; E. Edwards 11.1s; R. Bosch 11.3; J. Fenisee 11.5s. We haven't enough lads interested to form a league yet.

but we are attracting quite a few to cycle speedway and so we will just have to wait and see.



My cycle speedway pals go to school

I HAD a shock the other day when I counted at least five old cycle speedway pals of mine riding at the Firs Novice Training School under the guidance of speedway's Paddy Mills. They were Jack Barnes who retired recently from the Harvey Lane Rangers crack team. I must say Jack is rapidly becoming one of the fastest in the School. Malcolm

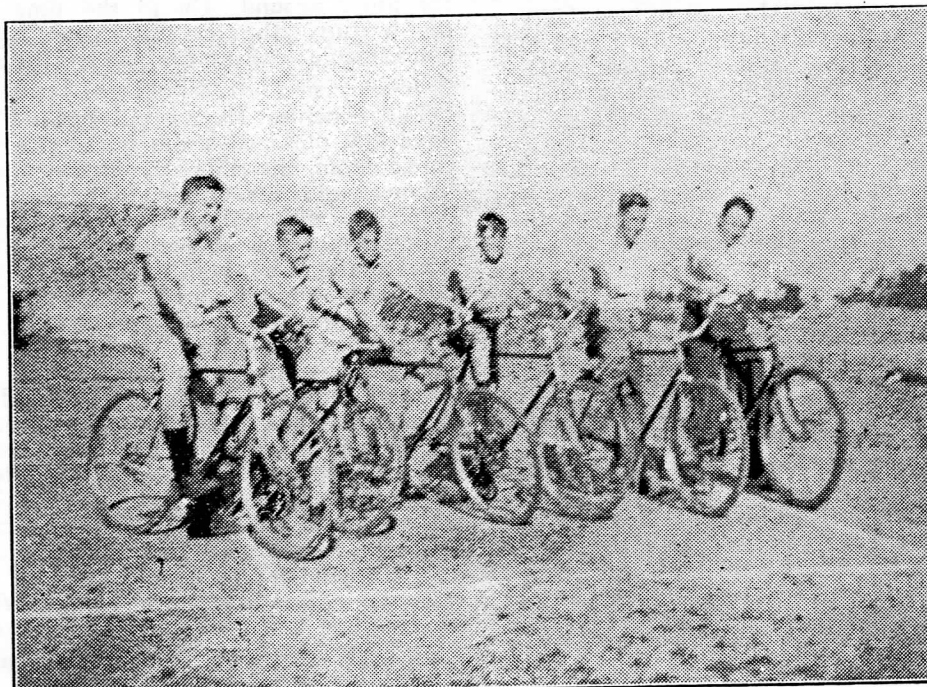
WOG VICKERS' NORFOLK NOTES

Flood of Earlham Eagles was there and was busy in a private competition with team mate Dicer Guest to see who could fall off the most times.

Dicer won, four falls to three, but nevertheless they are both getting along fine as is Alf Ramsbottom and Donny Mitchell, the latter is just out of the Army and was just mastering the treacherous broadside when Paddy Mills yelled "Time".

There have only been a few matchse up here, most impressive of them being the Earlham Eagles and Hellesdon Hammers. Eagles won both home and away matches on aggregate score 99-69. In these matches I managed to notch 23 points and Malcolm Flood scored 20½. Best for the Hammers was Crowe with 13.

I must tell you a little about the Hellesden Hammers. They were formed in the summer of 1946, although the present team got together last winter and were runners-up in the Div. II of Norwich League in 1949. Their top league scorers were Ted Russen with 276 points and Ray Staniland with 251. Riders for the 1950 season include Ted Russen, Jack March, Ray Staniland, Alan Crowe, Bert Blyth, Danny Dunton and Maurice Gidney. The Hammers recently rode a Challenge Match with Aylsham and won 63-21 at home and 50-32 away.

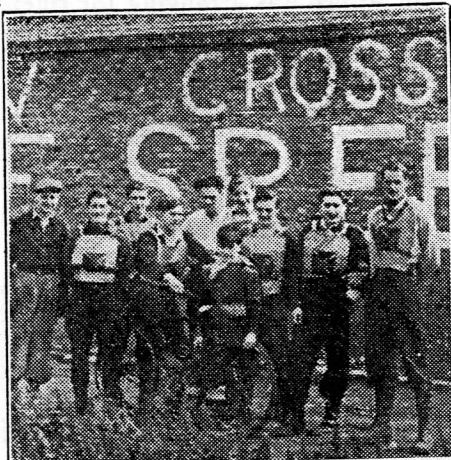


Rangers are London's pioneers

WRITING ON THE WALL



By CHARLES TAYLOR



FOR three years the New Cross Rangers were happy racing on their track at the Marquis of Granby, New Cross Road. These three years, 1945 to 1948 were well used by the Ranger's manager, Mr. A. E. Conway, in setting up his team, who are now among the best known in their area.

As always, all good things must come to an end, and so it was with the Rangers. In 1948 the sad tidings that the Council required the track for bulding purposes, and so came the great upheaval of the New Cross boys from the track they called home. But Lady Luck after this setback smiled on them once again and they found themselves a track in Grove Street, Deptford. Then came the back breaking job of getting the track ready for the summer season that was almost upon them. Two months of solid grind converted the ground from wasteland to a track on which the first and highly successful opening match was held. Local people were not slow in seeing the worth of the team and have since remained loyal supporters.

'Ware the writing on the wall. Top picture shows the Rangers on their home track. Below, New X speedway manager Fred Mockford (centre) with A. E. Conway (right), New X cycle speedway manager.

Their track is a credit to the lads who built it, and what more proof could you have of its worth than the fact that they were the only team in South East London to have a Scottish test match arranged for the track. Although in fact for reason of transport, the Scottish boys were unable to race there.

Honours of the cycle speedway track have come their way in plenty—first they won the Glover trophy which they unsuccessfully defended, then the Goody Trophy, the Boswell Trophy, and the Conway Trophy all found their way into the club's list of honours. Although the League leadership has not yet come their way they hope to pull off the Winter Championship, and so far they have not lost a match in this series.

The Oakdale Gem Pirates who, for two years had been undefeated in matches that had covered the whole of England, also fell victims to the Rangers.

With a registered supporters' club of over 400, and a following of 1,000 at each match, the Rangers are going great guns. Among this vast crowd can always be seen the figures of Mr. Fred Mockford, president of the club, and New Cross Speedway promoter; also Ray Moore, another member of the Rangers speedway team.

IN SAFE HANDS

Track records for the track are held by P. Bailey, who holds the 4 lap standing start with the time of 53.8 seconds; 3 lap standing start is held by J. Goody, who completed it in 38.2 secs., and jointly holding the 1 lap flying start are P. Weston and L. Eastwood, with 13 secs. dead.

The management of the club is in the safe hands of Mr. A. E. Conway, and the secretarial work is done by A. Augar. Ably assisting them are L. Eastwood, who is Treasurer and Correspondence Officer, and D. Defrese who holds down the vital job of mechanic to the team.

So there you have it, a picture of a happy team. The only discordant note is that yet again they are to be evicted from their track. Still, this time they are confident of the help forthcoming from the local Council, who are trying to obtain a permanent site. To this end the Rangers are putting on dances and socials to raise funds for the building. And with their record can you see them failing?

WIMBLEDON GOOD WINNERS

WIMBLEDON beat Battersea 78-52 in their representative Test match held at Rollo Street, Battersea, on December 27th. Although strictly on unofficial match, many well known Control Board members were present in not so well known roles. Chairman Mr. Baker was the flag marshal, secretary George Miles was a busy cameraman and Brian Keynes, treasurer, acted as Wimbledon team manager.

FURTHER AHEAD

Wimbledon were made up of Div. I and II riders whilst Battersea were Div. III riders. Jim Chatfield and Bill Dyson started well for the visitors with a 4-2 win and from then on the Dons steadily increased their lead.

The Toxer-Sugden combination were all-powerful and they produced good team riding. Derek Partridge gave the large crowd plenty of thrills and laughs with his "outside" overtakes. For Battersea, Don Akester and reserve Reg. Bolton stemmed the tide and supported by Tom Nouch brought themselves within striking distance. Stan Blackwell and Battersea skipper A. Lane could not hit their best form, but notched eight between them.

Wimbledon (78): B. Tozer 15; N. Sugden 14; J. Chatfield 11; W. Fells 10; T. Jones 8; B. Dyson 8; D. Partridge 2; Archer 0. Battersea (52): A. Akester 13; R. Bolton 13; T. Nouch 7; W. Ouilley 6; A. Lane 5; B. Kelley 3; S. Blackwell 3; B. Harvey 2.



ONE MATCH LAST MONTH ● WANDERERS WILL LOSE

Scotland may amalgamate

**BARRY
SHAPLEY'S
GLASGOW
ROUND-UP**

SECRETARIES of both Edinburgh and Glasgow Boards have been in contact on the question of amalgamating both leagues. If this comes about it will be done of the most important things that has happened over the border since cycle speedway first caught on in '45. There will be a lot to discuss; test match dates, best methods of choosing Scotland's 1950 test teams, the Scottish Individual, Best Pairs and Match Race titles and finding a satisfactory answer to the N.C.U. problem.

When these points have been settled, Scotland will have made a huge step forward in the progress of cycle speedway.

NEW TROPHY

Next season a local speedway paper—Scottish Speedway Supporter—is putting up a Cup to be contested for by Glasgow and District clubs on a knock-out basis. This is something comparatively new to Glasgow; everyone is on equal terms and Div. II teams stand a good chance of getting into the final.

There was only one match in Glasgow last month, the others were all cancelled owing to the excessive rain and bad weather. The match was between Parkhouse Dragons and Ashfield Panthers. A grand "tooth and nail" struggle which Parkhouse deserved to win 61-45. Chief scorers: Dragons (61), R. Witherington 14; D. Thompson and D. Adams 11 each. Panthers (45): McCallum 9; Nicholson 9.

* * *

Two new teams are joining the Glasgow League they are Saracen Tigers who will compete in Div. II and Hamilton Hammers, who are going to make a bid for Div. I honours. **Note:** Hamilton is a town 20 miles outside Glasgow.

* * *

April 1950—that is the date two teams from two districts in two

cities in two countries are looking forward to. Teams in question are London's West End Wanderers and Glasgow's Crossmyloof Giants. I have been in contact with Stan Leeds, Wanderer's manager, and we have arranged for them to visit us up here just before Easter. They will take part in five matches.

Glasgow hope to see Dennis and Ted Bottazi in action. Dennis, I hear, has just been signed on by Harringay Racers speedway team. At-a-boy Dennis. I'll say now that we will give them a good match (and confidentially, we'll lick 'em holla!).

In the heart of Lanarkshire, amid

steel works and coal mines, cycle speedway is rearing its head. The Kelvin Hall Exhibition last July has prompted lads from Hamilton to start practising. Show 'em how lads.

* * *

At a recent Control Board meeting Jim Brown was arranging for riders to go to Scotstoun for a trophy meeting. An onlooker was Bill Ritchie who announced his retirement at the end of last season. Being an optimist, I asked him the chances of his returning to the saddle. Bill replied in the negative. Later that same night Bill asked me what I was doing the coming Saturday. "Oh, I'm riding at Scotstoun," I replied. "See you there," he replied and nipped off. I wonder...

* * *

I had a request from a reader the other day. "Please ask Wog Vickers who writes Norfolk Notes the average age of the Norwich riders." How about it Wog?

ONE OF THE BEST WE PUBLISHED IN 1949

This fine action shot shows E. Phillipson of Warwick Lions. The camera captured the speed and first bend approach with amazing clearness.





"Well, they told us we've got to have head protection, Bill, per'aps we'd better bid for it!"

JAMES PRENTICE ON THE HELMET PROBLEM

IT'S SAFER IF YOU WEAR'EM

The London and Home Counties Control Board at a recent meeting at Harrow brought up the important question about the wearing of crash helmets and protective clothing.

Members present from districts who enforce the wearing of helmets stated that they would continue to make their riders wear them no matter what the Board's final decision was. It was decided that matches played in a district where the wearing of helmets and protective clothing was enforced, the riders should abide to the ruling. In other circumstances it was up to the riders.

My opinion is that crash helmets should be worn, not the heavy type

but the lighter leather cyclist's helmets that are just as protective and much more comfortable. Anyway it is always best to be on the safe side.

S.E. London, Kent and Thames Valley are among the chief districts where crash helmets must be worn. Some teams in S.E. London set up a petition against the ruling, without success. Last month we invited our readers to send in their views on the subject and 65 per cent were for helmet wearing.

Those who argued against, had the impression that the wearing of leathers, gauntlets and boots in no way helped the riders but simply gave them the appearance of speedway riders.

I would rather have the lads riding in the brown leathers and helmets, not only for their own good but because it makes the meeting smarter and is likely to attract the attention to outsiders, which is just what we want.

HELP!

DO you want riders? Would you like to join a team in your area? In this column we publish free of charge the names of teams and riders in need of help. Send to: "Help," Cycle Speedway Monthly, 15 Locket Road, Wealdstone, Harrow, Middx.

ESSEX (Barking)

Ripple Greyhounds want new talent for next season. Those interested contact **F. Price, 124 Keir Hardie Way, Barking, Essex.**

HANTS (Chandlersford).

Chandlersford Stars would like to arrange matches with teams in the Southampton and Winchester areas. Those interested contact **R. Bevan, 5 Mead Rd., Chandlersford, Hants.**

MIDDLESEX (Hanwell)

Greenford Aces have vacancies for riders between 14-18. Apply **D. Keates, 30 Cuckoo Ave., Hanwell, Middx.**

SCOTLAND (Glasgow)

Glasgow Test Team would like a week of fixtures with different teams in London and Home Counties during July, 1950. Please contact: **Barry Shapley, "Crucian," Bishopton, Renfrewshire, Glasgow, Scotland.**

SURREY (Worcester Park)

Morden Meteors have vacancies for riders. Those interested either write: Manager **K. Saunders, 33 Malden Green Avenue, Worcester Park Surrey, or phone Derwent 3317.**

LONDON (Clapton)

The newly formed Clapton Crusaders want Sunday matches home or away. Write **B. G. Brennan, 4 Warwick House, Southwold Rd., Clapton, E.5.**

SUSSEX (Brighton)

Deeside Falcons require Manager and riders between 12-15 years. Write: **M. Garry, 11 Kenmore Avenue, Patcham, Brighton 6, Sussex.**

Two cups have been presented to the Norfolk team, Hels Angels from Helboughton. Trophy for highest point scorer was won by Colin Mack who notched 115 in the 11 matches. Second Cup was won by Dick Sepplings, who dropped only one point in a specially organised match.

Scotstoun Aces, North of Glasgow side, are thinking of making the trip to London some time this year. Probable candidates for the team are: Ron Braham, John Braham, Dave Robson, Norman Whitfield, Bob Browning and Hugh O'Donnell.

LEICESTER ARE READY

L EICESTER are one of the latest cities to take up cycle speedway. As recent as 1949 were the first moves made there to organise it on a firm basis. N. Bowen, our Leicester correspondent, tells us that two Leagues are formed, one for seniors and the other for juniors under 16 years. Both will commence in April this year. Rules and regulations have been drawn up by captains and managers.

There is no close season, instead get vital practice. Biggest match was the inter town meeting between challenge matches are being held to the West End Cyclones of Leicester and Coleshill Cyclones from Birmingham. Birmingham ran out winners.

Up to the time of writing, the most outstanding teams are the West End Cyclones and the Monarchs. Monarchs have won 11 of their last 14 matches and the four times the two above teams have met, both have won twice.

So the scene is set for their first season of league racing, which promises to be most successful.

WE CAN DO MORE IF NCU WAS ON OUR SIDE

Says ROY BULLET

I SEE from some of your letters to this office, that most of you are against the National Cyclist's Union from taking over control of our sport. I couldn't be more agreeable on that point, but I make it my business to give both sides of the picture and in the case of the N.C.U., do we know they want full control of cycle speedway? In fact, I have heard nothing more concerning their provisional recognition of the sport which was announced late last year.

In my opinion, to have the N.C.U. only in an advisory position with us would do us far more good than harm. Many local councils refuse to build tracks for teams simply because those teams did not have a well-known organisation behind them. The N.C.U. with their 63,000 members are the biggest cycling organisation in this country.

You can growl and grunt over these views of mine, but we have got to be fair and give both sides of your argument. I say again that I am definitely against the N.C.U. taking over full control of cycle speedway, something I am sure never entered their minds to do, but if and when our National Board is formed I do think they should be offered an advisory position where their views can either be rejected or approved but are never final.

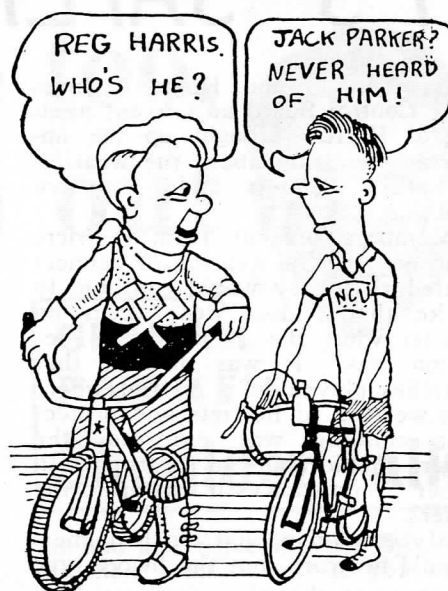
One of the main grudges against the N.C.U. is they seem to be "edging in" now that everything is so well organised. "They did not want us earlier, we do not want them now" is the tone I detect in most of your letters.

Surely you did not expect such a large and well-known body to take under its wing a sport established little more than locally. For in those days, one big town new nothing of what was going on in another. Now big steps have been taken forward, a National body is being formed, a body to whom all matters can be referred. And the N.C.U. realise it is not a local craze any longer.

PARENTS

We should look upon the N.C.U. as parents who are teaching their little son to walk. They give a few helpful tips, they make it so much easier, and when at last the son can walk of his own accord he no longer relies entirely upon them.

With the N.C.U. on our side we can do far more things to our own advantage than if they were an opposing body.



Remember our Artist's view last month?

Speedway team co-operates

THE present speedway close season is one of preparation in Halifax cycle speedway circles. The new Halifax and Brighouse League is getting its tracks ready, and it is hoped to commence racing next March. Applications are seen before local councils in the area for permission to use spare grounds for the construction of tracks.

In this league there is a regulation that crash helmets shall be worn. The league has already had two cups offered for competition, and latest announcement of some interest is that Halifax Speedway is now co-operating fully in the establishment of the Cycle speedway league. Mr. Bruce Booth, Halifax's speedway team manager and promoter, is the donor of one of the cycle speedway cups, has already announced that a social function has been arranged for the benefit of the cycle speedway youngsters, the full cost of which will be borne by the Halifax speedway.

B. HARWOOD.

Ruislip Aces are on top form now

By TEX WALLIS

SOUTH Ruislip Aces are developing into one of the strongest combinations in Middlesex. Although just at the moment their track at Dudley Drive, opposite Notholt Aerodrome is waterlogged, they continue to win their matches.

They beat Hayes Broadriders in a challenge match 53½-50½, and by doing so became the first teams to beat the Broadriders on their home track. Next they scored a good away win over Hillingdon Racers by 52-44. The track was very fast and biggest surprise was the eclipse of England and Northwood rider Max

Bacon who scored 8 points. This was the Racers second home defeat, and as they were runners-up in the Northwood League last year, Ruislip Aces, latest addition to this League, have very high hopes.

Travelling to London to play Honour Oak Aces, the Aces went down 57-38, and later were defeated by Dagenham Aces at Dagenham. But the lads were not downhearted by these recent defeats. Les Plummer, Aces top scorer, hopes to continue his maximum habit, while Noyes, Pullinger and the others are all set for 1950.

CONTROL BOARDS — You can help us

- There is talk of a NATIONAL CYCLE SPEEDWAY CONTROL BOARD. CYCLE SPEEDWAY MONTHLY, the only specialised journal that deals exclusively with cycle speedway, aims to help every team in the country. We will probably become a more frequent publication with more pages at the same price.
- We will print News, Views and Photos from your area and the teams under you. You will all get a fair share of publicity
- To help us keep a complete file of all teams, we ask ALL CONTROL BOARDS to send us a list of all the addresses of teams under them. These addresses will aid us and yourselves after the NATIONAL BOARD has been formed.

SEND NOW TO: EDITOR, C.S.M., 15 LOCKET ROAD, WEALDSTONE, HARROW, MIDDLESEX

JACK CULLEN BRINGS YOU THE UP-TO-DATE EDINBURGH NEWS

IN Edinburgh, the Control Board are on the look-out for new sites and tracks. At the moment we are waiting word from the Edinburgh Council regarding a plot of land for racing. Scotland's second official track at East Lothian was opened in December by Don Cuppleditch, well-known Edinburgh Monarch speedway rider.

The opening match was between Prestonpans Pirates and Stockbridge Cobras. The teams were: Pirates, J. Irvine, J. Gaudson, B. Nisbett, O. Hillhouse, D. Hillhouse, J. Peterson, Jim Peterson, R. Neilson. Cobras: T. McComb, P. Watt, W. Andrew, V. Taylor, T. Welsh, R. Conley, B. Williamson, A. Teague.

OUR SECOND COUNCIL TRACK

It was a ding-dong battle and in heat 9, when the Cobras took the lead, the Pirates fell away and went down 48-35. Jock Irvine notched 11 for the Pirates, and Phill Watt 7 for the Cobras. At this meeting there was a special attraction scratch race with riders from 5 teams competing. Heat 1 was won by Captain Tommy McNeil of Wallyford Aces, Heat 2 by Doug Anderson (Redford Diamonds), Heat 3 by Danny McGrath (Wallyford) and Heat 4 by Jimmy Rose (Musselburgh Giants).

The final was a fast affair with

Tommy McNeil getting away to a good start and winning. Team-mate McGrath had hard luck when he took a tumble.

Here are some late news-flashes: Wallyford Council track is closed for alterations and will reopen in February. Bill Ross is not riding again until Spring owing to pressure of organising the sport. There are now 18 teams in the Edinburgh and Lothians League next season. Glasgow is amalgamating with the Eastern Control Board to form the Scottish Cycle Speedway Control Board.

PLYMOUTH START 1950 WITH NEW COMMITTEE

PLYMOUTH will start the new year with a new League Committee. At their last General Meeting, only two of the old members—E. Osborne and J. Bricknell—resigned and neither applied for re-election. In their place W. A. Mighall, D. Athersuch and G. Burns were elected. Each team in the League has one representative on the Committee and it is hoped that this new body will be more successful than the old upon which too much depended on three or four people.

Of last season's teams, the Flying Devils, Foulston Eagles, Laira Wasps and Dockland Aces remain and new entries are Billicombe Lions, the Millers, Mercuries, Stoke Dragons, Woodland Wyverns and possibly the Green Aces.

TRANSFERS

Some close season transfers were granted recently, among them were the moving of Pete Coleman (the League's top scorer) from Flying Devils to Foulston Eagles. Dave and Bob Kellaway from the Flying Diamonds to Flying Devils. Terry Taddy from Manadon Lightnings to Flying Devils and Dave Ferguson from Laira Wasps to the Millers.

Also from Plymouth comes news of one of the District's oldest teams—the Plymouth Wasps. The Wasps were League Champions last year with 22 wins, 4 defeats, from 26 matches. They notched 44 points.

They lost the Plymouth Cup by 3 points, but the team is confident this year as they have managed to secure a new and faster track. Biggest memory the Wasps reflect upon was their great match with Exeter last season. Over 4,000 spectators turned up to see one of the most exciting matches that year.

Exeter lads came an hour late and without their lorry, which brought their machines, and so for the opening heats they rode on borrowed steeds. When at last their own arrived they displayed courage and went down fighting to the tune of 47-37. Wasps' champion, Rex Grayling broke the track record with 31.5s. for the 110 yard track.

TERRY BROWN CALLING

"I HOPE TO BE P.T. INSTRUCTOR"

Many thanks for the current issue of the Monthly. As you can see I have shifted once again. I am training to be a Physical Training Instructor and have bags of swotting up to do. Here's just a few of the subjects we have to learn and instruct: Anatomy of the human body, physiology, osteology, symdeology, first aid, fencing, unarmed combat, vaulting and agility, parachute jumping and every game played in this old world of ours.

I was talking to our Chief Instructor the other day, and tried to get him interested in cycle speedway—nothing doing! Still, when I get my stripes (all two of 'em) up, in mid-February, I'll have another try.—**Terry Brown, R.A.F., Cosford, near Wolverhampton.**



Start of a tip-top Plymouth tussle. Riders (l. to r.) Rex Grayling, Brian Cooper, Alan Trace and Pete Coleman.

THE POSTMAN BROUGHT THESE

WHEN the MONTHLY first started publication, I didn't much of it. In fact I haven't read the MONTHLY for about three or four months until your last issue. I must admit that I was surprised at the vast improvement in size, quality and subject matter of your paper. I have been asked by our Control Board, therefore, to write to you and request that you would publish some of our news from time to time.—**Ken Cooper, Secretary, Hertfordshire League, 36 Church Crescent, N.20.**

Thanks, and don't worry about us printing your district's news. It has been our aim to publish any news from any team and we don't often reject anything.

A GRAND SHOW

I WOULD like to take the opportunity to thank both the Ruislip Aces and the Dagenham Aces for their fine riding and sportsmanship in their Challenge match recently. It was a grand show and a pleasure to steward such a match. There were one or two disqualifications and the manner in which they were accepted was an example of the gentlemanly conduct. Although the result was 50½-40½ in favour of the Dagenham team, anyone watching and not keeping score would easily have thought it a dead heat.

Mr. Vennai was a grand starter and the Ruislip supporters a sporting bunch. I would like to add as

Vice-Chairman of the London and Home Counties C.B. that I am sorry most of you are not aware of our efforts on your behalf. But I can assure you that we have been extremely busy these past few months arriving home after meetings sometimes as late at 2 a.m. and 3 a.m. in the mornings.—**S. E. Kippin, 18 Sandringham Gardens, Ilford, Essex.**

* * *

HALIFAX PROBLEM

I AM glad to see that one of your reporters, B. Harwood, is covering our newly-formed Halifax, Bridgehouse and District League. However, I would like to point out that the League was not formed solely by the efforts of two gentlemen, Messrs. Howley and Kourke, nor are the three teams mentioned by any means the strongest.

Here are the correct reasons for these contradictions: After being demobbed from the R.A.F. last May I became interested in a local cycle speedway team—the Hearts—as my younger brother rides for them. On Tuesday, August 9, I went with the Hearts (who had now appointed me team manager) to ride at Baliffe Bridge Dragon's track. After the match I chatted with Wal Halstead, Dragons' secretary.

He told me that Mr. and Mrs. Sutcliffe of Bridgehouse were anxious to form a League in the district, and I arranged with Wal for our two teams to spread the news to other local teams, and hold

a meeting on August 25. However, due to a misunderstanding only the Dragons and Hearts were represented so a further meeting on September 7 was arranged. The response this time was much better, Mr. and Mrs. Howley attending and representatives from about 5 teams. At this meeting we formed a committee. Mrs. Sutcliffe (Chairman) Mr. Sutcliffe, Mr. and Mrs. Howley, Wal Halstead and myself on the existing committee. We have since replaced the secretary, who was unable to keep full attendance and resigned. Later Mrs. Harding, Mr. Rourke and Mr. Taylor joined us.

I would like to congratulate you on producing the best magazine for the best sport. Unlike some speedway magazines you get the right mixture of "posed" and "action" photographs, and your editorials have the personal touch. Wishing you all the best for future years as Editor of such a good paper.—**E. G. Moody, 41 Forest Avenue, Illingworth, Halifax.**

* * *

WE'LL STICK TO OURS

I N my opinion, the holding of cycle speedway matches with professional backing of any kind will, in the long run, ruin the sport by attracting the wrong type of riders and controllers. Let the N.C.U. stick to their type of cycling, and we'll stick to ours.—**C. Porter, Steward Kent A.C.S. Association, 111 Glenview, Abbey Wood, S.E.2.**

ALL set to go, what will it be like? The four East London lads on the right give a fitting example for the new year and 1950 cycle speedway season. What will it be like.

One of big changes, of trips to Holland, new projects and 100% better racing? That's what we're all hoping it will be like. All over the country, at this very moment teams are preparing for 1950, and getting their tracks ready.

This year a hundred things will be happening at once, but you won't miss any of the news or just what is going on if you place a regular order with your newsagent for CYCLE SPEEDWAY MONTHLY TODAY. Our reporters will be travelling far and wide and our photographers will try to visit most of your tracks if possible.

So raise your glasses, here's a toast—Success in the New Year.

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