

# SUNBRITE WORLD SPEEDWAY CHAMPIONSHIP FINAL



31<sup>ST</sup> AUG  
1985

**ODSAL STADIUM**  
**BRADFORD**



OFFICIAL SOUVENIR PROGRAMME  
**£1.50**



# ODSAL STADIUM BRADFORD

## WORLD FINAL, INDIVIDUAL SPEEDWAY WORLD CHAMPIONSHIP

### TRACK DETAILS

Length of lap .....	338m	Track record .....	Shawn Moran (USA) 59.4 secs
Width of straights .....	10.5m	Race length .....	4 laps
Width of bends .....	14.5m	FIM Licence No. ....	141

### WARNING

Speedway racing is dangerous and all persons attending this Stadium do so entirely at their own risk. It is a condition of admission that all persons have any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners and lessees of the Stadium and owners and drivers of the vehicles and passengers in the vehicles are absolved from all responsibility arising out of accidents causing damage or personal injury to spectators or ticketholders.

### UNAUTHORISED VENDORS WILL BE PROSECUTED WITHOUT EXCEPTION BETTING STRICTLY PROHIBITED

Tickets, whether bought in advance or issued at the turnstiles, will be valid only for the re-staging of this meeting and monies will not be refunded under any circumstances.

### RE-STAGING DATES

Sunday, September 1st at 2 p.m. or Monday, September 2nd at 7.30 p.m.

Today's meeting is organised by the Speedway Control Board and is held under the sporting code of the FIM IMN 40/15.

This programme was designed by Publicity Print Services, Ashton-in-Makerfield, Lancs.

### ADVERTISING

All enquiries regarding advertising for Speedway Control Board events either in programmes or at Odsal Stadium should be directed to the Board's promotion consultants, Michael Palmer and Associates, Andre House, Salisbury Square, Hatfield, Herts, AL9 5BH. Telephone Hatfield (07072) 66587

### OFFICIALS

FIM Delegate .....	Mr. F. Novak (Yugoslavia)	Track Manager .....	S. Bamforth
FIM Referee .....	Mr. T. Kittilsen (Norway)	Announcer .....	E. Sear
FIM Clerk of the Course .....	J.M. Price	Presenter .....	R. Barrie
Judge-Timekeeper .....	J.D. Homer	Secretary of the Meeting .....	R.W. Bracher
Technical Steward .....	E.A. Woods	Press Officer .....	Roger Ware
Machine Examiner .....	J. Ballard	Promotion Consultants .....	Michael Palmer & Associates
Starting Marshal .....	R. Gabbitas	Project co-ordinator (Bradford Council) .....	Paul French
Medical Officers .....	Dr. R.T. Callaghan & Dr. N. Bowring		

### ACKNOWLEDGEMENTS

The Speedway Control Board and the sponsors, Sunbrite, would like to thank the following for their generous support for this meeting.  
Spring Grove Services Ltd: For provision and cleaning of clothing for track and pits staff. Moët and Chandon: For presentation of champagne for the winners.  
The SCB and Sunbrite would like to acknowledge the valuable assistance of the Police, Fire and St. John Ambulance Brigade services.



Last years 1-2-3. Hans Nielsen, Erik Gundersen and Lance King.



# WELCOME

from Mr. Michael Limb, Chairman Speedway Control Board

ON behalf of the Board, a most warm welcome to Bradford to the thousands of speedway supporters both from this country and overseas, to all visiting officials, to the competing riders and to the large press contingent representing many countries.

For most of you it is your first visit to Odsal Stadium and there could not be a more memorable occasion than the World Individual Speedway Final.

I trust that all of you will not only thoroughly enjoy your trip but leave with the feeling that speedway in England has truly found a new home where the setting, the atmosphere and the welcome, live up to all the fine traditions of our great sport.

If the staging of the World Final in Bradford is a cause for quiet satisfaction for all members of the Board who have felt all along that Bradford could and would fill the gap left by Wembley, then the most warmest congratulations are due to the City Council who have been bold enough, brave enough and skilful enough to initiate a project that will provide a magnificent venue not only for speedway but for many other sports.

The quality and excitement of the racing at the Overseas Final in July showed that the Odsal track, with the right preparation can provide the type of entertainment that every speedway fan loves to see and here I must pay tribute to Stuart Bamforth, our track manager, whose work over the summer in the face of extremely difficult conditions, has delighted all, not least the riders.

And this brings me to our competitors who I know will be keyed up in an effort to produce their best form for the most important day on the speedway calendar. Our good wishes go to them all and in turn I know they would also want to join me in wishing Kenny Carter a speedy recovery after his most unfortunate accident at Vetlanda.

In closing, I must express the Board's sincere appreciation for the generous support of our sponsors, Sunbrite. They have made a substantial contribution to the success of speedway at Odsal and I do hope that they have found the exercise very worthwhile. Speedway needs the type of assistance that can only come from a major national company such as Sunbrite and my hope is that their experience here in Bradford will have set their minds thinking about next year when we will have another exciting programme of speedway to present.



## SPONSOR'S MESSAGE

from Mr. L. Penzer, Director of Sales

TODAY'S World Individual Final is the high spot in this year's Sunbrite speedway sponsorship by National Smokeless Fuels Ltd. It has been an exciting and successful series of Sunbrite speedway events, with racing that has kept us all on the edges of our seats.

The Sunbrite Overseas Final in July was a thrilling and keenly fought contest. It showed how competitive racing can be on the new Odsal track and I know the riders were as pleased as the crowd.

Once again, congratulations are due to Bradford Council, not only for having faith in Odsal Stadium, but for also providing the finance for the Odsal Stadium project. Congratulations are also due to the Speedway Control Board for the foresight to select a venue which at the time was little more than drawings on an architect's board.

Sadly, the World Individual Final does not return to this country until 1990, so enjoy the racing and I know that I will be speaking for everyone when I express the hope that it is a memorable occasion. But however good the racing, even the memories of a thrilling World Final won't keep you warm this coming winter which is why I am going to close this brief message on a more commercial theme. For those of you with room heaters, now is the time to order your winter supply of Sunbrite. Be warmed!



## From COUNCILLOR M. AJEEB

Lord Mayor of Bradford

ON behalf of the City of Bradford, I welcome you to Odsal Stadium to see the World Individual Speedway Championship Final.

Those of you here today who were fortunate enough to attend the Overseas Final in July know that the Odsal track can provide enthralling speedway. I believe we are going to witness this afternoon, one of the most thrilling finals of all time.

I would like to take this opportunity to thank all those people involved in the redevelopment of Odsal Stadium in making this event possible. We have witnessed an amazing transformation of the famous bowl in the last six months.

Finally, may I extend a very warm welcome to all our visitors — distinguished guests, riders, officials and spectators.





# About our sponsors Sunbrite

NATIONAL Smokeless Fuels Ltd. is the largest producer of manufactured smokeless fuels in the U.K.

As well as Sunbrite, which is the biggest selling roomheater fuel, NSF produce homefire, generally accepted as the finest fuel for open fires, Phurnacite a premium boiler and cooker fuel and will soon start producing Ancit. The Ancit plant, manufacturing a high quality product for boilers and cookers will start production in South Wales before the end of the year. More than £6 million pounds has been invested in building a new, modern works, bringing the production of smokeless fuels into the high technology era.

Around £1,000,000,000 a year is spent on solid fuel alone in the home heating market so it is big business. NSF are in the forefront of this market and are also a major supplier of fuel for industrial use.

High quality coke is produced for the steel making and foundry markets and nearly 2 million tonnes a year is exported to Europe and around the world.

NSF has been involved with speedway for nearly 10 years. In the mid 1970's, a young speedway rider came over to the U.K. from New Zealand. NSF soon spotted his enormous potential and offered him a sponsorship contract. Now Mitch Shirra is one of the best known riders in the world. NSF have sponsored British League meetings up and down the country where Mitch has been riding and the Sunbrite Trophy has become well known by riders and fans alike.

This year NSF has given world speedway a tremendous boost with the biggest sponsorship deal in its history.

## Playing for you today The NSF Band

NATIONAL Smokeless Fuels Ltd. started sponsoring the brass band in 1978. The band are based in Fishburn, County Durham and has a membership of 35 musicians. The conductor, Jim Foxcroft, has worked for NSF for 40 years. He started at Brancepeth Coke Works and is presently working at Lambton Coke Works. The band play in many concerts in the North East and have for the seventh year running qualified for the finals of the Mineworkers Brass Band Championships in Blackpool in November. They have also recently won through to the finals of the Brass Band Championships of Great Britain at the Royal Albert Hall on the 6th October. This is the third time in six years that the NSF Band has reached the finals.

As well as playing in concerts, the band played the sound track for the new Sunbrite TV commercial and two years ago they made an LP record called Cornet Cascade with Alan Morrison from the Grimethorpe Colliery Band.

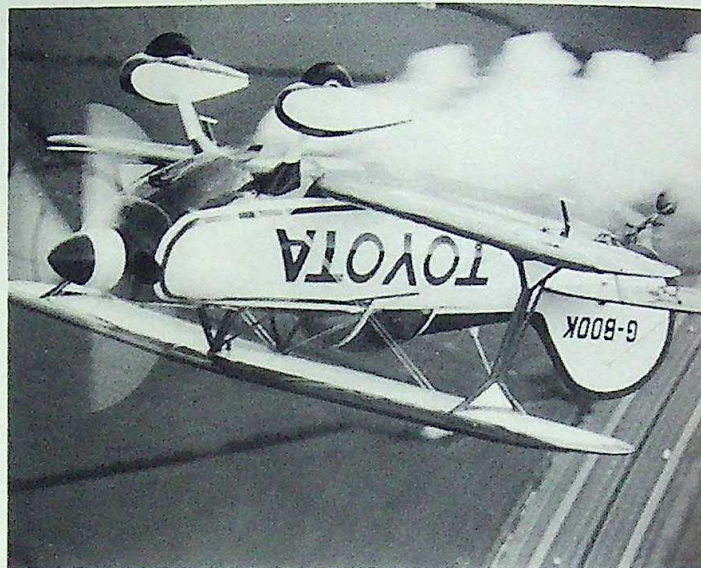
## Flying for you today The Toyota Pitts

A star attraction of today's programme presented by Robin Cook Motor Company of Allerton, Bradford will be a spectacular aerobatic display by Brian Lecomber in the Toyota Super Pitts Special.

Brian's display includes some of the most advanced, innovative and difficult manoeuvres performed today. His 'standard' take-off in the Pitts, for example, is to roll upside-down just after leaving the ground and then push up to a full roll in a vertical

climb! Included in his sequence are such dramatic manoeuvres as the "Toyota Tumble" (or Lomcovak to give it its correct name)... a kaleidoscope of pitch, roll and yaw with the aircraft tumbling end-over-end... and the dramatic "Tercel Torque Roll" with the aircraft 'flying' vertically backwards and spiralling at the same time.

Brian, who lives in Wendover in Bucks, is one of a handful of professional display pilots in the world and is generally regarded as one of the very best. He is 39 years old and is a man of both action and words and at various times has been a motor racing mechanic, a forester, a builder, a motoring journalist, a flying instructor and an author of best-selling aviation novels.



### Your Programme for the Day

- 11.00 am** Wool Queen and Yorkshire Rose Majorettes
- 11.15 am** Queensbury Scout and Guide Band
- 11.30 am** National Smokeless Fuels Band
- 12 noon** Toyota Aerobatics Display (presented by Robin Cook Motor Co. of Allerton Road, Bradford)
- 12.10 pm** Shahid Malik — Escapologist
- 12.35 pm** John Goddard — Motorcycle stunt man
- 13.05 pm** National Smokeless Fuels Band
- 13.30 pm** Introduction and parade of riders. The competitors are introduced to the Lord Mayor of Bradford, Councillor M. Ajeeb, Sir Hector Monroe, President of the ACU, Mr. Roy Howson, Managing Director of Smokeless Fuels Ltd. and Mr. Michael Limb, Chairman of the Speedway Control Board. Mementoes of the occasion will be presented by Mr. Howson.
- 14.00 pm** Racing begins  
Interval after heat 12. During the interval, there will be entertainment by the West Yorkshire Metropolitan Police Pipe Band.
- 16.30 pm** (approx.) Presentation of Trophies.  
The World Individual Speedway Championship trophy will be presented by Mr. Neville Goss, Deputy President FIM and Chairman of the ACU, and the Sunbrite World Championship trophy by Mr. Roy Howson.



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# Philip Rising

## OF THE SPEEDWAY STAR

# writes ■ ■ ■

CHEERS . . . to absent friends.

Since Bruce Penhall made his Hollywood scripted exit from speedway while standing on the winners rostrum in Los Angeles three years ago, the sport has lost a succession of top names.

And with all the natural — and, in some cases, un-natural — hazards of qualification World Finals are never just about the 16 riders who survived. Inevitably conversation and thoughts drift towards those who, for one reason or another, didn't.

There are no major sports who today can honestly boast of possessing a glut of personalities, the crowd-pullers, the headline makers, the genuine superstars.

Talent alone is never enough. Charisma is what puts some stars, and not others, up on the highest rung of the ladder. The ability to capture, and hold, the imagination of the public is a rare gift but it isn't an inevitable consequence of success.

Ian Botham has it, but David Gower doesn't. Alex Higgins has it but Steve Davis doesn't. Brian Clough has it but Bobby Robson doesn't.

And in speedway? Well, there is a void waiting to be filled and speedway's future as a major sporting attraction, in England and abroad, would be considerably enhanced in a new "Penhall" were to come along.

Prior to Penhall's emergence as the top rider in the world speedway wasn't short of names who were talked about in the same breath as other top flight international sportsmen.

Briggs, Mauger, Olsen, Michanek and Peter Collins were all heavyweight stars in terms of media and public recognition. People, outside of speedway, knew who they were.

Only Collins, who won the hearts of the British public with his tremendous racing and a World title in the mid-seventies, was in at the start of this year's championship trail. He went out at the British Final.

And speedway has also lost a number of riders who, while not household names outside its own borders were tremendous drawcards within it.

Fans were excited by the prospect of watching Scott Autrey, Dennis Sigalos, Kelly Moran, Michael Lee, John Louis and the sadly missed Billy Sanders.

But Penhall was the prime magnet. His racing, his personality, his charm, his Californian looks, his skill at communicating through words and actions gave speedway a status that it lost the moment he sold out to the promise of a different sort of stardom.

Ironically Penhall has never achieved a real position outside speedway. Sure, he is known in the States but mostly in his own pocket of California.

Sure, he appears on television but more in the role of sports commentator than a film superstar. And you have to wonder whether Penhall, a natural racer if ever there was one, gets the same enjoyment out of life these days.

And so, the search is on. Not for a new Penhall, because he was a one-off, but for a rider with . . . charisma.

Speedway fans loved Peter Collins not for what he said, or even looked like, but because of the way he rode. He destroyed the myth that speedway races are won from the gate. He thrilled every inch of the way, had the punters on their toes with anticipation in every race.

You always felt he would win, even if he trailed with just a few yards to go. Collins could pull speedway magic out of the hat.

Collins was speedway's Botham of the day. You just knew something would happen and it almost invariably did.

Collins, in his prime, or Penhall could have filled Odsal on their own.

And rather than pretend that we don't need the big stars, or that they will just appear, British speedway should work to increase the prospects of one, preferably English, coming along.

After Penhall's abdication and Egon Muller's one year reign speedway welcomed the sight of Erik Gundersen mounting the winners rostrum in Gothenburg a year ago.

And rightly so. Gundersen, who learned his racing in the British League, is at home in England. But it has been a hard year for the sport and Gundersen, inevitably and understandably, has to play to his native audience in Denmark.

But speedway here has lost its way in promoting its own better images. We have gone from one extreme to the other.

Twenty years ago the Internationale, for example, was an individual meeting second only to the World Final. Originally inaugurated in 1961 as compensation to England for the World Final going to Sweden, it featured the 16 hand-picked best riders in the world.

It was held at Wimbledon (after a debut year at Harringay) on the old Whit Monday. No other tracks ran that evening, the fans turned up in their thousands and the reigning World Champion was set up as the man they all had to beat.

Gradually over the years the Internationale was devalued. Other tracks staged meetings the same day, tugging at the loyalties and pockets of their supporters.

Tracks initiated clone Internationales, the same 16 riders began moving around like a speedway circus from one venue to another. The public were over-fed on the diet. The Internationale died.

Having a World Champion is one thing. Using him is another. And with the World Final not scheduled to return to England until the turn of the decade whoever wins this afternoon and in future years should become the figurehead of the sport.

Gundersen, Shawn Moran, Lance King, Hans Nielsen . . . they can all carry the role through if given the proper supporting cast.

And, with a current trend of nationalism, Kenny Carter would have had a wonderful opportunity to fill the void if he had qualified and won.

The whole international spectrum of speedway should appreciate that the sport needs to re-establish its foundations in England. If it crumbles here, it will fall elsewhere.

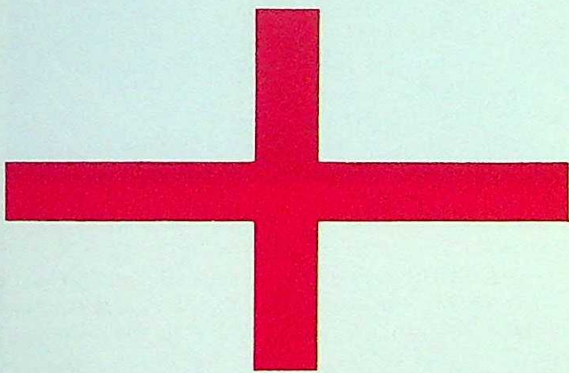
Secure England and build from here. There are hopeful signs, at home and abroad. We have some tremendous youngsters coming through. So have Sweden, the U.S.A. and Denmark.

It would be nice if Poland, Czechoslovakia and the U.S.S.R. could elevate themselves back to the highest level.

Nobody has a magic wand to wipe away all the current problems. Not even Penhall could stave off the wet weather which accounted for over 100 "lost" meetings this season.

But the 1985 World Champion could turn out to be one of the most significant in the history of speedway.





THE lone Englishman, that is the role that Kelvin Tatum assumes today. As Carter, Collins, Smith and Davis crashed out in the Vetlanda mud, Kelvin overcame a first race last place to score 8 points and with it take a place in his first ever World Final.

It is only since 1983 that the name Tatum has meant anything to speedway fans. Wimbledon had a big clear-out at the end of the 1982 season and young Tatum was given an immediate chance to show just what he could do.

His initial showings were bright enough and although wild like most youngsters, he was making a big impression wherever he rode. Even his Dons team-mates were surprised at the progress he made in such a short space of time.

On the small tracks his ultra-quick gating always made him a difficult opponent, but on the bigger circuits he was still feeling his way.

A broken leg, sustained at Wolverhampton, certainly did not help his cause, but if anything, it gave him a harder approach to his chosen sport.

As an ex-Public Schoolboy turned shale shifter, Tatum had cared little for reputations along the way, but people were always wary of him.

"Some of the big boys naturally don't always like a new face creeping in" he said. "But it is the way of the world and it will always happen... and not just in speedway".

Today he will have the knowledge and experience of Barry Briggs at his side to give him that steady influence.

"It really is great having Briggo in the camp. He has seen it all, done it all and knows every trick in the book. Certainly his presence can only help my chances".

What of the draw? How does he feel about riding at number one?

"No problems, it gives me an early look at the track. It also gives me the inside gate position which is important here at Odsal and I shall be looking to lead the field (and stay there) right from the first race".

Positive thinking from a very positive young man who has benefited tremendously from a winters racing in Australia.

"Yes, the big, fast Aussie tracks taught me helleva lot about full throttle racing, and it has been reflected by my scores on the bigger British League circuits on which I have not really shown anything in the past".

Going all out for success here today, Kelvin should have plenty of British support to help him on his way.

# Kelvin Tatum

# ENGLAND





# THE HISTO

THE rise of Italy as a major speedway nation took a dramatic leap forward when Armando Castagna became their first ever Speedway World Finalist.

English fans got their first glimpse of him when he was one of three Italians who rode in last year's European Junior Final at King's Lynn. On that day he did not make the greatest of impressions but as his progress shows he has come a long way since then.

We can expect a large number of his noisy fans to be here with him, for at Pocking, the last stage of his qualification, what a din they made. Joyous scenes on the terraces were evident for all to see, in fact you would have been forgiven if you thought that he had just been crowned World Champ.

Together with Valentino Furlanetto he raced here in June when Italy contested the World Pairs semi-final. On that very hot afternoon he really enjoyed himself as he and his partner showed that Italy were on the verge of a major breakthrough.

Sheffield team manager Eric Boocock, himself a former World finalist, has been monitoring Italian speedway for many years. Back in his Belle Vue days he took the Aces to Italy. It is an area he has not forgotten.

Only Guiseppe Marzotto, Armando Dal Chiele, Ottaviani Righetto and Gianni Famari have raced over here previously but bold Boocock was quick to offer Armando a contract at Sheffield.

Both he and Maurice Ducker, the Owlerton promoter, see the young Italian as a star of the future and a big crowd pleaser at Sheffield next year.

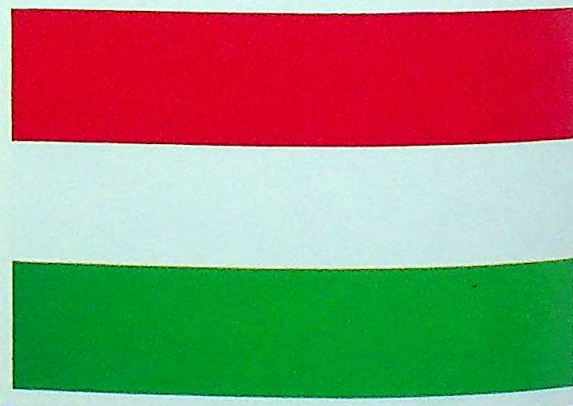
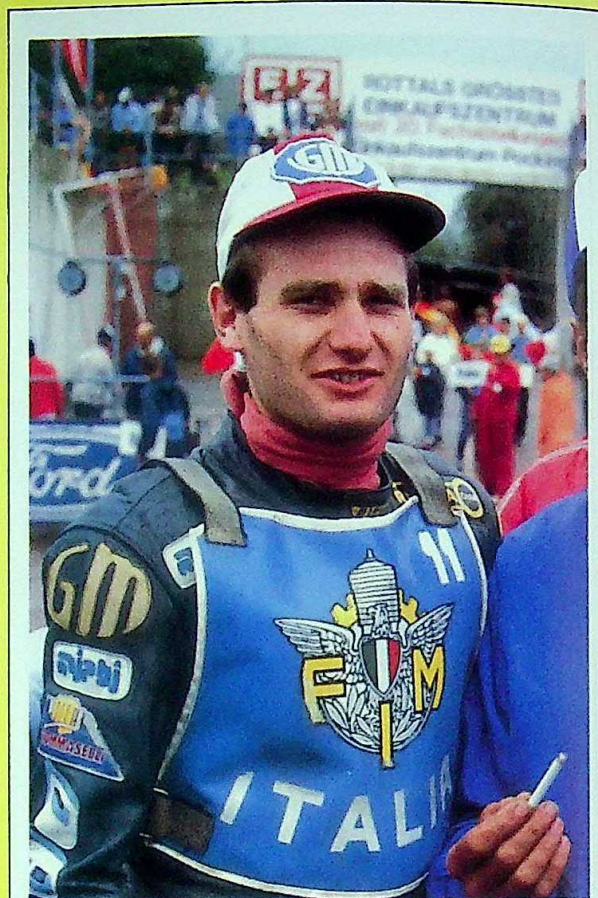
The pride of Sarego he clearly has a big future ahead of him. Only a brave effort by Hungarian Zoltan Adorjan robbed him of the chance of being crowned Continental Champion.

Zoltan pipped him on the line in his last ride at Pocking, otherwise he would have taken former World Champion Egon Muller to a run-off. As it was, he had to settle for the runner-up spot, but behind Muller that is no disgrace.

Today is his second World Final showing. In 1984 he rode with Armando Dal Chiele as the seeded Italian duo when the World Pairs final was held at Lonigo.

Last season he had a marvellous domestic year. He was Italian Individual Champion, together with mechanical wizard Marzotto he collected the Pairs title and he was his countries top scorer as they beat Czechoslovakia by three tests to one — a major surprise.

Although expected to join Sheffield this year it was King's Lynn who have had his services over the last two weeks.

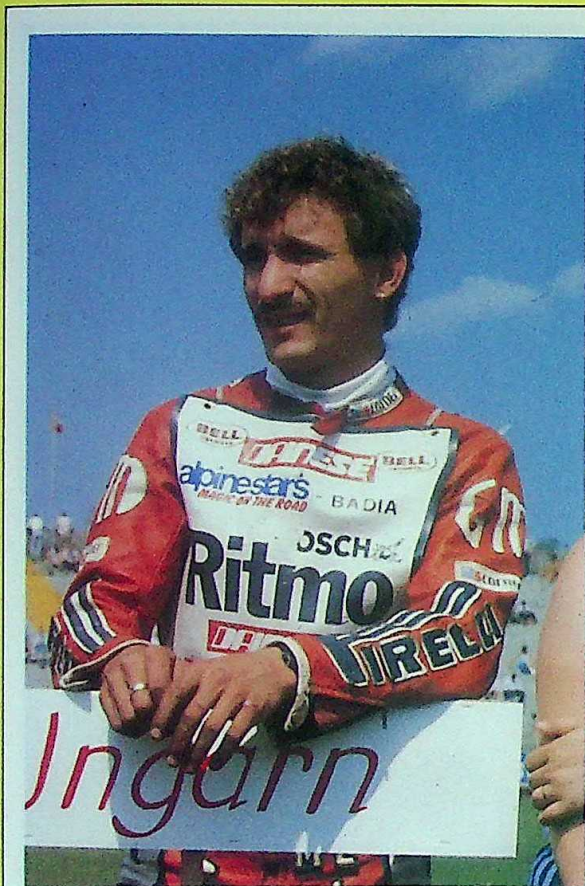


# Armando Castagna ITALY





# RY MAKERS



THE joy on the faces of everyone in the Hungarian camp said it all. As Zoltan Adorjan clinched his World final place at Pocking there were smiles all round and to the Magyars it was as big a sporting feat as when their Football team came to Wembley in the fifties and steam-rollered England.

For Adorjan it was just reward for many hours of long, hard work. Determined to be a success at speedway he has made major steps forward since he spent the winter racing in Australia with the Ivan Mauger World Series.

Armando Castagna was also part of the series and without any doubt their recent progress must be accredited to the opportunity given to them by Ivan.

Just how far they would have got without the winters racing is impossible to know, but for sure, it is no coincidence. How many more riders would like a similar opportunity?

Zoltan hails from Debrecen which is in Eastern Hungary, very near to the Rumanian border. Indeed, it is the Debrecen team that is the cornerstone of the Hungarian League.

Due to the vast number of miles that Eastern Bloc riders have to travel every year, each team has its own motor-coach. The team travels together, all the bikes are taken with them and the seats convert into beds, cutting overheads into the bargain.

For the last two years, Adorjan has been Hungarian Champion, taking the title from fellow Debrecen rider Zoltan Hadju, and in the Pairs event the two Zoltan's have been untouchable for the last four years.

On the international front, Hungary led by Adorjan have started to make an impression. They easily beat the Italians in two test matches and also accounted for Poland in similar fashion.

What does the future hold for Adorjan?

"I must continue to make an impression against the top Continental riders. Many in the past have dismissed any Hungarian challenge but perhaps now we shall be taken more seriously.

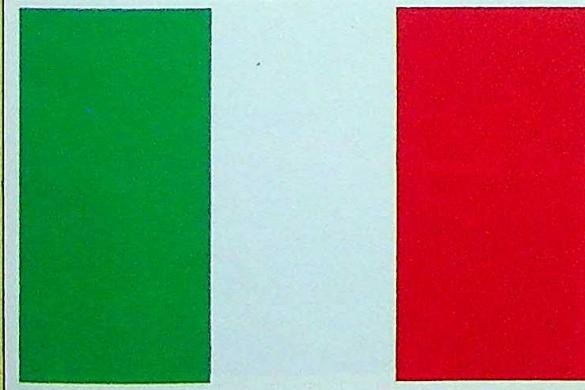
"We have some good young riders coming through — Petrikovics is definitely one to look out for, and there are many others. I just hope my success will fire others into setting similar high standards.

What of England, what does he know about England?

"I know that it is the very heart of speedway. All the top riders are in action there and I hope to see at least one meeting during my stay.

"I have been told the Bradford track is big and fast and that will suit me. I am at my best on big tracks and my bikes are set up for that type of circuit so I hope to do well.

"I know it will be difficult because every rider will be so good, but if I am to help sell the name of Hungarian speedway I must make an impression and score as many points as possible".



## Zoltan Adorjan HUNGARY





# THE GERMAN

LONG in the tooth is Egon Muller, but even today he is still a respected rider and a super showman.

The man from Kiel, World Champion in 1983, enjoys his racing today as much as when he first began riding. His reflexes are a little slower but at 36 years of age that is to be expected, his heart however is as big as ever.

Always in the public eye, he is a noted pop singer in Germany — it was his vocal talent that tempted Bristol to try to bring him back to these shores in 1978.

However he first rode in Britain 12 years ago when he joined Coatbridge. Two meetings was the sum total of his stay and they brought just a single point.

It was three years before he was to be seen again. Wily Ian Thomas, the Hull Vikings promoter, tempted him to try again. He had just qualified for the Katowice World Final and Thomas put it to him that by coming to England he would be sharper for the big night.

Muller took up the challenge, immediately putting together big scores back home and away. Sadly for the Humbersiders, Egon had 'defected' back to Germany well before the World Final, for it was on home ground that bigger financial gain was to be made.

Eight points in Poland left thoughts of what might have been had he stayed longer with Thomas. As mentioned, Bristol sounded him out and very nearly succeeded until a broken ankle ruled out track action.

Three times World Longtrack Champion he is still the biggest crowd puller on the Continent and arriving here as Continental Champion he will be eager to show that he can still mix it with the very best.

Champion at Norden in 1983, his other big night appearances have not always done him justice. 9 points is his next best haul and he aims to improve on that today.

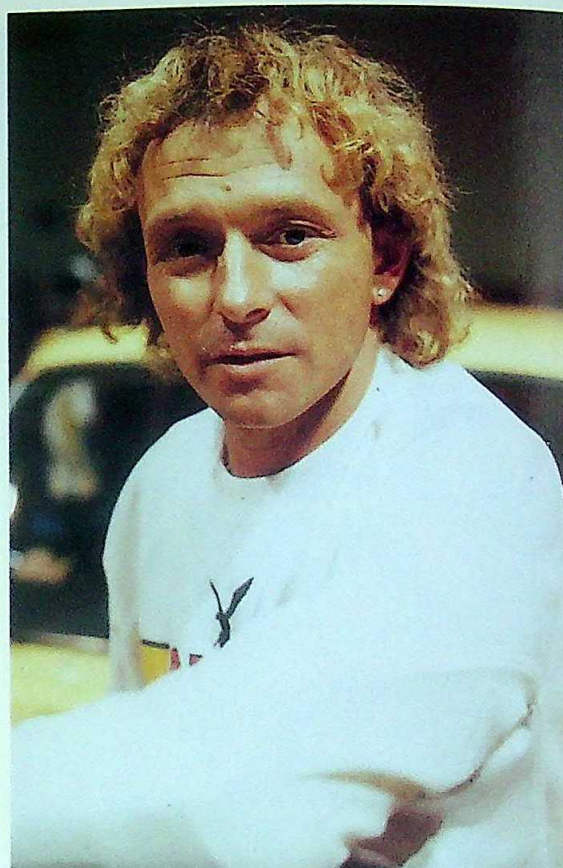
His domestic racing is done in the colours of Diedenbergen, who finished third behind Landshut and Krumbach in last year's Championship play-off.

He retained his Individual title on his home track by the narrowest of margins from Klaus Lausch and Karl Maier.

In his favoured Longtrack, he was runner-up to Champion Erik Gundersen.

## PREVIOUS WORLD FINAL APPEARANCES

1976	8 points
1977	8 points
1980	4 points
1981	9 points
1983	15 points
1984	3 points



# Egon Muller WEST GE





# CHALLENGE



IT was that man Eric Boocock again that introduced Karl Maier to British Speedway. He was tipped off that young Maier was an outstanding prospect. The tip came from 1976 World Champion Peter Collins who was racing against him regularly on the Continent and was impressed with what he saw.

That was back in 1979 when he had only been riding Speedway 12 months. He was away to an impressive start on his Aces debut with 5 paid points as Belle Vue lost at Coventry by 6 points.

His heavy continental commitments meant that the Aces were not able to use him as often as they would have liked and despite a disappointing home debut when he failed to score against Reading there were no complaints from Boocock.

Indeed 10 at Birmingham in a runaway win and 8 in a home draw with Swindon showed the vast potential he had.

The man from Munich, 28 years old last weekend, did not re-surface until 1982 when he joined Birmingham.

Although giving occasional reminders that he really could do it, his spell at Perry Barr came to an unexpected end. He was sacked by the Brummies management when he failed to turn up for a vital Knock Out Cup fixture with King's Lynn.

He gave his reason as he needed to stay in Germany to prepare for the forthcoming Longtrack final which, by irony, he won. So after just 19 appearances for the Second City outfit that was it.

His form this season has not been as good as in recent years. At the Continental Final stage he appeared to lack conviction and yet when hard riding was needed in the all important run-off for Bradford qualification he rode the Pole Dzikowski just as far as he could without putting him off the track.

His German team Landshut were champions last season and riding alongside him are three riders with British connections, Georg Hack, Klaus Lausch and Stefan Deser.

A long established German International, he is really looking forward to coming to England again.

"I see a lot of the top riders regularly on the continent and always have a good chat with them. They keep me updated with what is happening in Britain and with qualifying for the Final I hope to see many of the friends I made in the North and Midlands during my British League spells.

"Having ridden in the Norden Final I know what to expect. I am not a nervous person normally, but the big occasions get to everybody and I am no exception.

"I shall do my best and enjoy the experience. I have got nothing to lose, and thinking about it, if I had lost the run-off at Pocking I would have had to have travelled here as reserve. That would have been a disappointment

PREVIOUS WORLD FINAL APPEARANCE

1983 - 8 points

# Karl Maier

# GERMANY





# THE FENCE SCRAPER OF ROVNO

WHEN the Russians first dropped a speedway hint back in the early sixties it was Igor Plechanov and Boris Samorodov who were to the fore. Both were full throttle speedsters who entertained the public wherever they rode.

They set the mould for the Red racers of the future. Next to come to prominence was Valeri Klementiev, a rider who many tipped to make a big name in the sport. Sadly Valeri lost his life and with it the Russians lost their guiding light.

The Gordeev brothers then began to make an impression, Vladimir making the biggest. In 1971 he scored 11 points in the World Final but was later disqualified for using a banned fuel additive.

At Wembley the following year there were six Soviets on view. Alexander Pavlov, Viktor Trofimov, Viktor, Kalmykov, Anatoli Kuzmin, Grigori Khlinovski and Valeri Gordeev. Even with nearly half the field they could only muster 30 points between them. Pavlov being their top scorer with 8 points and once again Gordeev (albeit his brother) proving the big talking point.

Barry Briggs and Sweden's Bernt Persson were involved in a crash and the following Gordeev was unable to miss Briggs, with the outcome that the Kiwi had to have a finger amputated.

The Seventies were bleak years for the Ruskies. No one made a big impression. Indeed, the Eighties have been no better. Mikail Starostin made the Los Angeles Final in 1982 but was pointless at the end of the evening.

The last two years have seen no Soviet competition to reach the finals in Norden or Gothenburg.

But today, here at Bradford, we have on display Russia's most exciting rider racing today. Viktor Kuznetsov is his name — the fence scraping star from Rovno.

Amazingly, at the age of 35 he makes his World Final debut and he is determined to make the most of it as he recognises, quite rightly, that it might be his one and only chance.

His determination is best illustrated by recalling an incident from the Continental final held at Pocking, West Germany. Each rider knew that with only the top five heading for Bradford one bad ride could prove to be heartbreaking.

In his opening ride he fell on the first bend with no one near him! The track was a little greasy, but in what on paper was his easiest ride he did exactly what he could least afford — fail to score.

Many riders would have written off their qualification chances, but not Viktor. He put his problems out of his mind and set about the rest, fence scraping as he went. A last bend win of the Pole, Dzikowski showed that he was going to fight until the bitter end. Only one more point eluded him and that meant that his 11 point total gave him a place in a 3 man run-off for just 2 Bradford places.

Again he had to meet Dzikowski and local hero Karl Maier also had to be beaten. Viktor made no mistake. A lightning fast start left the other two to scrap for the remaining place.

So the man who rides for Signal Rovno arrives at Bradford. Surprisingly he slipped to eleventh in this year's Russian Individual Championships. But don't read too much into that. He regularly rides on the Continent against the very best in the World and as they all know given half a chance, he will be away and difficult to catch.

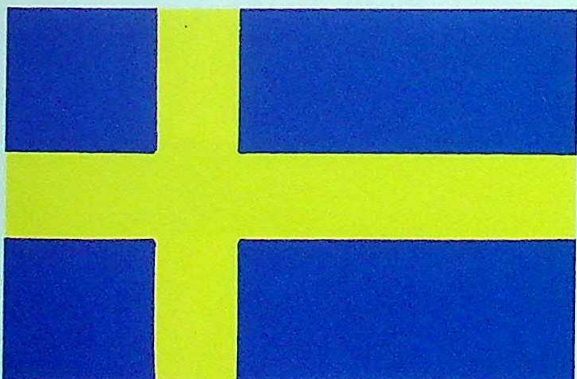
Very much a fitness fanatic, he is the husband of a ballet dancer.



# Victor Kuznetsov USSR







NOT for the first time does Jan Andersson take his place on Final day as the lone Swede. But this is a situation that the Reading Racer sees changing in the very near future.

The advent of 50cc and 80cc racing in Sweden has seen an upsurge in the riders coming through — something that was desperately needed if the once high-flying Scandinavians were to re-establish themselves as a major speedway force.

Not since the late Tommy Jansson have they produced a rider other than Jan to test the best.

"Jimmy Nilsen and Per Jonsson have given us new hope, it is something we must build on" he stated, genuinely believing that this was the re-birth of this once great Speedway nation.

It was 1975 when Jan first came to England, having taken the Swedish Junior Championship the previous year. After four years with Swindon he moved down the M4 to Reading in 1979. It was a marvellous year for him as he raced to the Swedish Championship and the Nordic Final also saw him finish with most points.

Despite this success he had to wait a further 12 months before making his World Final bow. 1980 in Gothenburg saw him finish just one point short of a place on the rostrum, as East Anglia, in the shape of Lee, Jessup and Sanders cleaned up.

It was also at this time that the softly-spoken shale shifter was making all the news as Indoor Racing became more prominent. Today he is the undisputed King of the concrete.

Back to the shale and for the following two years he was a World Finalist again. Wembley in '81 saw him finish sixth equal with Egon Muller and when the Final went Stateside the following year he again failed to mount a serious challenge.

In 1983 he was an Inter-Continental casualty at White City but when the final returned to his homeland last year he was tipped to do really well. Even a hypnotist was engaged to try to relax him immediately before the meeting.

It is doubtful that he will try a similar build-up this year as his return 12 months ago was just half a dozen points. One of the most consistent riders week in week out, it all seems to go wrong when the World Crown is up for grabs.

His ultra-fast gating means that he is always likely to spring a surprise or two and none of his rivals will dismiss him lightly. In fact it is long overdue that he really comes good in an epic 20 heat battle that we are all hoping for today.

#### PREVIOUS FINAL APPEARANCES

1980	11 points
1981	9 points
1982	8 points
1984	6 points

# Jan Andersson SWEDEN





HE is known as the Flying Finn and by many a mile he is the most accomplished rider to come out of his country. Even with a broken ankle Kai Niemi was determined to notch another World Final appearance but at Vetlanda he first had to produce medical evidence before he was allowed to race.

1985 has not really been Niemi's year. It started with him being told by Ipswich that he was surplus to their requirements, this after a long association with Witches promoter Chris Shears.

The sad death of Billy Sanders threw Ipswich into a quandary and it was to Niemi they turned. With no other British League openings available he took the opportunity and looks a better rider than ever today.

It was as if it was the short sharp shock treatment had worked.

Kai first came to England in 1976 when he joined the White City Rebels. He made an immediate impression with the Londoners and was a key member of their 1977 team that won the British League.

The '78 season was also spent at Wood Lane and when the show moved from London to Eastbourne Niemi went with it.

He was to stay at Arlington for two years before an amazing transfer deal took place. He actually rode in the Eagles opening fixture of the season but then he moved to Birmingham in a deal involving Kelly Moran.

From the Midlands it was back to London to link up with Wimbledon and it was here that his friendship with Chris Shears first blossomed. The London coach proprietor became Niemi's main sponsor and when Mr. Shears moved East to take control at Ipswich Niemi quickly followed. The multi-Finnish Champion quickly settled at Foxhall and collected his second Championship medal as Ipswich just pipped Belle Vue last year.

Just for good measure he was also the recipient of a Knock Out Cup Winners medal as once again the East Anglians proved too strong for the men of Manchester.

What of the chances of Finnish success today?

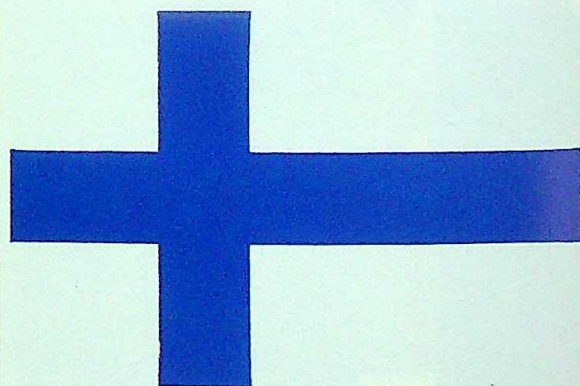
Certainly it would be a major surprise if Finland was the home of the 1985 World Champ, but that is not to say you should rule out Kai. He has more big night experience than virtually every other competitor.

Today sees his fourth taste of the big time but as yet he has not made a serious challenge.

Perhaps today he might just put the record straight.

#### PREVIOUS WORLD FINAL APPEARANCES

1980	8 points
1982	5 points
1984	4 points



# Kai Niemi FINLAND





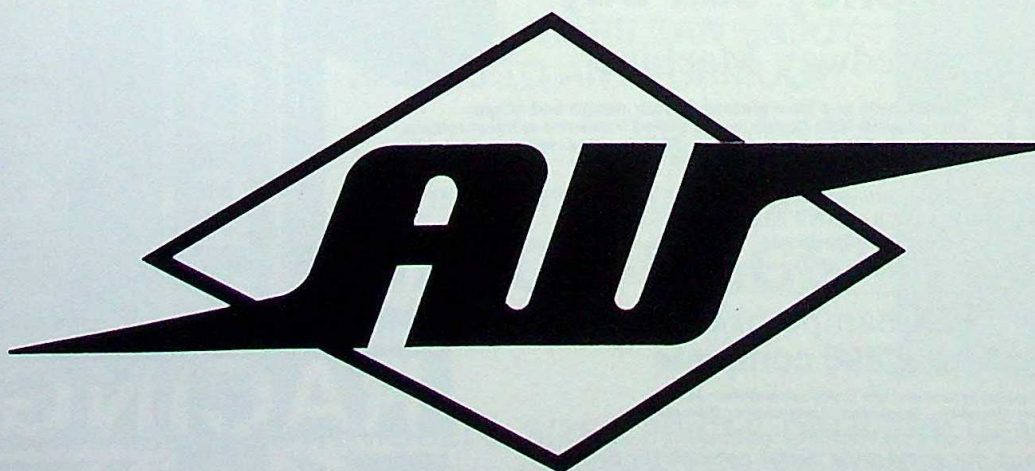
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# Beginners Guide to Speedway

Each race is over 4 laps, clutch start.

Riders are identified by their helmet colours which in this event also determines starting positions. Red = inside gate, Blue = gate 2, White = gate 3 and Yellow/Black = gate 4 (outside).

At the discretion of the referee riders are given two minutes to be at the starting gate ready for racing to commence.

Any rider who fails to make the start within the allowed two minutes will be excluded from the race and replaced by a reserve.

Under F.I.M. regulations riders who touch the tapes will not necessarily be excluded.

A rider will be excluded if both wheels of his machine cross the starting line.

Points are scored as follows: race winner - 3 points, second - 2 points, third - 1 point, fourth - no points. No points are awarded to riders who fail to complete 4 laps.

Red lights placed at regular intervals along the safety fence indicate a race has been stopped by the referee.

All riders must ride a straight line from the start until they reach the 30 yard marker which is clearly identifiable on the centre green.

A rider who is lapped will be excluded from a race.

Should a rider be excluded the referee will show so by putting on the light that is the same colour as his helmet cover. These lights are to be found between the tapes and the first bend:

Each rider is programmed to take five rides and the rider who accumulates the most points will be the 1985 World Champion.



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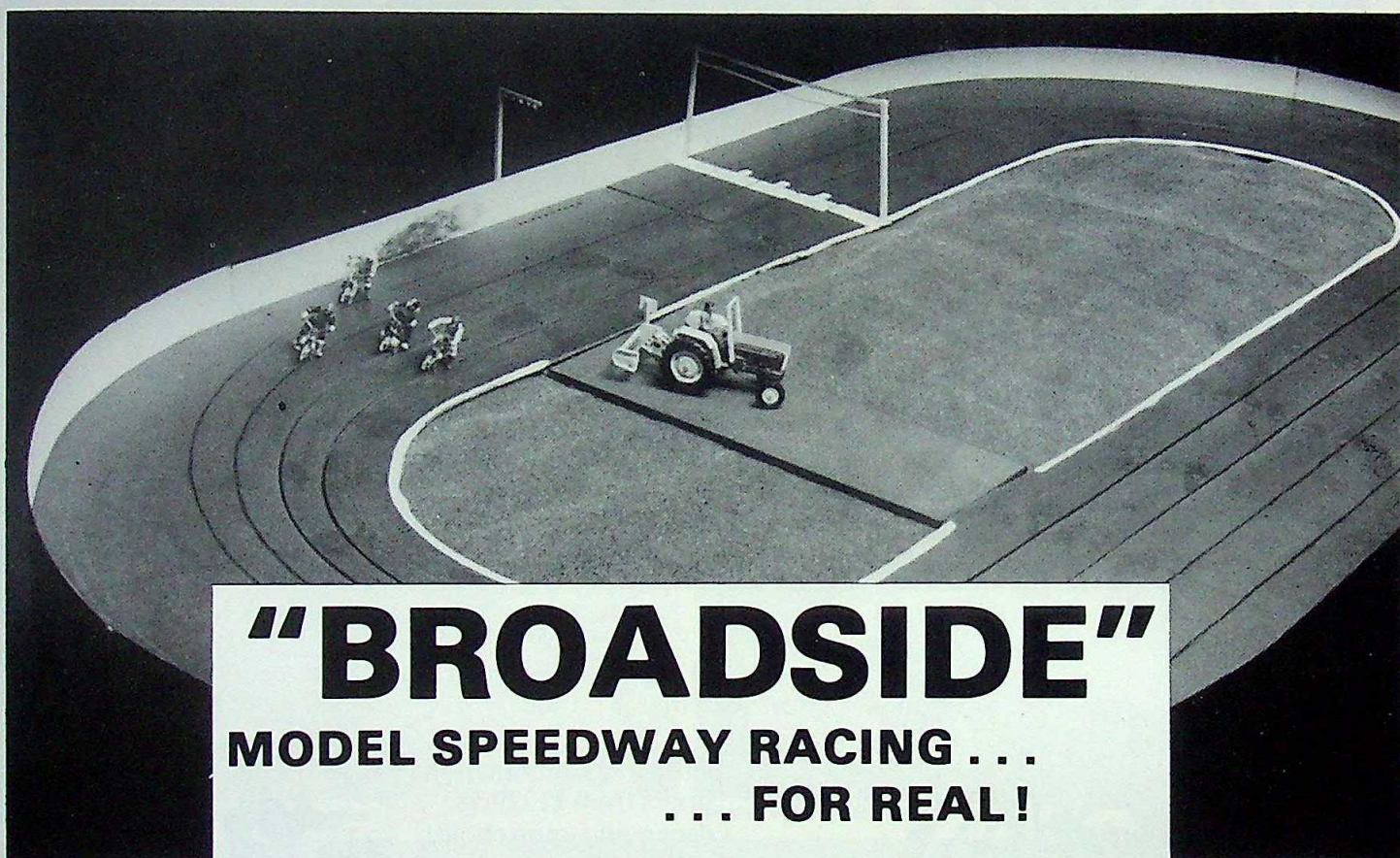
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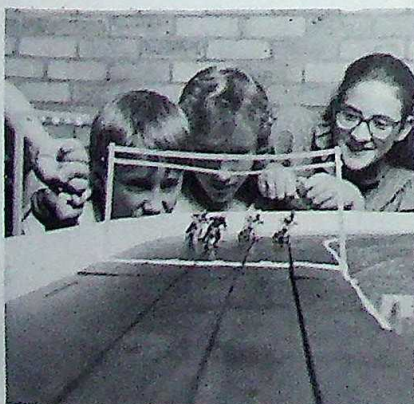


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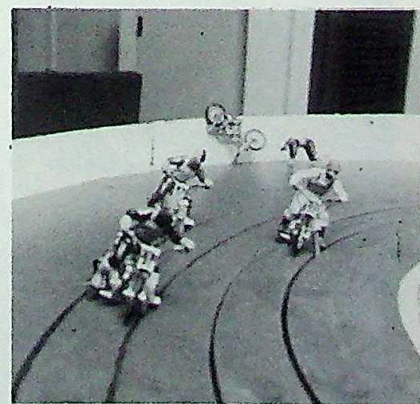


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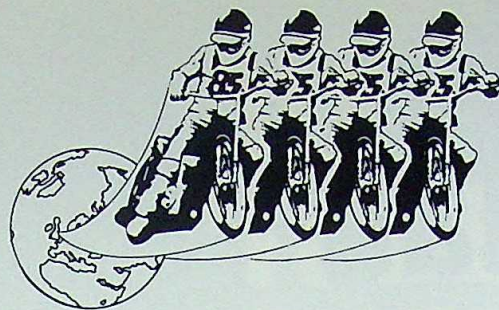
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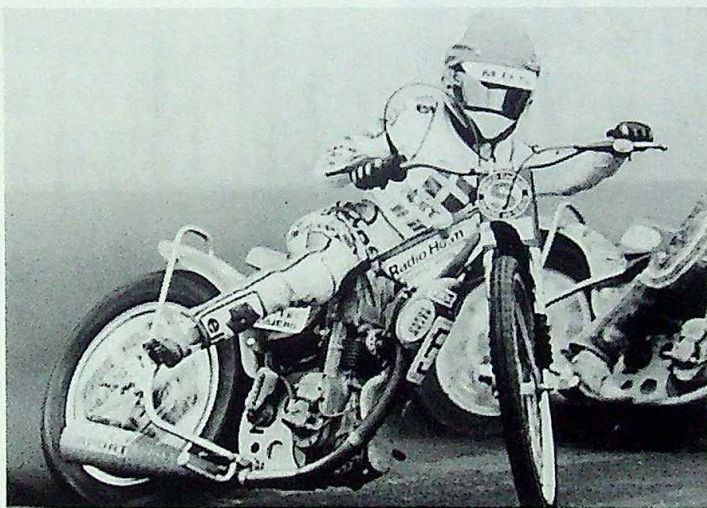




Erik Gundersen, 1984 World Speedway Champion



## CHAMPIONS PORTFOLIO



The style of the reigning champ.



Erik Gundersen leads Lance King and goes on to become 1984 World Champion.



# The Man with the Mike



DURING the course of today's extravaganza, spectators will become aware of Dick Barrie and his roving microphone.

Dick is today's anchorman, linking the various aspects of the day's entertainment together in what might best be described as his fairly unique style – not everyone's cup of tea, but love him or hate him, he simply can't be ignored!

From Exeter to Edinburgh, they know the man with the mike – full of often ribald wit and wisdom, but a first-class speedway brain and an effortless talker, never likely to be caught out of position when the things you want to know about are happening during the racing today.

A 39-year-old Scot from Glasgow, Dick has travelled the speedway world from Australia to Africa, Coatbridge to California, and can tell of some strange adventures on the way.

"We went to Johannesburg for their first big indoor meeting" he recalls. "Steve Wilcock of Middlesbrough and I were late, and missed the car from the hotel to the showground, so we took a shortcut and hopped over a high wall – right into the lions' den of a circus at the same venue! We hopped back again pretty quick, I can tell you!"

In Australia, he visited the amazing mining town of Mount Isa in the depth of the Queensland bush country – and found a thriving speedway circuit run by the locals, almost a thousand miles from a recognised track. In New Zealand, to travel from a meeting in Christchurch (on the South Island) to the next at Auckland – on the North – he found himself an unwitting stowaway on the boat, complaining that he spent half the night walking the decks, looking for someone to take his money for the trip! No, we don't believe that bit either.

A trip to the South of France saw Dick involved in opening a new track near Bordeaux in 1980 – and of course he was heavily involved in the surprising boom speedway underwent in Rhodesia (now Zimbabwe) early in the 'seventies.

His microphone work found him in Los Angeles for the World Championship Final of 1982, working as pit-side interview man for "World of Sport" – and if his work was done too well that night, at least we all found out that some people say "bleep" in the heat of the moment, when discussing matters with speedway referees!

Regularly to be found on the infield at Belle Vue on Saturday nights, or at his hometown circuit every Friday, Dick has long since been known in the game as a master of the art of "winding up" speedway supporters – mainly those who attend meetings in support of the visiting riders.

"Och, they really like it" he shrugs, when accused of using his wooden spoon to stir up much-needed atmosphere at a rather tame event. "In truth, everyone likes a wee shout – far better that I let them shout at me, rather than some unfortunate rider who's having a bad night".

"Anyway, what has to be remembered is that speedway racing – like all professional stadium sport – is part of the entertainment business. The public need me to inform and entertain them. Hopefully, I can do both – and if there are folk around who succeed in taking some of my more outrageous comments too seriously, then they're more than welcome to let me know about it by letting rip the odd boo. I've got a thick skin, as well as a thick head!"

He promises to be on his best behaviour today, however.

"Yes, this is a big show, and speedway's in the shop window. I'll be a good boy, and might not even bring the monkey along!"

Dick's infamous monkey, it should be explained – a souvenir of an American journey – makes surprise appearances at many meetings, but cannot be guaranteed to behave too well. It is preferable that he keeps the beast caged today.

He is well aware of the importance of the sport "putting on the style" at Odsal this afternoon.

"I can remember going to all those Wembley Finals" he mused. "There were a few good ones, and some rotten ones as well! Now that it has finished as a speedway, everyone recalls the great Wembley moments – but I can also remember the fiasco of 1975, when the dust ruined many a pretty face, and sundry other complaints. No, Wembley was good at times, but now we're at Odsal, and speedway here is going to be great – all the time!"

From past Finals, he picks Boris Samorodov's 1963 adventures, Barry Briggs' tragic crash in 1972 and "just about everything" in 1981 as his personal highlights – but is well aware that the best World Finals are the ones a spectator can look back at as being part of a great night, or weekend, out.

"A gang of us used to travel to Wembley, and hold a hugely complicated sweepstake on the scoring of every competitor" he remembers. "One year – it must have been 1967, I can recall Colin Pratt winning me a bundle by grabbing a few late points on a night he hadn't previously done anything. The laughs, and the patter, that we used to enjoy on the terraces at moments like that must still be supplied if speedway is to continue to provide good family entertainment – and that's what I'm here to do today.

"Enjoy myself – 'cos if I don't, how can anyone else?"



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# SUNBRITE WORLD SPEEDWAY CHAMPIONSHIP FINAL



# 1985 ODSAL STADIUM BRADFORD

No.	Rider		1	2	3	4	5	Tl	Pos.
1	KELVIN TATUM	ENGLAND				2	2	8	VIII
2	VIKTOR KUZNETSOV	U.S.S.R	1	0	0	0	1	2	XV
3	EGON MULLER	WEST GERMANY	2	1	0	2	0	5	XII
4	ARMANDO CASTAGNA	ITALY	0	2	2	0	0	4	XIII
5	SHAWN MORAN	U.S.A.		1	1		2	10	V
6	JOHN COOK	U.S.A.	1	2			1	9	VII
7	KARL MAIER	WEST GERMANY	1	0	0	0	0	1	XVI
8	KAI NIEMI	FINLAND	2	3	2	3	0	10	IV
9	TOMMY KNUDSEN	DENMARK	2	2	1	2		10	VI
10	JAN PEDERSEN	DENMARK		1	1	1	1	7	IX
11	LANCE KING	U.S.A.	0	2	2	1	1	6	XI
12	JAN ANDERSSON	SWEDEN		1	1	2	1	7	X
13	SAM ERMOLENKO	U.S.A.	2		3	2	3	13+1	3 <sup>rd</sup>
14	ERIK GUNDERSEN	DENMARK		1	3			13 <sup>th</sup>	1 <sup>st</sup>
15	HANS NIELSEN	DENMARK		3	3	1	3	12+13	2 <sup>nd</sup>
16	ZOLTAN ADORJAN	HUNGARY	0	0	0	0	2	2	XIV
17	GRZEGORZ DZIKOWSKI	POLAND						*	*
18	PHIL COLLINS	ENGLAND						*	*
19									
20									

Riders will wear the number indicated on the far left on the back of their race jacket throughout the meeting and these numbers are retained throughout the heat details which follow. The figures under WFA list previous World Final appearances.

All riders shall have five programmed rides and will score 3 points for a win, 2 points for a second place, 1 point for a third place, and no points for fourth place or if he is a non-finisher for any reason. Final finishing order will be decided by accumulative points from five rides. In the event of riders tying for first, second, third, eleventh or twelfth positions there shall be a run-off. All other finishing positions will be decided by the greater number of major placings and if still equal then a ballot will be held.

Starting positions are indicated by helmet colours under heading Col in heat chart red (inside position); blue (lane two); white (lane three); yellow (outside). Reserves numbered 17 and 18 can take over all programmed rides of a qualifier who withdraws before his first race and if he does so can qualify for the World Final. Once all riders have completed one race the reserves numbered 17 and 18 MAY become track reserves but if they ride they CANNOT qualify for the next stage. Alternatively additional reserves numbered 19 and 20 will act as track reserves but they, too, cannot qualify for the next stage.

There will be a short break after heats 4, 8 and 16 and an interval after heat 12, weather permitting. All races are clutch start from to tapes and over four full laps of the track. A yellow flag with a black cross will indicate riders are entering their last lap and the finish of a race will be signalled by a black and white chequered flag. Results will be announced over the public address system.

HEAT	NO.	RIDER	SUBSTITUTE	PTS
1	Time	1 KELVIN TATUM 2 VIKTOR KUZNETSOV 3 EGON MULLER 4 ARMANDO CASTAGNA	R B W YB	3 1 2 0
2	Time	5 SHAWN MORAN 7 KARL MAIER 6 JOHN COOK 8 KAI NIEMI	R B W YB	3 1 FELL 2
3	Time	10 JAN PEDERSEN 11 LANCE KING 9 TOMMY KNUDSEN 12 JAN ANDERSSON	R B W YB	3 0 2 1
4	Time	15 HANS NIELSEN 14 ERIK GUNDERSEN 16 ZOLTAN ADORJAN 13 SAM ERMOLENKO	R B W YB	3 1 0 2
5	Time	13 SAM ERMOLENKO 1 KELVIN TATUM 5 SHAWN MORAN 9 TOMMY KNUDSEN	R B W YB	3 0 1 2
6	Time	14 ERIK GUNDERSEN 10 JAN PEDERSEN 2 VIKTOR KUZNETSOV 6 JOHN COOK	R B W YB	3 1 0 2
7	Time	11 LANCE KING 15 HANS NIELSEN 7 KARL MAIER 3 EGON MULLER	R B W YB	2 3 0 1

HEAT	NO.	RIDER	SUBSTITUTE	PTS
8	Time	4 ARMANDO CASTAGNA 8 KAI NIEMI 12 JAN ANDERSSON 16 ZOLTAN ADORJAN	R B W YB	2 3 1 0
9	Time	6 JOHN COOK 16 ZOLTAN ADORJAN 1 KELVIN TATUM 11 LANCE KING	R B W YB	3 0 1 2
10	Time	12 JAN ANDERSSON 5 SHAWN MORAN 15 HANS NIELSEN 2 VIKTOR KUZNETSOV	R B W YB	2 1 3 0
11	Time	8 KAI NIEMI 9 TOMMY KNUDSEN 3 EGON MULLER 14 ERIK GUNDERSEN	R B W YB	2 1 0 3
12	Time	13 SAM ERMOLENKO 4 ARMANDO CASTAGNA 10 JAN PEDERSEN 7 KARL MAIER	R B W YB	3 2 1 0

## INTERVAL

## PRIZE MONEY:

WINNER £5,500  
RUNNER UP £3,500  
THIRD £1,500

World Championship Trophy will be presented by FIM Deputy President Mr. Neville Goss.

The Garlands will be presented by the Sunbrite Girls. The Sunbrite Trophies will be presented by Mr. Roy Howson, Managing Director of National Smokeless Fuels. Mr. Michael Limb, Chairman of the Speedway Control Board, will present the champagne which has been kindly donated by Moët and Chandon.

13	Time	7 KARL MAIER 12 JAN ANDERSSON 14 ERIK GUNDERSEN 1 KELVIN TATUM	R B W YB	0 1 3 2
14	Time	2 VIKTOR KUZNETSOV 13 SAM ERMOLENKO 8 KAI NIEMI 11 LANCE KING	R B W YB	0 2 3 1
15	Time	16 ZOLTAN ADORJAN 3 EGON MULLER 10 JAN PEDERSEN 5 SHAWN MORAN	R B W YB	0 2 1 3
16	Time	9 TOMMY KNUDSEN 6 JOHN COOK 4 ARMANDO CASTAGNA 15 HANS NIELSEN	R B W YB	2 3 0 1
17	Time	1 KELVIN TATUM 8 KAI NIEMI 15 HANS NIELSEN 10 JAN PEDERSEN	R B W YB	2 0 3 1
18	Time	9 TOMMY KNUDSEN 2 VIKTOR KUZNETSOV 7 KARL MAIER 16 ZOLTAN ADORJAN	R B W YB	3 1 0 2
19	Time	3 EGON MULLER 12 JAN ANDERSSON 13 SAM ERMOLENKO 6 JOHN COOK	R B W YB	0 2 3 1
20	Time	5 SHAWN MORAN 14 ERIK GUNDERSEN 11 LANCE KING 4 ARMANDO CASTAGNA	R B W YB	2 3 1 0



# RUN-OFFS

HEAT	No. RIDER			PTS.
Time	13 SAM	ERMOLENKO	R	1
	14. ERIK	GUNDERSEN	B	3
			W	
	15. HANS	NIELSEN	YB	2
Time			R	
			B	
			W	
			YB	

## 1936 WEMBLEY

The very first World Final needed a run-off to determine the winner. Australian Lionel Van Praag beat Eric Langton.

## 1951 WEMBLEY

A three man run-off is needed to separate Australians Jack Young and Jack Biggs from Split Waterman. Young is crowned champ with Waterman runner-up.

## 1953 WEMBLEY

Kiwi Geoff Mardon takes third place from young Olle Nygren.

## 1954 WEMBLEY

England's Brian Crutcher pushes Olle Nygren into third place.

## 1955 WEMBLEY

Three men chasing second place with the outcome Moore, Briggs and Eric Williams.

## 1956 WEMBLEY

Odsals' very own Arthur Forrest pips Peter Craven for third place.

## 1957 WEMBLEY

Two run offs required. Barry Briggs takes the title from Ove Fundin whilst Peter Craven fights off Lawson and Sormander for third.

## 1958 WEMBLEY

Aub Lawson gets his revenge over Craven in a run-off for third place which also features McKinlay.

## 1959 WEMBLEY

Third place up for grabs again as Briggs beats Nygren and that man Lawson again.

## 1960 WEMBLEY

Another biggie. 3 men all going for first place with the winning order Fundin, Moore, Craven.

## 1961 MALMO

In the first final held outside the U.K. Bjorn Knutsson beats Gote Nordin and Barry Briggs for second place.

## 1962 WEMBLEY

Fundin beats fellow Swede Knutsson for third.

## 1964 GOTHENBURG

The all action Russian Igor Plechanov beats Fundin for second.

## 1965 WEMBLEY

Action replay as again Plechanov beats Super Swede Fundin to the runner-up spot.

## 1967 WEMBLEY

No mistake from Fundin this time as he beats Bengt Jansson to take the title.

## 1968 GOTHENBURG

Flying Pole Eddie Jancarz heads Russian's Gennady Kurilenko for the last place on the rostrum.

## 1969 WEMBLEY

Briggs beat Soren Sjosten to take second place.

## 1971 GOTHENBURG

The Galloping Mauger is runner-up after proving too fast for Jansson.

## 1972 WEMBLEY

Mauger in action again as he leaves Bernt Persson in his wake to take the first prize.

## 1973 KATOWICE

No joy for Mauger this time as home rider Jerzy Szczakiel beats Ivan to the top spot after Ivan had fallen.

## 1974 GOTHENBURG

Mauger features again. He beats ex Belle Vue team-mate Sjosten for second place.

## 1975 WEMBLEY

Mauger again in extra race action, but John Louis beats him to the final rostrum spot.

## 1977 GOTHENBURG

Wily Ole Olsen heads Michael Lee to leave the youngster fourth.

## 1978 WEMBLEY

American Scott Autrey beats Dave Jessup and Jerzy Rembas for third place.

## 1980 WEMBLEY

Jessup beats Billy Sanders for second place in the East Anglian wipe out.

## 1981 WEMBLEY

Young Tommy Knudsen finishes third behind his mentor Ole Olsen.

## 1984 GOTHENBURG

Hans Nielsen pips Lance King for the runner-up position.



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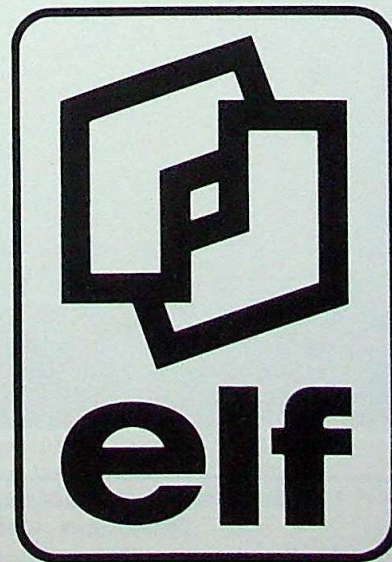
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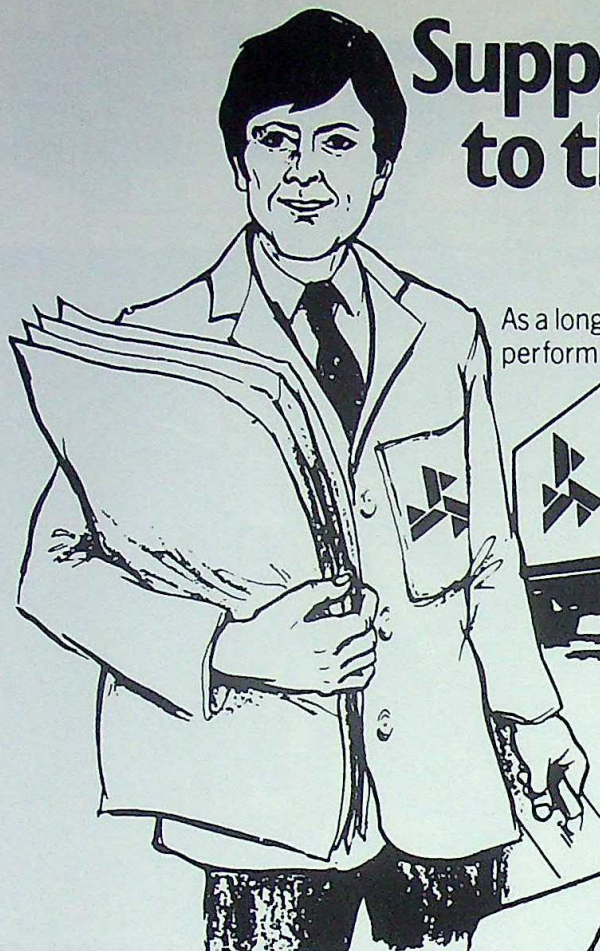
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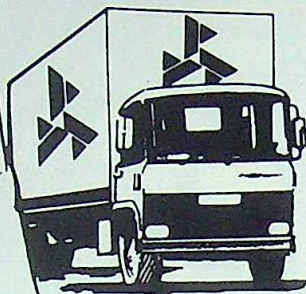


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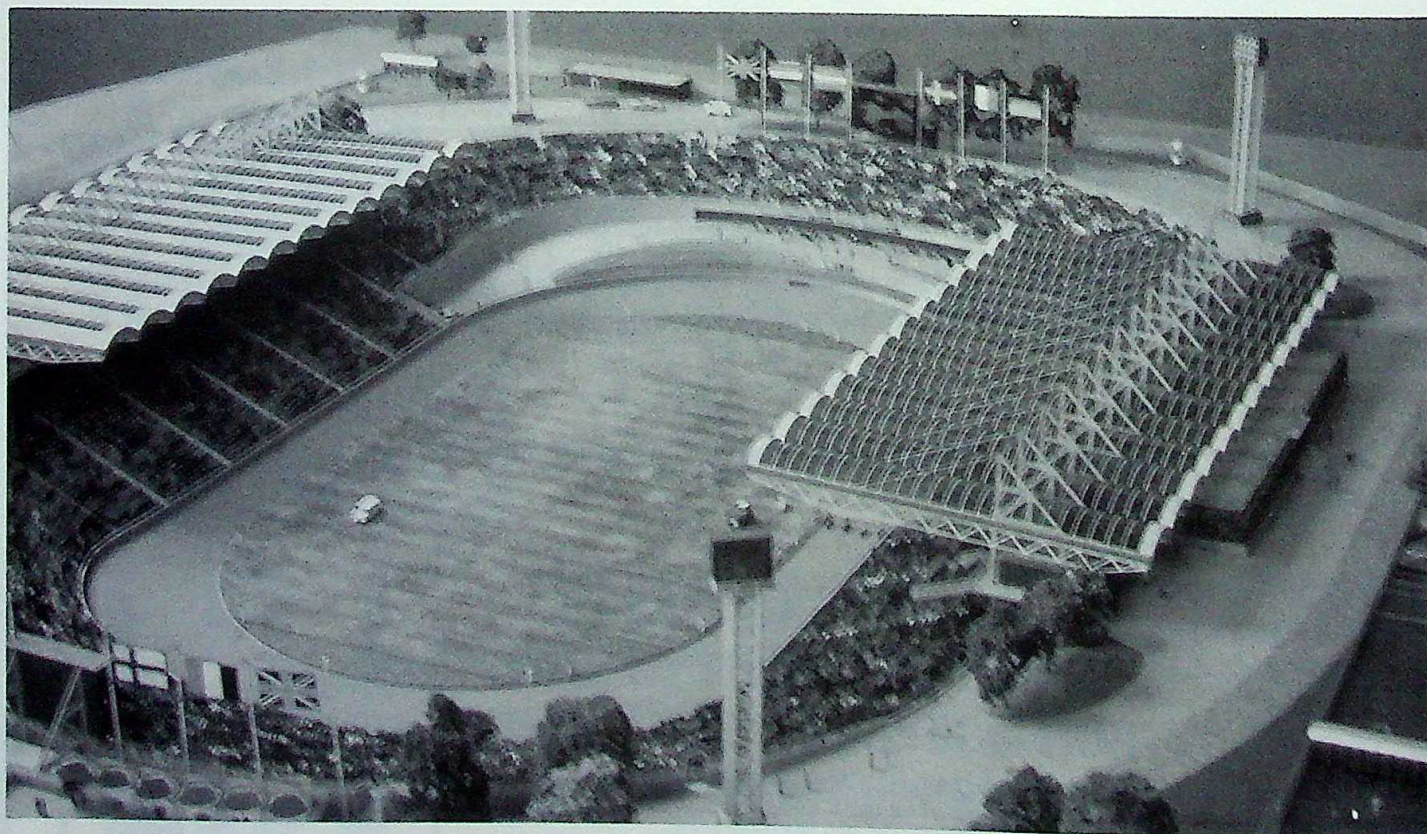
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This programme was written and edited by Gareth Parry with invaluable assistance from Mike Hunter, Dave Swanton, Bernard Smith, Alan Linnett and Bahnsport Aktuell (West Germany) and Klaus Goffelmeyer. Photos from the collection of Trevor Meeks with the exception of Jimmy Nilsen photo which is courtesy of Mike Patrick. The editor also wishes to acknowledge the assistance of the B.S.P.A. and the S.C.B.



# Peter Oakes

## OF THE DAILY STAR

# writes . . .

LET'S beat the drum. Let's shout it from the roof tops. Let's tell the world.

England is on the way back towards the top of the speedway ladder. You mightn't think so by looking at the parade of World Finalists this afternoon with only Kelvin Tatum, the ex-public schoolboy, carrying the Union Jack into the arena.

The World Final is one end of the spectrum. At the other is where the English rose is blooming.

No country has as much teenage talent around as we Brits — and that's something we should be proud of.

All it really needs is for the talent to be properly harnessed, vociferously encouraged and eagerly helped along the way.

I defy any other national to tell me of a youngster with as much prospective talent as Gary Havelock, barely out of school but a match-winner for Middlesbrough.

He's not seventeen until November yet already in his short career he's smashed the Birmingham track record; been top scorer in the National League Team Championship; and carried home the Pride of the Potteries Championship.

All this in his first season, part of which saw him doubling up between schoolwork and trackwork, often arriving home in the early hours, grabbing a few hours' sleep and then reporting for class.

But Gary isn't an isolated diamond in a barren setting.

Hackney are proud of their teenage talent Paul Whittaker who, if only he would spend less time with his computer and more time with his speedway, could become a big, big name.

Ex-World number two, former British Champion and one-time England captain Malcolm Simmons isn't one to heap praise on duds.

Yet Simmo claims: "He's as good a youngster as I've seen anywhere in the world."

Milton Keynes will sing the praises of grass-track convert Nigel De'ath who seems more capable of following in Simon Wigg's tyretracks.

And down at picturesque Rye House, where the River Lea flows gently past the starting gate, there's Alastair Stevens and Andrew Silver, the latter the son of promoter Len.

Ali's in his first season of competitive racing yet is already topping the scorechart while Silver is a golden prospect for the future.

Step up a class into the British League and there is no shortage of kids on the way up—

Andy Smith, only a few points away from his World Final debut this afternoon, won't be out of his teens until next year.

Already this season he has won the prestigious Peter Craven Memorial Trophy at Belle Vue and established himself as a regular choice in John Berry's England squads.

One of his team-mates, Carl Blackbird, won the British Junior Championship this year and his potential was so startling that Aces' promoter Stuart Bamforth willingly wrote out a £20,000 cheque to secure his registration from National League Mildenhall.

In the Midlands everyone is raving about ex-schoolboy grass-track champion Simon Cross who, like Smith, has forced his way into the England reckoning.

A few miles further south at Oxford there is Marvyn Cox, former British Junior Champion and steadily climbing the ratings at Cowley where he is picking up so much from riding alongside Hans Nielsen.

Where England does fall behind some of the other nations — particularly the Danes, the Swedes and Americans — is that, so far, the authorities haven't sanctioned racing for the under-sixteens.

This is a field that has produced so many of today's top Continentals but we have fought shy of allowing promoters to introduce this form of activity.

There is a feeling in officialdom that it would be wrong for promoters to cash in on the skills and racing ability of schoolboys.

Laudable though that may be there is no doubt this is one major reason that our kids don't come through as quickly as their opposite numbers in both the States and Scandinavia.

By the time they graduate to 500cc speedway racing they have



**JIMMY NILSEN . . . at 18 years old Swedens big hope for the future.**

already had several years experience of closed-circuit competition on scaled down speedway machines.

Equally important they have also discovered whether they are likely to be any good at the grown-up version and, with success more or less assured, they find it easier to spend the sort of money needed to embark on a professional career.

Phil Collins, reserve this afternoon, shrewdly pointed out: "The biggest stumbling block for any youngster today is finding the cash to buy proper equipment".

Some are fortunate that they have parents well able to afford the £2,000 needed to equip oneself to the required standard.

Others find sponsors willing to meet some of the expense.

But, I am sure, there are countless would-be speedway riders who never break into the sport simply because they cannot afford it.

That is where all our energy should be expended — and also in the proper training of those youngsters displaying early talent.

Too often we are content to let them find their own way, often repeating the mistakes that will prove to be a fatal flaw in their make-up at the highest level.

How many of our prospects, for example, are taught the skills of gating?

Eric Boocock, former British Champion, ex-World Finalist and current manager at both British League Sheffield and National League Edinburgh, points out: "There's an empty track at Scunthorpe going to waste."

"That could be used to train and help youngsters. Many tracks hold what they call training schools but they are nothing more than glorified practice sessions with no-one there to help and teach."

"I know there are plenty of former riders who would like to remain involved in speedway. When you are riding you are reluctant to pass on too much advice to a rival."

"But once you have retired the thing you want to do is to help a promising youngster. Too few of us get that chance."

Isn't it time they were all given that chance — for the long-term future of British Speedway?

**PETER OAKES** is London Sports Editor of *The Star* and the paper's speedway columnist. He has also written regular columns for the *Speedway Star* since 1960.



# Guess Who?

**1** Which industrial city was visited by almost 30,000 package holiday makers last year?

MANCHESTER ☐  
NEWCASTLE ☐  
BRADFORD ☐

**2** Which northern city council funded one of Britain's top-four small firms? \*

LIVERPOOL ☐  
LEEDS ☐  
BRADFORD ☐

**3** Where has Britain's National Museum of Photography, Film and Television been established?

LONDON ☐  
OXFORD ☐  
BRADFORD ☐

**4** Which was one of Britain's first smoke-free industrial cities?

BRISTOL ☐  
EDINBURGH ☐  
BRADFORD ☐

**5** Who is investing in local business with money, sites and premises?

GOVERNMENT ☐  
EEC ☐  
BRADFORD ☐

**6** Where have English Industrial Estates developed their first Science Park?

MILTON KEYNES ☐  
CAMBRIDGE ☐  
BRADFORD ☐

**7** Which city is staging the 1985 World Speedway Championships?

COVENTRY ☐  
WOLVERHAMPTON ☐  
BRADFORD ☐

**8** Which city has Britain's biggest Transport Interchange?

BIRMINGHAM ☐  
CARDIFF ☐  
BRADFORD ☐

**9** Which city is Britain's fastest growing inland resort?

SHEFFIELD ☐  
NOTTINGHAM ☐  
BRADFORD ☐

**10** Which city staged the 1985 National Breakdown Club Car Rally?

GLASGOW ☐  
YORK ☐  
BRADFORD ☐

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# Angle

THE rivalry between Yorkshire's two British League outfits – Halifax and Sheffield is as strong as ever today. Both were founder members of the league when it commenced back in 1965.

For the Dukes of Halifax it was a return to the sport after a 14 year absence, whilst the Sheffield Tigers had ridden 5 seasons in the Provincial League. Both however, first rode in the English League as long ago as 1929.

In this article we shall concentrate on what the pair have achieved since 1965 and feature some of the top stars who have donned their colours.

Halifax had very much the better of the opening season. They finished fifth in the league whilst Sheffield were to end six places below them. The Shaymen of Halifax had drawn their heat leader trio from the defunct Middlesbrough team and ironically all three still play major roles in today's modern day running of the sport.

Eric Boothroyd is the current Halifax promoter, Eric Boocock is the Sheffield Team Manager and Dave Younghusband is trying hard to re-establish the sport in the Cumbrian outpost of Workington.

The remainder of the team was very much of an Australian flavour. Bert Kingston, Bob Jameson and Dennis Gavros, the latter who never returned home and still lives on the outskirts of the town.

Down in the steel city it was Jack Kitchen who was wowing the locals, backed by East Anglians David Crane and the diminutive veteran Billy Bales.

The following year saw Halifax take a League and K.O. Cup double, but at a cost. Tommy Roper, a local lad from Northowram, had to be released as a result of the success and he moved across the Pennines to Belle Vue.

The next few years saw no silverware land in the County of the White Rose but it was to house some of the sports most spectacular riders. Jim Airey moved into Owlerton from Wolverhampton and Charlie Monk was signed from Glasgow.

This pair were two of the finest Australians ever to ride in this country. Jim retired early to concentrate on his successful motor-cycle business back home whilst the very much introvert Monk later rode for Halifax before moving on to Barrow.

1973 saw Sheffield finish runners-up in the League to Reading and at this time they had a glut of local talent notably youngsters Reg Wilson and Doug Wyer who are both still in action today at Birmingham. Also prominent

was a landscaper from Leeds by the name of Arnold Haley who often surprised the bigger names of the game. Only injuries prevented him from reaching the higher echelon. Swede Bengt Larsson was another worthy of note, he always seemed to save his best displays for visits to Hyde Road.

Halifax had turned to the Continent to recruit their stars. Dutchman Henny Kroeze was a popular figure and unknown Dane Mike Lohmann was to ride his way into the hearts of the West Yorkshire fans.

The real star at The Shay was the Liverpool Express – Chris Pusey. He joined the Dukes in 1975 from Belle Vue and his polka dot leathers made him an easily recognisable character... alternatively his bushy sideboards made him stand out in a crowd.

Making rapid strides at Sheffield was big Carl Glover. He had already won the National League Riders Championship and a big big future looked assured for him.

Switching back to the Dukes, it was very much as you were, although Ian Cartwright was beginning to blossom and who remembers the enigmatic Graham Plant?

Sheffield had gone Swedish again signing Bernt Persson from Cradley Heath and Bo Wirebrand returned in 1978 after 5 years away from Britain. Both were past their best and team manager John Dews (himself an ex Tiger) was really trying to stretch his limited resources. It was still left to Wyer and Wilson to do the brunt of the scoring.

It was all change at Halifax for the 1978 season. In came Eric Broadbelt, Mitch Graham and Klaus Lohmann, the younger brother of Mike. Also pushing his nose in was a young man by the name of Kenny Carter, although he was farmed out to Newcastle to learn his trade in the National League.

Carter of course has gone on to be a legend in his own lifetime, despite some terrible luck with injuries, one of which most certainly cost him his place here today.

Sheffield were going through a very quiet spell although they were to sign a young man called Neil Collins but they sold him to Edinburgh as he failed to make the desired impact.

Czech International Ales Dryml and American Shawn Moran moved into Owlerton. Dryml was not to stay very long but for young Moran it was the start of something big.

Whilst Carter continued to woo the Shay faithful support was a bit thin on the ground. Only Cartwright and to a lesser extent Merv

Janke and Mick McKeon (both Australians) offered any support.

In 1981 Wyer moved from Sheffield to Halifax and with John Louis from Ipswich also in harness the Dukes fortunes looked to be on the up.

Sheffield too plunged into the transfer market. They signed Alan Molyneux from Coventry and Dave Morton from Wolverhampton.

Moran and Carter are now very firmly the main figures in Yorkshire. Both have led their respective sides into teams to be respected after considerable years in the doldrums.

The Dukes have backed Carter with Neil Evitts and more recently Larry Ross and Sean Willmott together with Australian Rod Hunter.

Over at Owlerton Maurice Ducker took over as promoter from Ray Glover at the start of last season. The cheque book immediately came out to secure Les and Neil Collins. Yes, the very same Neil Collins that went North to Edinburgh a few paragraphs ago.

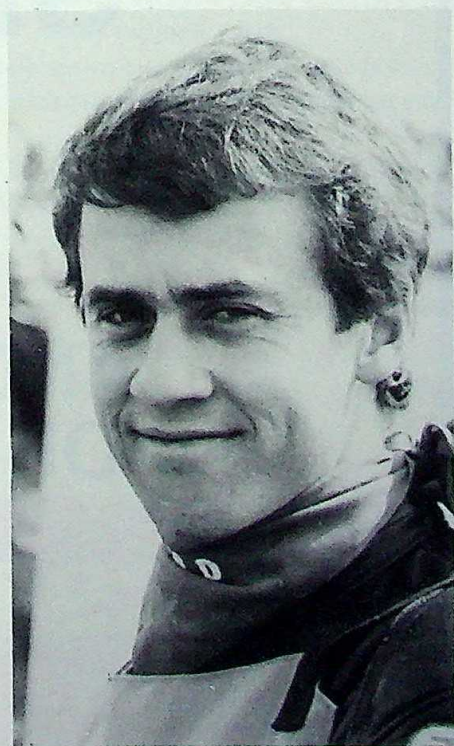
And of course there is a new Italian star, Armando Castagna who is lined up for next year.

In the National League, founder members Middlesbrough are setting a hot pace this year. With new promoters Tim and Tony Swales bringing fresh ideas to Teesside, Cleveland Park is looking smarter than it has done for many years.

New signings Mark Fiora and Martin Dixon allied to the high scoring of long serving Steve Wilcock and boy wonder Gary Havelock have seen the Tigers take a firm grip on the league and as they are already Cup Semi-finalists. They may well finish with the National League double.

Already they have taken the National League 4 Team Championship.

\* You can catch a glimpse of Halifax tonight as they are in action at The Shay against arch enemies Belle Vue, with racing starting at 8 p.m.



ROD HUNTER of Halifax



# Telegraph & Argus

BRADFORD'S EVENING NEWSPAPER

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THE news from the tiny Bavarian town of Vilshofen told the World that reigning Champion Erik Gundersen had collected multiple injuries in a high speed crash during practise for the Longtrack semi final.

It also stated that he would be out of action for at the very least one month and that by being unable to take his place at Vetlanda for the Inter-Continental Final he would lose his grip on his speedway crown.

But when you are a four time champion you are prepared to ride through the pain barrier and after consultation with Ole Olsen and the best medical men in Denmark that is exactly what he decided to do.

Seven precious points in rain swept Sweden saw him safety through - but not without considerable discomfort.

The rise of the Danes in recent years has been nothing short of one of Hans Cristian Andersen's fairytales. Gundersen has been most proud to play his part.

Last year he was Pairs Champion, a member of the World Team Championship winning team, Longtrack top dog and Speedway Individual victor as well. No one in the illustrious history of Speedway had ever done that all in one season.

Why is Gundersen so good and what has made Denmark into the team to beat?

Certainly no one could ever fault their mechanical preparation. For EVERY meeting they arrive with all the tools needed to do the job, from engines to the very smallest spare part.

Team spirit is another important factor. They take pride in riding for their country. They want to succeed and by boosting each other they see the task being made easier. There is nothing more they love than back-slapping one of their own when he returns to the pits having just put everything on the line in a bid for glory. Friendship plays a big part in their quest for success.

At 25 years old there are many years of racing in front of the tiny all-action Dane from Esbjerg. From Danish Junior Champion to World Champ there have been many peaks and troughs in a career that started back in 1977.

The peaks far outweigh the troughs but it will serve as a timely reminder to all, that news like that from Vilshofen can occur when least wanted.

Managed by ex-World Champion Ole Olsen, if Erik arrives here 100% fit then all the other 15 contenders on show today will know only too well that 'Golden Gunder' means business again.

With the bit between his teeth watch him go. Success breeds success and when the Danes start the back-slapping then the Gundersen magic will take some beating.

#### PREVIOUS FINAL APPEARANCES

1981	11 points
1983	10 points
1984	14 points



# Erik Gundersen

# DENMARK





IF form was the sole factor in finding a champion, then you would look no further than Hans Nielsen, one of four Danes in this afternoon's line up of 16 top class riders.

His form for British League Oxford has been nothing short of sensational to date and it will be a major surprise if he does not lead the Cheetahs to success as the season draws to a close.

If all is well on the domestic front it has been anything but on an even keel when it came to International calls.

Hans and Danish team boss Ole Olsen have, for most of the year been having a war of words but now everything is just so again and as ever, the Danes are more than a match for anyone.

Hans has been riding in Britain for 9 years now. It was 1977 when he came to join Wolverhampton, having, like so many Danes, won their Junior Championship the year before to put himself in the shop window.

He quickly caught the eye and led Wolverhampton with very little support on many occasions. When he moved to Birmingham it was a similar story and in the end it was the lack of success that forced him to move again.

Oxford were quick to get his name on a contract and although it took a fee in excess of £20,000 to land him, the Cheetahs are looking to have picked up a bargain.

Not only does he always give maximum effort himself but as skipper of the side he expects it from all the other team members.

One of today's true superstars, he is always immaculately turned out and his Godden machinery would appear to be the most reliable in the land. Very rarely will you see Hans drop out of a race suffering from mechanical gremlins.

Runner-up in last year's Gothenburg final it was the breakthrough that he desperately needed. In previous appearances, like so many others, he had failed to live up to pre-meeting expectations.

As with all the Danish quartet he has never ridden the Odsal bowl but with his worldwide knowledge of tracks he is expected to adapt very quickly and pose a major threat today.

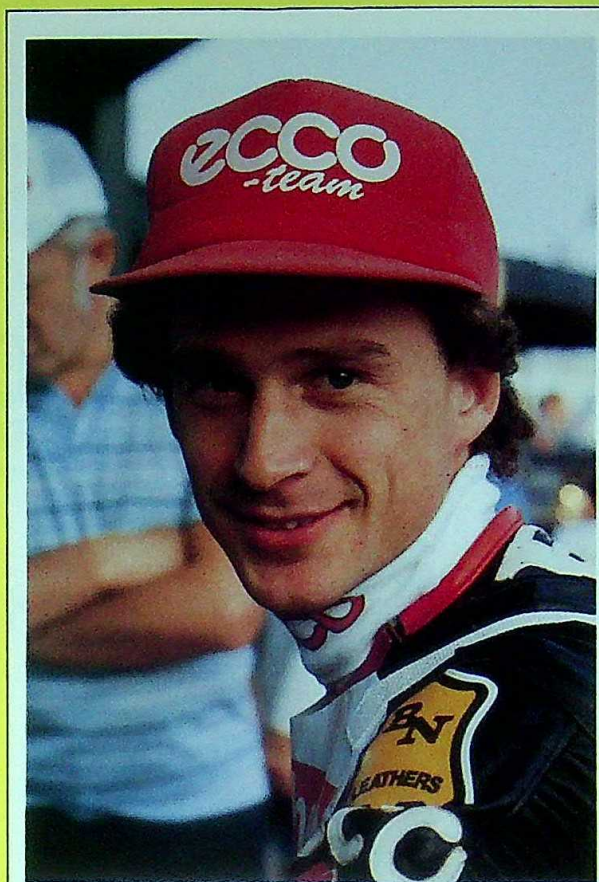
Many feel that the title lies within the grasp of just 4 men. The American duo of Moran and King coupled with the Danish twosome of Erik Gundersen and Hans.

Certainly trying to pick a winner is going to be a very difficult task, but as the three-top scorers climb onto the victory rostrum the freely tipped Nielsen should be claiming one of the places.

There is an old Yorkshire saying that "you get nowt for being second" and Hans will be desperate not to suffer the same heartache two years in succession.

#### PREVIOUS FINAL APPEARANCES

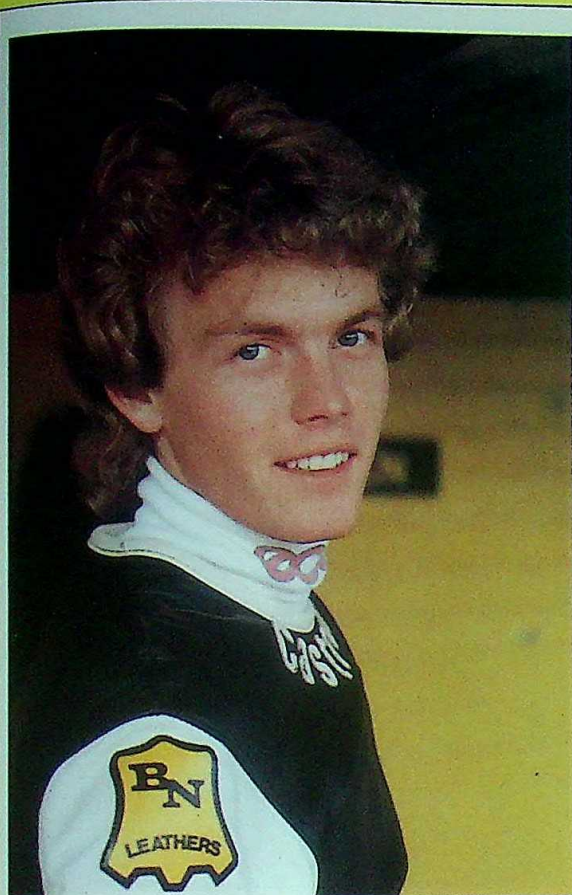
1980	7 points
1981	6 points
1982	8 points
1983	9 points
1984	13 points



# Hans Nielsen

# DENMARK





BACK in the limelight after being plagued by accident and injury is tearaway Tommy Knudsen, the heart-throb of all the female Coventry fans. The good looking blond haired Dane is right back in the thick of the action after his career was in jeopardy after a horrendous second half spill.

That was back in 1983 and it disrupted not only his own progress but also that of Coventry, his only British team.

He followed a familiar Danish path. After taking their Junior Championship in 1978 he loaded up and headed for England the following year. Ole Olsen was the King-Pin at the time and he took young Tommy under his wing.

Serving his apprenticeship alongside a tutor of Olsen's standing made it easier than most had to endure in those early days away from home. The following year he was a comfortable European Junior Champion. The first rung up the ladder had been safely negotiated.

His regular high scores meant that Ole was not having it all his own way at Brandon but then competition is always healthy isn't it?

1981 was to be his best year. Nine points for the rampant Danes at Olching, West Germany saw him collect a World Team Cup winners medal and just two weeks later he had a date at Wembley to keep.

This was to be his World Final debut. Tommy got away to a superb start when he headed Olsen home in the very first heat. Three second places were added to that trio of points and the evening was rounded off with another heat win. 12 points on his Final debut was quite some haul. It assured him of a place on the rostrum but would it be runner-up or third spot for him?

The man he had to beat in the run-off was none other than the man who taught him virtually everything, a certain Mr. Olsen of Haderslev.

Tommy was unable to beat the 'master' twice in one night and so third place was what the record book shows for him. Now with the problematic arm injuries well behind him Tommy is in really fine fettle at present. An 18 point maximum at Belle Vue gave notice to all that the lad from Roager is now back in tip top form.

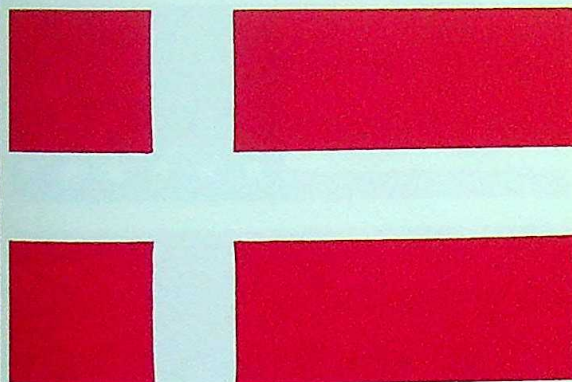
He is now a much more mature rider who can handle any situation that might arise. Highlighting this is an incident from Vetlanda. Three points from his first ride put him completely at ease. Having trapped in his next outing he looked set to double his score but then he lifted and veered across the track and finished in the mud. The other three riders did well to miss him but were well away as Tommy remounted and gave a forlorn chase.

This hiccough was erased from his mind as he took six points from his last three outings to see him safely to today's meeting in Yorkshire.

A great all round entertainer, Tommy is expected to figure prominently in today's cut and thrust action.

#### PREVIOUS WORLD FINAL APPEARANCE

1981 12 points



# Tommy Knudsen

## DENMARK





WHAT a meteoric rise to stardom it has been for diminutive Dane Jan O-Pedersen. Fired by the success of his fellow countrymen he was not frightened to come to England and try to make his mark.

It was to Cradley Heath he headed and with Erik Gundersen to show him the ropes he soon settled in. He became a vital member of the Heathens team that had taken quite a shining to collecting trophies galore.

In his very first season he collected a League Championship medal plus a Knock Out Cup winners medal. It was a great start but it had a heavy price.

The success that Cradley accumulated meant that in order to stay within the 48 points maximum team strength. It is a dilemma that every Promoter and his team manager dread every year.

The calculators come out, averages are checked and double checked. After numerous permutations the end product is reached and at Dudley Wood at the end of 1983 Jan was one of the unlucky ones.

Such was the admiration of the little Dane in the West Midlands that the Mini Maestro from Middlefart was only offered on loan. Sheffield immediately showed interest and the Heathens let him move to Owlerton for 12 months.

At Owlerton he was equally as popular as he was in Dudley. He fitted nicely into the Tigers team and continued to progress very nicely. However a broken arm sustained mid-season at Eastbourne halted his progress.

It came at completely the wrong time but it did not dampen the spirits of this likeable young man. He was frequently seen spectating up and down the raceways of Britain, just itching to get back into action.

He made his comeback before the end of the season and as the curtains fell on another campaign he was uncertain as to where he would be riding this year.

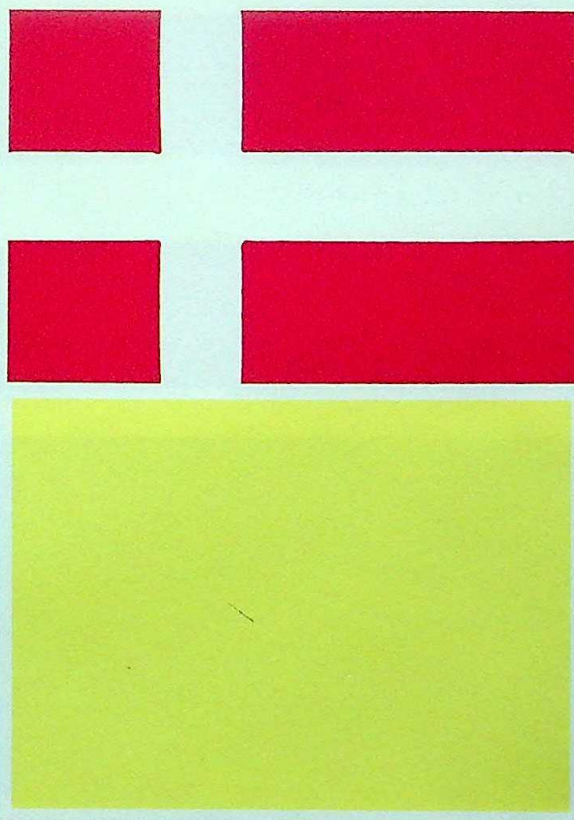
The Tigers stated that they would willingly take him again but this time they were to be unlucky as the Heathens recalled him for regular action at Dudley Wood.

When the 1985 season began he got away to a fine start. He qualified from the Danish to the Scandinavian Final and then also claimed a place for the Inter-Continental final at Vetlanda.

Many felt that this would be the end of the road for Jan. But the star studded field reckoned without his never-say-die attitude. He battled through the Vetlanda mud. Out in heat 20 he knew that second place was a must if he was to take the last Odsal place.

Lance King held a substantial lead but Jan forced his way past Sam Ermolenko to take the all important two points. He claimed 11th place and that meant the Danes got all four riders who started the night to Bradford.

Today is a completely new experience for him, but with a history of bouncing back he could well have a surprise or two in store for us today.

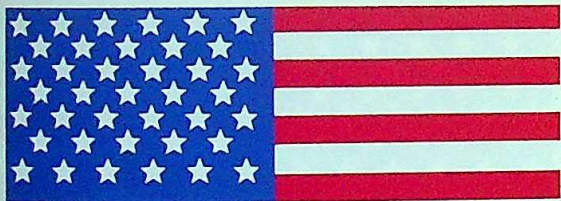


# Jan O. Pedersen

# DENMARK







COOKIE crumbles, that was the big fear of the man who everyone knows as 'Cowboy' but having safely negotiated the Inter-Continental Final he comes here today relieved and out to make a big impression.

One of Speedway's most outspoken characters, John has really made his mark this season and is the reigning American Champion. Not surprisingly most of the Americans see qualification from their National Final as the most difficult step along the World Championship way.

Every year at least a couple of the big names fall by the wayside in the Californian classic, this year's casualties included Kelly Moran and Bobby Schwartz. So having safely encountered the American Final 'Cowboy' was set for Odsal and the Overseas Final.

"You have to remember that I learned my early English Speedway on the bigger Northern tracks, although I struggled for a long time to come to terms with them.

"When you are brought up on the small, tricky Californian tracks it is quite a shock when you arrive for the first time at places of the size of Belle Vue, Sheffield and steeply banked Halifax.

"Now though, I am reaping the benefit of those early days. I enjoyed riding Bradford in the Overseas and I shall be looking to score more points this time around".

Talking of those early days we find that John is yet another of the American discoveries to come off the Ian Thomas conveyor-belt. Gresham, The Morans, Sigalos all began their British careers under the Thomas wing and so it was no real surprise when Cook joined the colony on the River Humber.

Hull, however, did not see the best of Cowboy. He only began to develop after a move to East Anglia where the mercurial Ipswich boss John Berry saw himself as the man to bring the best out of him.

It was a partnership that very nearly never got underway. The Department of employment were unimpressed by Cooks' claim for a work permit. A long drawn out battle was to unfold before the Department relented and the necessary paperwork was rubber stamped.

It was as if Cook had learned a painful lesson. He showed a greater determination, making absolutely sure that there would be no repetition of the permit saga ever again.

The 1982 season saw him disillusioned with the British scene and in mid-season he headed for home and did not re-appear. Many thought we had seen the last of him but everyone figured without that man Berry.

For it was he again that cajoled the 'Wheelie King' to give it another go on this side of the Atlantic. Today, debut day, for John Cook, he will probably reflect on just where he might have been in the World today but for the persuasion of John Berry.

The temperamental Yank has had his ups with the Witches Promotion this year but the only blowing we are likely to see today is J.C. blowing the opposition away. Whatever the outcome, John aims to enjoy today and remember it for many, many years.

# John Cook USA





STEP by step Shawn Moran is moving nearer to this year's World Championship. Looking back at his career step by step is very much the way it has been formulated.

Originally, he followed in brother Kelly's footsteps when he joined Hull in 1980. The raw talent he showed gave indication even in those early days that he was going to develop into a big star.

His stay with the Vikings was only a brief one, for in September he moved to Sheffield in a reported £8,000 deal. The Tigers considered that they had pinched a gem, and that is the way it has turned out.

During the 1980 season Shawn made it to the European Junior Final in West Germany. An unbelievably poor return of just 2 points left him well short of eventual winner Tommy Knudsen.

12 months later to the very day, it was a completely different story. At Slany, Czechoslovakia he raced to a superb 15 point maximum to take the title. Only one rider on duty at Slany that day is on show here, one of the surprise guys, Zoltan Adorjan.

Already established firmly in the American test team, more honours were soon to follow. At White City London in August 1982 he was a member of the Yanks World Team Cup squad which overpowered Denmark, West Germany and Czechoslovakia.

Perhaps his biggest achievement came in 1983. A broken leg sustained in a track crash would have ruled most people out of action for many months — but not Shawn.

He had qualified for the World Longrack final, again in Czechoslovakia and after secret training sessions at Belle Vue he announced that he was fit to ride.

Ride he did, finishing in number one spot, two points clear of his nearest rival. Determination is one thing that the Moran's have never lacked.

Last year at Gothenburg he made his Individual Speedway Final bow finishing with 7 points, leaving the heavy scoring to Gundersen, Nielsen and company.

This year it is all going like a jigsaw. Each day reveals a new exciting piece. It started here at Bradford when he took the Overseas Final title with a win from the back in a run-off with Kenny Carter.

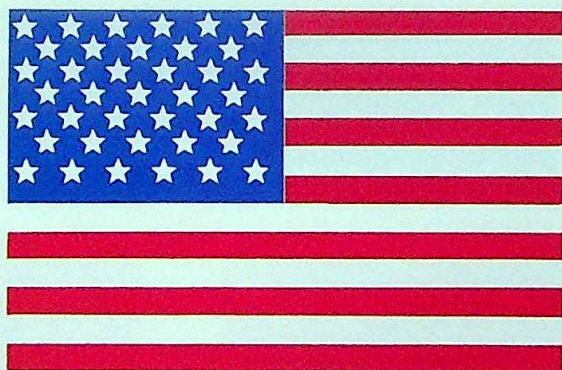
From there it was on to Vetlanda, Sweden. 14 points again saw him finish comfortably first with the Inter-Continental crown deposited firmly in his kit-bag.

And so to Bradford. Will the jig-saw be completed, and if it is, will it come out the correct way?

Certainly it won't be for the want of trying, because for Shawn Moran, today's top prize is his only aim.

#### PREVIOUS FINAL APPEARANCES

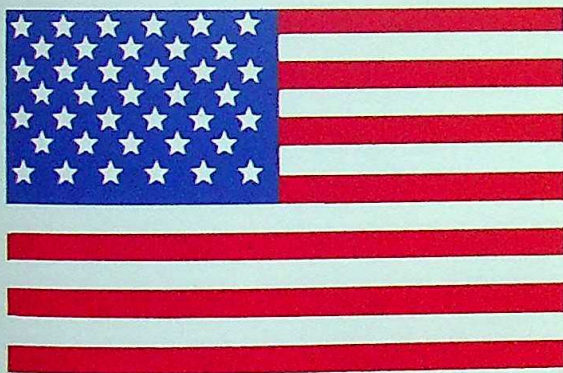
1984 7 points



# Shawn Moran USA







FOR a rider who turned his back on British Speedway this year, Sam Ermolenko has done remarkably well to claim a place in today's final. Many critics firmly believe that to make your mark in World Speedway regular racing in Britain is a necessity, few, in years gone by, would have argued with that statement.

Now though it does not carry as much weight as it used to. Sam, a great all round motorcyclist was chased by many clubs during the winter months, none was able to tempt him.

Even when racing got underway his name was still being bandied about, but still he resisted the temptation, and sadly it leaves a big void in British League Speedway.

It was at the end of the 1983 season that enterprising Poole Pirates offered him a few weeks to show just what he could do. The Pirates faithful took to him immediately. He was scoring points and even when running last, never gave up until the chequered flag fell.

For Sam the season finished too soon. His family had taken to Dorset and Dorset most certainly had taken to the Ermolenko's. When it was announced that he would be racing for Poole in 1984 the thoughts on the South coast were of a serious challenge for honours.

With Michael Lee to lead the charge, Sam was to play a vital back-up heat leader role. As we all know now, Lee was not to last very long. His early finish to the season placed a heavy burden on all the other Pirates.

It all turned out to be a desperate season, but for Sam it brought rave reviews from every corner of England. His final average of 6.71 points per meeting did not fully reflect the total commitment shown by 'Lenk'. It did earn him a place in the British League Riders Championship and what a role he was to play in that.

Sam takes up the story, "Everyone had told me that the B.L.R.C. was one of the biggest events on the domestic calendar. The way the fixtures fell I did not get to race at Belle Vue until a week before the biggie and I did not do too well.

"However, a week later all the pressure was off me. Nobody saw me as a serious challenger and so I let the others do the worrying, I just went there to enjoy myself.

"It was a really cold evening in Manchester, not really what I am used to but once the racing got underway I was totally committed, like I will be at Odsal on August 31".

What do you recall about the race of the evening with Erik Gundersen?

"Not much" came the immediate reply.

"Every race in England is a difficult one, the clash with Erik was just another heat to be won".

Won it was, in tremendous style as two of the sports top entertainers treated the Hyde Road hordes to an absolute classic.

We were treated to one Ermolenko classic in the Overseas Final when quite inexplicably he finished last having dictated most of the race. For entertainment value a little of the Ermolenko magic would certainly be appreciated by all today.

# Sam Ermolenko USA





A STAR on two wheels with thoughts of switching to four. That is the idea going through the mind of all American boy Lance King. He feels that out-right success today would put him in the shop window for a career in racing cars.

Lack of British League action this year appears to have taken little of the edge off him. A pointless first ride here in the Overseas Final was followed by four straight wins and it looked as though he had never been away from the hurly burly of the demanding B.L. action.

At Vetlanda it was a repeat performance. Again he finished with a dozen points to his name to give America the two top spots. And with such high stakes to ride for today, who is to say that he will not be in with a shout as the meeting reaches the really crucial stage.

Like so many others of the modern day riders with Cradley connections he has won every domestic honour open to him in only a handful of seasons on these shores.

Joined Cradley in 1982 but would have been a Heathen even sooner but he was refused an International Licence until he reached his 18th birthday.

Riding in the same team as Bruce Penhall he became yet another of the Cradley success stories, and when the double World Champion announced his premature retirement in 1982 Lance did as much as anyone to cover for his loss.

1983 saw him reach the Norden World Final but whilst the Germans drank long into the night celebrating an Egon Muller win our young American was left to reflect on a four point haul.

However the painful lesson had most definitely been learned as last year he made the Final again the following year, taking the Overseas title en route with a blistering display of pace at Belle Vue.

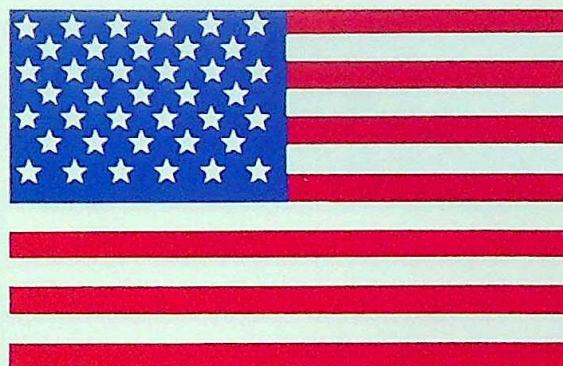
At Gothenburg it was his Cradley team-mate Erik Gundersen who took the coveted prize but King was not far away. 13 points left him just one adrift of the Danish Flyer and had Lance pipped Erik in the very last race we could have been treated to a three man run-off to decide the destiny of last year's big prize.

As it was King lost a run-off to Hans Nielsen and so finished in third place.

Today he aims to go two better, and his earlier Odsal experience will mean that he will feature strongly in today's running. A good first ride could be just the boost he needs to send him on his way in his bid to trade two wheels for four.

#### PREVIOUS WORLD FINAL APPEARANCES

1983	4 points
1984	13 points



# Lance King USA







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Ronnie Moore



Lionel Van Praag



Jack Young



Gote Nordin, Ove Fundin & Bjorn Knutsson



Jack Milne



Tommy Price



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All postal orders and cheques to be crossed and made out to "The Speedway Riders Benevolent Fund". Extra for postage and packing will be greatly appreciated! Please send to: Wally Loak, Speedway Recordings Originator, 75 Chandos Court, Bedford, MK40 2JN, England.



# World Final ROLL OF HONOUR

## 1936

1. Lionel Van Praag/Australia
2. Eric Langton/England
3. Bley Wilkinson/Australia

## 1937

1. Jack Milne /USA
2. Wilbur Lamoreaux/USA
3. Cordy Milne/USA

## 1938

1. Bluey Wilkinson/Australia
2. Jack Milne/USA
3. Wilbur Lamoreaux/USA

## 1949

1. Tommy Price/England
2. Jack Parker/England
3. Louis Lawson/England

## 1950

1. Freddie Williams/England
2. Wally Green/England
3. Graham Warren/Australia

## 1951

1. Jack Young/Australia
2. Split Waterman/England
3. Jack Biggs/Australia

## 1952

1. Jack Young/Australia
2. Freddie Williams/England
3. Bob Oakley/England

## 1953

1. Freddie Williams/England
2. Split Waterman/England
3. Geoff Mardon/New Zealand

## 1954

1. Ronnie Moore/New Zealand
2. Brian Crutcher/England
3. Olle Nygren/Sweden

## 1955

1. Peter Craven/England
2. Ronnie Moore/New Zealand
3. Barry Briggs/New Zealand

## 1956

1. Ove Fundin/Sweden
2. Ronnie Moore/New Zealand
3. Arthur Forrest/England

## 1957

1. Barry Briggs/New Zealand
2. Ove Fundin/Sweden
3. Peter Craven/England

## 1958

1. Barry Briggs/New Zealand
2. Ove Fundin/Sweden
3. Aub Lawson/Australia

## 1959

1. Ronnie Moore/New Zealand
2. Ove Fundin/Sweden
3. Barry Briggs/New Zealand

## 1960

1. Ove Fundin/Sweden
2. Ronnie Moore/New Zealand
3. Peter Craven/England

## 1961

1. Ove Fundin/Sweden
2. Bjorn Knutsson/Sweden
3. Gote Nordin/Sweden

## 1962

1. Peter Craven/England
2. Barry Briggs/New Zealand
3. Ove Fundin/Sweden

## 1963

1. Ove Fundin/Sweden
2. bBjorn Knutsson/Sweden
3. Barry Briggs/New Zealand

## 1964

1. Barry Briggs/New Zealand
2. Igor Plechanov/Soviet Union
3. Ove Fundin/Sweden

## 1965

1. Bjorn Knutsson/Sweden
2. Igor Plechanov/Soviet Union
3. Ove Fundin/Sweden

## 1966

1. Barry Briggs/New Zealand
2. Sverre Harrfeldt/Norway
3. Antoni Woryna/Poland

## 1967

1. Ove Fundin/Sweden
2. Bengt Jansson/Sweden
3. Ivan Mauger/New Zealand

## 1968

1. Ivan Mauger/New Zealand
2. Barry Briggs/New Zealand
3. Edward Jancarz/Poland

## 1969

1. Ivan Mauger/New Zealand
2. Barry Briggs/New Zealand
3. Soren Sjosten/Sweden

## 1970

1. Ivan Mauger/New Zealand
2. Pawel Walosek/Poland
3. Antoni Woryna/Poland

## 1971

1. Ole Olsen/Denmark
2. Ivan Mauger/New Zealand
3. Bengt Jansson/Sweden

## 1972

1. Ivan Mauger/New Zealand
2. Bernt Persson/Sweden
3. Ole Olsen/Denmark

## 1973

1. Jerzy Sczaklel/Poland
2. Ivan Mauger/New Zealand
3. Zenon Plech/Poland

## 1974

1. Anders Michanek/Sweden
2. Ivan Mauger/New Zealand
3. Soren Sjosten/Sweden

## 1975

1. Ole Olsen/Denmark
2. Anders Michanek/Sweden
3. John Louis/England

## 1976

1. Peter Collins/England
2. Malcolm Simmons/England
3. Phil Crump/Australia

## 1977

1. Ivan Mauger/New Zealand
2. Peter Collins/England
3. Ole Olsen/Denmark

## 1978

1. Ole Olsen/Denmark
2. Gordon Kennett/England
3. Scott Autrey/USA

## 1979

1. Ivan Mauger/New Zealand
2. Zenon Plech/Poland
3. Michael Lee/England

## 1980

1. Michael Lee/England
2. Dave Jessup/England
3. Billy Sanders/England

## 1981

1. Bruce Penhall/USA
2. Ole Olsen/Denmark
3. Tommy Knudsen/Denmark

## 1982

1. Bruce Penhall/USA
2. Les Collins/England
3. Dennis Sigalos/USA

## 1983

1. Egon Muller/West Germany
2. Billy Sanders/Australia
3. Michael Lee/England

## 1984

1. Erik Gundersen/Denmark
2. Hans Nielsen/Denmark
3. Lance King/USA



Ove Fundin, Peter Craven and Barry Briggs pictured with Norman Wisdom.



Ronnie Moore, Ivan Mauger and Barry Briggs.



Reigning champ Erik Gundersen (Denmark), on the shoulders of Ole Olsen, shakes hands with '83 champ Egon Muller (W. Germany).



## GRZEGORZ DZIKOWSKI — POLAND

IT is a long way from Gdansk in Northern Poland to Bradford, ask Mr. Dzikowski he will tell you. It is even longer when you have to make the journey knowing that you probably won't get a ride — other than in practice.

That is the dilemma that faces Grzegorz who, having looked at one stage, a comfortable qualifier from the Continental Final, drew the short straw in the run-off to determine which two of three riders would actually appear here today.

It was a big disappointment to the Poles as echoed by ex-World Finalist, Eddie Jancarz who has been helping Dzikowski with his preparation.

"It is a pity that he has just missed out because the experience he would have picked up in the Final would have been invaluable" mused Eddie.

"Just a little more composure and he would have been making a big name for himself, and more importantly, it would have been a much needed boost for Polish racing".

Certainly his very fast gating makes him a difficult rider to beat back home in Poland where he rides for Wybrzeze Gdansk, alongside the very well known Zenon Plech.



## PHIL COLLINS — ENGLAND

WHILST Phil's journey from his Cheshire home will only take an hour, it will be just as painful as the one Dzikowski will suffer for many miles more.

One of England's most spectacular racers he missed out from Vetlanda when his Cradley team-mate Jan Pedersen pinched last qualifying place from him.

A World Finalist at Norden in 1983 his British League form had indicated that Phil would have not too many problems in taking a place in today's field. But that is why Speedway is so unpredictable, and such an exciting spectator sport . . . favourites don't always come out on top.

A regular England International, he recently answered a call at 3.00 a.m. from National team boss John Berry asking if he would travel to California as replacement for the injured Kenny Carter.

Like the true professional that he is he found it impossible to refuse.

A really likeable young man with a great sense of humour.







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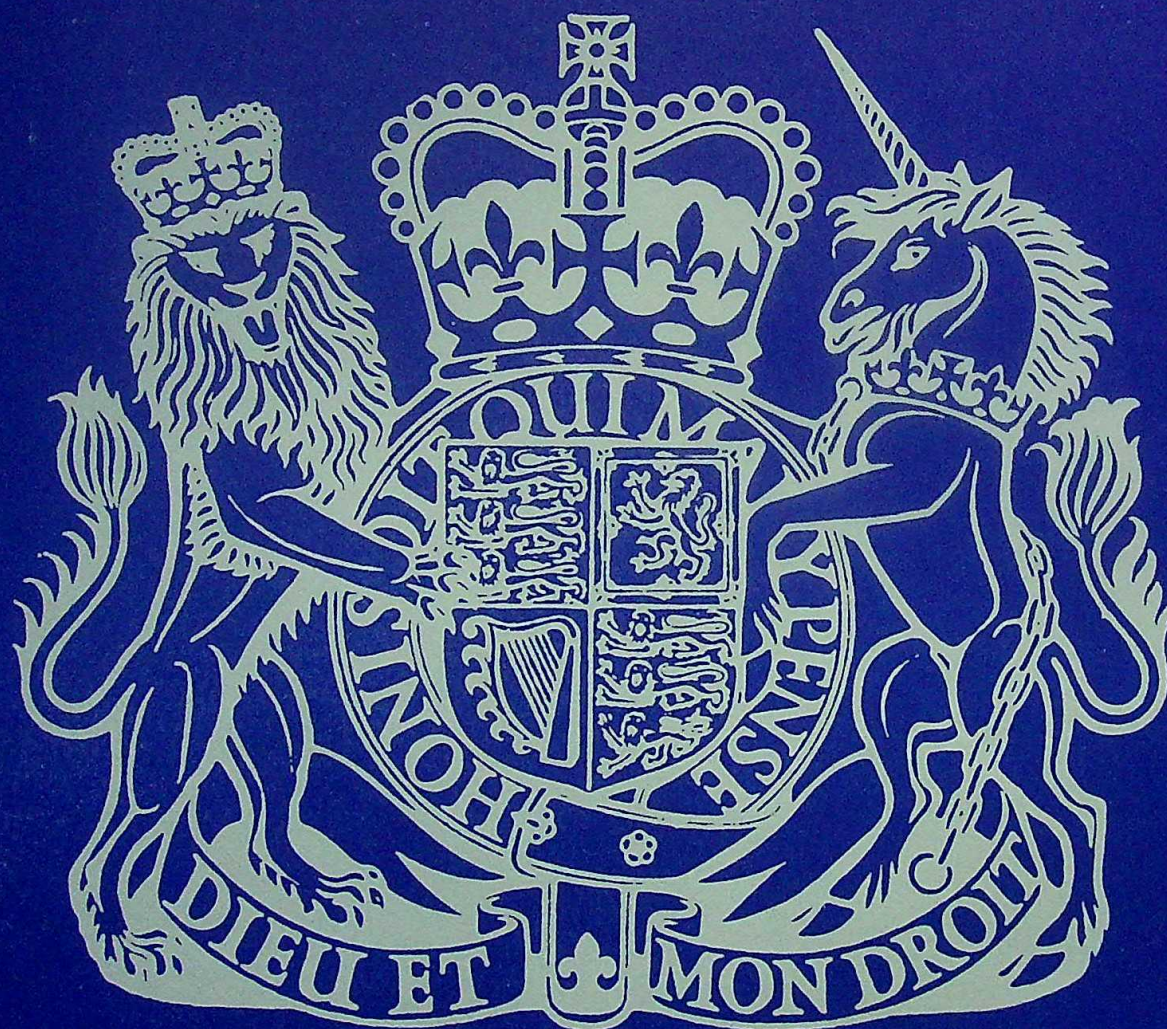


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Yes, we've really been setting the standards over the past few years. So much so that the only way that the other tour operators can attempt to match us is by copying — surely imitation is the sincerest form of flattery. Remember, it was Tee Mill who first guaranteed the quality of the coaches and the standards of the hotels. Remember also, Tee Mill don't just run to the World Final, unlike our competitors we cover the other meetings. What of '85 — where were the other operators when we were at the "Ice" at Grenoble, Groningen and Eindhoven, the Best Pairs World Final at Rybnik, the Team Final at Long Beach and the Intercontinental Final at Vetlanda etc. etc.

But what of 1986? As usual we shall start with our tours to the seasons top Ice Speedway events. At the end of 1984 we attempted to give you some idea of what the Ice was about by arranging for Bruce Cribb to ride an "Ice" bike at a few speedway tracks — not only was it a spectacle not be forgotten, Bruce also took eleven track records, he missed the round dozen because of an engine failure. The spectacle was such that a record number of British fans travelled abroad for the first time to witness the Final at Assen in Holland — they are still talking about it today! Besides covering the Individual Final in Stockholm we shall also be travelling to the Team Final in Moscow, the Team Semi Final at Eindhoven (where the Brits will be riding), the Individual Qualifying Round at Groningen (again in Holland and with more Brits) and the Individual Semi Final at Assen — full details of all these tours are shown on pages 6 and 7. Our involvement in Ice Speedway is such that the foreign promoters have recognised this by granting us the sole UK ticket concessions for the World Final at Stockholm and the other meetings at Assen, Eindhoven and Groningen. We would also draw to your attention that Reg Thomas (Director of Tee Mill) and Shane Hearty of Shane Hearty Motorcycles run the British Ice Speedway Team. Who else offers this degree of involvement and insight?

Moving on a couple of months we find ourselves in the height of the Speedway season with tours to the Best Pairs and the Long Track World Finals in West Germany, the Czech Golden Helmet and for the first time a visit to Speedway in Russia for the European Under 21 Championship. Full details of all of these tours are shown on page 3.

What of the climax of the '86 Season? Full details of our tours to the World Final at the Slaski Stadium at Chorzow on the outskirts of Katowice are shown on page 4 and 5. We have a variety of tours, ranging from our low cost "Super Economy Express" to our "12 Night Holiday" by coach, and from our Day Trips by charter flights to our "3 Night" tours by scheduled flights. Apart from our recent trips to Leszno and Rybnik we welcome this opportunity to return to the spectacle of the Slaski Stadium and Poland. For the first time you'll find that we are guaranteeing the standard of our Polish hotels — First Class — apart from tour SP33. In previous years there have been a lot of problems with Polish hotel accommodation and for this year we have decided to leave these hotels for our competitors. Therefore we shall not be using hotels similar to the Almatour in Katowice, but accommodation along the lines of the Novotel at nearby Sosnowiec, or the Grand Hotel in Warsaw. Admittedly these hotels cost more money but we feel that you would appreciate the extra comfort. Just look at our "54 Good Reasons" and you'll see that we have considerable experience of organising tours to Eastern Europe, experience and know how that has to be obtained over the years and not at a five minute meeting in a National Tourist Office in London. Finally we remind you that all of our coaches have a minimum of reclining seats, video/stereo system, toilet/wash room and hot/cold drinks machines. The coach that you join in England is the coach that you'll travel abroad in — just drive straight on and off the ferries while we leave our

competitors and their clients looking for a foreign coach on some God-forsaken foreign quayside. Our hotel rooms all contain a private bath/shower and WC, and for the Ice Speedway tours that oh so essential central heating. As usual we shall continue to use "The Ferry Company of The Year" for our cross channel services — Townsend Thoresen. Our group deals for Speedway Supporters Clubs are really good. All of this adds up to tremendous value for money and service — we may not be the cheapest but we know that you'll return from your trip happy and satisfied, like the thousands who have done so before you. In '86 one of our clients will be travelling on his Fiftieth trip, many on their forties and thirties — we like to think it is because we give satisfaction and value for money. See you in 1986.

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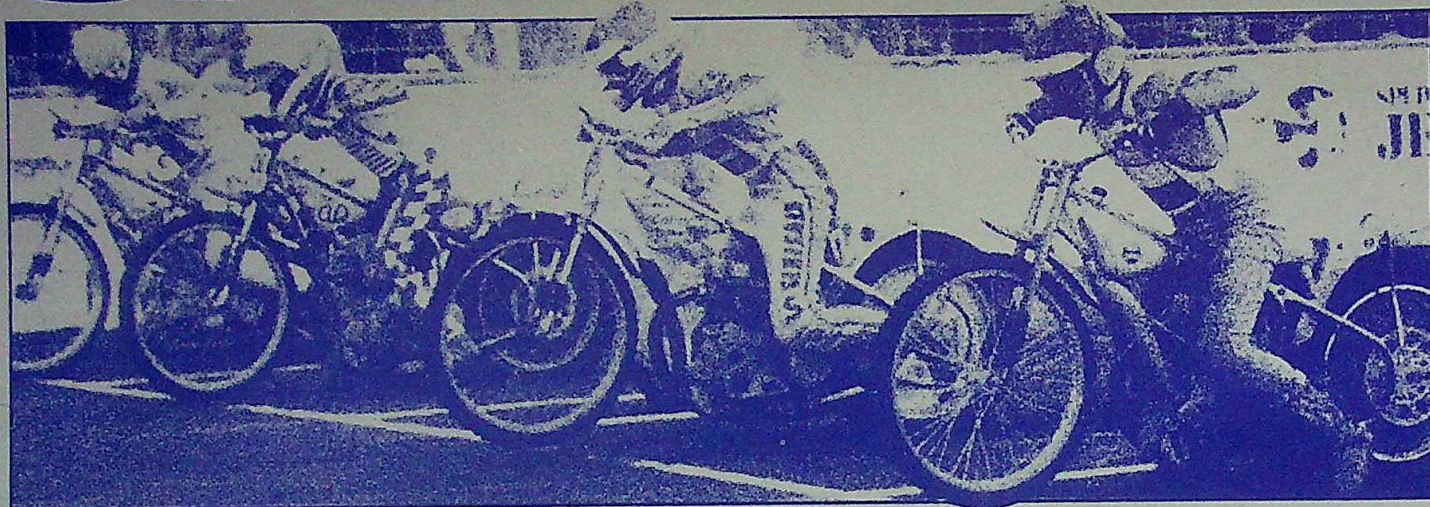
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**Friday 13 June:** Evening departure from London (18.30 hrs), or join us in Dover to connect with Townsend's 22.30 hrs sailing to Calais.

**Saturday:** Arriving in Calais we continue to Munich and expect

to arrive at our hotel just after midday.

**Sunday:** After breakfast we transfer to the town of Pocking for the 1986 Pairs World Final. Afterwards we commence our homeward journey.

**Monday 16 June:** Connecting with the early morning sailing from Calais, we expect to arrive in Dover at 06.30 hrs, London 2½ hours later.

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**Thursday 10 July:** Morning departure from London's Heathrow Airport, arriving Moscow late afternoon. A coach will be waiting to transfer us to our first class hotel.

**Friday:** Free morning and afternoon for sightseeing and shopping — Kremlin, Red Square, Gum department store, Space Museum and Metro etc. During the evening we transfer to Moscow's southern railway station for our overnight train to Lvov — first class compartments complete with couchettes,

washing facilities and toilet, air-conditioning and of course, your meals. Now is your chance to see Russia, from the hilly outskirts of Moscow, to the lowlands and the foothills of the Carpathian Mountains.

**Saturday:** Travelling through Kaluga, Bryansk and Kiev, we cross the Ukraine and arrive in Lvov during the afternoon. Transfer to our first class hotel.

**Sunday:** After breakfast we transfer to Rovno for the European Junior Championship, afterwards returning to our Lvov hotel.

**Monday 14 July:** Transferring to Lvov Airport we join an Aeroflot internal flight back to Moscow where we board our homeward flight back to the UK, arriving in Heathrow during the evening.

## LONG TRACK WORLD FINAL

**PFARRKIRCHEN — W. GERMANY**

**Sunday 14 September**

● Night's hotel ● Luxury Executive Coaches

TOUR No. SP23 £89 From — London & Dover

**Friday 12 September:** Evening departure from London (18.30 hrs), or join us in Dover to connect with Townsend's 22.30 hrs sailing to Calais.

**Saturday:** Arriving in Calais we continue to Pfarrkirchen and our hotel, where we expect to arrive just after midday.

**Sunday:** After breakfast we transfer to the Langbahn Stadium for the 1986 Long Track World Final. Afterwards we commence our homeward journey.

**Monday 15 September:** Connecting with the early morning sailing from Calais, we expect to arrive in Dover at 06.30 hrs, London 2½ hours later.

## CZECH GOLDEN HELMET

**PARDUBICE 21 September**

● Three top meetings ● Czech Golden Helmet ● Czech Junior Championships ● Lubos Tomicek Memorial ● Four nights in Prague ● Evening meals included ● Scheduled flights

TOUR No. SP24 £349

**Friday 19 September:** Morning departure from London's Heathrow Airport and fly by British Airways to Prague. After clearing Immigration and Customs we transfer to our Prague

hotel where we shall be staying for the next four nights.

**Saturday:** After breakfast we transfer by train to Pardubice for the Czech Junior Championships, returning to Prague in the evening.

**Sunday:** Back to Pardubice for the Czech Golden Helmet.

**Monday:** Free day in Prague for sightseeing etc. During the early evening we transfer to Red Star Prague's speedway track for the Lubos Tomicek Meeting.

**Tuesday 23 September:** After breakfast we return to Prague Airport for our scheduled flight back to Heathrow.



# WORLD FINA

## KATOWICE - POLAND 30 AUG

### SUPER ECONOMY EXPRESS

● **Luxury Executive Coach to Poland** ● **Breakfast in Poland** ● **Evening meal in Poland**

TOUR No. SP31 **£99**

From — Manchester, Birmingham, London & Dover

**Thursday 28 August:** Depart Manchester 17.30 hrs, Birmingham 20.00 hrs and London 22.00 hrs, or join us in Dover.

**Friday:** Connecting with Townsend's 02.00 hrs sailing to Calais we continue across France, Belgium, West and East Germany to Poland. At Wroclaw we shall change over to a Polish coach to ensure that our drivers have a rest period in excess of EEC requirements.

**Saturday:** Arriving in Chorzow we shall be taken to a nearby hotel for breakfast, afterwards continuing on to the Slaski Stadium. After the 1986 World Final we return to the hotel for our evening meal. Then it is on back to Wroclaw where we rejoin our English Luxury Executive Coach for the homeward journey.

**Sunday:** Connecting with Townsend's night sailing from Zeebrugge.

**Monday 1 September:** Arrive back in Dover at 05.00 hrs, London 07.30, Birmingham 10.30 and Manchester 13.00 hrs.

May we congratulate you for us all having such a good time. May I also say what a great courier Dave was on coach 17, he was good fun, helpful and well organised. Well done Tee Mill, see you next year.

Debra and Barry Thorpe, Sue Buckley, Norman Alexander & Alex Mackie, Eccles, Manchester

This was our first Tee Mill trip, but it certainly will not be our last. From the time we sat on the coach to the time we picked our bags off the pavement in London, we were looked after (should I say pampered) by our courier. Nothing was too much trouble for him. We will certainly recommend you to our friends. Looking forward to our next trip.

Pete, Jean & Alistair Wood, Wolverhampton

May I take this opportunity to thank your staff for a most enjoyable time and I would not hesitate in booking another tour with your company.

John Reiton, Boston

### TWO NIGHTS BY COACH

● **Two nights in Wroclaw** ● **First class hotels** ● **Half board in Poland** ● **Luxury Executive Coaches**

TOUR No. SP32 **£154**

From — Manchester, Birmingham, London & Dover

**Thursday 28 August:** Depart Manchester 08.00 hrs, Birmingham 10.30 hrs and London 12.30 hrs, or join us in Dover to connect with Townsend's 16.30 hrs sailing to Calais. Arriving in France we commence our overnight drive to Wroclaw in Poland.

**Friday:** After an easy drive across Europe on the famed German Autobahn system we expect to arrive at our hotel in Wroclaw during the afternoon.

**Saturday:** After breakfast we transfer from Wroclaw to Chorzow and the Slaski Stadium for the 1986 World Final —

after which we return to our hotel in Wroclaw.

**Sunday:** After breakfast we commence our homeward journey, retracing our steps back across East and West Germany.

**Monday 1 September:** Connecting with Townsend's early morning sailing from Zeebrugge, we expect to arrive back in Dover at 10.30 hrs, London 13.00, Birmingham 16.00 and Manchester 18.30 hrs.

TOUR No. SP33 **£134**

From — Manchester, Birmingham, London & Dover

This tour is as Tour No. SP32 shown above except for the quality of the hotel. We shall be using basic hotel/hostel/motel accommodation of which we cannot make any guarantees or statements concerning their standards — "You pay your money — You take your chance".

### FOUR NIGHTS BY COACH

● **Night in West Berlin** ● **Night in East Berlin** ● **Two nights in Katowice** ● **First class hotels** ● **Half board in Poland** ● **Luxury Executive Coach**

TOUR No. SP34 **£189**

From — Manchester, Birmingham, London & Dover

**Wednesday 27 August:** Depart Manchester 14.00 hrs, Birmingham 16.30 hrs and London 18.30 hrs, or join us in Dover to connect with Townsend's 22.30 hrs sailing to Calais.

**Thursday:** Arriving in France we continue to our hotel in West Berlin, where we expect to arrive during the early afternoon.

**Friday:** After breakfast we depart West Berlin and head south through East Germany, crossing into Poland we continue to our hotel in Katowice, where we shall arrive during the late evening.

**Saturday:** After a leisurely breakfast we transfer the short distance to the Slaski Stadium in Chorzow for the 1986 World Final. Afterwards returning back to our hotel.

**Sunday:** After breakfast we depart Katowice and head back across Poland to East Germany and our hotel in East Berlin, where we expect to arrive during the late evening.

**Monday:** As we shall not be departing from East Berlin until the late evening, there will be ample opportunity to take part in one of the many sightseeing tours and shopping excursions. We rejoin our Luxury Executive Coach and settle down for the overnight drive back to Zeebrugge.

**Tuesday 2 September:** Connecting with Townsend's midday sailing, we arrive back in Dover at 16.00 hrs, London 18.30 hrs, Birmingham 20.30 hrs and Manchester 22.30 hrs.

Our drivers, Dave and Phil, were both very helpful and extremely friendly. We found the coach comfortable and facilities, such as the toilet, video and drinks, were excellent. Our weekend which included a lot of travelling was made easier by the efficient service and co-operation offered by both drivers. We certainly hope that we can travel Tee Mill again as we were very impressed and totally satisfied with the high quality of service we received.

Gillian Reith, Matlock

I would like to take this opportunity to thank you for a memorable trip. The organisation and accommodation were of the highest standard. Thanking you once more.

Mr M. Sears, Watford

Your courier Dave was not only very patient and helpful but extremely efficient in his duties. This was the first time that I had travelled Tee Mill, it will not be the last!

Ian Levene, London E1

It was my first trip with you and I found the tour first class throughout. The hotel was excellent — your courier, Jim, tried very hard to help everyone enjoy the trip and deserved everyone's congratulations. The coach was very comfortable and the standard driving superb. In short, I enjoyed the travel almost as much as racing! I shall look forward to further trips with you —

Mr C. Miles, Aldershot



# IAL GUST



## DAY TRIP BY AIR

- Charter flights ● Evening meal in Poland
- TOUR No. SP36 £199 From EAST MIDLANDS
- TOUR No. SP37 £199 From GATWICK
- TOUR No. SP38 £199 From LEEDS/BRADFORD
- TOUR No. SP39 £199 From LUTON

**Saturday 30 August:** Early morning departures and fly direct to Krakow Airport in Poland. Light refreshments will be served during the flight. After clearing Polish Immigration and Customs we transfer the short distance to Chorzow and the Slaski Stadium. After the World Final we continue to a nearby hotel for our evening meal before returning to Krakow for our homeward flight.

## THREE NIGHTS BY AIR

- Three nights in Warsaw ● First class hotel ● Evening meals inc ● Sightseeing trip of Warsaw ● Scheduled flights
- TOUR No. SP40 £299

**Friday 29 August:** Morning departure from London's Heathrow Airport and fly by British Airways and LOT direct to Warsaw. After clearing Polish Immigration and Customs we transfer to our first class Warsaw hotel. The remainder of the day is free.

**Saturday:** After breakfast we join our Polish coach for the transfer to Chorzow, the Slaski Stadium and the 1986 World Final. Afterwards returning back to our hotel in Warsaw.

**Sunday:** Free day including a sightseeing trip of Warsaw.

**Monday 1 September:** Return flight back to Heathrow.

our coach for the journey to our hotel in Katowice, where we shall arrive during the evening

**Saturday:** After a leisurely breakfast we transfer to Chorzow, the Slaski Stadium and the 1986 World Final. Afterwards returning to our hotel in Katowice.

**Sunday:** After breakfast we travel by coach to our hotel in Warsaw where a sightseeing trip will be included.

**Monday 1 September:** Return flight back to Heathrow.

- Two nights in Katowice ● Night in Warsaw
- First class hotels ● Evening meals inc ● Sightseeing trip of Warsaw ● Scheduled flights
- TOUR No. SP41 £299

**Friday 29 August:** Morning departure from London's Heathrow Airport and fly by British Airways and LOT direct to Warsaw. After clearing Polish Immigration and Customs we join

## TWELVE NIGHT HOLIDAY

- Two nights in W. Berlin ● Two nights in Katowice ● Two nights in Czechoslovakia ● Three nights in Budapest ● Two nights in Vienna ● One night in Salzburg ● First class hotels ● Half board in Poland, Czech & Hungary ● Luxury Executive Coach
- TOUR No. SP35 £475 From — London & Dover

**Tuesday 26 August:** Depart London 18.30 hrs, or join us in Dover to connect with Townsend's 22.30 hrs sailing to Calais.

**Wednesday:** Arriving in France we continue to our hotel in West Berlin, where we expect to arrive during the early afternoon.

**Thursday:** Free day in West Berlin. Why not join our guided tour of East Berlin — you'll even cross into the East via Checkpoint Charlie — many visitors say that East Berlin is far more attractive than West Berlin, but don't forget West Berlin's infamous night life

**Friday:** After breakfast we depart West Berlin and head south through East Germany, crossing into Poland we continue to our hotel in Katowice, where we shall arrive during the late evening — evening meal included.

**Saturday 30 August:** After a leisurely breakfast we transfer the short distance to the Slaski Stadium in Chorzow for the 1986 World Final. Afterwards returning back to our hotel — evening meal included.

**Sunday:** After breakfast we continue our journey south to Czechoslovakia — en route to the border we shall stop at Auschwitz for a guided tour of the former concentration camp and its museum. Our route then takes us high up into the High Tatra Mountains — a stop for lunch will be made at the Polish mountain resort of Zakopane. Staying up in the mountains we cross into Czechoslovakia and continue to the Czechoslovakian High Tatra Mountain resort of Strbske Pleso and our hotel where we shall stay for two nights — evening meals included.

**Monday:** Free day. Why not join our excursion Demanova Caves, a chair-lift ride up the Chopok Mountain, and the possibility of a raft ride on the Dunajec River.

NB Tour cost includes: Guided tour of East Berlin, Auschwitz, Demanova Caves, Chopok Mountain, Budapest, Lake Balaton and Vienna.

**Tuesday:** Departing Strbske Pleso we head south across Czechoslovakia to Hungary, the Danube and our hotel in Budapest where we shall stay for three nights — evening meals included.

**Wednesday:** Free day. Why not join us on our guided tour of the twin towns of Buda and Pest. Then it's on up into the surrounding foothills for the magnificent views of Budapest and the Danube as it slices the city in two (Buda to the west and Pest to the east). Our evening meal will be taken at a typical "Folk Restaurant" where you will be entertained by a Hungarian Gypsy Band complete with violins.

**Thursday:** Free day. Again why not join us on our guided tour down from Budapest to Lake Balaton and the Hungarian lakeside resort of Lepseny. After our evening meal we return back to our hotel in Budapest.

**Friday:** After breakfast we depart Budapest and head west alongside the Danube to Austria and our hotel in Vienna where we shall stay for two nights. As an optional excursion there is a hydrofoil service on the Danube between Budapest and Vienna — if you so wish you can use this service between the two cities rather than travelling on our Luxury Executive Coach.

**Saturday:** Free day. Join us on our guided tour of the city and the Vienna Woods. During the evening we shall be organising an optional excursion to Grinsing and its wine cellars where you'll be able to enjoy the music, the wine and let your hair down.

**Sunday:** After recovering from your evening at Grinsing (pass the Aspirin and Alka Seltzer) we depart Vienna and continue westwards to Salzburg where we'll stay for one night.

**Monday:** Free day for you to explore the home of Mozart, listen to the Sound of Music or do that last minute shopping. During the late evening we meet up again and rejoin our Luxury Executive Coach for the overnight journey along the German Autobahns back to Belgium and the port of Zeebrugge.

**Tuesday 9 September:** Connecting with Townsend's midday sailing, we arrive back in Dover at 16.30 hrs, London 2½ hours later.



# ICE SPEEDWAY

## INDIVIDUAL QUARTER FINAL

### GRONINGEN — HOLLAND 18 & 19 January

● Night at Euromotel Groningen ● Luxury Executive Coaches

TOUR No. SP1 £69 From London & Dover

**Friday 17 January:** Early evening departure from London (19.30 hrs), or join us in Dover for Townsend's night sailing to Zeebrugge.

**Saturday:** Arriving Belgium, it's on into Holland, arriving at the Euromotel in Groningen around midday. As the hotel is within

walking distance of the Ice Stadium you are not tied to any specific timetable.

**Sunday:** After a leisurely morning (why not enjoy the Euromotel's indoor pool and sauna etc) we meet to deposit our luggage in the coach, then you are free to enjoy the afternoon's remaining twenty heats. Afterwards we commence our homeward journey.

**Monday 20 January:** Connecting with the night sailing from Zeebrugge, arrival in Dover is at 05.00 hrs, London 2½ hours later.

## TEAM SEMI FINAL

### EINDHOVEN — HOLLAND 1 & 2 February

● Night at Motel Eindhoven ● Saturday night dinner inc ● Luxury Executive Coaches

TOUR No. SP2 £66 From — London & Dover

**Friday 31 January:** Late evening departure from London (23.00 hrs), or join us in Dover.

**Saturday:** Connecting with Townsend's 03.00 hrs sailing to Calais we continue to Eindhoven. As we shall arrive in Eindhoven too early to gain access to our hotel rooms we shall continue to the town centre for shopping etc. During the early afternoon we rejoin our Luxury Executive Coach and continue to the Motel Eindhoven. As the hotel is within walking distance of the

Ice Stadium you are not tied to any specific timetable — apart from when we meet together for dinner prior to the evening's 20 heats.

**Sunday:** After a leisurely morning (why not enjoy the hotel's indoor pool etc) we meet to deposit our luggage in the coach, then you are free to enjoy the afternoon's remaining twenty heats. As we shall not be departing from the Eindhoven Motel until 21.00 hrs there will be adequate time to obtain a meal in their excellent restaurant before we start the homeward journey.

**Monday 3 February:** Arrival in Dover is at 05.00 hrs, London 2½ hrs later.

## INDIVIDUAL SEMI FINAL

### ASSEN — HOLLAND 15 & 16 February

● Night at Euromotel Groningen ● Local hotel ● Luxury Executive Coaches

TOUR No. SP3 £72

From — Birmingham, Coventry, Dover, Leeds, Leicester, London, Luton, Manchester, Newcastle & Sheffield

**Friday 14 February:** Evening departures from Newcastle 17.00 hrs, Manchester 18.00 hrs, Leeds 19.00 hrs, Sheffield 19.30 hrs, Birmingham 20.00 hrs, Coventry & Leicester 20.30 hrs, Luton 22.00 hrs and London 23.00 hrs, or join us in Dover.

**Saturday:** Connecting with Townsend's 03.00 hrs sailing to Calais we continue to the Euromotel in Groningen, where we expect to arrive around 13.00 hrs. The afternoon is free. In the evening our coaches will transfer you the short distance to the Ice Station — our hotels are only ½ hour away from Assen. After the first 20 heats of the Semi Final we return to the Euromotel.

**Sunday:** After a leisurely morning it's back to Assen for the remaining 20 heats. Afterwards we commence our homeward journey.

**Monday 17 February:** Connecting with Townsend's 01.00 hrs sailing from Zeebrugge to Dover, we arrive back home as follows: Dover 05.00 hrs, London 07.30 hrs, Luton 08.30 hrs, Coventry & Leicester 10.00 hrs, Birmingham 10.30 hrs, Sheffield 11.00 hrs, Leeds 11.30 hrs, Manchester 12.30 hrs and Newcastle 13.30 hrs.

● Two nights at Euromotel Groningen ● Local hotel ● Luxury Executive Coaches

TOUR No. SP4 £88

From Birmingham, Coventry, Dover, Leeds, Leicester, London, Luton, Manchester, Newcastle & Sheffield.

**Thursday 13 February:** Evening departures from Newcastle 17.00 hrs, Manchester 18.00 hrs, Leeds 19.00 hrs, Sheffield 19.30 hrs, Birmingham 20.00 hrs, Coventry and Leicester 20.30 hrs, Luton 22.00 hrs and London 23.00 hrs, or join us in Dover.

**Friday:** Connecting with Townsend's 03.00 hrs sailing to Calais we continue to the Euromotel in Groningen, where we expect to arrive around 13.00 hrs. The remainder of the day is free.

**Saturday:** Free day — why not visit the street market in Groningen. During the evening our coaches will transfer you the short distance to the Ice Station — our hotel is only ½ hour away from Assen. After the first 20 heats of the Semi Final we return to the Euromotel.

**Sunday:** After a leisurely morning it's back to Assen for the remaining 20 heats. Afterwards we commence our homeward journey.

**Monday 17 February:** Connecting with Townsend's 01.00 hrs sailing from Zeebrugge to Dover, we arrive back home as follows: Dover 05.00 hrs, London 07.30 hrs, Luton 08.30 hrs, Coventry & Leicester 10.00 hrs, Birmingham 10.30 hrs, Sheffield 11.00 hrs, Leeds 11.30 hrs, Manchester 12.30 hrs and Newcastle 13.30 hrs.

Thank you very much for the enjoyable trip to the World Final. It was the first time that I have travelled with your company and I will do so again. The hotels were first class and my fellow travellers good company.

Linda Fountain, Hemel Hempstead

Best Pairs World Final — Rybnik . . . Thank you for providing yet another successful and enjoyable trip (where were Chequers, Warners, Travel Plus etc?). Keep up the good work.

Arnold Hart, Manchester

made this year's trip was not only the World Final results, but the people on the coach.

is to tell you how much I enjoyed my holiday in Sweden. I went four. It was nearly as enjoyable as last year in Norden but it was practically impossible to beat last year's holiday. I think what

Ann Sawyer, Slough



# TEAM FINAL

## MOSCOW — USSR 22 & 23 February

● Four nights in Moscow ● First class hotel ● Full board accommodation ● Stadium tickets ● Circus tickets ● Scheduled flights

TOUR No. SP5 £299

**Thursday 20 February:** Morning departure from London's Heathrow Airport, arriving in Moscow late afternoon. A coach will be waiting to transfer us to the first class Hotel Cosmos.

**Friday:** Free day to do your own thing, or join us exploring the Kremlin, Red Square, Space Museum etc. During the evening we shall visit the Moscow State Circus (alternatively we may be able to obtain tickets for the Bolshoi).

**Saturday:** More sightseeing and excursions. Explore the

underground railway and its cathedral-like stations, buy your souvenirs at the Gum departmental store or visit the Lenin Hills. During the evening we transfer to the Olympic Stadium for the first half of the Team World Final. Afterwards returning to the hotel and its bars and nightclub.

**Sunday:** A morning at leisure — more sightseeing or make use of the hotel's indoor pool. After lunch we return to the Olympic Stadium and the second half of the World Final.

**Monday 24 February:** Free morning obtaining those last minute souvenirs — a typical Russian fur hat, vodka or even that surprisingly good Georgian Champagne. During the afternoon we return to the airport for our homeward flight, arriving back at Heathrow during the evening.

# INDIVIDUAL FINAL

## STOCKHOLM — SWEDEN 8-9 March

● Night in Stockholm ● Scheduled flights

TOUR No. SP6 £249

**Saturday 8 March:** Depart London's Heathrow Airport during the late morning and fly by SAS to Stockholm where we shall arrive during the mid afternoon. After transferring to our hotel we shall continue to the Ice Stadium for the evening's first 20 heats of the World Final.

**Sunday 9 March:** After a leisurely breakfast we return to the Ice Stadium for the remaining half of the World Championships, after which we continue on to the airport for our homeward flight. Arrival back in Heathrow is scheduled for the late evening.

● Three nights in Stockholm ● Scheduled flights

TOUR No. SP7 £299

**Friday 7 March:** Depart London's Heathrow Airport during the late morning and fly by the scheduled services of SAS to Stockholm, where we shall arrive during the mid-afternoon. After clearing Immigration and Customs we transfer to our hotel.

**Saturday:** Free day for sightseeing etc. During the early evening we transfer to the Ice Stadium for the first 20 heats of the World Final.

**Sunday:** After a leisurely breakfast we return to the Ice Stadium for the remainder of the World Final.

**Monday 10 March:** After breakfast we return to Stockholm's Airport and our homeward SAS flights back to Heathrow.

● Night in Stockholm ● Scheduled flights ● Luxury Executive Coaches

TOUR No. SP8 £199

**Friday 7 March:** Depart London's Heathrow Airport during the early afternoon and fly by the scheduled services of Lufthansa to Hamburg in northern Germany. Arriving in Hamburg during the evening we join our Luxury German Touring Coach, settle back in your reclining seat for the overnight drive to Stockholm.

**Saturday:** After checking-in at our Stockholm hotel the remainder of the day is free, until the early evening when we transfer to the Ice Stadium for the first 20 heats of the World Final.

**Sunday:** After a leisurely morning we transfer back to the Ice Stadium for the remainder of the World Final. Afterwards we return to our hotel so that you can obtain an evening meal before we commence our overnight journey back to Hamburg.

**Monday 10 March:** On arrival back in Hamburg we shall have a few hours to spare for sightseeing etc before we rejoin Lufthansa's evening flight back to London.

● Night in Stockholm ● Two nights in Gothenburg ● Berths included ● Luxury Executive Coaches \* No night coach travel

TOUR No. SP9 £185

From Manchester, Birmingham, London & Harwich

**Thursday 6 March:** Morning departures from Manchester 09.00 hrs, Birmingham 11.30 hrs, London 13.30 hrs, or Harwich 15.30 hrs, for 16.30 hrs DFDS luxury cruise to Esbjerg in Denmark. After settling in you are free to enjoy the restaurant, bar, disco and shops etc.

**Friday:** Arriving in Esbjerg during the early afternoon we rejoin our Luxury Executive Coaches and head north through Denmark to Frederikshavn and our ferry to Gothenburg. Once again as you cruise across the sea you will be able to enjoy the best food and entertainment, have a drink at the bar, or just dawdle over your dinner. Arriving in Gothenburg we transfer the short distance to our hotel.

**Saturday:** After breakfast we continue our journey, heading east across Sweden to Stockholm and our hotel where we expect to arrive during the mid-afternoon. Later in the evening we transfer to the Ice Stadium, returning to the hotel after the evening's twenty heats.

**Sunday:** After a leisurely morning we transfer back to the Ice Stadium for the afternoon's remaining twenty heats of the World Final. After the presentation of the new World Champion we commence our return journey back to our hotel in Gothenburg.

**Monday:** After breakfast we connect with the Stena Line sailing back to Frederikshavn in Denmark. Then it is on down to Esbjerg and DFDS's 17.30 hrs sailing back to Harwich. Once again a cabin berth has been reserved for you.

**Tuesday 11 March:** Arriving back in Harwich at midday, we continue to our departure points: London 14.30 hrs, Birmingham 16.30 hrs and Manchester 19.00 hrs.

## FERRY BERTHS

(cost per person for the return journey on DFDS)

BB Berth in a female only cabin  
BC Berth in a male only cabin  
BD Four friends sharing  
BE Three friends sharing  
BF Two persons sharing

NB: There are no single cabins.

Inc. for in  
the cost of  
the tour.  
£10  
£30





# ALL YOU NEED TO KNOW

## PRICE INCLUDES

**BY SEA & COACH** — \* Luxury Executive Coach \* Cross channel ferry \* All port taxes \* All continental road tolls & taxes \* Tee Mill courier **Tours with hotel accommodation** As already detailed plus hotel accommodation as shown against each tour on the basis of bed and continental breakfast and sharing a room (a limited number of single rooms are available — see below). Additional meals are shown in the tour itinerary.

**BY AIR** — \* Return flight by scheduled flight or charter \* All airport charges \* Necessary transfers between airport of arrival and stadium \* Tee Mill courier **Tours with hotel accommodation** As already detailed plus hotel accommodation as shown against each tour on the basis of bed and continental breakfast and sharing a room (a limited number of single rooms are available — see below). Additional meals are shown in the itinerary. Where necessary tours will be operated under ATOL 882B. This brochure has been produced by Tee Mill Tours Ltd and does not commit Travel Corner, British Airways or any other airline.

## DEPARTURE POINTS

The prices shown are the costs for departing from London and Dover. The additional charges for other departure points are as follows: Birmingham £11, Coventry £10, Leeds £20, Leicester £15, Luton £6, Manchester £17.50, Newcastle £25 and Sheffield £17.50.

## SINGLE ROOMS

A limited number are available and the cost is £10 per room per night. If a single room is not available you will be notified prior to departure and the charge refunded.

## CHILDREN

For each child (under 14) accompanied by an adult there is a 50% reduction on all tours by Sea & Coach. However the child will be expected to share the same room as the adult — if there is only one adult in the room that adult will be charged a single room supplement.

## FERRY BERTHS

On Dover Zeebrugge-Dover cross channel ferries there are a limited number of berths (complete with washing facilities) available. These are in 4-berth cabins and the cost per person per crossing is as follows:

	Night sailings 23.30-01.00 hrs	Day sailings 03.00-20.30 hrs
A Berth in a female only cabin	£6.00	£2.00
B Berth in a male only cabin	£6.00	£2.00
C Four friends sharing a cabin	£6.00	£2.00
D Three friends sharing a cabin	£8.00	£2.70
E Two persons sharing a cabin	£12.00	£4.00
F One person in a cabin	£24.00	£8.00

## PASSPORTS

For tours to Western Europe you will need a minimum of a British Visitors One Year Passport (obtainable from your local main post office). For our tours to Eastern Europe (Poland, Czech, Russia etc) you will need a full British Passport (blue cover). For British Passport holders visas will be necessary for Eastern Europe — however these can be obtained through our Visa Service.

## TRAVEL INSURANCE

\* Medical Expenses up to £50,000 \* Personal Accident up to £3,000 \* Luggage up to £300 \* Personal Money up to £100 — full details shown on the policy, a copy of which will be forwarded to you. Premiums as follows:

Duration of tour	Adult	Child (under 16)
5 days	£7.40	£4.95
8 days	£8.60	£5.75
16 days	£11.45	£7.55

## HOW TO BOOK

Complete the Booking Form and return to us with the necessary deposit(s), plus insurance premium(s) if applicable. If booking within eight weeks of the tour departure date, the full cost of the tour must be forwarded.

## Deposit

Unless stated otherwise against the tour details:  
Tours by Sea and Coach — £15 per person per tour  
Tours by Air — £30 per person per tour

## Final Payment

This is due eight weeks prior to departure and the last date for payment is shown on your invoice. If payment is not received by the date specified, we shall have no alternative but to assume that you have cancelled your booking.

## Access/Visa

We are able to offer you the facility to use these credit cards to pay for your deposit and/or final payment etc.



## Telephone Bookings

We are able to accept bookings via the telephone and these are held for seven days to enable the Booking Form to reach us. If you possess Access or Visa credit cards, just give us your card details and your booking will be instantly confirmed.

**TEE MILL TOURS LTD, 21 Balham High Rd, Balham, London SW12 9AL.**

**Tel: (01) 673 1923 (24 hrs) and (01) 675 3381/2**

**Tlx: 945307 (TEEMIL G)**

## Booking Form

BLOCK CAPITALS PLEASE

I enclose £ being deposit / full payment / insurance (delete which does not apply) for person(s) who wish to travel on the tour as indicated. All cheques and postal orders to be made payable to **TEE MILL TOURS LTD** and crossed "Payee A/C only". If booking within 8 weeks of the tour departure date, full payment must accompany this booking form.



Please complete and return to  
**TEE MILL TOURS LTD**  
21 Balham High Rd, Balham,  
London SW12 9AL.  
**Tel: (01) 673 1923 (24 hrs) and**  
**(01) 675 3381/2**  
**Tlx: 945307 (TEEMIL G)**

Mr Mrs Miss	Age	First Name and Surname	Address	TOUR NO		* Insur- ance	Hotel (tick as req'd)		Ferry berths Letter code OUT BACK	Telephone numbers (home/work)
				1st Choice	2nd Choice		Single Room	Share		
						YES				
						YES				
						YES				
						YES				
						YES				
						YES				

I wish to pay by Access/  
Barclaycard/Trustcard  
(delete which does not  
apply).

Please charge my card with £

My card number is

Signature

Name

Address

NB: If other members of your party wish to  
use their credit cards please supply their  
details on a separate sheet of paper.

If insufficient space please continue on a separate sheet of paper.

Tour departure point

Which publication(s) do you read each week?

Have you travelled with us before? YES/NO

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W Bradford jak w Goeteborgu

# I ponownie Duńczyk Gundersen

**BRADFORD.** Na stadionie Odgal w angielskim mieście Bradford rozegrano finał indywidualny mistrzostw świata na żużlu. Tytuł obronił Duńczyk Erik Gundersen i jest to jego trzeci tytuł mistrzowski w bieżącym roku. Wcześniej razem z Tommy Knudsenem zdobył laur w jeździe parami, na torze w Rybniku. Potem w Long Beach, w Kalifornii, razem z reprezentacją Danii wywalczył mistrzostwo świata, choć nie wypadł najlepiej, gdyż wcześniej w RFN doznał kontuzji i początkowo zachodziła obawa, czy w ogóle będzie w tym sezonie startować. Okazało się jednak, że tak i „Gundy” pomknął po kolejne złote medale. Przypomnijmy, że w roku ubiegłym zdobył też trzy razy „złoto”: w „drużynówce”, indywidualnie i na długim torze — solo. Niesamowity jest ten



Erik Gundersen i Ole Olsen.  
(Fot. Michał Zbikowski)

(CIĄG DALSZY NA STR. 2)



swiatła) — Leonida Aradze (mistrz świata z 1983 r.) Przyznajemy, że zadanie dla najcięższego Bułgara było wyjątkowo trudne. Ale zanim doszło do jego występu wcześniej o zwycięstwo walczyli zawodnicy wagi do 110 kg, gdzie klasą dla siebie był rekordzista świata w rwaniu i mistrz Europy z Katowic, Jurij Zacharewicz (ZSRR), który w obu bojach podchodził do sztangi dopiero wtedy, kiedy jego rywale już zakończyli występy. Wygrał on w stylu podobnym do Bułgara Nauma Szalamanowa w wadze 60 kg, a może jeszcze większym, ponieważ drugiego w klasyfikacji Milosa Czernika (CSRS) wyprowadził w dwuboju aż o 25 kg! To był prawdziwy nokaut.

Tak więc o zwycięstwie w końcowej klasyfikacji drużynowej MS miało rozstrzygnąć dopiero ostatnie podejście w najcięższej kategorii — powyżej 110 kg, w której, szczerze mówiąc, po cichu liczyliśmy także na dobrą lokatę Roberta Skolimowskiego w myśl zasady: gdzie się dwóch bije, tam itd. Nasze nadzieje szybko się jednak rozwiły, bowiem Robert Skolimowski spalił wszystkie trzy podejścia do ciężaru 185 kg, zaś nadzieje Bułgarów na końcowy sukces wzrastały coraz bardziej. Antonio Krastew okazał się równorzędnym rywalem dla obu reprezentantów Związku Radzieckiego. Sensacja powiała już podczas rwanego, ponieważ wygrał je niespodziewanie Krastew — 202,5 kg przed Guniaszewem aż o 7,5 kg! Jeżeli przypomniemy, że Guniaszew jest rekordzistą świata w rwaniu (211 kg), to dopiero w pełni uświadomi to wszystkim posmak niespodzianki. Kiedy w podrzucie Krastew w trzecim podejściu zaliczył 235 kg — mając w zapasie 7,5 kg przewagi z rwanego — można było na dobrą sprawę już Bułgarowi składać gratulacje za sensacyjne zwycięstwo. Nic więc dziwnego, że w bułgarskim obozie panowała nieopisana radość, gdyż właśnie Krastew przypieczętował drużynowy sukces Bułgarów. Wprawdzie Senno Salzwedel (NRD), Aleksander Guniaszew i brazylijski medalista olimpijski z Los Angeles Manfred Narlinger (RFN) podrzucili jeszcze 237,5 kg,

ją otrzymać — byliby... mistrzem świata! Niestety, sprężynująca sztanga pokonała Polaka. W ostatniej próbie po trzyminutowej przerwie Krukowski nie miał już szans, ponieważ był zbyt zmęczony poprzednim zmaganiem ze sztangą. Mirosław Dąbrowski w wadze do 110 kg zajął piąte miejsce. Lokata może satysfakcjonować, ale nie wynik — 380 kg. Polak mógł wywalczyć spokojnie czwarte miejsce, gdyby niepotrzebnie nie ryzykował podejścia do 217,5 kg.

Końcowa punktacja MS: 1) Bułgaria 439 pkt., 2) ZSRR 426, 3) Węgry 273, 4) CHRL 221, 5) NRD 219, 6) Rumunia 195, 7) Kuuba 189, 8) Polska 164 pkt.

(M-del)

## WYNIKI

**WAGA 90 KG:** 1. Anatolij Chrapatyj i Wiktor Solodow (oba ZSRR) — po 385 kg (177,5+217,5); 3) Piotr KRUKOWSKI (Polska) — 385 (177,5+207,5); 4) Zoltan Balaszfi (Węgry) — 382,5 (177,5+205); 5) Rumen Teodosiew (Bułgaria) — 370 (165+205); 6) Falko Jaschke (NRD) — 367,5 (162,5+205).

**WAGA 100 KG:** 1) Sandor Szanyi (Węgry) — 415 (185+230); 2) Paweł Kuźniecowa (ZSRR) — 407,5 (185+222,5); 3) Nicu Vlad (Rumunia) — 405 (185+220); 4) Rene Wyssuwa (NRD) — 400 (175+225); 5) Wiktor Szewczyk (ZSRR) — 392,5 (182,5+210); 6) Janos Boekfi (Węgry) — 385 (175+210).

**WAGA 110 KG:** 1) Jurij Zacharewicz (ZSRR) — 422,5 (190+232,5); 2) Milos Cernik (CSRS) — 397,5 (175+222,5); 3) Norberto Oberburger (Włochy) — 397,5 (180+217,5); 4) Martin Zawleja (RFN) — 382,5 (172,5+210); 5) Mirosław DĄBROWSKI (Polska) — 380 (170+210); 6) Rickard Nilsson (Szwecja) — 360 (170+190).

**WAGA POWYŻEJ 110 KG:** 1) Antonio Krastew (Bułgaria) — 437,5 (202,5+235); 2) Aleksander Guniaszew (ZSRR) — 432,5 (195+237,5); 3) Manfred Nerlinger (RFN) — 422,5 (185+237,5); 4) Leonid Taranienko (ZSRR) — 417,5 (185+232,5); 5) Senno Salzwedel (NRD) — 417,5 (180+237,5); 6) Jiri Zubricky (CSRS) — 382,5 (172,5+210).



**ŻUŻEL**

# I ponownie Gundersen

(CIAĞ DAŁSZY ZE STR. 1)

następca Ole Olsena, filigranowy żużlowiec Esbjergu. Dania niepodzielnie pod wodzą Olsena panuje obecnie na żużlowych torach!

W Bradford doszło do swobodnego rewanżu za finał DMS pomiędzy zawodnikami Danii i USA. Pierwsze dwa miejsca przypadły identycznie jak przed rokiem w Goeteborgu na Ullevi, czyli nr 1 — Gundersen, nr 2 — Hans Nielsen. Przed rokiem trzeci był Amerykanin Lance King, teraz „wymienił” go rodak Sam Ermolenko, który jeździł przedtem w lidze angielskiej. Jedynym przedstawicielem gospodarzy, Anglik Kelvin Tatum zajął ósme miejsce. Jak na debiutanta — w normie. Fachowcy znacząco więcej liczyli na Shawna Morana (USA) i Tommy Knudsena (Dania). Tradycyjnie niemal — bo tak dzieje się od lat — ostatnie pięć miejsc przypadło żużlowcom strefy kontynentalnej, choć przed rokiem Karl Maier (RFN) był dziewiąty, tym razem ostatni. Przed nim Węgier Adorjan, Rosjanin Kuźniecowa, Włoch Castagna (zdobył 4 pkt.), Mueller (RFN) 5 pkt. Czyli w

zasadzie nic nowego... w dolnym rejonie klasyfikacji „16”-tki tegorocznych mistrzostw świata. W górze — wysoko Fin Niemci, wspomniany Ermolenko („czarny koń”), no i powtórka sukcesu pary Gundersen — Nielsen. Ten sukces wydaje się nieprawdopodobny; brawo Dania brawo Olsen!

Zdobył punktowe turnieju w Bradford przedstawiają się następująco: 1. Erik Gundersen (Dania) 13, 2. Hans Nielsen (Dania) 13, 3. Sam Ermolenko (USA) 13 (rozegrano dodatkowy wyścig). Dalej: 4—6. Shawn Moran (USA), Kai Niemci (Finlandia) i Tomy Knudsen (Dania) — wszyscy po 10 pkt.; 7. John Cook (USA) 9, 8. Kelvin Tatum (Anglia) 8, 9. Jan Pedersen (Dania) 7, 10. Jan Andersson. (Szwecja) 7, 11. Lance King (USA) 6, 12. Egon Mueller (RFN) 5, 13. Armando Castagna (Włochy) 4, 14. Wiktor Kuźniecowa (ZSRR) 2, 15. Zoltan Adorjan (Węgry) 2, 16. Karl Maier (RFN) 1 pkt. Nie było potrzeby startu — rezerwy, czyli Grzegorza Dzikowskiego (Polska).

Bradford za nami, teraz Korksko, w połowie września i fi-

nał na długim torze. Tam, w Danii, szanse będą mieli zawodnicy RFN, USA i Danii.

A przy okazji prostujemy punktację drużynowych mistrzostw świata: 1. Dania 37 (Knudsen 12, Nielsen 10, Gundersen 10, Eriksen 5, Petersen 0); 2. USA 33 (S. Moran 11, Schwartz 11, King 9, Ermolenko 3, Cook 1), 3. Anglia 13 (Doncaster 6, Tatum 3, Knight 2, Phil Collins 2, Davis 0), 4. Szwecja 10 (Andersson 5, Nilsson 3, Nilssen 2, Jonsson 0, Brannefors 0).

Menagerem zespołu amerykańskiego był Bruce Penhall, były mistrz świata, który po zawodach zapowiedział powrót na tor! Obył Reprezentacji Anglii szefował John Berry, któremu mocno oberwało się po tym turnieju i angielscy dziennikarze mocno wskazują na Malcolm Simmonsa, jako tego, który może poprowadzić zespół wyścigowy tak, jak to czyni w Danii — Ole Olsen. Sądzą, że Berry odejdzie, mocno jednak wątpliwie w skutecznym powrocie Penhalla. Zresztą zobaczymy; sezon żużlowy — 85 jest na finiszu superciekawym.

**ADAM JAŻWIECKI**



# ski kolarz znów w tęczowe nujący finię **Piaseckie** mistrza świata

To był wielki dzień polskiego kolarstwa. Zawodnik w biało-czerwonej koszulce, niespełna 24-letni gorzowianin, LECH PIASECKI został mistrzem

świata w indywidualnym wyścigu szosowym, a więc w konkurencji przynoszącej największy splendor w światowym kolarstwie amatorów.

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