Holland Stage 1947-51

FESTIVAL OF SPORT

From HENK DE BRUIN

HILVERSUM, Holland. March 1951. During the past few weeks we have been holding a Festival of Dutch cycle speedway in Hilversum. It was called : Two and a Half Years' of Cycle Speedway and is a complete history of the sport since its inception here in 1947. I managed to hire a show window in one of the biggest shops in one of the busiest streets in Hilversum, and it was filled with more than 100 photographs, trophies and cups, helmets, machines, and copies of *Amateur Cycle Speedway*.

Later an individual championship was staged in Amsterdam : it was the first time the sport had been held in our capital. It was certainly a grand success and watched by a good crowd.

More recently, experiment meetings were held on tiles and we find that such meetings have many possibilities.

Top — West Ham's Wally Green discusses Amateur Cycle Speedway with the Dagenham Control Board Chairman

Middle)-Bob Hatsell Editor of 'Bristol Evening World ' pre ents league trophy to captain of Gilda Lions, Colin Gunton

Bottom — Whither Bound Chum? P. Wallace(Lambhill Lions Glasgow) finds himse'f facing his team mate D. Higgins after an awkward moment on a slippery bend

Columbia Film Star is Mascot

TONY ARTER, manager of Norfolk's Docking Falcons, was sitting comfortably in the one-and-tens of his local cinema when he decided that his team should have a mascot. He looked at the screen and on it sauntered vivacious Terry Moore. And that's how it all started.

As soon as he arrived home, Tony wrote a letter to Columbia Studios in Hollywood and enclosed a few photographs of the Falcons.

He heard nothing until Christmas morning, when he received a large envelope from Hollywood containing a letter and photograph from Terry wishing the Falcons the best of luck and agreeing to become the team mascot.

Today, Terry's autographed photo hangs in a prominent position in the Falcon's club room, and the Falcons are justly pleased with themselves for they have one of the most attractive mascots they could wish for.

A BUDGET FOR EVERY RIDER

By ROY BULLET

LOTS of lads between 14 and 18 must be thinking of getting into cycle speedway now that it is a highly organised recreation, involving tons of fun. To look at most teams to-day, you get the impression that we are not far behind our big brother power speedway. To watch the young gladiators skidding round in crash helmets, goggles, breastplates and neat, despatch riders' boots presenting an irresistible attraction, one cannot help but think—'Bet those lads spent a pretty penny to get like that'.

So the inevitable question was put to me by a group of would-be speedsters, 'What does it cost to be a cycle speedway rider?'

There are two answers to that question. One for the lad who is 'reasonably comfortable' with pocket-money, and the other for the lad who wishes to keep the cost as low as possible. So I will take them in that order.

If you are the lad who has a little money put away and whose parents don't mind you spending it how you like, here is your budget:—

First you will need a machine. You probably have an old one in the garden shed, but you want the very best. So buy yourself a 'Wally Green Special'. This will set you £9 10s. 0d. back. Right, now you have a smart machine, the envy of the other local lads. You must live up to your standard and have a smart kit.

A good, lightweight helmet, complete with button-up chin straps and smart peak costs 25/-. You can get them at any service supplies or stores. For 3/6 you can also buy, at these stores, oval shaped, non-splinter goggles, with elastic strap.

	£	s.	d
'Speedtrack'	9	10	0
Helmet	1	5	0
Goggles		3	6
Breastplate		9	11
Gauntlets		12	6
Boots	1	5	0
	£13	5	11

continued in next issue

YOUR BREASTPLATE

A breastplate in your own colours and design, washable and non-tearable is 9/11. Then at any mail order company, you will be able to pick up a pair of ex-W.D. gauntlet gloves, ideal for racing, for 12/6.

Taking it that you will wear old trousers, next on your list will be riding boots. 25/- gets you ex-despatch riders' boots, knee-length with buckle side straps. This type has numerous under studs which take a bit of wearing out even by sliding.

You are just about complete. Now let's tot up your budget:—

Have you seen the Speedway Cycle of To-day

NO? Then you must see the

"WALLY GREEN SPECIAL"

Specially designed and hand built by
Wally Green of West Ham Speedway Team

- High Bottom Bracket
- Short Wheel Base
- Heavy Duty Wheels
- Fast and Light
- Enamelled in your Club Colours

Complete Machine £9 10s (easy terms)

Call or write to Wally at

17 Hendon Lane, Finchley, London, N.3

Taxation

from page one

wheels or even new clothing ? Then there are trophies to be bought, printed programmes to be paid for, a lorry for transport to be hired and limitless other items. It would be hypocritical to suggest that the sport—which adventurous youngsters invented and which is run by the youngsters for the youngsters—is a financial racket.

The result of this decision by the Revenue can quite easily lead to the disbandment of a large number of teams which, in turn, will lead to a greater number of youngsters roaming the streets. However, there is no reason to expect the sport will be affected generally, as records show that the majority of teams in this country ride on private or council sponsored tracks.

Vol 3. No. 1
Editor-G. Payne
Ass. Ed. C. Taylor
Sixpence
Monthly

AMATEUR CYCLE SPEEDWAY

15 Locket Road
Wealdstone
Harrow
Middx.

INCORPORATING CYCLE SPEEDWAY MONTHLY

BETTER THAN NONE AT ALL

THE continued deterioration in the paper supply position is affecting all publications. During the past few months, many leading periodicals have been suspended or have ceased altogether. We, too, were forced to suspend publication indefinitely throughout the recent non-racing season in order that we might appear regularly in the coming Festival season.

With this issue, we introduce *Amateur Cycle Speedway* as an eight-page newspaper. Only the difficult economic conditions of the present time compel us to take this step. There is, you will agree, no loss of space in this new presentation. And none of the wanted features wil be missed.

This changing into newspaper form came about after repeated propositions from many anxious readers who were dismayed at our none too regular appearance. It was their suggestion, and naturally our policy is to adhere strictly to the wishes of the bulk of our readership. In their propositions we noted also that many would prefer *Amateur Cycle Speedway* to be published more frequently: say, one a fortnight. This point is being reviewed, and we might well have some good news for you in a month or two.

With the coming of the Festival meeting, we are quite aware of the many results that will be flying about in all directions, and this alone may well prompt us to decide that a fortnightly publication is absolutely necessary.

There's a saying: No News is Good News. But we beg to differ. On the contrary, No News is Bad News and Some News is Better Than No News At All! From that follows that a smaller A.C.S. is better than no A.C.S. at all!

ANOTHER'S VIEWS ON TAX

The proposed taxation of bombed-site tracks is the talk of the hour. The Editor's story appears on the front page but the following extract from *News Chronicle* sums up the whole situation admirably, save for the unnecessary use of the word "skid kid".

"It looks as if the skid kids are to be taxed off the cycle tracks, which, by their own efforts, they have created on derelict bombed-sites.

"Some of them have been taking money at their meetings to cover their modest expenses and therefore they must pay rates and income-tax.

"This seems a pity, for if they are to be taxed, most clubs who make and use these tracks will now have to pack up. Their members will lose a healthy recreation.

"No doubt the law demands its pound of flesh, but it might have been better not to take action against these youngsters unless there were signs that their cycle tracks were turning into financial rackets.

"It is a wise administrator who knows when to hold his hand. In this case someone has been less than wise."

The recent meetings staged in London's Empress Hall, apart from being a reasonable success, were also of financial advantage to those boards who were the organisers. We understand that the directors of Empress Hall footed the bill and donated sums of money to the London and National Board.

Happy? We'll Say We Are!

They're mighty happy down Southampton way, and our picture shows a group of riders who took part in an Individual Championship some seasons ago. In the centre is Elderidge of the Turfs and on his left is Cecil Baily, well known speedway rider who presented the trophies. It's an old photo, but one which we feel will bring back memories to many south coasters.

The championship was held in aid of the R.A.F. Association and was raced on Southampton's newest track behind Messrs' Pirrelli's Cable Works.

GOOD OLD DAYS

I wonder if any readers will agree with me when I say that cycle speedway used to be more exciting in the "old days" when we built our own tracks on bombed-sites and carried our wrecked and twisted bikes home with plastered faces and cut knees. Nowadays what do we have? Lovely tidy bikes with beautiful flowers in the middle of the tracks and—horror of horrors—they take us home in ambulances.—*Dick Lock, 83 The Crossways, Heston, Middx.*

(Well I for one don't agree with you Dick! If we want to get anywhere these days, I say let's have neatness, tidyness and organisation every time. After all, aren't we all out to prove we're not simply rough and tumble skid kids?—J.P.).

SMALLER, PLEASE

What's happened to the magazine? We don't half miss it these days! Is it because of the shortage of paper? I know only too well that's a big headache for you in these difficult times; but what's to stop you producing a smaller edition at the same price? I for one would be only too glad to pay sixpence for any sort of mag. that deals exclusively with cycle speedway. So what about it Editor? Don't let us down!—*J. Perkins, 3 Ward Road, Tufnell Park.*

(Sorry for those months we missed, Jim, but here you are, what do you think of this 'smaller edition'?—J.P.).

BROWNED OFF!

Enthusiastic riders in the Leicester League are becoming very browned off by the conduct of members of the control board. Although league matches ended on the last day of September 1950, the final league placings were not published until 1951 was well under way. Some time ago at a league meeting, the chart secretary refused point blank to divulge the information and seemed determined to keep the final placings a secret.

Some of the riders took this secrecy rather badly. Surely, they said, it should not require at least three and a half months to publish the tables. It is officials like this who do a great deal of harm to the sport.—*L. Jones, Humberstone, Leicester.*

FORCES FAVOURITE

I recently sent my copy of *Amateur Cycle Speedway* to my friend who is serving in Germany. He in turn showed it to all his serving-mates and they all agreed it was a fine sixpennyworth.

I think it would be a fine idea for other readers who have brothers or friends overseas to order one extra copy for them.—*I. King, Sayers Court Road, St. Pauls Cray, Kent.*

(And a jolly good idea that is. We are only too pleased to reserve extra copies for any ex-cycle speedsters who are now doing their 'bit' overseas.—J.P.).

BRICKBATS AND BOUQUETS

Re. which articles in *Amateur Cycle Speedway* are most popular. I like all the regular features—Editorial, I Get Around, Letters, Regulations, Help, Cartoons, etc.—but these should not be using more than half the space available, and should also be cut down to the minimum in the summer when latest news and results should be given more prominence. You state that All news from All districts is to be retained no matter what size the magazine may have to be cut down to; but is it? Considerable space is devoted to Norwich, Glasgow, Halifax, etc., at the expense of Manchester, Birmingham, Coventry and the Midlands in general. I think each area should get an equal amount of space.

Now for the bouquet. The printing, illustrations, and general lay-out of *Amateur Cycle Speedway* has improved tremendously. Keep up the high standard!—*H. Smith, 41 Danesbury Crescent, Birmingham.*

(Thank you for a most interesting letter. Re. the latter points in your letter, I would like to make clear that there are some things in journalism one would like to do but invariably cannot. That is, give equal space to every area. For one reason, not every area will bother to write to us, and those that do either send pages upon pages of news, or simply a postcard! It's a problem to please everyone, but we're doing our darnedest to do just that! —J.P.).

Dagenham's Match Race Champion, Don Whitelock, looks very pleased with the trophy just presented him. Hold him someone!

H. Messum (A.C.S.) Photo.

NACSA Members favour County Championship

BERTRAM J. G. DUFFIELD was re-elected chairman at the annual meeting of the National Amateur Cycle Speedway Association. Other officers were: vice-chairman, G. W. Fernyhough; joint secretaries, S. E. Kippen and W. J. Sonnex; treasurer, J. Bunker; press officer, S. Burton.

A Working Committee, consisting of the above mentioned members plus the following, was also elected. Mr. Causer (Warws), Mr. Dunford (Dorset), Mr. Lancaster (Leicester), Mr. Guest (Norfolk) and Mr. Kavanagh (Gloucester). Four sub-committees were also elected. Members of the Rules Committee with Mr. Guest as chairman are, Mr. Cooper (Herts) and Mr. Brunstrom (Oxford). Stewards & Tracks Committee, Mr. Wynn (Kent), Mr. Jones (Middx.), and Mr. Cattle (London). The Appeals Committee, Mr. Duffield, Mr. Kippen, Mr. Sonnex and the legal adviser Mr. Lister. The Fixtures and Trophies Committee, Mr. Fernyhough, Mr. Ashtonhurst (Cheshire) and Mr. Cooper.

Mr. Fernyhough, newly elected chairman of the Fixtures and Trophies Committee, announced that several new competitions were under review for the coming season. Most noteworthy of them being a proposed county championship, run on the same lines as the F.A. County Youth Championship. Also proposed was an all-England individual championship.

The Association Balance Sheet, presented by Mr. Bunker and audited by Mr. Sloper (Berks) and Mr. Holmes (Northants) was adopted by the Council. It showed a credit balance on the year's workings of £124 9s. 4d.; but an outstanding account of £75 for badges had yet to be presented for payment. The treasurer pointed out that although 300 teams had competed in the 1950 National Trophy, nowhere near that number had forwarded their affiliation fees. The treasurer deprecated this omission and looked for greater co-operation from the county secretaries to rectify this loss of revenue.

Official badges, price 1/9, are now available to all members from Mr. Spink, 9 Moor Lane, Maidenhead, Berks. Cash with order please.

The Council approved a resolution by the chairman that a representative of a London firm of solicitors should be co-opted on to the Board for the purpose of providing legal advice to the Association.

The Rules Committee are to carry out a new census on the existing rules and submit to the Council, at an early date, their recommendations for the betterment of the sport's regulations.

Considerable discussion arose over the recent introduction of the 25 years age limit. A postal census of the country's opinion on this ruling is to be carried out immediately.

S.B.

'SCOTCH AND RYE'

The Scottish Board held their A.G.M. recently and Mr. McPherson was again elected President. Other officers were: vice-president, Mr. McKillon; secretary, Mr. Hannah; treasurer, Mr. Bell.

Next season was discussed and all members were in favour of the proposed visit from Rye Aces, the Sussex team which was only beaten by the Glasgow Select during that summer by two points. Matches between Rye and teams from Glasgow, Edinburgh, Falkirk and Lanarkshire were arranged.

B.T.

NEW LONDON C.B.

At a meeting of representatives of teams from the London area, held at St. Bride's Institute, E.C.4., following an announcement in A.C.S., a London County Council Control Board was formed.

Mr. W. J. Cattle, manager of Tooting Tigers, was elected chairman, and Mr. J. Bloor of Ruskin Flyers, vice-chairman. Officers elected: secretary, Mr. H. Edwards; treasurer, Mrs. H. A. Akester; other members, D. Allery, J. Hasler, A. J. H. Hopper, C. R. Lewsey and E. Longhurst.

R.B.

Dagenham and Barking Association held their third annual dance and social at the Cambell Youth Centre, Becontree recently. Among those present were riders from Dagenham Aces, Wantz Wallabies and Longbridge Leopards.

Prior to presentation of last season's trophies, a raffle was held for a pair of nylons. Needless to say, overwhelming response was encountered from the ladies. £2 6s. 6d. was gained for the "kitty".

Chairman Mr. Curtis introduced Wally Green who presented trophies. Dagenham Aces took the league championship and the winning combination—R. Goss (manager), Sid Gamage (Capt.), Tommy Clifton, Dennis Hubble, Stan Hubble, Charles Chalky, Harry Taylor, Alan Stacey and Ted Jones—were present. Also present were the runners-up—D. Boughton (manager), Ron Pracy (Capt.), Ron Timson, Don Whitlock, Ron Martin, Pat McGhee, Tony Spence, Derek Barker and Brian Bond.

Match Race Champion was Don Whitlock (Wantz Wallabies) and the Barking Carnival Champion, Derek Hammond.

H.M.

FAIRY GAVE PRIZES

North Somerset Board held their annual dance at the Weston Hotel, Bath recently. The Fairy Queen at the Bath Pantomime presented the league championship trophy to Weston Tigers, who were unbeaten. Odd Down Rockets received runners-up cup. These trophies were kindly donated by Mr. Fred Selby, manager of the Bradford cycle speedway.

J.W.

'12 TRACKS'—A M

A target of twelve tracks for the coming season was set by W. S. Thomson, re-elected President of the Edinburgh & Lothians Association at their annual meeting at the Melbourne Hall. At the time of writing, four tracks are ready, five in course of construction and three more sites have been promised by the local council. The Association hope to run two leagues next season.

Officers elected: president, W. S. Thomson; vice-president, Mr. Branston; secretary, Mr. Hannah; match secretary, Mr. McKillop; treasurer, Mr. Watt.

B.T.

Since Bill painted his track bike with Robbialac he's been dazzling all the opposition.

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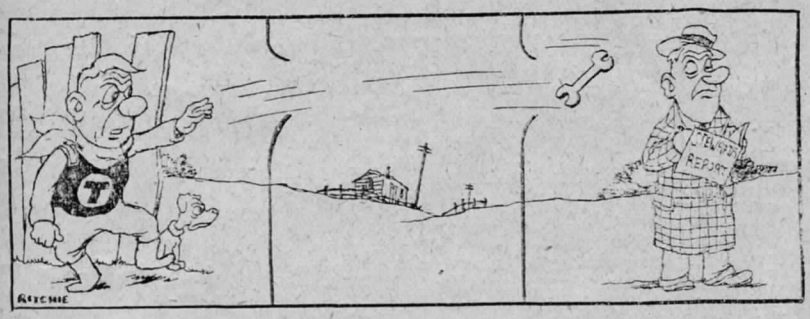
Synthetic Finish

★ Paint your cycles in team colours—many colours available in ¼ pint and ½ pint tins, from Cycle Dealers, Stores, etc.

TRY-HARD-TIM —He means well



Introducing the new
A.C.S. Trophy for 1951

WHO'LL win the Cup?

No, not the F.A. Cup or this year's National Championship Cup; but our own Cup—The A.C.S. Trophy. You haven't got to race for it as it will be awarded to the Control Board of the County that does the best all-round work in building up the circulation of our paper, or rather, your paper. The race for this Cup starts with this issue—so plan your campaign now!

Although the competition has not yet begun, sales records show that London are in the lead and if that position does not alter it certainly looks as if the newly formed London Control Board will walk away with the Cup!

To stop this, other counties should order one or two extra copies for friends and rivals and should sell copies at their tracks and dance-halls. And we want to hear from you so that we can publish news of how you are helping to build up sales.

One London reader says: "We're only too quick to criticise you when you are unable to publish regularly; but do we do enough to help *Amateur Cycle Speedway*—our own magazine which has done more than any other magazine for cycle speedway—obtain nation-wide circulation? I understand that if there is a bigger demand you have a better chance of appearing more frequently. It's up to us managers and riders and supporters to help you just as you've helped us during the past two years. You may depend upon my team. Our sales will climb because we fully realise that without A.C.S. we cannot express ourselves or build up our fine, healthy recreation —cycle speedway".

There you are readers. Each month we'll keep an authoritative account of increased sales and publish reports on how matters are progressing. Seconds out! Time! The fight for the A.C.S. Cup is on!

REGULATIONS for The Men in Charge

Third article in our Series by Roy Bullet

IN this third article of my series, I am continuing to outline some of the problems a steward is often faced with. Perhaps the most perplexing of them is that of foul or dangerous riding, for it covers a very wide range. Not that foul riding is frequent in the sport; but a practical knowledge of the various incidents that occur under this category is useful.

FOUL and DANGEROUS RIDING

FOUL OR DANGEROUS RIDING

The steward shall exclude immediately a rider who, in his opinion, indulges in foul, unfair or dangerous conduct. When, in the steward's opinion, such conduct has given an advantage to the team of which the offender is a member, or, in the case of a non-team event, jeopardised the fair chances of one or more of the riders winning such race, the steward shall order a re-run.

DANGEROUS CONSTRUCTION

The steward shall exclude any machine the construction or condition of which he deems to be dangerous. Unnecessary equipment, protruding objects or attachments to tyres may, among other things, be deemed to be dangerous. The fact that a tyre or other part of a machine may fail to remain properly fitted throughout a particular race shall not be good ground for the exclusion of the rider from that race, unless, in the opinion of the steward, the condition of the machine is dangerous.

The above regulation needs regulations. Foul or dangerous conduct can be split up into many categories, the most common of which is boring. The steward should watch for a rider who deliberately leans on or jabs his elbows into an opponent. As the regulation states, that rider should be excluded. Similarly, if a rider swerves in front of an opponent when he is not at least one cycle length ahead, he should be excluded.

Certain notorious riders of to-day have devised their own methods of foul riding, and it is up to the steward to think and act quickly and give judgment on anyone who, in his opinion, is liable to be of danger to the other riders. It is important to note that when a rider has been excluded from a race, the remaining three riders must take up their original positions at the gate. There should be non of this moving up into the offender's berth.

RE-RUN RACES

If an accident has occurred, and in the opinion of the steward it would be dangerous for the race to continue, he shall stop the race by giving the "stop" signal, and the race shall then be re-run. The steward only is empowered to stop a race, and no other official shall give the stop signal during the course of a race.

Any race so stopped shall be re-run. The steward shall permit any rider who has fallen, as a result of being fouled, or in the interests of safety, to take part in the re-run. Any rider who is the primary cause of a race being stopped shall be ineligible to take part in the re-run and shall be excluded, and a reserve rider, if any, is not permitted to take the excluded rider's place in the re-run. Any rider eligible to take part in the re-run may change his machine for the re-run.

Any rider who fails to start in, has retired from, is excluded from or who is lapped during the course of a race, which is ordered to be re-run, shall be ineligible to take part in the re-run.

If in the interests of safety the steward has stopped a race after one or more riders have crossed the finishing line, the race shall not be re-run.

A point or two on the above little explanation, except that the usual "stop" signal as used in races to-day is a red flag or red light. It is useful to note the other track signals which are: Green light or flag for start; yellow flag for last lap; black and white check flag for finish; black flag for individual exclusion.

OUTSIDE ASSISTANCE

If during a race a rider receives outside assistance, other than the removal of himself or his machine, or the lifting thereof in the interests of safety, he shall be excluded. The steward shall report to the Control Board for conduct prejudicial to the interests of the sport any person who assists a rider to restart in a race or who, without due cause, obstructs a rider from doing so.

Roy Bullet will continue this series with another article in the next issue of A.C.S.

An eight minute programme devoted entirely to cycle speedway was broadcast to the Midlands on February 17th. Announcer Bill Latto interviewed West Ham speedway rider Wally Green. Script was arranged by Bill Latto assisted by Graham Payne, Editor A.C.S.

MORE C.B. REPORTS

The annual meeting of the East London League was well attended and lively. After the treasurer and secretary had each given their reports, criticisms were invited on the work of the board during 1950. Chief of these was a complaint from some teams who were unable to enter the National Trophy due to the failure of the board to make the necessary applications in time.

It was explained that this was due to the old secretary, L. Silver's call-up. An unavoidable delay in correspondence resulted. The only other criticism raised was the question of riders' licenses and the failure of the board to produce same. Mr. Gibbs, secretary, explained that he had written several times to N.A.C.S.A. but on each occasion he had only received a formal acknowledgment, but no licenses.

The business having been settled, the board, according to the constitution of the East London league, formally resigned and the following were elected to hold office for 1951: chairman, Mr. Branch; vice-chairman, Mr. Griffiths; secretary, Mr. Shippey; treasurer, Mr. Gibbs; committee, Mr. Granham, Mr. Leeds, Mr. Davies.

Last item on the agenda was proposals for 1951. Chief among these was that Dagenham should be invited to join the East London League although it was pointed out that this would incurr heavy travelling for teams from N.E. London.

And so the meeting came to a close with a general air of optimism and a feeling that 1951 would be another successful year for East London.

G.B.W.

Ambitious plans for popularising cycle speedway in Leicester during the coming season are receiving consideration from the Leicester Association. Most important is a scheme to introduce a series of test matches with other cities and counties throughout the Midlands. Birmingham and Northampton have already expressed a willingness to co-operate.

Other proposals which the Association are expected to approve are the formation of district leagues in the county. They plan to establish a league at Loughborough and in many villages. The formation of these leagues will greatly reduce travelling expenses.

In recent weeks, the Kirby Kings, have been busy raising funds—dances, whist drives and socials—to improve their track on the Kirby Muxloe recreation ground. They hope to install an electrically-operated starting gate—the first in Leicestershire.

T.H.P.

CLASSIFIED ADVERTISEMENTS

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SUPPORTERS NECKTIES, 5s. 9d., scarves 7s. 9d., boy's ties 3s. 9d. Authentic design for every speedway track (action figure wearing colours with name below) Authentic design every football league club (footballer wearing team shirt and shorts with club name). Hand-printed washable. Available yellow, rust, wine, scarlet, blue, green. Send postal order stating requirements.—Club Tie Company (Cycle), 28 Avondale Road, London, E.17.

NEW! EXCITING! "Speedway League." The game that brings the thrills home. League races. Championships. Life like metal riders. Club colours. No two races alike. Hours of fun for one upwards 15/9 post free from 65 Princes Avenue, London, N.3.

CYCLISTS all ages, should join the Veteran Cyclists' Association. Attractive badge, colourful transfers. Particulars, stamp. 2 Heyes Lane, Timperley, Cheshire.

THE BROADSIDER " speedway magazine Near-complete set available from No. 1 ery clean, ideal for past results or old picture ttings. What offers? Box 1130, V.C.S. Locket Rd., Wealdstone, Harrow, Middx

STAFF REPORTER Roy Bullet recently tried out a pair of the new Avon cycle speedway tyres. He has this to say about them: "They are well designed and each tyre does its respective job well. The rear tyre, the Avon Skidway Gripster (26 x 1) with its rugged tread is most effective. No bike should be without a pair."

Avon India Rubber Co. Ltd. can supply all teams with their new tyres. Price is reasonable at 21/- a pair, or 10/6 each.

PHOTOS taken by our photographer, Henry Messum, may be obtained from these offices at the following prices: Postcard 6d; 6 x 4½ 1/6d; 8½ x 6½ 2/-.

Henry Messum will shortly be touring the London and Home Counties area. Teams wanting him to visit them should book a date immediately to avoid disappointment. He expects to be very busy this Festival season. Write to Mr. Messum at *Amateur Cycle Speedway*, Photographic Dept., 58 Claremont Road, Leytonstone, E.11, and NOT to these offices.

Do you collect cycle speedway photos? Mr. Messum would be willing to supply you sets of various action shots at cheap rate. Drop him a postcard to-day.

Monarchs Track is in Tavern Gardens

IF the Black Lion Monarchs (East London) are ever thirsty, they haven't far to go for a cooling refresher, for their track is situated in the gardens of the Black Lion public house, Plaistow.

History of the Monarchs was outlined to me by their manager, Mr. T. Archie. "We started off with only four riders and four shillings in the kitty," he said. "But we soon had a fine team, and were lucky enough to rent a site from Mr. Clark of the Black Lion at £12 per annum, inclusive of two spacious dressing rooms." Certainly a bargain in either pre- or pro-inflationary days!

On Sunday, January 28, the Monarchs staged their Jeyes Trophy competition for a silver cup donated by Messrs. Jeyes Ltd. Riders from Arsenal Aces, Leyton Aces and the Monarchs took part. Vic Harding of the home team (*seen right in picture*) took the honours. Present were Tiger Stevenson, pre-war British Speedway Champion and former captain of West Ham; and Wally Green of West Ham.

Mr. M. F. Bellamy of Messrs. Jeyes Ltd., presented the trophy stating he had been converted into a speedway enthusiast.

HENRY MESSUM.

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England's Captain's exclusive report

Grand Prix Was Good Start to 1951 Season

WELCOME visitor to these offices the other week was Ken Cooper, popular England and E.A.C. Hawk's (Herts) Captain.

He had not long returned from his successful trip to Norwich where he took part, as a guest rider, in the first major meeting of 1951—the Norfolk Grand Prix. Ken brought back a runners-up plaque.

In an exclusive interview, Ken told A.C.S.: "It was a good start to the year. The racing was good and the organisation even better. Both Ken Keeble (Sussex) who was the other guest rider and myself were received with warm hospitality. The handsome trophy and plaques were presented by Wally Green and thanks must go to the Grocers, Newsagents, Bakers, Chemists and even Doctors who subscribed to make this trophy possible.

"Unfortunately my colleague Wog Vickers was off colour and had to retire after two rides. The closeness of the racing is seen from the final results : only one point separated the first four riders. Came the twentieth heat and Alf Ramsbottom of Earlham Eagles was the victor of the day with 14 points. But Malcolm Flood, Barny Platford and myself were tied with 13 apiece. The run-off was most exciting.

"Somehow I managed to forge ahead and pass the post first, close behind me was Malcolm and last Barny. Afterwards I learnt that Barny, making a desperate challenge, broke his saddle. By the time this gets into print, I shall have taken my team, the Hawks, up to Norwich for a challenge match."

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'END THIS AGE BAN' URGES WALLY GREEN

THE recent ruling by NACSA which states that no rider, older than twenty-five, may participate actively in the sport is meeting with much opposition. We asked Wally Green, West Ham speedway rider for his views on the subject. He said: "The age limit is ridiculous. The teenagers who put the sport on the map are now on the verge of being thrown out—how stupid! Juniors can learn quite a lot from these 'old-timers'.

"The Board, if they want to split up the old-timers from the coming stars (and I can't see why) could put a sort of overseas riders ban on them and use them only in second half or open championship matches. To NACSA I say, don't kill the sport, because I'm sure that will be the result of your recent ruling."

That's Wally's opinion; what's yours? Write to us—on a postcard please—and we'll publish views in our next issue. Mark communications "Age Limit" and sent to A.C.S., 15 Locket Road, Wealdstone, Harrow, Middlesex.

THE STYLES OF TWO COUNTRIES

WE are indebted to Hartog de Ronde, the president of the Dutch Cycle Speedway Association for the grand action shot below. It shows the Dutch champion, Henk de Bruin, leading from English rider D. Clemmitt (Slough Flyers) out of one of the famed "suicide bends". Points to note are the difference in styles, dress and machines. Dutch lads favour low-cut frames in order that they might stand on the bends. H. de Ronde told A.C.S. "we always take the majority of our photos from the outside of the track for better effect". He's right!

STAFF GIVES LIST OF HONOURS

MEMBERS of the staff were recently invited to submit to the Editor their list of 1950 honours. As this is the first issue of A.C.S. since 1950, it's not too late to publish the results in full.

ROY BULLET: NACSA for their sterling work. Gem Pirates, best Southern team. Chorlton Aces, best Northern team. Craighton Eagles, best Scottish team. Ray Braddon (Peckham) South's best rider. Lew Grepp (Manchester) North's best rider. Bill Ritchie (Glasgow) Scotland's best rider.

JAMES PRENTICE: NACSA. Stratford Hammers, best Southern team. Roland Rockets, best Northern team. Lambhill Lions, best Scottish team. J. Gale (Dorset) South's best rider. Jack Pennington (Manchester) North's best rider. Bill Ritchie (Glasgow) Scotland's best rider.

ROCKY HILL: NACSA. Gem Pirates, best Southern team. Chorlton Aces, best Northern team. Craighton Eagles, best Scottish team. Ken Cooper (Herts) South's best rider. Lew Grepp (Manchester) North's best rider. Barry Shapely (Glasgow) Scotland's best rider.