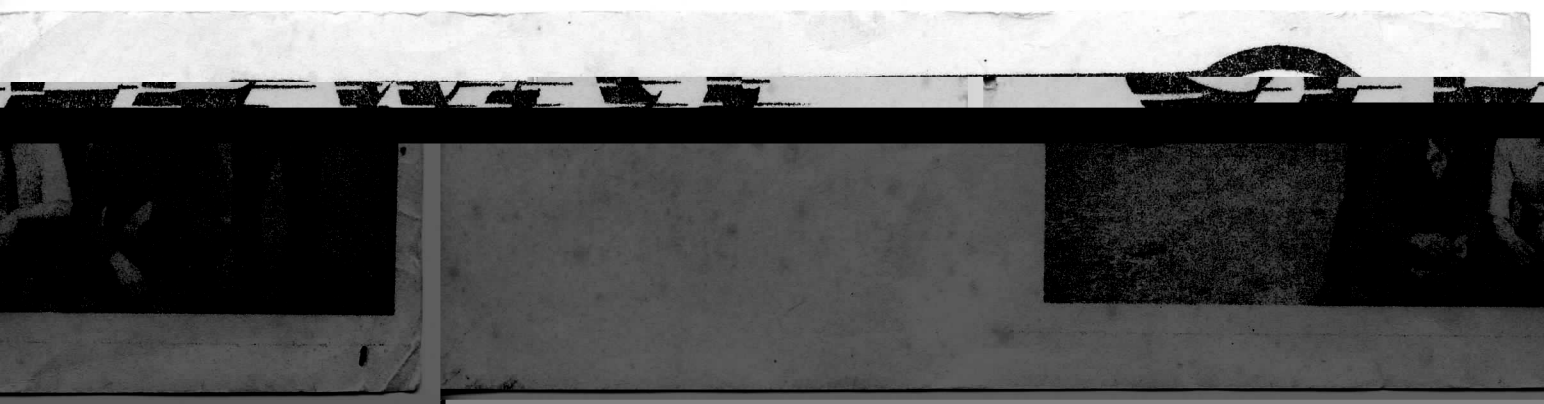




NACSA BCSF IS IT WAR OR PEACE?

Having followed the sport with great interest for many years, I feel bound to write this article. About three seasons ago, a crisis in Cycle Speedway developed. For the first time NACSA had opposition - in the form of the British Cycle Speedway Federation. Many enthusiasts were worried that the sport would be like a bone with two dogs pulling at it, neither one getting total possession. Others welcomed the move hoping that the game would prosper through competition on the part of the controllers.

What has happened? Has anyone seen the benefits of the BCSF policy? True their accent is on presentation, at which they excel, but presentation alone will not save Cycle Speedway. Has NACSA suffered as a result of the BCSF coming into being? They still plod along as they have in the past. They are the great un-flappables, a little muddle headed but invariably reliable. On the other hand the BCSF get very excited over any little break which comes their way. They are rather inclined to be complacent, and what is more to the point - too self centred. Yet they, like NACSA, have their faithful following.

In short, the sport has become the bone. It is being pulled from both ends and no one side is winning. This would not be so bad if there was a chance of this happening. Under our present system it can't. There can never be two ships captains, and there can't be two governing bodies in so small a sport as Cycle Speedway. So one side must win. It is unlikely to be NACSA because they seem unaware that the BCSF exists - and you can't fight an unknown opponent.

So, it must surely fall to the Federation to take over. Their present set-up however, isn't geared to do this. They never come out as an active opposition. They are more inclined to agree with NACSA than to disagree. How much justification they have for this in relation to their very existence, only they can say.

All in all the sport is split right down the centre as far as loyalties go. And yet, the two organisations seem allied at Executive level. Is this their subtle hint to each other that they want to link up? If this is so, then let it happen - and soon. If it isn't, let's have some promises of three years ago translated into deeds. We can ill-afford to keep two parties going - parties which seem remarkably similar.....

"CONCERNED"

(Name and Address Supplied)

A CALL FOR
ACTION NOW _____

_____ ONE WAY OR THE OTHER

NATIONAL SEMI—FINAL ——— NORTH

If these matches had been less important they would probably never have been ridden at all. Thunderstorm throughout the previous night had been accompanied by the heaviest September days rainfall since 1901, and this had caused the neighbouring brook to overflow and flood the track to a depth of 3 feet in parts. However, thanks to the efforts of Brian Moston and other helpers, the water was cleared by digging a trench across the bottom bend and brushing the water down it. After the water had all drained away the trench was filled in and a new surface laid over it. Thanks to this, the matches were able to start only 1½ hours later than scheduled.

Junior. This programme was somewhat spoilt by the non-appearance of six of the competitors and as only three reserves were available, some races were run with only two riders. However some of the racing was very good. Vic Armstrong had a good win in heat 2 against Hornblow on a machine borrowed from one of the Carrswood spectators. This machine was used subsequently by all the Oxford riders, with considerable success.

Senior After a short interval we had the major event of the afternoon and, considering the soggy state of the track, some very fast times were set up. Three of the competitors had failed to appear but reserves were available, so no races were incomplete. Heat 1 was a thriller, with Hinchliffe gating into the lead off grid 1. However Garnett, picking up very quickly out of the bends on his 2-below gear passed him after two laps for a fine win. Blackwell came third. Lancs champion Vinny Marsland started off well with a fine win over Moston in the next race. Heat 3 gave a win to McGee with Lewis second and heat 4 saw a great four lap battle between Dockerill and Watling, the Birmingham rider just getting the verdict. Marsland disappointed in heat 5 only managing third place to Hinchliffe and a fast moving Rowland. Blackwell won heat 6 from Smith and McGee earned 3 points at the expense of Dockerill in heat 7. Heat 8 was a corker with Garnett and Moston opposed but Derek made no mistake, going straight into the lead off grid 1 with Watling third. Watling dropped valuable points in the next race, finishing last! This was won by Hinchliffe with McGee second.

Marsland also slipped up in heat 10 coming last behind Lewis, Dockerill and Blackwell. Moston recorded his first win of the match in heat 11 over Smith and Garnett won heat 12, with Rowland, showing a good turn of speed, coming second. Smith could only secure third place behind Hinchliffe and Lewis in heat 13 and McGee finished last in a strong heat 14, behind Blackwell, Moston and Rowland. Heat 15 saw Watling get going with a win over Marsland and Garnett beat Dockerill in the next race.

Hinchliffe completed his rides with a win over Moston in heat 17. Lewis's final three points saw him safely into the final. Marsland and Smith needed 3 points from heat 20 to stand a chance, McGee needed 2 to qualify. Garnett came in first, Marsland 2nd, McGee third. In a run-off to decide the last three certain riders and the eighth highest score the result was - McGee, Blackwell, Dockerill and Watling.

M. WANSBOROUGH.

NATIONAL SEMI-FINAL — SOUTH

Sunday September 3rd saw the National Individual Junior semifinals held at Tatnam, Dorset. Top Juniors proved to be B.Cottrell of Southampton Vikings and 13 year old Colin Sanders of Tatnam Tigers both of whom scored 13points. Cottrell unbeaten in his first three races looked set for a maximum but was beaten into third place in heat 16 by Morse and Willcox both of Swindon. Sanders dropped his points in two races, he came second to Cottrell and Collins. Surprise of the meeting was the off form riding of Mick Curry of Whipps Cross Comets, only scoring 7 and losing a run-off for 8th place. Tarr and Morse tied for third place, both scoring 11pts. Collins of Southampton Vikings who was reserve repl replaced P.Fiander of Bushy and scored a very good 10pts.

The Senior semi-final was an extremely close affair with 5 riders with 9 points after 4 rides. Eventually three riders tied for first place with 11pts, they were Tommy Davis (Weston), Andy Bright (Tatnam) and John Mills (Southampton). Roger Nicholson made a return to form scoring 9pts. Others on 9pts were Pete Page (Raynes Park) and Dixie Dean (Hendon). The meeting was marred by a serious accident to Tatnam star man Alan Nippard who suffered two triangular cuts above and below his left eye. This happened in heat 14 when he attempted to ride between Weston Stars men Dryden and Davis on the second bend, with disastrous results. At the moment of writing it is not known how long Alan will have to stay in hospital, but we hope it won't be too long and wish him a speedy recovery. Barring this accident the large crowd (the biggest seen at a Dorset track for many years) enjoyed an extremely good after noons racing and should have been well impressed by the standard of riding in both junior and Senior events. Congratulations to all qualifiers and thanks to Mr.Mansbridge of Hungerford and Mr.Bartlett of Upton for the loan of their flags and hoardings.

ROGER NICHOLSON

MIDDLESEX SENIOR LEAGUE TABLE

	P	W	D	L	Pts
Weston	12	12	0	0	30
Raynes Pk	14	10	1	3	27
Tolworth	11	9	0	2	23
Uxbridge	11	5	1	5	13
Hendon	13	5	0	8	12
Bushey	12	5	0	7	12
Wembley	14	1	1	12	4
Chessington	11	0	1	10	1
British League Table	21.8.61.				
Edmonton	12	12	0	0	24
S.L.Rangers	11	9	0	2	18
Hellingly	11	8	0	3	16
Tottenham	13	7	0	6	14
Bournemouth	11	6	0	5	12
S.L.Hunters	12	3	1	8	7
Beckenham	12	1	1	10	3
Thurrock	12	0	0	12	0

INTERMEDIATE LEAGUE TABLE

	P	W	D	L	Pts
Chessington	10	10	0	0	25
Wembley	12	7	1	4	19
Uxbridge	9	7	0	2	18
Raynes Park	12	6	1	5	16
Hendon	11	3	0	8	8
Weston	11	3	0	8	7
Bushey	11	1	0	10	2

EDINBURGH LEAGUE TABLE.

	P	W	D	L	Pts
E.Falcons	4	3	1	0	6
Meadowbank	2	2	0	0	4
Trinity Tigers	2	2	0	0	4
Liberton Rebels	2	2	0	0	4
Belford Aces	2	1	1	0	2
Sighthill	3	1	2	0	2
Abercorn	2	0	2	0	0
Seafield	3	0	3	0	0
E.Vikings	2	0	2	0	0

EASTERN LEAGUE ON THE WAY?

Owing to the steady decline in the number of clubs in East London, and the Essex County, the following suggestion has been received for the reorganising of the sport in this area for the next season. 'That all clubs in the East London, Essex Suffolk and Norfolk areas be invited to form together the Eastern Counties, or East Anglian League. This would put the sport on a firmer basis and would be run on lines similar to the National League and the British League. All clubs in this area will be invited to attend and join, and one of the main aims would be to have prompt starts, closer and better presented racing, which would attract more good publicity and more spectators.

With sufficient clubs in the area, a complete fixture list would give racing at every track regularly, and could give the sport a much needed shot in the arm in the Eastern Area where it is greatly needed'.

Any clubs who are interested in helping to form such a League, should get in touch with J. Newham, 59 Padnall Court, Padnall Road, Chadwell Heath, Romford, Essex, as soon as possible, so that arrangements for a meeting can be made.

J.B. NEWHAM.

SEC. Essex C.S. Ass.

N.A.C.S.A. Rule Books

The new NACSA Rule Books are now available, price 1/- from:
Mr. F. Bennett, 17 Borrowdale Road, Millbrook, Southampton, or from
Mr. F. Ashtonhurst, 14 Northolme Gdns, Burnage, Manchester 19.

AUSTRALIAN SEASON STARTING SOON

As it is still the off season here, very little has happened since I wrote last. I think the best news is that Northern Skid-Kids, after having been kicked off their old track by the local Council have been granted a block of land by the South Australian Brewing Co. The land is behind the Gepps Cross Hotel and the manager seems to be right 'with' the club in their attempt to restart.

Findon who start racing in two or three weeks, have just laid a new surface on their track and it is hoped that the season will see less falls and spin-outs on the tricky corners, than last year.

Findon held two car trials during July, and these were extremely well attended by riders, their parents and supporters. Prizes ranged from 25/- and an air cleaner for first, to a street directory and seven raw sausages as a booby prize.

South Adelaide have held two practice meetings, both poorly attended and Edwardstown are still trying to complete the rebuilding of their track before the season starts.

RON FERGUSON.

THE HENGROVE RIDERS CHAMPIONSHIP held at Arnos Castle, Bristol, was won by Phil Sposito with 14pts. He was presented with a new 'Skidway' and a trophy. Second place went to Alan Pullinger after a run-off with Barry Sullivan. Both riders scored 13 points and both were presented with Cups.

THE B.C.S.F. 1961 GOLD CUP FINAL

Everything points to it being a classic Gold Cup Final at Montagu Road on September 10th, when Edmonton, as holders, face the 1959 winners - South London. These two clubs have consistently provided the kind of racing which gets the supporters on their feet cheering, and if the results of previous engagements are anything to go by, then the expected record crowd will certainly be in for a great match.

At the time of going to Press, the Edmonton club reports advance ticket sales for seats have exceeded their expectations. If the trend continues, it will be standing room only on the day. The ground record of 600 is likely to be broken. This briskness in ticket sales reflects the way in which the Final has captured the imagination of the Sports followers in the South.

South London go into their second Final with supreme confidence. They have already had the experience of leaving Montagu Road with the Cup, and experience counts for much in top class racing. However, they realise that in Edmonton they face stronger opponents than in 1959 when they met Tooting. Yet, they had the great satisfaction of smashing a two year unbeaten record when they took the London Charity Cup from the Monarchs on Easter Sunday. Quite a number of people subscribe to the view that as Edmonton halted South London's League aspirations for this season, the Wandsworth combine will have some of their confidence taken from them. There is another school of thought which says that by the very fact that South London can only be second in the League, they will fight even harder to lift the Gold Cup.

"What we did in 1960 we can do again this season". This seems to be the general opinion of the North London squad, which achieved the 'double' last term. With the 1961 British League Championship under their belt, one can understand their optimism. Although they lost at Montagu Road at Easter, they have since beaten South London by twenty three points at the same ground. Edmonton realise that they have an advantage on their home track, but also point out that the more a club rides the ground, the less the advantage to the homesters.

The usual personality parade will be one of the features of the Final, and Irene Handl, currently starring at the Strand Theatre, London, will make the presentation of the trophy. Edmonton's Member of Parliament will be making his first visit to the ground. The mayor will welcome the visitors to the Borough, and it is expected that some of the Council will have their first taste of cycle speedway.

In previous finals, a complaint has been made that there are not enough seats to accommodate those spectators who prefer not to stand. This has, in some way been remedied. To the row of eighty along the home straight have been added a further 130. Because a charge is being made to cover the expense of installing them, enclosures have had to be built to partition the seating from the free standing areas. A kiosk has been erected by the main gate for the sale of refreshments. The amplification system has been overhauled to give better facilities to the spectators. The club enclosure has been rebuilt, and a concrete floor added. The seating capacity has been increased to 36 in this section alone, making a total of 250 seats available.

BCSF NACSA WHICH WILL YOU JOIN?

By the time this is published the season will be coming to a close again. It promised, in April, to be our best one for a long time - BCSF and NACSA. BCSF because they had no troubles to speak of and they were stronger than in 1960, also they had the "draws" of World Final track Garratt Park and the Champion Les Westwood. NACSA because not only were the Counties in a better state, but the National League had, at long last, been started.

So far, BCSF have succeeded 100%. The criticised British League v Rest of England series - a success. Perhaps the "Rest" were not the best available, but I understand that some of those asked could not ride, so it wasn't their fault. The Gold Cup and Britannia Shield - bigger, still running very smoothly, and better.

In 1962 more teams in the British League - which may become 'British' at last. More Counties in the Federation. More T.V. Also, with some of Edmontons stars retiring, South London Rangers may see their way clear to shed some strength and the league will then, surely, be far more open than ever before.

NACSA's 'Nationals' ran very smoothly - as usual - except that this year there have been no appeals against anything. The National League - well I don't think so. Some tracks are downright hopeless. Some teams have made havoc with the fixtures. Control seemed very negative. Oxford grew as a County - Birmingham nearly disappeared - Leicester was 90% BCSF - Essex, 2 sides ? - Wilts, 2 sides ? - Manchester, Coventry and Hants plus old faithfuls N.W. Middlesex - all O.K. Riders from NACSA were very successful in the BCSF Individuals.

That then is, I gather, the current situation. And herewith is what I think will have to happen in 1962.

1. BCSF will grow - or just become stagnant and fail - and I predict one of NACSA's biggest Counties will be in BCSF by 1962.
2. The WORLD Championship will be run by England again.
3. Scotland will have to join BCSF - or finally pack up.
4. A strong feeling of unrest in NACSA will either set it on its feet again with a better committee - or NACSA will fold up and everyone will apply for Federation affiliation. Somehow, for the sports' sake, I hope the latter happens.

With BCSF having ALL the country behind them, ours could be a Nationally recognised sport overnight. BCSF CAN have the backing of the country - NACSA NEVER will again.

B. SHAPLEY

LONGSIGHT PEGASUS RIDE AT LEICESTER. Longsight Pegasus paid an interesting and profitable visit to Leicester on July 30th for challenge matches and won them all, two by a large margin.

BLACKBIRD MONARCHS 2nd.34 Burns 10. LONGSIGHT 2nd.38:Rogers 11,Davies 10
BLACKBIRD 1st 41:Glover 11,Parry 10.LONGSIGHT 1st 54:Darling,Lock 11.
ANSTEY/AYLESTONE 1st 27:Pool,Warren 6.LONGSIGHT 68:Darling,Wansborough 12
ANSTEY/AYLESTONE 2nd 32:Rogers 8.LONGSIGHT 2nd 40:Davies 11, Gaskell 8
LEIC.IND.LGE.26:Matts 7, Harvey 6. LONGSIGHT 70:Wansborough,Darling 11.

THIRD TEST MATCH

BRITISH LEAGUE 60 - REST OF ENGLAND 48.

So, against the critics, the British League won the last of 1961's Test Matches by 12 points to gain an undefeated final margin in the series of three matches to none.

The result was surprising, because it was fairly widely spoken that this time the League would be beaten. The strange thing is that when all odds seem against them the League's team ride far better i.e. the 1st and 3rd matches in the series. At Hellingly on the occasion of the second test when an easy win was anticipated, the League made hard work of it. Nevertheless, the British League side certainly upheld the prestige of its organisation and the faith of its selectors. The fact that all matches were ridden on League circuits didn't, I feel, give any advantage to the winning side, because all were excellent tracks and riders of the class of the Rest of England's should be able to tackle them in their stride. The deciding factor of the series between the teams was the fact that the British League men are proud of their League and have an ideal to race for, and realise that this ideal, racewise, is at stake in the Test Matches, and therefore ride that much harder. The Rest of England, whilst all good riders, have no such driving force behind them, and consequently lost the contest. Still, riders of both sides voted that the matches were a great success and most enjoyable, while spectators agreed that the series served up some excellent racing.

As far as the points went in the 3rd Test, Ray Chivers, Len Adams, Ted Cracknell and captain Jeffery all scored well, although the whole side worked as a team. For the Rest of England Derek Garnett, Brian Moston and Paul Murden rode successfully.

M. JEFFERY

KESTRELS CUP FOR EXETER SPEEDWAY

The local Kestrels at Shaldon Nr. Teignmouth still continue to ride each week, with local cup events and other made-up matches.

G. Tooley of Teignmouth looks like winning both main Cups, the Presidents and the Managers Cups. On Monday, August 21st the Kestrels travelled up to Exeter. During the interval of the Exeter Falcons v Plymouth Bulldogs local Derby, the Kestrels will ride one lap around the 440 yard track, there will also be a challenge race against riders of the Falcons team. The Kestrels manager is giving a Cup for the second half of the M/Cycle event, on behalf of cycle speedway, which will be presented to the winning rider after the match.

It is now understood that the Exeter Speedway supporters club is forming a cycle speedway team,

RON VAULTER

ST. JOHNS CUP

Shirley Bombers v Uxbridge Pirates

Shirley Bombers entertained Uxbridge Pirates in the semi-final of the Inter-County St. Johns Cup on a warm Saturday evening. Expecting a defeat from a heavier and older side, the Bombers were surprised to find themselves six points up after five heats, but the Pirates did not give up easily. Throughout every race the racing was close and the result unpredictable. At heat 12 the Bombers had steadily increased their lead by ten points. In the remaining four heats the Pirates made every possible attempt to wrest the match from the hands of the Bombers by lowering their points deficit to six, thanks to fine efforts by Bill Punter and R. Lester, before the 'nominated'. The score being 48-42 in the Bombers favour, with one race to go, the tension eased up. Although with the match lost, the Pirates put every effort into the 'nominated' to get a well earned 5-1, making the final score 49-47 to the Bombers.

I would like to congratulate Pirates on a fine display, which they maintained throughout the match.

Incidentally, the match was considered by local riders and supporters to be the most exciting match held this season, and we anxiously look forward to meeting them on their home ground next season. The Bombers would like to thank the Pirates for their good spirit which made the match so enjoyable for all concerned.

BOMBERS 49: D. Butcher 10, J. Hawkins J. Stagg 9.
PIRATES 47: B. Punter 11, J. Unsworth 10, R. Lester 8.

D. BUTCHER.

INJURIES HIT BUSHEY

Just how unlucky can a team be? After "Mungo" Males broken wrist, "Split" Gillett, the captain, breaks bone in his ankle which will keep him out for the rest of the season. Then Ted "Cowboy" Bodman breaks a bone in his hand, which will keep him out of the saddle for eight weeks. Of the Senior side only Pete Saunders remains without injury at the time of this report (I hope!).

The Bushey Juniors are showing up well with A. Green, B. Rome, P. Fiander, M. Trueman getting among the big scores.

In the Independent League (Middlex) Bushey Wallabies had the usual position of winning all their home matches but losing all their away matches.

Pedro Fiander was suspended by the BCSF for failure to appear at Hellingly for the first round of the Britannia Shield on June 17th.

F. MALES.

* * * * *

FOR SALE

1 Phillips track bike, good condition silver and blue, 1 Skidway., chrome wheels - £6 o.n.o.

1 Phillips track bike, excellent condition, silver and blue, 2 Skidways, new wheels - £8 o.n.o.

Photos available for those interested, H.P. also available, no extra charge.

Contact - K. Handscombe,
183 Fillebrook Rd, Leytonstone E.11
Phone: LEY 3262.

LANCASHIRE DEFEAT CHESHIRE. 63-56

The re-fixtured inter county match at Openshaw produced, as usual, close and exciting racing, and the result was not decided until the last heat. Had the Cheshire team had Hinchliffe riding for them the result may well have swung the other way.

THE ARNÉ PANDER TROPHY

After all expenses were deducted - teas for the riders, Cups, certificates etc., - £13.10 was the sum handed over to Mr. Ted Flanagan, Oxford Speedway Manager - for Mrs. Pander - at Drayton St. Leonard, Oxford when the third Arne Pander Trophy was competed for on Sunday, August 27th.

Warm, sunny weather greeted the few hundred spectators present, who saw Derek Garnett, Brian Moston and Vic Hinchliffe all score 14 points and finish in that order in a triple run-off. In the match Garnett beat Hinchliffe, Moston beat Garnett and, in the last, deciding (we thought) heat, little Vic held off a determined Moston.

The run-off had the crowd on its toes, as Hinchliffe took the lead for 2 laps only to be passed on the top bend when he went wide, by both Garnett and Moston. A run-off for fourth place went to Eric Hemsley (Whipps Cross) from, old favourite at Drayton, Ken Worlock (Bristol), who both scored 11 points.

The host Count. s best were Nigel Sellars (9pts.) and Johnny Thomas (8pts.), of the home club. Two riders, Dave Robinson (Cheshire) and Jock Sutherland (Gt. Milton), had mishaps to their machines in their first races and this no doubt was reflected in their poor points tally.

Altogether a fine days racing, which was a great credit to, mainly, Mr. Cecil Yeates and the ladies from Drayton St. Leonard and the Oxford Association. In addition to the Cups for the first two - there were five other prizes (from a watch to a tyre) - and a certificate for each competitor.

"ALLOTT"

— BRISTOL —

Dave Lewis, released by Arnos, has retired. No-one seems anxious to sign him because of his failure to turn up for meetings. Johnnie Wright has also been released by Arnos to join Hengrove. Roger Blake, who earlier in the season rode with the Arnos B team has gone to Hengrove, Keith Harris may do the same. Steve Haines has been signed by Arnos from Knowle Bulldogs, the team Steve captained. Derek Mills another Arnos rider has called it a day. he suffered two bad injuries in a recent practice and has been laid up from work for about a month. he has decided to put his bike up as a Trophy in a Junior Championship, to be held at Arnos Castle in the future. A fine gesture by a sporting rider.

Arnos Eagles tend to further their reputation as the best, or rather smartest team in Bristol, by ordering a new set of body colours. They are red with a swooping Eagle in gold. Also their track is to have a fly up starting gate.

'BULLDOG'

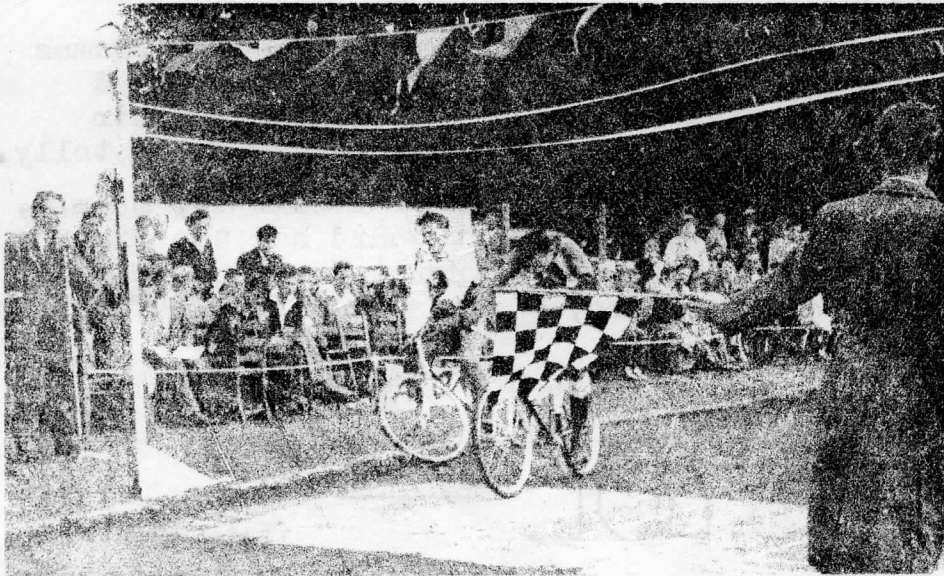


FLASHBACK TO 1957

International Match
England v Scotland
at Hungerford.

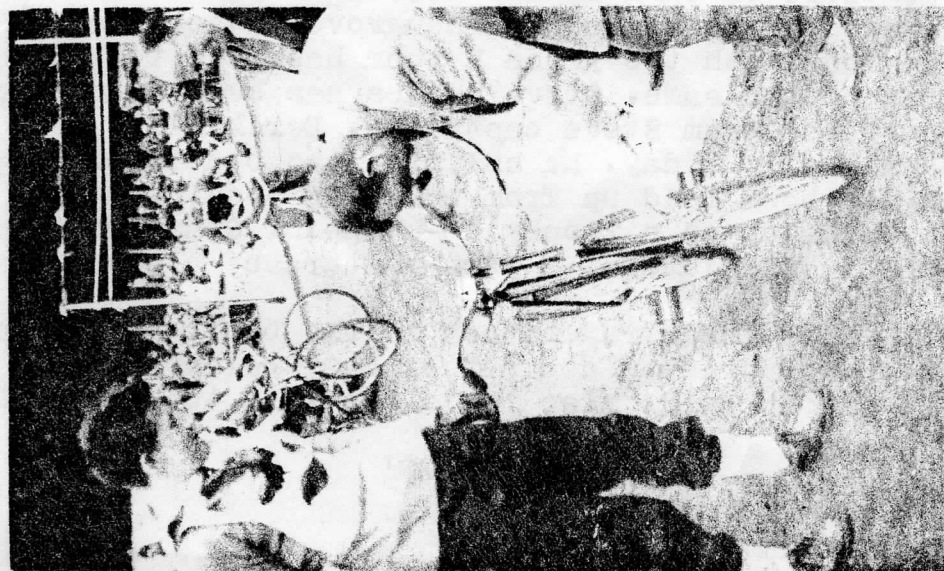
Top

Barry Shapley picks himself up and begins to make his getaway after a collision with Ken Worlock, who had been sandwiched between Bond and Shapley.



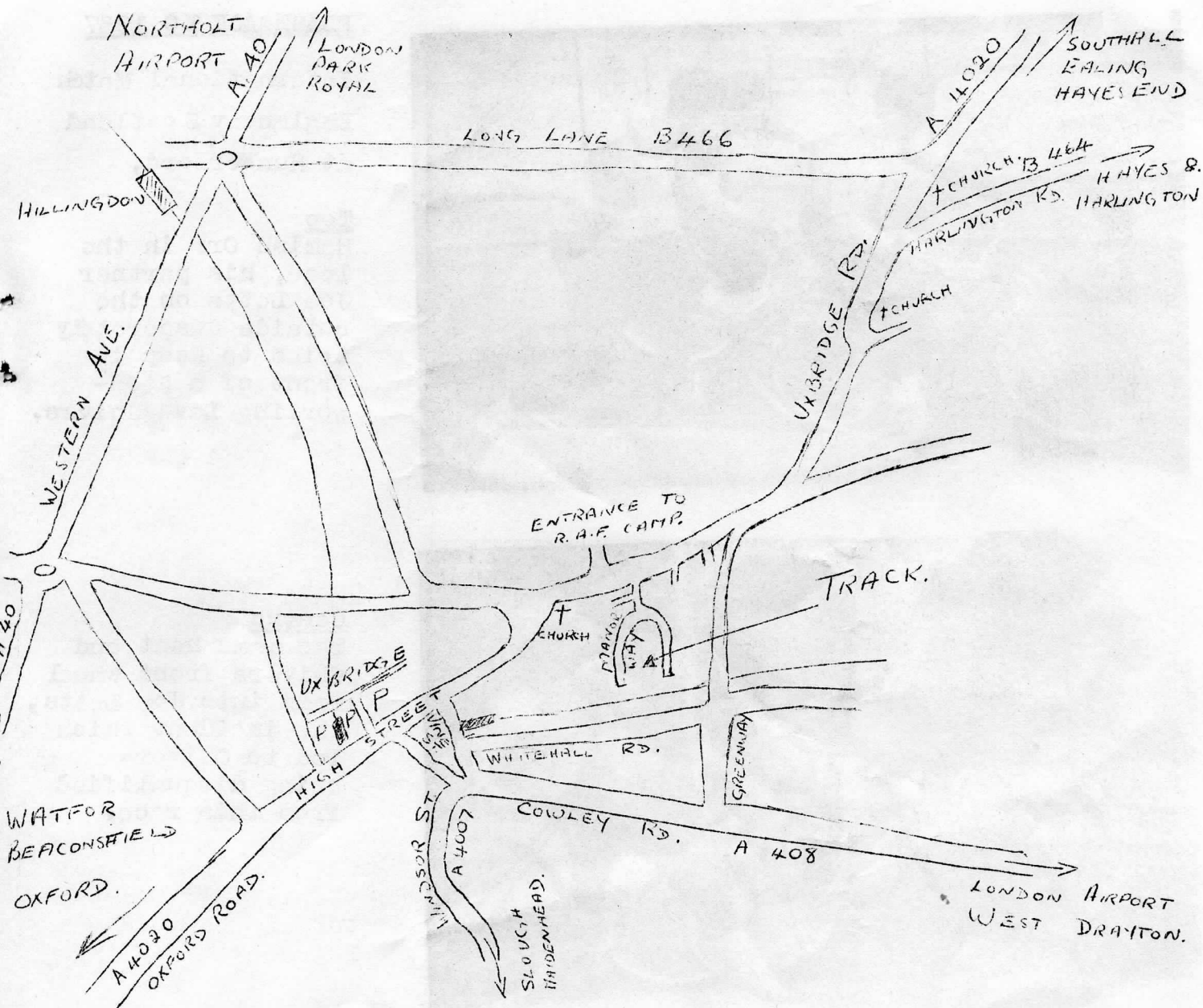
Centre

Shapley after getting away has rounded the last bend, already having been passed by Ken Worlock, goes into the speed wobble which ended up with him and his bike being wrapped around the starting post. On the left of the picture is announcer Ted Sear.



Bottom

Johnny Dryden has his bike checked before the meeting starts by the steward Mr. Waldner from Oxford.



This map will help you to find your way to the NATIONAL FINALS to be held at Uxbridge on September 23/24th. 1961.

The
National Team Championship Final is between WESTON STARS of London
and KINGSTANDING MONARCHS of Birmingham

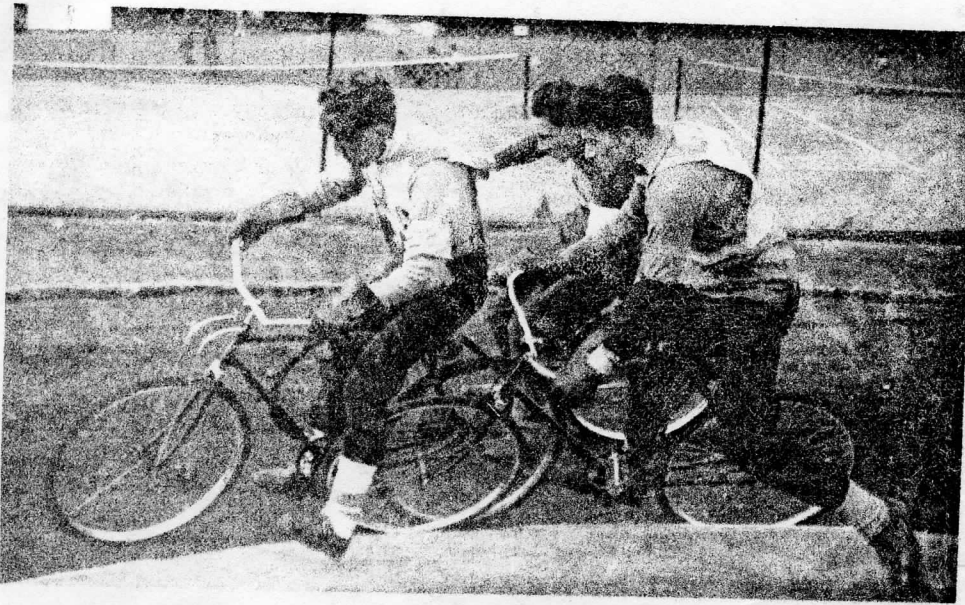
The 1961 Season is drawing to a close, but there will still be the events of the close season to read about in "CYCLE SPEEDWAY GAZETTE" - a great deal happens in the winter! There will also be coverage of the new season "down under" in Australia - - -
KEEP YOURSELF INFORMED - - - KEEP UP YOUR REGULAR ORDER FOR THE "
"CYCLE SPEEDWAY GAZETTE"

FLASHBACK TO 1957

International Match
England v Scotland
at Hungerford,

Top

Hamish Orr in the lead, his partner Joe Letts on the outside desperately tries to keep in front of a hard-working Dave Chivers.



Centre

The same heat and Chivers front wheel rams into Joe Letts, the incident which led to Chivers being disqualified from this race.



Bottom

And Shepley falls in the precise spot that he is to occupy in much the same position three heats later.



TARTAN TOPICS

EDINBURGH

Seafield Saints were hard pressed in their first match, having only six riders against Trinity. The signing of "Rocky" Ronaldson, who came out of retirement to race for them, should help no end.

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Trinity Tigers have been involved in quite a few transfers these last weeks. The list now reads : 'Ilbo' Robertson to Meadowbank, George Davidson to Seafield, John Elvin to Belford, John Edgar from Belford and Robert Edgar from Belford.

Everyone up here is quite annoyed about the World Championship business, the reasons given are groundless, because it was not until a few days before the last "Gazette" was published that England contacted us for the first time. This just seems to be another case of Scotland being ignored in the realms of sport.

New boy from Liberton, Ian McInlay, is doing quite well. His showings in his first few matches won him his chance for the match race title. Match race Champion J. Murphy retained his title surprisingly easily however.

- - - o o o - - -

Aly Ramsay and Jack Holgate have both invested in new bikes, to see if it will help them recover the form they seem to have lost.

- - - o o o - - -

Granton Griffins will not after all start this season. I. Branston feels it would be better to wait till their well-known track at Griffin Park is ready.

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Mr. Branston has kindly donated a trophy in memory of his father, the late Mr. J. Branston. There are to be four qualifying rounds, the first three from each round going forward into the final.

- - - o o o - - -

Meadowbank rider John Murphy got a red face after the Edinburgh v Glasgow match. He was the best Edinburgh rider in a Trophy meeting after the match itself, and was rather embarrassed when the young lady presenting the prizes demanded a kiss!

- - - o o o - - -

Although the score in the match against Glasgow suggests a massacre the racing was really exciting, quite often the Edinburgh team would keep in front till the last corner before being beaten by the hard-riding Glasgow men. A bus-load of boys went through with the teams and every thanks must be given to the Glasgow lads for the hospitality they once again showed us.

A.S. RAMSAY

3 IDEAS ARE THEY PRACTICAL?

Cycle Speedway is a great sport, but Cycle Speedway is not tremendously popular. A little more publicity, and perhaps a wider variety of events, could stir up the public's imagination and bring them flocking to the country's tracks.

Cycle speedway could borrow the match race idea from motor speedway and hold a National title as well as Regional or League titles. Perhaps each league could nominate two candidates who would race off, and the League title holders' name could be put forward to be considered for perhaps the Northern, Midlands or Southern title. From these three or more sections two riders would be picked to fight out the British Match Race Crown. This match race idea could progress so that a K.O. Match Race Championship could be held on one of the larger tracks.

A flash of Cycle Speedway appeared on "Sportsview" recently but, exciting as the races were, the thrills of this sport were not expressed as strongly as they could have been. Perhaps an international class touring team could make a quick visit of tracks. The tour could last about four weeks and would give the general public a chance to study the games' top performers.

In ordinary cycling a tremendous amount of energy is put into the Isle Of Man Cycling week, and as a result a great deal of publicity and entertainment is turned out. Why can't there be a Cycle Speedway Week at a famous holiday resort? I am quite sure the idea would catch on, and then thousands of people could have something to look forward to, knowing that their holidays would be spent with people of their own interests. The location could be changed from year to year to suit all districts. At these meetings, both National Club and Individual meetings could be held as well as Inter County and Match Race competitions.

These three ideas I am sure would be a boost to the sport without too much expense. Of course, when cycle speedway is wealthy there could be no limit to the ideas and perhaps one day cycle speedway will have indoor tracks operating regularly.

DON YATES.

NORTHERN INDIVIDUAL

JUNIOR. This event was dominated by Longsight Lions, who supplied three of the six qualifiers, with captain Aspray recording a faultless maximum. Qualifiers were - Aspray 15, Brecknell (Wilmslow) 13; Littlewood (L'sight) 12; Gleave (Openshaw) 11; Tilson (L'sight) 10; Wright (Offerton) 9.

Senior. The second match of the afternoon produced close racing and plenty of surprises, with nobody unbeaten. Qualifiers: Moston (Carrswood) 12; Hinchliffe (Offerton) 12; Garnett (Offerton) 11; Marsland (Gorton) 11; Watling (Gorton) 11; McGee (Carrswood) 9.

M. WANSBOROUGH

15



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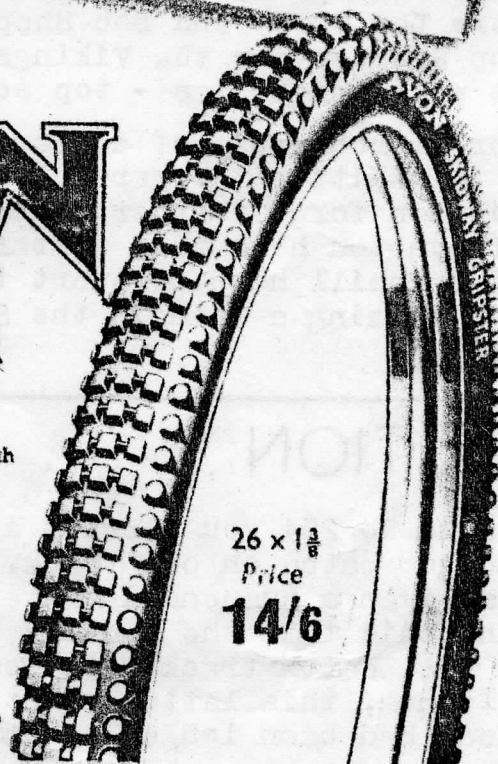
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MIDDLESEX INDEPENDENT LEAGUE

The finish of the first season of the Middlesex Independent League is now in sight as the evenings pull in and so cancel out evening racing for 1961. Three clubs, Wembley Monarchs, Bushey Wallabies and Stonebridge Vikings have completed their fixtures and are sitting back awaiting the final two results concerning the other teams.

Wembley Monarchs, after losing their first four matches suddenly clicked to win their next 6. This brings them level with Wembley Lions at the top of the table, but they have a poor points average and cannot win the league. Meanwhile, Hendon have two outstanding matches and the knowledge that 2 wins will win them the title. They should have little trouble at Greenford, but their home match with Wembley Lions may be a different story. In fact, the winners of this match could well be the League Champions. Some climax !

Plans have been made for an Autumn Competition and there are further suggestions to allow a limited number of seniors into each team. If this is carried out the league will gradually become a senior competition over the next year or two.

New team Tokyngton Tigers have secured the transfers of Len Walker and Ken Reece from Uxbridge. Terry Walker has asked for a transfer from Stonebridge to Tokyngton and this would seem to make the Tigers a formidable combination.

Stonebridge Vikings have a habit of signing 'naturals'. They secured two new riders, Les Serby and Bob Sheppard, for their match with Hendon. Both were top scorers for the Vikings, They signed newcomer Pete Bristow last week and he was - top scorer with 9.

Rumours are circulating of a team at Kenton The Development Association is awaiting the verdict of the Wembley Council regarding their affiliation for a further track site..... Meanwhile, Stonebridge and Tokyngton have made a start on their new track. Wembley Monarchs and Barnhill hope to start theirs soon some riders are interested in forming a team in the Stonebridge/Harlesdon area.

Bob Saunders.

CORRECTION

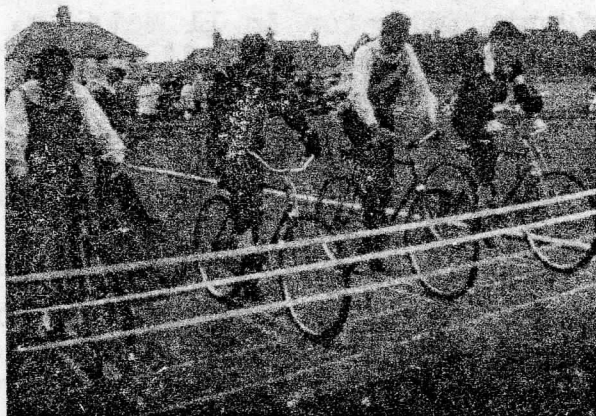
In your issue No. 254 you carried a report from Tatnam concerning a National League match on our track. The report was wrong, in that our rider was given a suspended sentence for three months, and if he behaves during this time the penalty is dropped. Also the match is to be ridden at the Weston track with Weston paying the fares of nine riders from Tatnam, this latter point was decided at a meeting held after an appeal had been lodged by the Weston team.

D. PEARCE.

WESTON STARS C.S.C.

JUNE 11th 1961

The TONY YEATES Story



1954

At the close of the 1953 season I had visions of a better side than ever at Wallingford for 1954, and I approached Cecil Walder, the team manager and the committee, for permission to sign on three more riders from Drayton, these being Dave Rusher, Des Hooper and Freddie Tidmarsh. Permission was granted and I set to, to build a first class line-up. I would like to mention the team as we went on to the programme. It was as follows 1. Freddie Tidmarsh, 2. Dave Rusher, 3. Eric Buckingham 4. Myself, Tony Yeates, 5. Des Hooper, 6. Bryn Jones, 7. Colin Allum, 8. Roy Yeates. It was in this order we mainly rode at all matches whether league or otherwise. That year we swept the board in Berkshire, the league, The St. John's Cup, the Bragg Trophy, and the National Individual Championship County Final which our own Freddie Tidmarsh won in very convincing style. The National Trophy competition County Championship was won by the Panthers and we won two inter-county rounds before being knocked out of the National Trophy.

Wallingford had won the majority of their matches by the end of the season. The large crowd that had supported us at our matches had begun to dwindle, and I felt responsible for this. Firstly Wallingford had won all their matches at home, quite heavily at times, and the crowd had visions of who would win. Secondly, the team consisted of six Drayton riders and only two Wallingford lads, so it seemed as if the crowd would have favoured an all Wallingford team. Anyhow we decided to race another season with Wallingford.

When the cycle speedway season had ended in Berkshire, I turned to new activities. I purchased a new scrambler motor-cycle and decided to try my luck in that tough motor cycle sport, scrambles, the following year, 1955. I would like to mention two crack Oxford scramblers—Pat Lamper and Joe Johnson, who were former cycle speedway stars, not forgetting Barry Green and Gordon Shepherd, ex-Wheatley 'Saints' rider, two more good scramblers. Several motor speedway stars have also been cycle speedway riders, so a lot can be said about cycle speedway, in that it helped these prominent motor cyclists to get where they are today.

TONY YEATES

— MIDDLESEX —

With the League now entering the final stages, Weston Stars are out in front, unbeaten in 11 matches.

Raynes Park pulled off an exciting draw at Uxbridge, after 16 gruelling races. This was a close match throughout, with ten "3-3s". Dave Chivers made certain of a tie by winning the nominated, he was on top form and dropped one point to Bill Punter.

Making a come-back after two years was ex-Tolworth rider, Brian Webb, who rode well for his six points. Best for the Pirates were Ernie Norris and Bill Punter with 10 each and Reg Lester with 9 points.

Bushey had little difficulty in beating Chessington 63-33. Pete Saunders scoring 14 and Frank Males 12. Best for the Aces were John Gould 10, Alan Wheatley 8 and Trevor Winham 7.

Over at Hendon, the All Stars won a close match with the Wembley Lions 51½-44½. Dixie Dean, Keith Bristowe and Gerry Wallis scoring 37½ between them. Terry Palmer and Vic Burton each scored 9 for the Lions, with Bob Saunders 7½. Bob and Bill Gadsby went out together in the last three races.

In the Intermediate League, Chessington increased their lead when they beat Bushey 32-28, Alan Wheatley collected a maximum, while for Bushey, Adrian Green scored 10.

Wembley proved too strong for Hendon and won by 39-21. Keith Hunt was top scorer with 11, while for Hendon, Tony Fitzgerald was best with 8.

Uxbridge Lions had little difficulty in beating Raynes Park Cubs 37-23. The Lions scored consistently, with skipper Pete Povey unbeaten by an opponent. For the Cubs Maurice Oakes scored 7.

Uxbridge visited Bournemouth for a challenge match and after a close fight finally lost 44-52. Bill Punter was in fine form and scored 14.

Weston have sent in a protest over the condition of the Chessington track, which was formally used by Ditton Devils. They made certain of the League Championship by beating Tolworth Tudors 54½-40½. The match was ridden at Ditton. For Tolworth reserve Ken White scored 8, Mick Little and Roger Kirk 7 each. For Weston Maury Shaw had 11½, Sid Luke 11 and Bernie Cable 10.

Tolworth have at last signed a junior, he is Ron Webb. They are the only team without a junior side and it is now two years since they had a junior team.

The Uxbridge team had an enjoyable time at Hungerford over the Bank holiday and the Pirates reached the final of the 4-a-side Championship, finally losing to Offerton.

Hendons manager/rider, Keith Bristow is getting married next month.

Over 160 riders have been registered with the eight league clubs, over 80 of these are in the Intermediate League.

ROGER SEYMOUR