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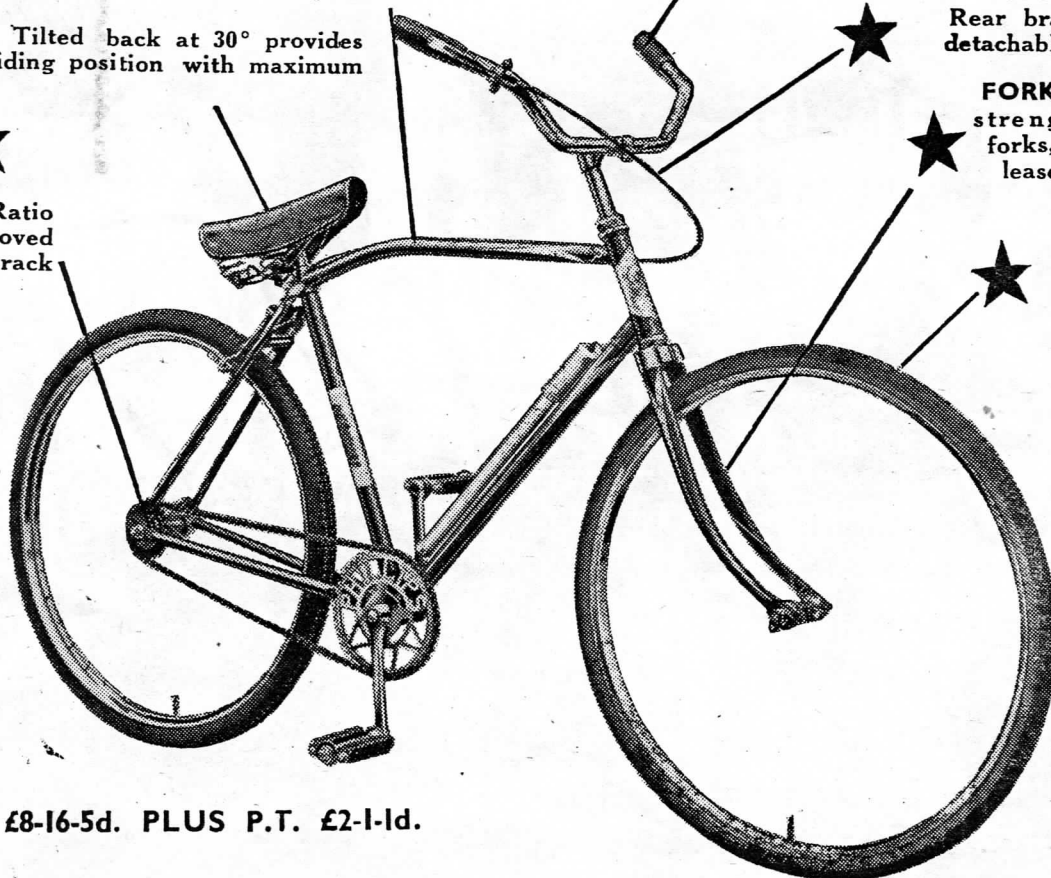
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CYCLE SPEEDWAY MONTHLY

The Official Organ of the London & Home
Counties, Manchester & Scottish Associations

MAR.-APR. 1950 Vol. 2, No. 1

Editor - G. PAYNE

15 Locket Road, Wealdstone

Harrow, Middlesex

Tel.: UNDERhill 0098

Viewpoint

Our Surprise

PHOTOS, news views, cartoons, statistics, rules and regulations, tables, results, directories, big race winners, reviews, competitions, highlights, histories, fully indexed; crammed into one volume from cover to cover, that's what every cycle speedway enthusiast would call the ideal annual.

And that is what Editor Graham Payne intends to give you in his **CYCLE SPEEDWAY ANNUAL** for 1950 out soon.

Its 92 pages (1/6) of glossy art paper is the ideal handbook you should get, because your team will be included. Indeed, as well as being the first ever cycle speedway annual, it will be the only publication of its kind. Every page is crammed with statistics, photos and articles specially selected for their general interest value.

Our **CYCLE SPEEDWAY ANNUAL** for 1950, besides the Editor's viewpoints will be compiled by the Monthly's top men together with other nationally famous sporting journalists. Live-wire articles on cycle speedway from actual speedway personalities will also be included.

Our **CYCLE SPEEDWAY ANNUAL** is certainly worth ordering, although we say so ourselves. Hints to riders; Team building tip for managers and fun for spectators can be found in the 92 pages. Graham Payne's **CYCLE SPEEDWAY ANNUAL** for 1950, is a **CYCLE SPEEDWAY MONTHLY** publication and will be the first of a regular yearly edition. Be sure not to miss the first number, ready soon.

TWO BROADCASTS IN ONE MONTH

By GRAHAM PAYNE

DURING the last few years, the B.B.C. has given the housewives their choice, the families their favourites to most of you a book at bedtime. Now they have given 20,000 lads all over the country precious minutes on the air to their favourite sport—cycle speedway. In fact, they broadcast two matches in less than a month.

The first was on Friday, March 10th, at Cockmanning's farm, St. Mary Cray, home of the Cray Tigers.

Howard Marshall switched us over to Wynford Vaughan Thomas who was at the microphone near the edge of the track. And for two to three minutes most of us were thrilled to hear a running commentary on the Tigers versus Dagenham match. In all it lasted five minutes and was certainly a great boost for the sport.

However, two days later on Sunday, March 12th, at Harrow, a B.B.C. Recording Unit went up to



Shaftsbury Lane, home of Harrow's Broadriders and Flyers teams. Recordings were made and interviews with the riders followed. Then after the match, the Unit went back with the riders to the house of Mrs. Jones, wife of the Harrow Board Chairman and manageress of the Broadriders, to record the hubbub of a really good tea fight.

The recordings were broadcast later in April in the new Hallo Children programme every Thursday, and later for about half an hour. Mr. Duffield, N.A.C.S.A. Chairman made a speech and the programme aimed to present a brief description of the life and growth of cycle speedway.

This is the second time broadcasts of cycle speedway have been made. At Dagenham last October, in the On Our Way youth programme recordings of a match were broadcast. In addition, cycle speedway has been filmed and televised.

N.A.C.S.A. to help Police

REPORTS coming in from all over the country, tell of the support the newly-formed National Amateur Cycle Speedway Association is getting. Out of the way organisations are vigorously undergoing a spot of spring cleaning in an attempt to strengthen themselves before approaching the N.A.C.S.A. for membership, whilst affiliated areas report more enthusiasts joining up with them. One Northern county claims to have registered over 6,500 more riders since the N.A.C.S.A. was formed.

The Executive Committee of the N.A.C.S.A. held its February meeting on the 11th at Birmingham. Although the national rules, riders' licences, petrol allowances for transport, road safety, council-built tracks, association badge design, National Trophy competition, cheap rail travel and riders' insurance were all discussed in full; longest time was spent on the subject of co-operation with the police.

By N.H. GUEST
N.A.C.S.A. PRESS OFF



The Association is anxious to offer the police all possible aid, both on the roads and in the detection of cycle thefts. The latter often associated publicly with cycle speedway racing.

Application for the News Chronicle National Trophy must be sent in to the newspaper by the last day of March, and only riders registered by the end of April are eligible to take part. News Chronicle will shortly issue application forms. County rounds will be run off first and the champions from the North and South will race off the final in London in mid-September.

March meeting of the Executive Committee will be held in Manchester.

LONDON'S Leyton Aces recently figured in a "double draw" series against the same opponents, Walthamstow Wolves. Drawn at home, the Aces were held to a 47½-47½ dead heat, and away a day or two later fought it out 48-48. That won't happen very often again!

The Aces 10 wins in a row ended recently when they lost away to Portway Penguins 38-57 after a hard tussle. Their run included several notable wins: against West Ham Spades (73-23; 66-29), East End Eagles (54-45; 68-28), and Tottenham Boomerangs (52-43; 70-26). Showing good form now and notching those ever important points are the newly signed Jack Holburn and Alby Brachtvogel, whilst skipper Bert Parsons and Bert Scott are bang on form.

The Aces are looking forward to a good season in the East London League this year.

FROM their showing in a Trial Match recently, the Maidenhead Lions will be a hard team to beat in the Berks and Bucks League this season. Most of last year's "stars" rode with their usual dash and of the newcomers, Hunter, Marsden and Walwyn should be considered for a place in the first team.

The Lions have been preparing their track for the coming season. Several tons of ashes have been laid and rolled into the track, which has been lengthened and widened. Better accommodation has been made for the crowds that turn up. 800 was the most at the "Den" last season, but the Lions expect twice as many this year. Their Supporters' Club is growing, and membership is now over the 300 mark. Socials are being arranged after the style of their successful one last year.

IF you ever chance to see a group of riders skidding in muddy ditches, trying to ride over logs and tree trunks, rushing up and down banks, ducking under hanging branches—don't be alarmed, they are probably cycle-trailing. It's the new way of keeping in trim in the close season (if you have one) and was started by the Tenterden Tigers of Kent.

Idea is not to put your foot down over tricky courses. Once you do, you lose your chance of a "clean." A fall or dead stop loses 5 points; refusal to attempt a course loses 7 points; refusal to attempt three obstacles results in disqualification. A rider becomes an "expert" when he scores a first, second or third.

It is hoped that other teams will follow the Tiger's idea. Certainly a good method of practise when there's no league racing.

'GAUNTLETS'

TRACK CHAT

'Double Draw' Match

ANOTHER spot of season-preparing is going on at Clare Hall, Halifax, home of the Skircoat Saints. They have lengthened their track and widened the bends to 18ft. Over 15 tons of cinders have been laid and 10 tons of soil removed.

Mr. Shaw, father of one of the Saints has supplied a rubber hose pipe which they are using as an inside white line. Mr. Shaw also allows the use of his motorbike to transport tools used for the track building. Incidentally, his son Tom holds the track record with 41 3/5 secs.

The Saints have taken out insurance for spectators and all riders will be covered when the racing begins on April 1st. They have reduced their subscriptions by half and soon, when funds expand, they will probably drop them. The Saints have been strengthened by the signing up of the Elland Aces, who unfortunately lost their track.

MEET the Sunbury Sabres of Middlesex. Formed by local lads without the help of adults, who managed to continue for a while riding friendlies and challenge matches. After a while a Mr. Denny helped them with their scoring and points working, and later V. Leventhall, Thames Valley Board secretary, was elected manager.

The Sabres soon found that adult supervision goes a long way. They entered the Thames Valley 2nd Division and ran away with the honours. Their impressive record stood: played 17, won 16, lost one; points for 951, against 421, league points 32. Mr. Leventhall, however,

thinks the Sabres may well have won the championship without adult help, certainly a nice gesture.

Members of the honours team included: Pete Chugwin (capt.), Stan Webb, Mike Cowley, Les Norris, Mick Munney, Allan Hill, Red Ryan and Micky Ward. They are carrying the Sabres colours in Division I now, and so far have won four of the six matches played. The newly-formed second team takes their place in Division II.

THE Local Derby between the Walton Swans and Malesey Metors of the Thames Valley League was run off recently. Heat 8 was most lively. J. Wright (Swans) crashed and his front forks doubled up like putty, whilst his front wheel soared over the crowd as they ducked. Came the last heat, but the nominated riders could do no more than a 3-3, and quite aptly, this local Derby match ended in a draw 47-47.

B. Ellis and C. Tupper were Swan's top scorers with 11 and 9 respectively. D. Coper and J. Synn with 14 each were fastest Meteors.

AN expensive trophy is to be donated to the North Kent League by the Wonderbar Potato Crisp Company. Mr. Saunders, the firm's representative informed Mr. Synndercombe of this generous offer at a recent board meeting.

It will be a team trophy run on a knock-out basis after the style of the F.A. Cup. Arrangements, are in progress for the trophy to be presented to the winners at the Regal Cinema (A.B.C.) at Bexley Heath. The Board hope to get West Ham skipper, Aub Lawson, to make the presentation. The North Kent Championship Shield was recently completed, and is at present on view at Holmes Cycle Shop, Welling. It will shortly be presented to the 1949 winners, West Heath Vikings, from the Regal Cinema stage.

Woodham Stars who have Wimbledon's Norman Parker as their President, have received permission from Chertsey (Surrey) Council to use a piece of the Heathervale recreation ground as a track.

Millwall Flyers are planning a trip to Southend. All Flyers supporters are welcome. Enquiries to: Mr. Patten, c/o 21 Tooke Street, Millwall, E.14.

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.

BRADFORD

Bradford and District C.S. Association would like to hear from all teams and boards in Yorkshire with a view to forming a Yorkshire Area Control Board. Also any teams who wish to join the big Bradford League please contact **D. Wainhouse, 15 Greenway Road, West Bowling, Bradford.**

HAMPSHIRE

Chandlersford Stars want riders between 12-17 years for the league team. Contact **R. Bevan, 5 Mead Road Sandhurst, Hants.**

LONDON

New Cross Rangers have a vacancy for riders between 15-20 years. Please contact **L. Eastwood, 6 Hood Street, Deptford, London, S.E.8.**

MAIDENHEAD

Maidenhead Hammers want to make some shields for the coming season. They cannot think of any suitable material. Can anybody help? write **H. Childs, 37 Albert Street, Maidenhead.**

MANCHESTER

All teams in Lancashire and Cheshire area who are not affiliated to any league and who recognise the N.A.C.S.A. please contact Manchester Board secretary, **G. W. Fernyough, 76 Kennerley Road, Davenport, Stockport.**

MIDDLESEX

Ruislip Aces urgently require riders in order to field two teams this summer. Get in touch with manager **B. Vennai, 10 Dudley Drive, South Ruislip, Middx.**

Dagenham include Barking in District Control Board

AT a recent Board meeting, it was decided that in future the Dagenham and District C.S. Association would be known as the Dagenham and Barking C.S.A. in view of the hard work the Barking Council has done.

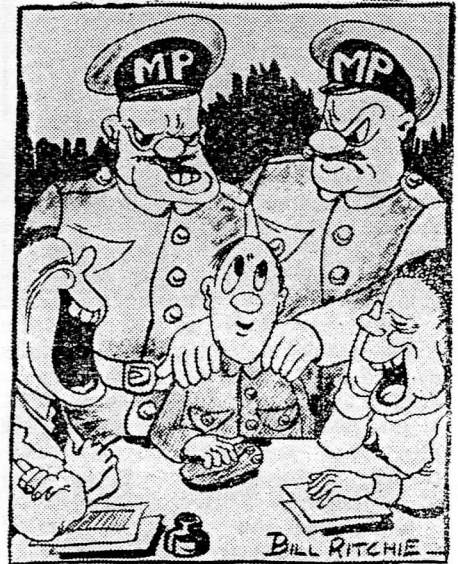
The new association then successfully approached the Dagenham Council for plots of waste land for tracks and the matter is still under discussion. Dagenham have formed their own panel of stewards, and so far ten people have stepped forward to join. A general meeting will be held shortly and these stewards will discuss their future duties.

The Dagenham & Barking league will officially open on Wednesday, April 12, and the line up will be: Beckton Rockets, Blackbourne Racers, Dagenham Aces, Dagenham Diamonds, Dagenham Pegasus I & II, Longbridge Leopards, Wante Wallabies, Rainham Aces.

Dagenham Diamonds, to commemorate their first year of racing held an Individual Knock-out Cup recently. Winner was A. Warren founder of the Diamonds. T. Jones (Aces) was second and A. Parker (Pegasus) third. In all 64 riders took part.

● Oh why do the national papers and journals have to call the riders Skid Kids? We feel sure the skid kids don't like it.

Smile with Ritchie



"No Private Skid. 13 days C.B. does not mean you can visit your local control board!"

New-shaped tracks soon?

VERY soon, cycle speedway tracks will probably be designed specially to obviate "procession" racing. More often than not, most races today bear the "first to the white line is the winner" label, and the N.A.C.S.A. are taking steps to stop this by introducing a new shaped track.

Plans are still under way with the National Playing Fields Association, who intend to find suitable sites for the laying. Feature of the new tracks will be the sharpness of two bends on the straight opposite the starting gates. At the start a rider will cut across to the white line and enter the normal bend well in the lead. However, he will automatically be forced wide into the sharper bend giving the other riders a chance to overtake. The next bend, being just as sharp will cause the new leaders to go out wide giving those lagging behind a chance to overtake in the home straight.

Racing will be speeded up and younger riders will stand a better chance against the notorious "white liners." Existing tracks of course will not have to be standardised similarly, but discussion ensued as to whether or not concrete starting areas would be made compulsory.

Harrow Control Board would like to hear from teams and riders in the Wealdstone, Stanmore and Wembley areas with a view to forming a larger league. Please contact **E. Jones, 29 Furness Road, South Harrow, Middx.**

NORFOLK

Hellesdon Hammers would like to arrange home and away matches with a good London Team. Contact **B. Clarke, 8 Riverside Close, Lower Hellesdon, Norwich.**

Beetley and Villages District League have room for more teams. Write to **H. J. Worthington Hall Cottage, Beetley, Dereham, Norfolk.**

FIRM DESIGNS A SPECIAL MACHINE

A. Pardington, secretary of the Great Barr Olympic Harriers (left) and H. Westwood, treasurer of Birmingham League examine the Speedtrack.

JAMES PRENTICE

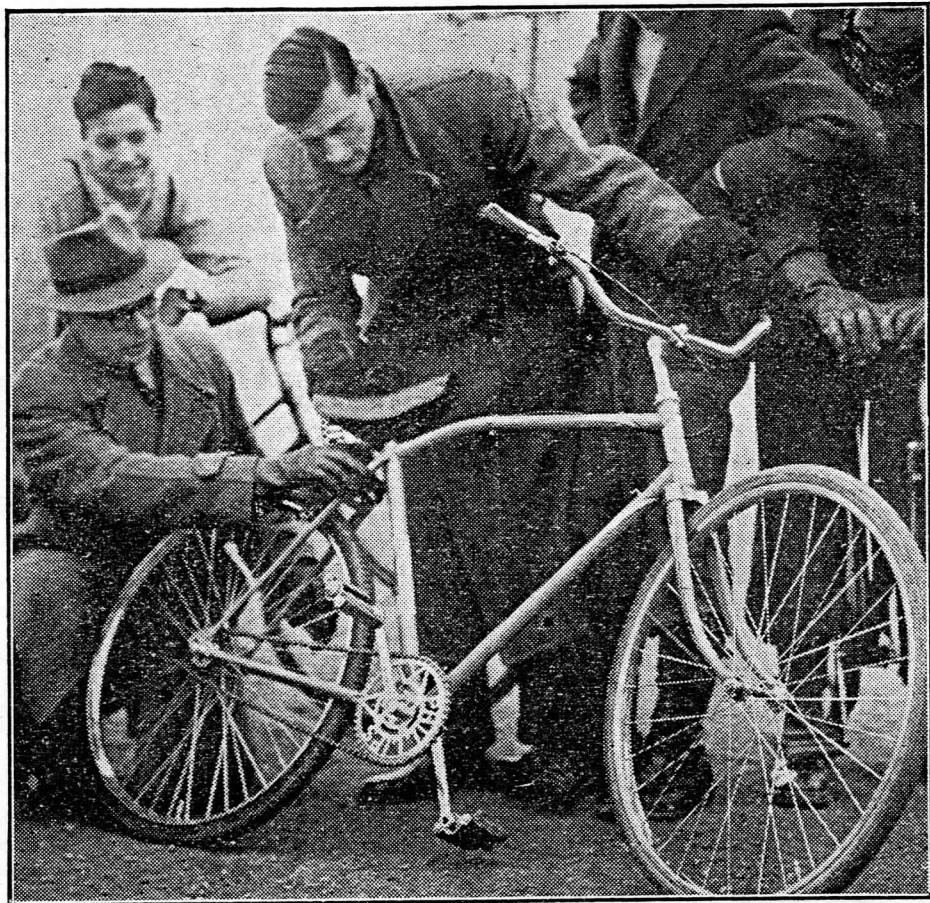
writes the
STORY OF THE MONTH

THE world-famous cycle firm, J. A. Phillips & Co., of Birmingham, has designed and produced a special machine for use of the cycle speedways. It is a brightly coloured model with the essential specifications as used by most riders today.

Light, as well as strong, the "Speedtrack" as it is named weighs around 30lbs., and has a 22in. frame angled at the seat lug down to 20in. It has a curved top tube to obviate all "whip" and allow correct positioning of the saddle, which is tilted at an angle of 30 deg. backwards.

Handlebars—of the well-tried Canadian pattern, are inside the regulation width at 24in. The "Speedtrack" is given an orthodox appearance with its thicker back tyre and thinner front. Types used are 26in. x 1½in. Endrick Front with a Dunlop Sprite tyre and at the back a Rear Westwood 26in. x 1½in. with a Dunlop Roadster studded tyre.

The "Speedtrack" is geared at 52 ratio, which has been carefully worked out to provide the best performance on the track. A "Quick-fit" rear brake is provided, primarily for use on the highways and is



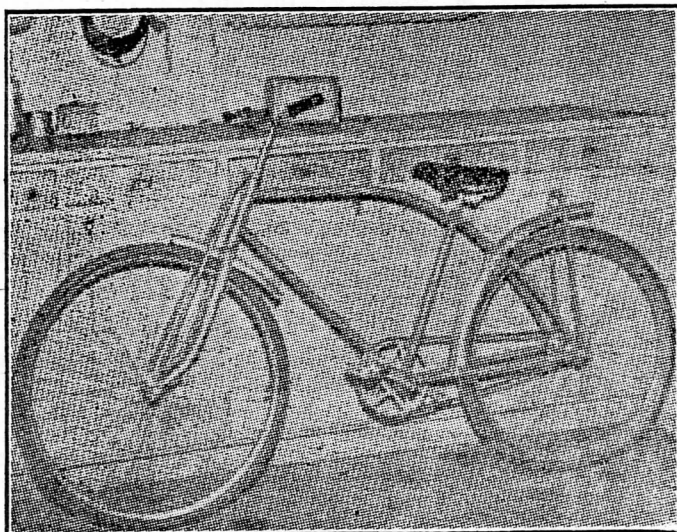
so designed to be easily detachable for the track.

The "Speedtrack," entirely brazed up with team colours in the form of chevrons, retails at £8 16s. 5d. plus £2 1s. 1d. purchase tax, and is well within the reach of most riders.

COVER BOYS

Members of Birmingham's Great Barr Harriers admire the new 'Speedtrack' J. A. Phillips modelled it on the machine B. Holloway is checking over in the foreground

SWEDEN TOO, HAVE A MACHINE



FROM our Swedish correspondent comes the news that AB Cykel and Sport Stockholms Velociped-fabrik, have designed a cycle speedway machine to be known as the "Speedwaycykel." That means that England, Holland and now Sweden—the three biggest cycle speedway enthusiastic countries—all have their own designed machines.

Prominent features of the "Speedwaycykel" which Swedish speedway star Olle Nygren helped to construct, are: the sharpness of the bended frame at the seat lug; the using of mudguards to give an orthodox effect; the smaller back wheel and the telescopic additional front forks to add to the classy appearance.

Swedish riders favour straight handlebars and races are held on iced lakes.

In a recent Stockholm Championship, Ingvar Pettersson (JMK) won with 12 points; team mate Stig Mörk was second with 10.

Which county is fastest?

By ROCKY HILL

Taking over from Brian Stockman

WOULD it ever be possible to find out the county which breeds the fastest riders? I would say yes; and now that the sport is being organised on a county basis, I think it would be a good idea to form a Time Table which would give the month by month progress of the records broken in each county. Six fastest record breaking riders who are mentioned in this and following articles qualify for the Month's Best Six, and by doing so they automatically score a point for their county. At the end of the year we will be able to get a rough idea as to the fastest and strongest county.

LONDON LEADS

In my first table here, you will see London is in the lead. It is up to other districts to send in their track records (mentioning distance, holder and whether flying or standing start) and alter the position. One important item, every record sent in must be signed by the team manager or secretary to prove its genuineness.

Bradford: Harbour Road Cobras' track measures 55 yards per lap and consequently times are fast. Four laps (standing start) record is 31.0 secs. (14.5 m.p.h.). One lap (stand start) 8.4 secs. (13.4 m.p.h.). One lap (flying start) 7.2 secs. (15.6 m.p.h.).

MONTH'S BEST SIX

(Including last month's printed riders and records.)

Rider	County	m.p.h.	Yds. covered
1.—M. Flood, Norfolk	...	17.39	352
2.—R. Braddon, London	...	17.15	312
3.—S. Fleming, Kent	...	17.14	264
4.—S. Glover, London	...	17.06	352
5.—T. Cross, Kent	...	16.53	376
6.—P. Bailey, London	...	16.36	416

COUNTY TABLE

LONDON	...	3 pts.
KENT	...	2 pts.
NORFOLK	...	1 pt.

Coventry: Binley Bees, who built their track last summer, have some fast records also. Their 3 laps of 86 yards per lap record is 38.4 secs. (13.7 m.p.h.).

London: New Cross Rangers who have one of the biggest tracks in London (104 yards) also have some of the best records in the county. Four laps (stand start) 52.0 secs. (16.36 m.p.h.) is held by P. Bailey of the Peckham Stars. Three laps (Stand start) is 37.2 secs. (17.15 m.p.h.) by R. Braddon of Peckham

Stars. Joint holders of the 1 lap (flying start) record of 13.0 secs. (16.36 m.p.h.) are L. Eastwood and P. Weston, both New Cross Rangers.

Norfolk: Malcolm Flood is the speed demon of the 88 yards Earlham House track and holds the 4 laps stand start) with 41.4 secs. (17.39 m.p.h.). B. Larke, 4ft. 11in. tall, holds the 4 lap record of the 70 yard Brunswick Diamonds' track with 43.0 secs. (13.2 m.p.h.).

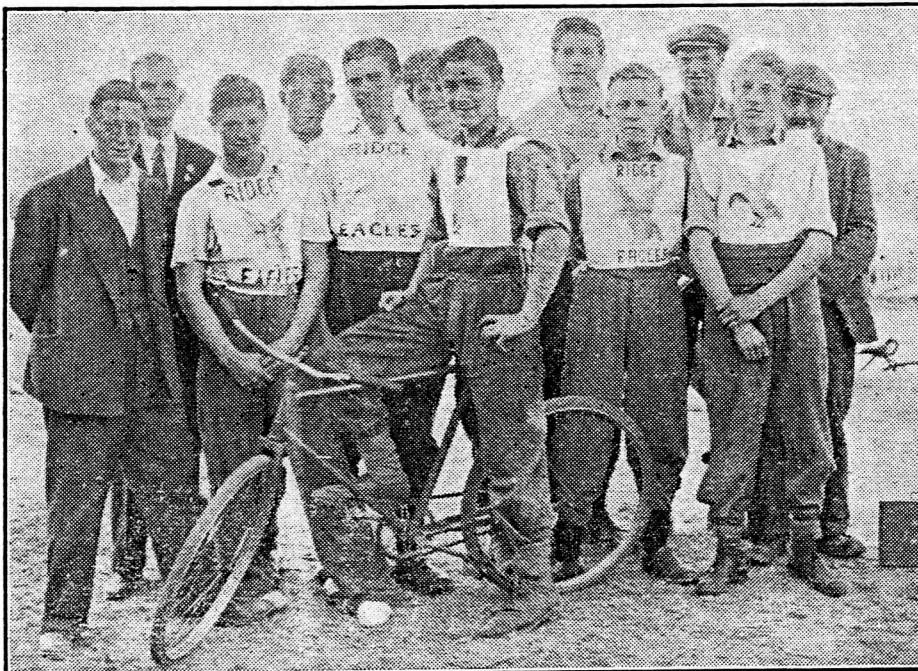
● **Harrow Council** have agreed to spent £1,000 on Road Safety. It is suggested that some of it could possibly go toward the building of cycle speedway tracks. Cycle speedway results in Road Safety.

Eagles have claws

THE Ridge Eagles from Hastings have a very impressive record behind them, writes their secretary, W. E. Barton. When the Hastings Carnival Committee decided to run a meeting at Hastings Speedway Stadium, the Eagles entered three riders. Big attraction was the prize of a new three-speed cycle.

The contestants had to ride yards) and two of the Eagles once round the cinder track (388 managed to get into the final. D. Barton, who never lost a heat gave a grand display to pip team mate F. Kent on the post. He returned the fastest time of the meeting with 37 1/5 secs. Later on the same track the Eagles entered two teams for the Battle of Britain Cup. Their B team took the trophy, Barton and Kent being in that team also.

In the League the Eagles rode and won all 15 matches with 817 points for, 421 against. W. E. Barton is the Eagles rep. on the Hastings Control Board who are affiliated to the N.A.C.S.A. Riders in the Eagles picture on the left are (left to right): G. Cornelius (Treas.), W. E. Barton (Sec.), B. Phillips, G. Potter, D. Barton, J. Hope, C. Pepper (capt.), B. Gurr, F. Wilson, W. Phillips (Marshal), F. Kent, A. Hood (Chairman).



Neutral stewards for Surrey

SURREY have formed their own Stewards' Association. Man behind the movement is Mr. Sole, a very enthusiastic spectator for some time. Like many others, Mr. Sole realised that neutral stewarding would be the only way to stop most arguments and ill feeling between teams.

He decided to visit some friends in an attempt to get them interested and four came forward to assist. Surrey Chairman, C. J. Baker is taking these stewards round the tracks to gain useful experience. Some of them have already stewarded league matches to the satisfaction of the teams concerned. In future it is hoped to have enough stewards to provide at least one for every match.

DIVISION II CHAMPION

Surrey held their Div. II Riders' Championship on Sunday, February 26 on the Morden Meteors track. It was a triumph for the Manor Saints, two of their riders—Turrel and Elmer—finishing first and second respectively. It will be remembered that Turrel was the cause of a big surprise last month when he finished runner-up in the Div. I Championship. This time he and team mate Elmer were riding specially cut down frames. P. Ashman (Putney

Surrey

FROM LEN BAKER

Panthers) scored a fighting 12 to finish third.

Full scores: R. Turrel (Manor Saints) 15; C. Elmer (Saints) 14; P. Ashman (Putney Panthers) 12; T. Everett (Washington Wasps) 11; D. Burton (Helier Saints) 9; E. Cresswell (Thornton Tigers), H. Ship (Beddington Indians) 7 each; R. Webb (Eagles, Yorke (Manor Saints), Winterbone (Helier Saints). B. Stears (Indians) 6 each; Matthews (Panthers) and Lawrence (Wasps) 5 each; Edlin (Tigers), Mann (Helier Saints) 4 each; Price (Eagles) 3.

Glasgow to GLASGOW ROUND-UP

BY

BARRY SHAPLEY

STAN BLACKWELL is in the news a lot in Surrey. He was suspended indefinitely for riding for a team other than his own, thus breaking his contract to the Board; but he appealed to the London and Home Counties Association.

The London Appeals Committee called Stan to Harrow and discussed his case thoroughly. They decided to amend his indefinite suspension to read: suspension for two months, period to end Feb. 28, 1950. The Appeals Committee stated they considered Stan was not riding in any organised event, when breaking his contract.

The pros and cons for this case are many, but we use it as an example. What are your views on suspension? What do you consider adequate grounds for suspension? We will print your opinions. Write to the Editor today.

pool riders

THE Glasgow Control Board have decided not to send a Test Team to England this year. They intend to pool all resources with Edinburgh and back the Scottish Test team. That means all teams who wrote to me through the Monthly Help advert can take this as an answer for now.

We are, however, keeping all your addresses for the future, sorry, but thanks. Everyone is talking about the visit here of London's West End Wanderers. The schedule we've arranged is: Good Friday, reception by prominent personality then a tour through Glasgow streets on bikes. Saturday the 8th, Wanderers versus Pollock Shields at Crossmyloof plus Dennis Bottazzi v. Pete Bell 1st leg. Evening, Wanderers versus Crossmyloof Giants plus Bottazzi v. Bell 2nd leg.

Sunday, 9th, afternoon tour of Scotland's beauty spots (ones without skirts!) then Bottazzi v. Bell 3rd leg. Monday 10th, North of Clyde Select v. Wanderers at Ruchill. Evening, Grand send off.

Glasgow has been having a "rest" from racing the past month. Main items have been the preparing for 1950 season. Only one match—South Select versus Scotstoun Aces at Crossmyloof—was run off. South won 57½-48½; Ron Braham notched 16 for the Aces while Bill Ritchie had bad luck and did no better than 6. Yours truly was highest for the Select with 14, but I'm still not satisfied with myself, and went and got disqualified by the steward in one race.



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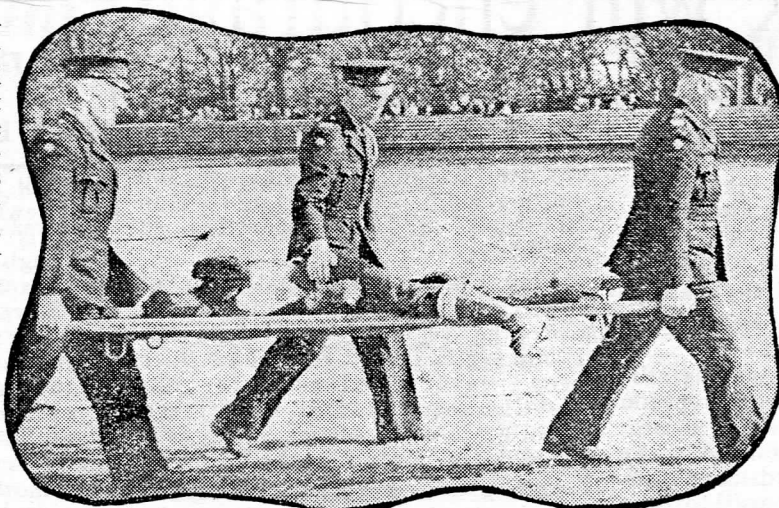
DURING 1949 it is estimated that approximately 3½ million people watched cycle speedway, that at least twelve teams were formed for every one disbanded; that 20,000 lads took part and that an accident—sometimes a bruise, sometimes more serious—occurred at least once in every 20 matches.

The coming 1950 season, with its national controlling body, will see twice as many lads riding; more than half again the number of teams and larger crowds turning up per meeting. It is probable, too, unless we take suitable precautions now, that the percentage of accidents per meeting, although at the moment only 5, might rise higher.

A scheme of insurance is needed, designed to provide clubs and their spectators with a much needed protection at a reasonable cost. Being very interest in this subject, I have, during the past few weeks, been in consultation with Messrs. H. A. Sheppard & Co., of Tunbridge Wells, well known insurance brokers who have issued policies covering most amateur sports today. They have, in my opinion, drawn up a thorough scheme for cycle speedway clubs riding on official on private tracks anywhere in the United Kingdom.

Messrs. Sheppard & Co. have shown me two schemes, one for Team Accidents, and the other to protect you against claims by third parties (including spectators). Both premiums are the same as drawn up for amateur football clubs. In the Team Accidents policy, the selection of benefits is left to the club, and the premium calculated on the number of teams run by the club. Age limits are 12-30 years, but for riders aged 12 or 13 the weekly benefit is limited to 10/- per week. Benefits are paid during the period the injured rider is totally incapacitated from following his normal occupation, subject to the age limits above, up to 52 weeks each claim, excluding first seven days disablement.

Claims by spectators and other third parties can prove a heavy financial burden, as with amateur teams, the claim would be made against members of the committee who would be personally responsible for paying it out of their own pocket if club funds were not sufficient. Protection against such risks is essential to protect the club, and H.



This unfortunate rider only received a bruise. Nevertheless it pays to be insured just in case . . .
Photo H. Messum Copyright

A. Sheppard gives me examples of claims covered by his special policy.

SPECTATORS' CLAIMS

One of your spectators might be injured by a rider; some of them might suffer food poisoning due to refreshments sold by your club; a spectator might slip and break his leg on the duck boards along the track side; somebody could cut and septic their hands on the wire rope on stakes round the track and a spark from your after-the-match

bonfire might easily set fire to nearby inflammable objects.

The recommended indemnity is £10,000 plus law costs incurred with the insurers consent. Premium per club is only 30/- per year (irrespective of the number of teams) for the above indemnity of £10,000.

1950 riders and spectators will be able to look forward to a bumper season if they know they are protected from serious financial and accident worries.



PEDAL

Cycle Speedway Clubs

ACCIDENT INSURANCE

WEEKLY BENEFIT per member	COST PER TEAM per year
10/-	£2 2 6
15/-	£3 3 9
£1 0 0	£4 5 0
£1 10 0	£6 7 6
£2 0 0	£8 10 0
£2 10 0	£10 12 6
£3 0 0	£12 15 0

Age Limits: 12 to 30—but for riders aged 12 or 13 the weekly benefit is limited to 10/- per week

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Benefit paid up to 52 weeks each claim, excluding first seven days disablement.

NO NAMES of individual members
NO CANCELLATION CLAUSE
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NATIONAL INSURANCE OR
ANY OTHER BENEFIT AND
TAX FREE.

Norfolk will encourage novices

From WOG VICKERS

THE Norwich League programme starts on April 17th, but we have already started the season with several challenge matches.

At Earlham House recently, the Earlham Eagles beat Hellesdon Hammers 49-34. Eagles, faced with a crop of injuries, were saved at the last moment by guardsman Jack Mayhew and Jack Howard of the R.A.F. Both the Jacks were Earlham first strings in 1948, and hope to be riding again after their demob.

For the Hammers, Bert Blyth put in a fine performance, winning two of his races. **Earlham Eagles:** Floor 12, Vickers 10, Claxton 10, Mayhew 8, Howard 6, Gowen 3. **Hellesdon Hammers:** Blyth 9, Sussen 7, Gidney 6, Crowe 4, Dunton 3, March 3, Staniland 2.

Plans are going ahead for a test match with East London in early April. The track chosen for the match is a newly-built circuit of 102 yards, with a hard-earth surface and concrete white line, which should suit the London boys, possibly more than our own riders.

Norfolk Cycle Speedway is certainly on the up-grade this year. Latest news flash is from the Reepham & District League, which covers a considerable area of North Norfolk. Eight teams are expected to be in the League line-up; the tracks are mostly 75 yards in length

and earth-surfaced. A League is gradually being welded together in south of Norwich. Teams already in are Saxlingham, Fritton and Parlingland. Altogether more than 50 teams are now operating in Norfolk.

Billy Clark, popular manager of Mile Cross clubs, has recently taken over the reins of the Hellesdon Hammers, as Mile Cross clubs have been virtually wiped out by the call-up. Hammers, in turn, have taken over Billy's old track as theirs was ploughed up without any warning.

Calling round there recently, I found several of the Hammers working hard on the track, which should be really good by the start of the season. It is definitely a great improvement on their old track.

The smallest Norwich track, that of the Hellesdon Lions, is now being enlarged from 59 yards to around the 80 yard mark. Red Devils, however, have turned down the League Committee's suggestion that they widen their Hall Road track.

Many Norwich teams will be making an effort this year to encourage youngsters to take up the sport. Last season produced very few newcomers and already we must have the highest average age of any league in the country.

1948 flashback showing Jack Barnes outside Charlie May at Halls Road track, Norwich. Jack has started a speedway career whilst Charlie is a road cyclist.

Village teams support NACSA

THE Beetley & District Villages League, one of the many in Norfolk, is greatly encouraged by the newly-formed National Board, and is rightly giving it their thorough support. H. J. Worthington, manager-secretary of the Beetley Stars and secretary of the Villages League was recently elected chairman of the new Norwich Board. He tells us that all the Norfolk village teams will stand behind the N.A.C.S.A. Certainly a sensible decision as both will be able to help one another.

1950 TEAMS

At present it is difficult to say how many teams will compete in the 1950 Beetley League. However, Beetley Stars, Gressenhall Jays, Necton, Bradenham Hammers, Mileham Wasps with newcomers Whissonsett Ensigns, Scourrigg Tigers and Helloughton Angles are certain starters.

Beetley Stars are hoping to produce some future speedway riders in captain Wally Elliot, vice-captain Ray Stearman and Ronnie Symonds, all of whom are reported to be getting along fine at Norwich Speedway School under Paddy Mills.

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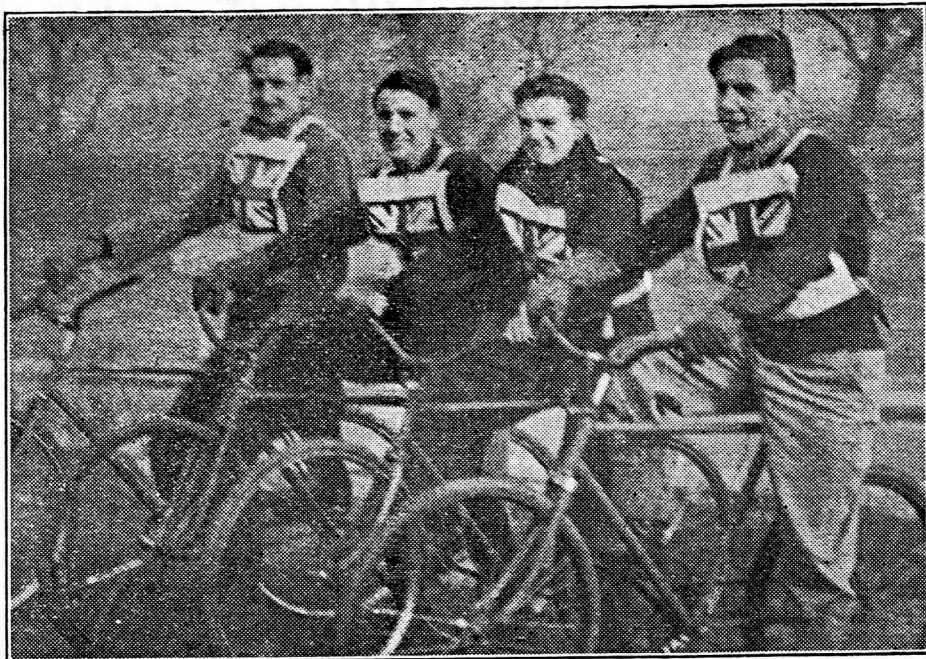
When collecting, don't forget to have your friend's name, address and subscription period written plainly in block capitals on sheets of paper. Also where we are to send you the Free Subscription.



Rangers will race Dutch pen-pals

FOUR of London's New Cross Rangers will be visiting Holland this April, as a result of having Dutch pen-pals. They have been asked by the Bugomestre of the Hague to visit Holland for a week from April 14 to 22.

The four Rangers—J. Gooddy, K. Hopkins, K. Kane and L. Eastwood, pictured here—compete against the pick of Dutch teams, and members of the Flying Dutchmen and Windmills clubs are arranging accommodation and outings for the Londoners.



Kent's Cray Tigers will also be visiting Holland in April. Reports from Holland state the Dutch Cycle Speedway enthusiasts are eagerly awaiting the trips and will certainly give our lads plenty of tough racing.

WE OWE A LOT TO ADULTS

*Says J. SECKER, Warden
Campbell Youth Centre*

IT is probably true to say that pedal-cycle speedway has received its inspiration from motor-cycle speedway. The phenomenal growth of interest and support for the latter has created among lads the desire to emulate, and what is more natural than that they should turn to the humble two-wheel conveyance as a means to express their physical abilities. Moreover, it has a social value in that so many can join in an activity.

Quite simple to run a team and challenge others you say? Very nice to follow the apparent care-free attitude of the professionals, most of whom appear to "run the show" and personal contact with riders leaves one with the impression of casualness.

Behind the scenes, however, is serious business with experience in the person of a manager and sundry other older officials, who arrange the business side and watch the sport from a detached viewpoint. Is this not so with all kinds of sports teams? Then there is a legal side which must be looked after by men of experience and this of course applies to the cycle speedway teams. For however well meaning a group of lads may be when it comes to the hiring of ground for a track, printing and other purchases, the presence of an adult adds stability

So, lads, do not think too badly of adults who seem to want to control affairs. Try to visualise that in the not too distant future you will be adults and wish to give your advice and support to a team. Your wisest attitude to adults would allow of the fatherly interest and guidance which they like to give but at the same time avoiding any who appear to be taking a mercenary advantage of your activity.

Experience at the Campbell Youth Centre at Dagenham may not be unique, but it is certainly interesting. The Dagenham Control Board and its teams were originally invited here to give them a "home" for their meetings—for the work of a Youth Centre surely brings in anything in which youth are interested. So from being a motley crowd they have grown into an organised body and still gathering strength.

They are affiliated to the Centre, but of course have their own organisation—run their own meetings and affairs, but have the advice of the Centre Staff when required.

East Sussex Board formed

THE Hastings and District C.S. Control Board were formed in mid-August last year, and consequently forced to abandon that season's programme. They are determined it will not occur this year.

During the winter months, everyone has been preparing hard for 1950, and Hastings should be one of the strongest Boards operating. Although one of their strongest teams, Sedlescombe, has disbanded in order to form a country league, the Hastings League now boasts of 16 tracks.

In addition to the League programme outlined for the coming season, there are two other trophy events; one put up for the league winners by the "Speedway World," and an Individual Championship trophy purchased by the Board. Added to these, Hastings are entering for the National Trophy of News Chronicle.

Hastings are in full support of the N.A.C.S.A. However, West Sussex appears to be a little backward and the Hastings and Sedlescombe Boards are appointing delegates to an East Sussex Board. This new Board will assist in the control throughout East Sussex and also act as a liaison between the local and National Board. Local rumours state that the National Trophy has a hankering to get to "Sussex by the Sea." We'll wait and see.

NEWS YOU MAY HAVE MISSED

● The London & Home Counties Association are still trying for the £80 gate money promised them from the England versus Scotland match at Rayleigh Stadium last June.

* * *

● Soon, East London riders selected to represent East London in test matches will be presented with cloth badges with an additional bar bearing the name of the team and the date.

* * *

● Soon after F. W. Wrin, headmaster of Clare Hall County Modern School, Hali-fax, denounced speedway racing, a cycle speedway track was built opposite the school on the Old Clare Hall site, not 100 yards from the Hali fax Speedway stadium.

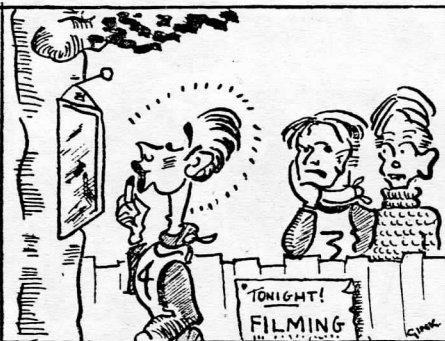


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● Teams in the Stockholm League, Sweden, hold their meetings on the iced lakes and ponds. As many as eight compete in one heat. Naturally crash helmets must be worn.

* * *

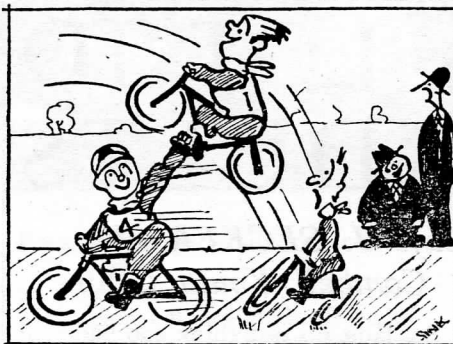
● Perhaps it was an impulse that made S. Kippen of the National and London Control Boards say "roll out" instead of "rule out" when the members were discussing the using of public houses as committee rooms recently.



● Molesey Meteors and Byfleet Broadriders recently saw themselves in action in the Cannon film show. R. Newman, manager of the Meteors and member of the Molesey Amateur Cinema Club was at the track side with his cine-camera when the matches took place.

* * *

● Clicker Claxton, of Norwich's Earlham Eagles, has the queerest and toughest hobbies. He's been a blacksmith, weight lifter, wrestler. Loves digging tracks, running, and considers he's relaxing when skidding round the cinders.



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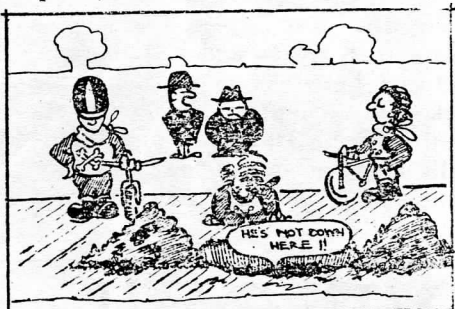
● Just as members of the London Pirates were preparing to go before their local Council about a track, they heard of the death of

their 17½ year old assistant manager, Chris Maddox. They split up, half saving their fares to buy a team coloured wreath. Chris was a good artist and designed the Pirates breast plates and shield.

* * *

● The match that nearly wasn't became Cray Tigers' first defeat of the season. Altham Royals, of S.E. London had the Tigers down to their track recently, but as both teams drew near, they were surprised to see huge trenches all over the track.

Somebody's idea of a good trick. However, the match took place after a little hard work by both teams and Royals finished up 49-45 winners.



CHUM'S CORNER

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

Michael Ackins, "Mikledene," Hullbridge Road, Rayleigh, Essex, wants girl p.p. r.f. Hullbridge Pirates. o.i. speedway, swimming, camping. m.a. 16, p.r.

John Hawtin, 51 Turfpits Lane, Erdington, Birmingham, 23, wants girl p.p. (age 14-16). r.f. Hilltop Tigers. o.i. speedway, swimming, cycling, m.a. 16, p.r.

Jean Perkins, 3 Ward Road, Tufnell Park, London, N.19, wants boy p.p. (age 19-20). s. West End Wanderers. o.i. speedway, films, dancing. m.a. 19, p.r.

HOW THEY STAND

MANCHESTER

	P	W	L	D	Pt
Chorlton Aces	7	6	1	—	15
Cheadle Hulme R. ...	6	5	1	—	13
Belle Vue K.	6	5	1	—	12
Chapel Panthers	8	5	3	—	12
Broad oak Acorns ...	7	3	4	—	8
Salford Panthers ...	5	4	1	—	8
Hastock Pegasus ...	6	2	4	—	4
Adswold B.	8	1	7	—	2
Barlow Moor C.	3	—	3	—	0

THAMES VALLEY

	P	W	L	D	Pt
Molesey	5	4	0	1	9
Sunbury	6	4	2	0	8
Walton	6	3	2	1	7
Hanworth	5	3	2	0	6
Greenford	4	2	2	0	6
Hayes	4	2	2	0	4
Feltham	3	1	2	0	2
Sipson	4	1	3	0	2
Southall	4	1	3	0	2
Yiewsley	5	1	4	0	2



CYCLE SPEEDWAY MONTHLY
CHUMS COUPON

I WAS speaking to a cycle speedway manager the other day who told me that the long arm of conscription was going to rob him of three of his riders. He said that he would be forced to introduce three new riders who had no previous league racing experience, so the rest of the team would have to be reshuffled and probably be thrown out of balance. Well, I thought, if this situation is common, surely someone must be doing something about it, so off I trot to see another manager.

Give them rides

Now this chap has been running a team for some time, so he has hit on a solution, he runs a second team. But, as he says, you must remember that the second team must not be merely regarded as a bunch of boys who ride an occasional match.

When he first started forming a

UNEXPERIENCED RIDERS ARE A PROBLEM

Always run a 2nd team

team everything ran comparatively smoothly. Riders were plentiful so if anyone went off form there was always someone to replace him. Now this may sound alright, but what happens to the "off form" rider? He probably hangs around and rides an occasional scratch race but unless he quickly regains his form he probably joins forces with another team who will give him a permanent team place. Unless a team can keep a plentiful supply of riders they soon find themselves with just eight riders, if that.

Now if you do run a second team, your worries are not over, because it must be well planned. If possible

arrange it so that when the first team has an away league fixture the second team has a challenge match at home. I say "challenge" match as personally I do not agree with entering the second team in a league as the object of running a second team is to have riders who would be able to re-place first team riders within a few days (or hours) notice. So no second team league fixtures please.

Try to arrange match races between the first team reserves and members of the second team and if the second team member wins, give him a trial in the first team. Who knows he may prove to be the match winner.

Well, there is your answer to the rider worries, but managers, please note . . . If you form a second team, give them plenty of fixtures as these lads soon tire of "sitting on the fence" watching their pals skid round and you find yourself back where you started from.

CLIFF. A. ROSE.

PERCENTAGE MATCHES WITH ENGLAND?

Jack Cullen's Edinburgh Notes

AS most of you probably know, Edinburgh and Glasgow have decided to form a Scottish C.S.C.B. and divide into two big areas—East and West. A Rules Committee has been appointed to draw up the regulations.

Scotland wants to tour the Sunny South again this year, but this time on a percentage basis to help cover the tremendous cost. I suggest 60% of the track collections to the English team and 40% to ours. Any better ideas anyone? We would like seven days in Southend, racing against league and selected sides. We propose to send three teams along, probably one to represent Scotland and two league teams.

We also invite any other southern leagues who fancy some international matches to contact me at 2 Castle Drive, Wallyford, Midlothian, giving full details and proposed percentages of collections.

There has been little racing up here during the winter. Prestonpans opened their new official track with a grand show. Afterwards they beat Portobello Eagles 46-38. They are certainly showing great improvement and tiny Jock Irvine notched 11 points as did team mate Paterson. Watt of Portobello scored 9. I would like to pay tribute to the Prestonpans Pirates for the hard work they must have put into the track. It has natural terracing round three sides and has been equipped with covered pits.

Prestonpans is an East Coast resort, and in the summer with the track only 50 yards from the sea on one side and the main coast road only 20 yards away on the other, you can imagine the crowds that will turn up.

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I AM a regular reader of your fine magazine; but I think that you stick as close to London as possible. For instance, since Cray Tigers started up we've heard nothing but this wonderful team from your roving reporter Roy Bullet.

I think you should have track reviews, Front Cover Boy, Back Cover Boy, Kings of Crash, riders' articles, a query corner, and a crossword puzzle.

I don't know what the Edinburgh folk think, but here we very rarely see anything about us. Are you insured for accidents, 'cos boy, you're gonna need it. Still keep your chin up Ed. anything for a lark.—J. W., Glasgow, Bonnie Scotland.

I think you've got the wrong magazine chum. Front cover boy, Kings of crash... haven't I seen those somewhere before? Maybe I didn't tell you, we intend to be original.

* * *

TROUBLES OVER

THE Millwall Flyers, whose letter to the East London Board appeared in the Monthly recently, have now settled past misunderstandings with the E.L.B., and will give the present Board their full support in future and wish them all the best for 1950.—E. G. Longhurst, Millwall Flyers, 21 Tooke Street, Millwall, E.14.

* * *

LATE NEWS

KNOW something? Your mag. gets better every month.—D. C. Smith, 26 Heath Crescent, Saville Park, Halifax.

* * *

ROLL ON EASTER

RE Barry Shapley's comment on my team—West End Wandermy riders have assured me that they won't leave until they have won all ers'—visit to Scotland next April, their matches. I will add this, too, the Scots lads will be in some of the toughest and hardest matches when we visit them. We shall know at Easter, anyway.—S. Leeds, 37 Hartham Road, N.7.

I HAVE a couple of friendly criticisms to make. They are: (a) Must we have the same old photos printed two or three times? (b) The January cover was touched up until it looked ridiculous.—Wog Vickers, 57 Barrett Road, Lakenham, Norwich.

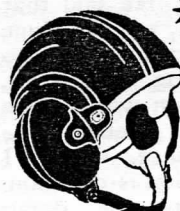
Thanks Wog. Sometimes we publish the same photograph more than once simply because it happens to be the only one we had of that certain picture. Sometimes we get numerous requests from readers to publish photos they liked during the past. Maybe our cover seemed ridiculous to you, but our Artist has got to live.

YOUNG CAPTAINS

WOULD you please let me know if we have the youngest captain in the sport. Our team, the Prittlewell Pirates, has 13 year old Graham Priest as captain.—D. Winch, E. Chapel Road, Old Ranges, Shoeburyness, Essex.

Anybody seen a younger captain?

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