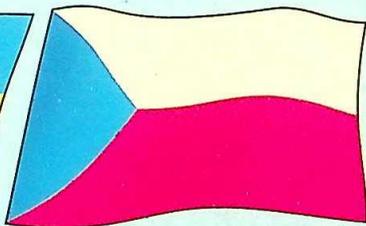
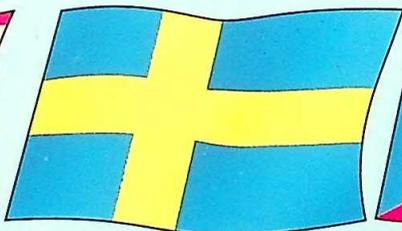
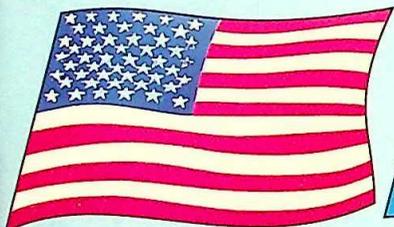
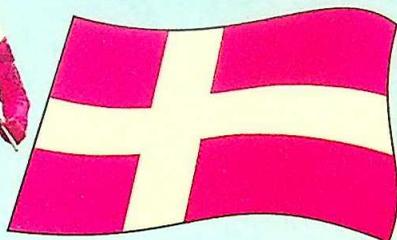
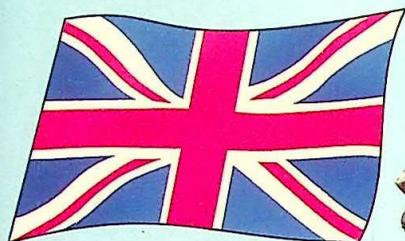


# PHURNACITE WORLD SPEEDWAY CHAMPIONSHIP

SEMI FINAL ROUND  
BRADFORD, SUNDAY 9 AUGUST 1992



***BSPA***



**£2.00**



*Gary Havelock (left) and Kelvin Tatum (right) at the Ancit Commonwealth Final at King's Lynn.*



*Action from the Homefire Overseas Final at Coventry.  
Ronnie Correy (left), Billy Hamill (middle) and Andy Smith (right).*



# Phurnacite Semi-Final

**ODSAL STADIUM  
BRADFORD  
WEST YORKSHIRE**



**SUNDAY  
9 AUGUST 1992  
3.00 PM**



**BSPA**

## **INDIVIDUAL SPEEDWAY WORLD CHAMPIONSHIP PHURNACITE WORLD SEMI FINAL SPONSORED BY COAL PRODUCTS LTD**

### *Today's Officials*

JURY PRESIDENT ..... R. Randborg (SVEMO)  
 FIM REFEREE ..... J. Jensen (DMU)  
 CLERK OF THE COURSE ..... Eric Boocock  
 JUDGE - TIMEKEEPER ..... John Homer (SCB)  
 TECHNICAL STEWARD ..... Richard Sullivan  
 MACHINE EXAMINER ..... Rodney Davidson  
 ASST. CLERK OF THE COURSE ..... Peter Morgan  
 CHIEF PITTS MARSHAL ..... Jeff Moorhouse  
 START MARSHAL ..... Ray Chinnery  
 SECRETARY OF MEETING ..... John Eglese (SCB)  
 ANNOUNCER ..... John Skelly  
 PRESENTER ..... Peter York

#### **MEDICAL OFFICERS**

Drs. Brown, Barnes, Hyland, Whitaker & Dedrick  
St. John Ambulance in attendance

Today's meeting held under the regulations of the  
Speedway Control Board Ltd. and the sporting code  
of the FIM.

### *Odsal Track Information*

LENGTH OF LAP ..... 338 Metres  
 WIDTH OF STRAIGHTS ..... 10.5 Metres  
 WIDTH OF BENDS ..... 14.5 Metres  
 RACE LENGTH ..... 4 Laps  
 SCB TRACK LICENCE ..... 92/02  
 FIM TRACK LICENCE ..... 327  
 MEETING INSCRIPTION ..... 40/14

#### **TRACK RECORD**

**SIMON WIGG**

(Bradford)

**58.6 seconds**

Established

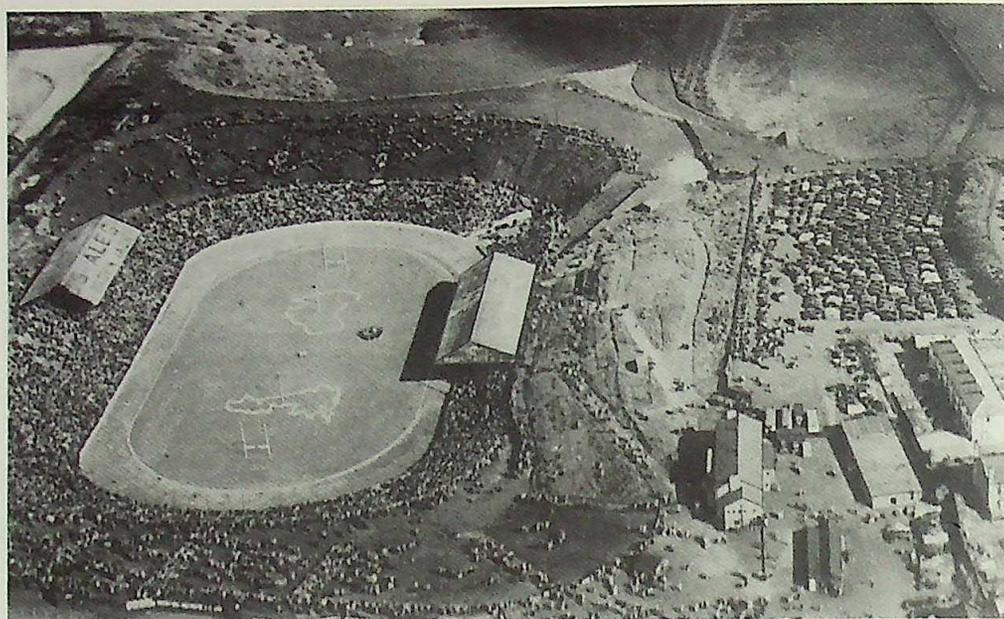
Saturday 11 July 1992

Speedway Star Knockout Cup  
Bradford v Eastbourne Heat 9



The views expressed by contributors to this match  
magazine are not necessarily those of the British  
Speedway Promoters Association or Bradford  
Speedway.

# Phurnacite Semi-Final



(Photograph courtesy of Bradford, Telegraph & Argus)

Another great Odsal occasion. The 47,000 crowd streaming into the Odsal Stadium in 1947 to watch an England V Australia test match. Note the maps on the centre green.



Bradford favourites Gary Havelock, British and Overseas Champion and Kelvin Tatum, Commonwealth Champion.



## *Sponsors Welcome*

Good afternoon Ladies and Gentlemen and welcome to Odsal Stadium for this year's CPL sponsored event, The Phurnacite Semi-Final of the World Individual Championships.

It is a pleasure to be here at Odsal as the events are always professionally organised and provide us with some entertaining and exciting racing. Today's meeting should be no exception with many talented riders taking their place at the starting gate with the intention of not only gaining a place on the rostrum but also booking their place into the 1992 World Individual Championships which will be held later this month in Poland.

The main ambition for any speedway rider is to be crowned World Individual Speedway

Champion and with the competition being more wide open this year than in many previous years, it has to be hoped that this year's Champion will be a British Rider. With this thought in mind I hope that you will join with me in wishing Gary Havelock, Andy Smith and Kelvin Tatum the best of luck for today's meeting whilst not forgetting Martin Dugard who will be flying the flag in Austria next weekend.

I hope that you all enjoy today's meeting as much as we will, and I wish you all a safe journey home.

**Caroline Braddick**

Publicity Manager

Coal Products Limited

## *Bradford Welcome*

It is a proud moment for everyone connected with Bradford Speedway and the BSPA to be able to stage the first World Individual Championship Semi-Final to be held in England.

On behalf of the Promoters, management and everyone at the BSPA, it is our great pleasure to welcome, from the FIM, Mr Renzo Giannini – Vice President of the Track Racing Commission, and Mr Anthony Ruberecht – Secretary of the CCP. Welcome also to this afternoon's FIM Officials, Jury President Mr Rolf Randborg from Sweden and Referee from Denmark Mr Jorgen Jensen.

We are also delighted to play host to, from the ACU, Chief Executive Doug Barnfield and Mr Bill Rawlinson, and from the Speedway Control Board, Secretary of the meeting John Eglese and Mr Bill Smith.

Coal Products Limited have been the main sponsors of British Speedway for many years and we look forward to continuing this long and happy association. Therefore, it is with special pleasure that we welcome their Managing

Director Mr Bob Evans and Publicity and Promotions Manager Caroline Braddick.

An international event of this size could not go ahead without the tireless efforts of countless people.

It is with that in mind that we would like to take this opportunity to thank the members of Bradford Metropolitan Council and Leisure Services, as well as all the stadium staff for their contributions in staging this prestigious event.

Finally, speedway has always been honoured to have a special brand of supporters without who's enthusiasm the sport would not exist as we know it. We would especially like to welcome YOU all to what we are sure will be a thrilling and memorable afternoon's racing.

Enjoy your speedway, have a safe journey home and we look forward to seeing you in the future here at Odsal Stadium.

**Allan Ham/Maurice Ducker**

on behalf of Northern Speedways Ltd.  
and the BSPA



## newcastle speedway

Brough Park Stadium, The Fossway, Byker, Newcastle upon Tyne

Thanks to our 1992  
main sponsors

Racing every Sunday

7.00 pm

**BARCLAYS BANK**

### DEBMAT Surfacing Limited

SPECIALISTS IN ALL ASPECTS OF  
MACADAM SURFACING

Sponsors of David Bargh and the  
Newcastle DEBMAT Diamonds

Contact Mike Buggy on 091-413-6855

### AUTO COACHWORKS LTD

Vehicle bodywork and  
mechanical repairs

AA  
Recommended

Sponsors of Mark Thorpe and Scott Norman  
plus the  
Newcastle AUTO COACHWORKS Junior Diamonds

Contact Carol Anderson on 091-469-4065

### ERNST & YOUNG

Chartered Accountants

### Garth Bownes Solicitors

For expert advice on company, personal and criminal law

091-265-8817

### Erection Engineers (Wallsend) Ltd

Steel Fabrication  
Steel Erection  
Roof Sheetting  
Sidewall Cladding  
Plant Installations  
Demolitions

Sponsor of  
Richard Juul  
and  
Mark Thorpe

Contact Stan Tonks on  
091-262-4285

### RAVENSdene LODGE HOTEL

Consett Road, Lobley Hill,  
Gateshead

Thanks for all your help and  
hospitality in looking after so  
many of our visiting riders and  
fans

Contact Martin Robinson on  
091-460-4312

### METROR LIMITED

For sale and hire of all forms of scaffolding  
and ancillary equipment

Contact John Rankin on  
091-262-2221

For all the up to date news on the Diamonds call

**0891 - 312146**

calls charged at 36p per minute off peak and 48p per minute peak (incl VAT)

and all of our other sponsors, large and small,  
without whom Newcastle Speedway could not  
prosper



# Booey's View

**Ex British Speedway Champion and current joint England Team Manager Eric Boocock, looks at today's competitors.**

**ANTAL KOCSO:** Experienced rider who knows what its all about. He's on good tackle now and has certainly improved since the last time he rode for Bradford. Certainly a top eight candidate.

**PIOTR SWIST:** I saw him have that horrific crash at Wiener Neustadt in the World Pairs Final. He is a talented rider, with good control. Can't underestimate him because he's very quick.

**PIOTR PALUCH:** Unknown quantity, but being a Pole Odsal should hold no fears for him. It will be a lottery for most of the Polish riders.

**HENRIK GUSTAFSSON:** There should be no problems for Henka, he knows Bradford well, he knows all about the big occasions. A good kid with super equipment - can ride in the dirt or on the slick.

**ANDY SMITH:** He has no hang-ups at Bradford. Can be a bit impetuous and forgets there are four laps in a race but if he gets in front nobody will pass him. Nerves do play a part with 'Smudger' but he should have no problems today.

**PER JONSSON:** Won the final here with a magic performance. Going well at the moment and had two unbelievable races against the Danes in Lonigo at the Pairs Final. A good starter, bang on form Per is my tip to win in Poland.

**RONNIE CORREY:** On paper he should walk it, but at Odsal Ronnie is either good or very bad. On his day he could be on the rostrum or he could dip out. I think he will miss out this afternoon. On one of the smaller tracks he would have walked through.

**BOHUMIL BRHEL:** Having a good season, rides hard which you have to at King's Lynn. Seems to get better every year and should do well at Odsal.

**JIMMY NILSEN:** A good professional who can switch it on and should qualify without thinking. He has just gone off the boil recently, but has tons of experience and on his day should eat a qualifying spot.

**JASON LYONS:** He had a brilliant debut at Bradford at the start of the season. Very aggressive, doesn't give a lot away and he's a lot wiser now. I don't know if he is just ready for a world final yet but I would like to see him there. He is my kind of rider and I hope he does get through.

**GARY HAVELOCK:** I must tip him to win the meeting. He is obsessed in reaching his first world final and with the fans behind him he will have no trouble. 'Havvy' is a natural with no worries about tracks, just turns up and turns left!

**ZDENEK TESAR:** He is blossoming into a good rider and is improving in leaps and bounds. Riding for Ipswich wont do him any favours today on the much bigger Odsal track. A good starter but I don't think he will qualify.

**MIROSLAW KOWALIK:** Another Polish rider of unknown quality with no form or guide on the British tracks. He will be on Jawas which are just not quick enough around Odsal.

**JOHN JORGENSEN:** He would have preferred to have been on a smaller, slicker track. John's British and Bradford form point to a struggle to qualify. Plenty of experience but I don't think it will be enough.

**ROMAN MATOUSEK:** I could write two pages about Roman! There are always fireworks when he is on the track and anything could happen. He could get 10 points or struggle - its hit or miss, but he will enliven the proceedings!

**KELVIN TATUM:** On his home track and with his engines sorted out now, Kelvin will walk through. A very fast starter and a quick rider he should have no problems.

## Odsal Track Record Data

<b>PHIL CRUMP (AUSTRALIA)</b> . . . . .	<b>61.6 seconds</b>
Sunday 12 May 1985 · Sunbrite World Team Cup · HEAT 1	
<b>JAN ANDERSSON (SWEDEN)</b> . . . . .	<b>61.3 seconds</b>
Saturday 1 June 1985 · Sunbrite World Pairs Semi Final · HEAT 1	
<b>KAI NIEMI (FINLAND)</b> . . . . .	<b>60.1 seconds</b>
Saturday 1 June 1985 · Sunbrite World Pairs Semi Final · HEAT 3	
<b>SHAWN MORAN (USA)</b> . . . . .	<b>59.4 seconds</b>
Sunday 14 July 1985 · Sunbrite Overseas Final · HEAT 1	
<b>ERIK GUNDERSEN (DENMARK)</b> . . . . .	<b>59.3 seconds</b>
Saturday 31 August 1985 · Sunbrite World Individual Final · HEAT 13	
<b>TOMMY KNUDSEN (COVENTRY)</b> . . . . .	<b>59.1 seconds</b>
Saturday 28 June 1986 · League Cup Bradford v Coventry · HEAT 1	
<b>KELLY MORAN (USA)</b> . . . . .	<b>59.1 seconds</b>
Sunday 5 July 1987 · Sunbrite Overseas Final · HEAT 4	
<b>HANS NIELSEN (DENMARK)</b> . . . . .	<b>58.8 seconds</b>
Sunday 13 August 1989 · Sunbrite Inter Continental Final · HEAT 4	
<b>GARY HAVELOCK (ENGLAND)</b> . . . . .	<b>58.7 seconds</b>
Sunday 4 August 1991 · Sunbrite Test Match · England v USA · HEAT 4	
<b>SIMON WIGG (BRADFORD)</b> . . . . .	<b>58.6 seconds</b>
Saturday 11 July 1992 · Speedway Star Knockout Cup · Bradford v Eastbourne · HEAT 9	



**Count On**

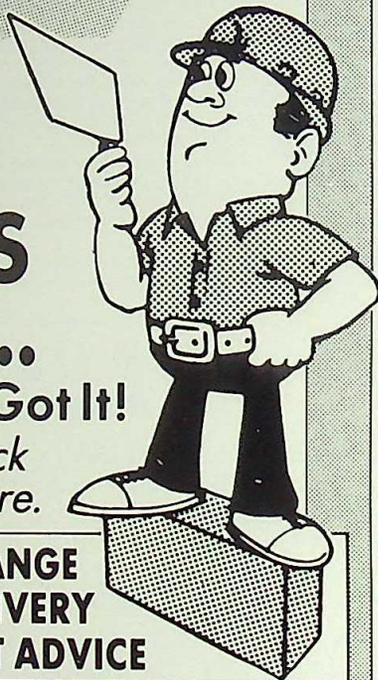
**Keyline**

BUILDERS  
MERCHANTS

**IF IT'S  
BUILDING  
MATERIALS  
YOU WANT...**

**You Name It, We've Got It!**

*In one of the widest stock  
ranges available anywhere.*



- **BIGGER STOCKS**   ■ **WIDER RANGE**
- **FREE QUOTES**   ■ **FREE DELIVERY**
- **BETTER SERVICE**   ■ **EXPERT ADVICE**

**YOUR LOCAL BRANCHES:**

Gibbet Street, Halifax  
**Tel: 0422-355 571**

Cross Green Way,  
Cross Green Ind. Est., Leeds  
**Tel: 0532 - 351 133**

Bridge End Wharf, Wakefield  
**Tel: 0924-372 497**

Howley Park Industrial Estate  
Morley, Leeds  
**Tel: 0532-539 427**

*Branches Throughout The Country*

**EVERYTHING YOU NEED FOR THE JOB!**



# Semi-Final Retrospect

## RESULTS FROM LAST YEAR

### ROVNO · UKRAINE

1 BILLY HAMILL (USA) . . . . .	12
2 JIMMY NILSEN (SWEDEN) . . . . .	11
3 PER JONSSON (SWEDEN) . . . . .	10
4 PAUL THORP (GB) . . . . .	10
5 ROMAN MATOUSEK (CZECH) . . . . .	9
6 ARMANDO CASTAGNA (ITALY) . . . . .	9
7 JEREMY DONCASTER (GB) . . . . .	9
8 MITCH SHIRRA (NZ) . . . . .	9
9 MICHAEL BLIXT (SWEDEN) . . . . .	8
10 HENRIK GUSTAFSSON (SWEDEN) . . . . .	8
11 VLADMIR KALINA (CZECH) . . . . .	7
12 LARS GUNNESTAD (NORWAY) . . . . .	6
13 ZOLTAN ADORJAN (HUNGARY) . . . . .	4
14 PETR VANDIREK (CZECH) . . . . .	4
15 ANTONIN KASPER (RES) (CZECH) . . . . .	2
16 ROBERT NAGY (HUNGARY) . . . . .	1
17 RIF SAITGAREEV (CIS) . . . . .	0

### ABENSBERG · GERMANY

1 HANS NIELSEN (DENMARK) . . . . .	15
2 JAN O. PEDERSEN (DENMARK) . . . . .	14
3 TOMMY KNUDSEN (DENMARK) . . . . .	12
4 SAM ERMOLENKO (USA) . . . . .	11
5 TONY RICKARDSSON (SWEDEN) . . . . .	10
6 RONNIE CORREY (USA) . . . . .	8
7 GERD RISS (GERMANY) . . . . .	8
8 KELVIN TATUM (GB) . . . . .	8
9 GERT HANDBERG (DENMARK) . . . . .	7
10 JAN PETRIKOVICS (HUNGARY) . . . . .	7
11 KELLY MORAN (USA) . . . . .	6
12 WOJIECH ZALUSKI (POLAND) . . . . .	5
13 VACLAV MILIK (CZECH) . . . . .	3
14 ZDENEK SCHNEIDERWIND (CZECH) . . . . .	3
15 KLAUS LAUSCH (GERMANY) . . . . .	2
16 MIKAEL STAROSTIN (CIS) . . . . .	1

## View From Terrace

During the past few weeks there has been much attention paid to the 'crisis' affecting British Speedway. With the closure of Milton Keynes and Mildenhall (ironically two venues created predominantly for speedway) and the near fatality at Sheffield, the financial difficulties faced by the sport have been brought to the fore.

I'd like to put my two-penneth in, not from the point of view of a promoter or journalist, but as someone who went along with his dad as a nine year-old, on a murky March evening, to a tatty little stadium at Rayleigh in Essex over 20 years ago, to see what amounted to a bunch of enthusiastic novices racing around . . . and was instantly hooked! Bear those facts in mind as I proceed to give my views on points raised in the Speedway press recently by, among others Len Silver, Philip Rising and Peter York - all of whose views I respect, but none of whom have actually paid through the turnstiles to see a meeting for many years. (I'm in the same privileged position more often than not these days but I do suggest that you can become detached from the reality of what people see in speedway from the sanctuary of the pits or centre green).

Len Silver's contribution to the argument is very significant, since he was in charge at Rayleigh in those formative years for both me and the British League. Len was an out and out showman who believed in generating a bit of drama if it wasn't happening on the track. Len said, in a letter to the BSPA, that riders should be allowed to remonstrate with the referee on the centre green phone again and not be hidden from the public whilst talking on the pit phone. It sounds a small thing but I've memories of riders gesticulating and hammering on the referee's box window . . . and the crowd loved it. There were riders you loved to hate . . . the bad boys. As kids, we'd just go along in the hope of seeing them beaten. They were the McEnroes of speedway, and I can't think of any 'villans' in the sport any more. Everyone is too nice. There were showmen, like in wrestling, who thrived

on winding the crowds up. Promoters like Len and Dave Lanning, riders like 'crazy' Jack Millen, Tony Childs, but they must have a stage to perform on. It's no good arguing a controversial exclusion, hidden away on the pit phone. People want to see what's happening, to boo and hiss, we're all big kids at heart. I still maintain that one of the most memorable meetings of 1991 was the abandoned 7 heats of pure drama against Wolverhampton on an otherwise miserable night last October.

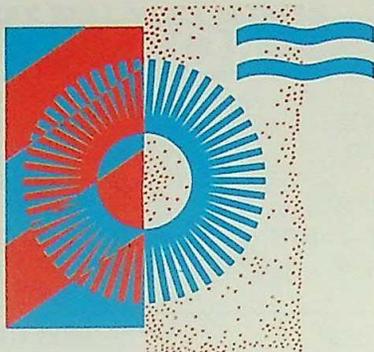
I disagree with Mr Rising (and many others) that facilities at tracks must be improved to attract people through the turnstiles. If the entertainment is good, it doesn't matter where it is! The Shay was little short of a corrugated shambles but it had CHARACTER. Belle Vue now race at a lovely little stadium . . . but who wouldn't go back to the big prehistoric Hyde Road track given half the chance. My local motorcycle club hold a round of the British Moto Cross Championship every August. They get crowds approaching ten thousand in a FARMERS FIELD! Miles from anywhere with cow pats and all! Where are these facilities everybody supposedly wants?

Rayleigh was like a set of allotments but Len Silver spent a lot of his time and budget on what mattered - the track. Then added a bit of hype, building up the opposition as if they had the Kray twins at number 1 and 3! We had local rivalry between Rayleigh, Romford, Ipswich, Canterbury and Eastbourne but it had to be manufactured . . . then everyone joined in and loved it. I'm sure it used to be the same here between Halifax, Sheffield and Belle Vue, but frankly, when the Aces come across the Pennines now . . . it's just like another meeting to me. What happened to the fierce but friendly banter on the terraces? I spoke earlier in the year about the presenter at Wolverhampton trying to get under the skin of the visiting supporters. He's a star in my book because the fans love giving it back. It's like pantomime . . . it's ENTERTAINMENT!

Keith McGhie

(Speedway Mail International)

# Phurnacite Semi-Final



## N O R T H E R N M U N I C I P A L S P A R E S

MUNICIPAL HOUSE  
ARMYTAGE ROAD  
BRIGHOUSE HD6 1PT  
TEL (0484) 400111  
FAX 0484 400063

**WISHING THE TUDORS  
EVERY SUCCESS IN '92**

**COMMERCIAL VEHICLE PAINT SPECIALISTS  
GENUINE QUALITY PARTS FOR:**

- SUCTION SWEEPERS
- JETTING UNITS
- REFUSE VEHICLES
- PRECINCT SWEEPERS

AGENTS FOR **JOHNSTON**  
MUNICIPAL EQUIPMENT



## Danes in Decline?

The possible retirement of Jan O. Pedersen and the failure of Hans Nielsen to qualify for this year's world championship semi-finals must increase speculation that Denmark's domination of world speedway is coming to an end.

This season may well prove to be a watershed, with England, Sweden and America poised to take advantage of the Danes' misfortunes and step into their shoes on the international stage.

Australia, too, should not be under-estimated - as their emphatic win over England in the Third Test demonstrated - and there are signs that the East Europeans, with their new-found freedoms, could be on the way up.

The Eighties have certainly seen a remarkable run of international successes for the Danes. In the last eight years they have won the individual title seven times, the pairs crown also seven times, and the team championship six times.

But their loss of the pairs title last month, when they could finish no higher than fifth, is another indicator that they are probably on a downward slope.

This poses the intriguing question of which nation is best placed to become speedway kings of the Nineties. The list of 32 riders who have qualified for this year's individual championship semi-finals here at Odsal and at Wiener Neustadt in Austria offers some clues to the top countries' relative strengths.

Denmark have four representatives - Tommy Knudsen, Gert Handberg, Brian Karger and John Jorgensen - but, although all must be respected, it is hardly the sort of formidable group they fielded a few years ago when Erik Gundersen, Hans Nielsen and Jan O. Pedersen were all at the top of the tree.

Much more fascinating is an assessment of the opposition, with Sweden and England each fielding four semi-finalists and America three.

Per Jonsson became Sweden's first world champion since the early Seventies when he snatched the crown after a run-off here at Odsal two years ago. Now he has returned to league racing in this country he looks a likely candidate for honours again.

Henrik Gustafsson, so impressive in his 1990 debut final, and Tony Rickardsson, runner-up last year to Pedersen, are potent examples of Sweden's spectacular young stars, and Jimmy Nilsen may not be so exciting but has the

experience they lack.

The USA has a pair of genuine world-class performers in Sam Ermolenko and Ronnie Correy, the Wolves duo who with Greg Hancock won the world pairs gold in Italy.

"Sudden Sam" made a remarkable comeback from injury and is riding as well as ever in the Homefire League. Correy is also having a good season but has not done himself justice on his two world individual final appearances, and Rick Miller has yet to prove himself on the world stage.

America's small semi-finals contingent is hardly a true reflection of their inner strength in depth, however, as the talented Billy Hamill crashed out of the Overseas Final with a broken wrist and Hancock, who is enjoying his best-ever British season, was not even given a chance to compete by the American authorities.

So what are the chances of the Wroclaw venue in Poland producing England's first world champion since Michael Lee in 1980?

Six-times finalist Kelvin Tatum, of Bradford Dukes, has the credentials but in the past has not come up to expectations on the big day. Will his regular racing on the Wroclaw circuit in the Polish League give him that vital extra edge if he wins through today? And will his engines be fast enough against top-class opposition?

Dukes teammate Gary Havelock has a tremendous record this season in world final qualifiers and showed his class with a 15-point haul in the pairs final. He would rewrite the record books equalling Freddy Williams' first time championship win of 1947 if he emerges as king of speedway, assuming he clinches a place in his debut showpiece. But there can be no questioning the meticulous preparation and single-minded determination that has made him this year's British and Overseas champion.

Guts as well as full-blooded racing skill are the hallmarks of England's other two semi-finalists. Andy Smith, on loan to Coventry from the Dukes, finished equal sixth in the world final of 1989 to give him a taste of the big-night atmosphere. And Martin Dugard, despite being dogged by injuries in this season, is also bidding for a place in his second final.

**Mike Shaw**

Speedway Correspondent  
Huddersfield Daily Examiner

# The Riders



**ANTAL KOCSO**  
(Hungary)  
Born 22.12.1962

**No 1**  
Debrecen (Hungary)  
Bradford (Britain)  
Stal Gorzow (Poland)  
MC Norden (Germany)



Antal Kocso began racing at 16 with the Debrecen club 130 miles from his home in Szeged. He first came to Britain for the World Pairs Final at Odsal in 1988 where he scored 15 points and impressed Bradford promoters so much that he was offered a contract with the Dukes in 1989.

Repeated trips back to Eastern Europe restricted his scoring that year although he again represented his Country in the Pairs Final, scoring 14 this time at Leszno, Poland.

Toni has finished runner-up in the Hungarian Championship three times, the nearest he's come to winning was 1991 when a blown engine in his last ride deprived him of the title.

He spent two seasons (1988 and 1990) racing in Denmark where he made his only World Final appearance at Vojens in 1988, finishing 11th on 6 points.

A high scoring member of the powerful Stal Gorzow team in Poland this year, Toni owes much of his success to the help, both on and off the track, of his wife Eva and Hungarian team manager Bai Gal Mihaly.

After winning the Continental Semi-Final in Germany, Bradford persuaded him to return to England to strengthen their challenge for Homefire League and Cup honours.

How he qualified:

**Quarter Final:** 2nd (13 pts) at Neustadt (Germany)

**Continental S/F:** 1st (14 pts) at Brokstedt (Germany)

**PIOTR SWIST**  
(Poland)  
Born 20.6.1968

**No 2**  
Stal Gorzow (Poland)  
Eskilstuna (Sweden)

Piotr Swist, currently riding high in the Polish First Division averages, is attempting to qualify for his first World Final today but the fact he is here at all is little short of a miracle.

He was the 'Golden boy' of Polish Speedway in the late 'eighties, winning their Junior Championship three years in succession (1987, 1988 and 1989) as well as finishing second, behind Gary Havelock, in the World Under-21 Championship (then known as the European Junior Championship), in 1987.

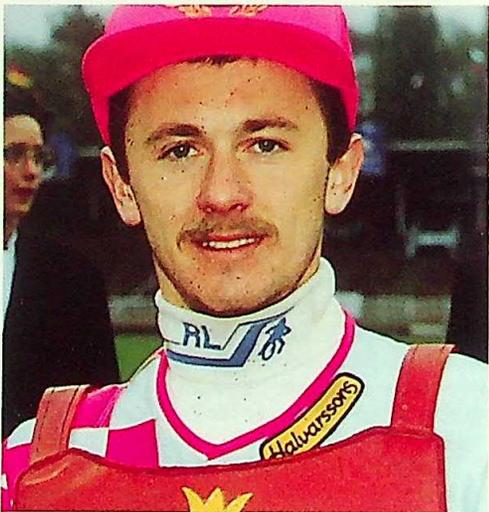
Then he was involved in a horrendous accident riding for his Country in the World Pairs Semi-Final in Austria in 1990, receiving serious back and head injuries. Piotr was in intensive care for some time and, not surprisingly didn't ride again that season. The accident, and one involving Simon Cross a month later, were major factors in the FIM abandoning six man racing in the Pairs.

However, the 24 year-old, who was brought up on shale at Gorzow under the guidance of the Late Edward Jancarz, made a remarkable recovery and finished sixth in the Polish League rankings last season.

He has raced in the Polish Final six times with a best placing of fourth in 1987 and has also appeared three times in the World Pairs Final: 1988 (at Odsal), 1989 (at Leszno) and 1991 (at Poznan).

Piotr has never raced for a British club - he was rumoured to be joining Swindon a couple of years ago but it never materialised. Instead he chose to head north for Sweden where he has been putting in some impressive performances with Eskilstuna this year.

He is regarded as a 'great fighter' on the track and says he likes all kinds of tracks and hopes his experience at Odsal in 1988 will stand him in good stead this afternoon.



How he qualified:

**Quarter Final:** 7th (9pts) at Zielona Gora (Poland)

**Continental S/F:** 5th (10pts) at Miskolc (Hungary)

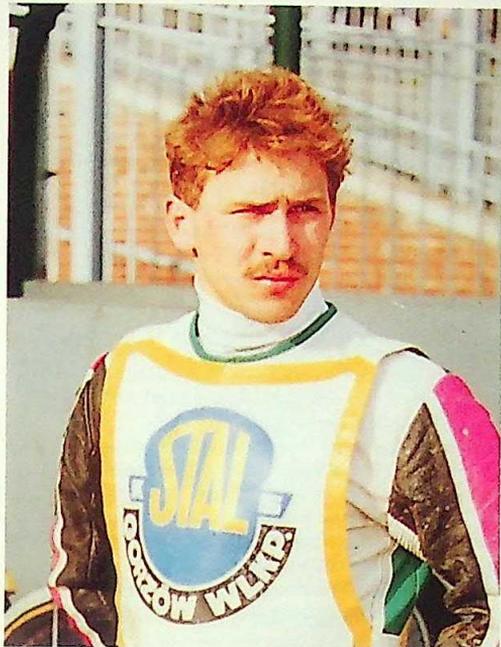


# The Riders

**PIOTR PALUCH**  
(Poland)  
Born 3.9.1970

**No 3**

"Stal" Gorzow  
(Poland)



Piotr Paluch is the surprise qualifier from the Eastern European contingent, but his inclusion in the last 32 speaks volumes for his progress and has "raised a few eyebrows" in Poland.

He attended his first speedway meeting by managing to get through the turnstiles without paying and began racing as soon as he could get a licence at 16. He claims a big early influence on his career was . . . his school teacher!

Piotr broke his thigh very badly in 1989 and missed the entire season as a consequence. But he bounced back the following year and as his confidence grew so did his list of notable scalps, including former World Champion Per Jonsson in one Polish League race last season.

He says he enjoys racing in front of big crowds, describing them as "a sort of extra motivation" and, outside speedway, enjoys playing soccer and swimming.

His greatest achievement to date was qualifying for the World Under-21 Final at Coventry in 1991, where after winning his opening ride, he tailed off to finish 12th.

Today is another great occasion in his life and he can be expected to justify his reputation of "riding full throttle right to the chequered flag".

How he qualified:

**Qualifying Round:** 6th (10pts) at Krsko (Slovenia)

**Quarter Final:** 8th (7pts) at Zielona Gora (Poland)

**Continental SF:** 6th (10pts) at Miskolc (Hungary)

**HENRIK GUSTAFSSON**  
(Sweden)  
Born 14.8.1970

**No 4**

Indianarna (Sweden)  
King's Lynn (Britain)

Henrik Gustafsson came to Bradford for the World Final in September 1990 as the hottest prospect in speedway. He disappointed no-one and at the interval the then 20 year-old was sensationally joint leader on 8 points. Victory at his first attempt was not to be but the young Gustafsson had arrived and, after declining many offers to join British clubs, was finally captured by King's Lynn at the beginning of 1991.

One of the most exciting riders in the World, Henrik's visits to Odsal have always been fruitful and his 16 points from 6 starts in the Sunbrite League match last year included three comprehensive victories over the Keyline Dukes' Gary Havelock - an almost unprecedented feat.

Henrik has topped the Swedish League averages for most of this season despite missing several meetings through a broken wrist.

Because of the injury, he was seeded directly through to the Nordic Final where he was one of four riders to qualify after a complicated series of run-offs to decide 6th to 10th positions.

Missed out at this stage of the World Championship last year when scoring only 8 at Rovno in the Ukraine and losing a run-off with compatriot Michael Blixt for the reserve spot.



How he qualified:

**Swedish rounds:** seeded through due to injury.

**Nordic Final:** 8th (9 pts) at Elgane (Norway)

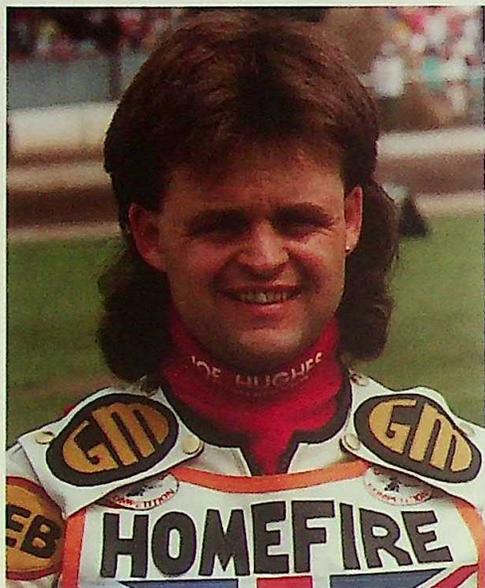
# The Riders



**ANDY SMITH**  
(Great Britain)  
Born 25.5.1966

**No 5**

Coventry (Britain)  
Polonia Bydgoszcz  
(Poland)



No-one was happier than Andy Smith when the Semi-Final draw sent him to Bradford. There are few tracks the 26 year-old Yorkshireman relishes riding more.

He began his career as a 16 year-old at the now defunct, and much mourned, Hyde Road circuit in Manchester where he revelled in the big sweeping bends and was an instant sensation. However, when Belle Vue moved to their present home at Kirkmanshulme Lane, Andy never really settled in his new, much smaller surroundings. In 1989 he transferred across the Pennines to Bradford where he took an instant liking to Odsal and the West Yorkshire faithful took an equal liking to him.

After two successful seasons Andy failed to agree terms with the Bradford management and went out on loan to Swindon. But his season was cut short by a horrendous crash, riding for England in the first Test against the USA at Odsal, in which he suffered a broken neck.

Now thankfully recovered he is riding, still on loan, with high flying Coventry as well as Polish-League pace setters Polonia Bydgoszcz.

Also one of Britain's finest grasstrack exponents, his only World Final appearance to date was in 1989 at Munich where he finished an impressive joint sixth on 10 points. How he qualified:

**British S/F:** 4th (10 pts) at Cradley Heath (England)

**British Final:** 3rd (11 pts) at Coventry (England)

**Commonwealth Final:** 10th (7 pts) at King's Lynn (England)

**Overseas Final:** 5th (10 pts) at Coventry (England)

**PER JONSSON**  
(Sweden)  
Born 21.3.1966

**No 6**

Getingarna (Sweden)  
Reading (Britain)  
Apator Torun (Poland)

Per Jonsson is the only previous World Champion left in the competition and his finest hour came here at Odsal in 1990, when he defeated American Shawn Moran in a run-off after both riders had tied on 13 points.

Last year, in front of his own supporters in Gothenburg, he could manage only 7 points in defence of his crown but it was a rare failure in a career littered with good performances in big meetings.

He was European Junior Champion at 19 and made his World Final debut two years later finishing fifth in Amsterdam. In 1988, at Vojens in Denmark, he was again fifth and added the Champions Cup to his silverware collection.

Per scored 14 points in the World Pairs Final 3 weeks ago to help Sweden finish third.

His appearances for British club Reading have been interrupted on two occasions, in 1989 and 1991 when he opted to remain at home.

Swedish Champion three years in succession (1986, 1987 and 1988) Per is regarded as a quiet man away from the track but a very forceful rider on it. Today is his first visit to Odsal since he helped Reading win the 2-legged Speedway Star Cup Final in October 1990, the year they also took the League Championship.

He is currently averaging around 10 points per meeting in all three countries where he rides regularly.



How he qualified;

**Swedish Rounds:** 1st Place

**Nordic Final:** 2nd (10pts) at Elgane (Norway)



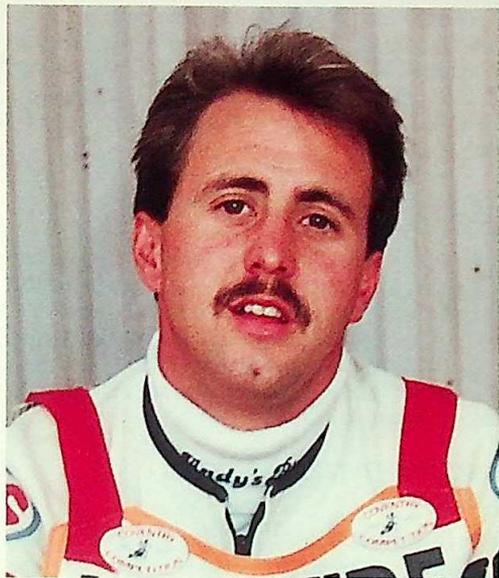
# The Riders

**RONNIE CORREY**  
(USA)  
Born 8.11.1966

Wolverhampton (Britain)  
**No 7** Bysarna (Sweden)

**BOHUMIL BRHEL**  
(Czechoslovakia)  
Born 10.6.1965

Red Star Prague  
(Czechoslovakia)  
**No 8** King's Lynn (Britain)  
Stal Gorzow (Poland)



This is only Ronnie Correy's second meeting in this year's Championship yet, courtesy of the current qualifying system, he is only five rides away from his fourth consecutive World Final.

He made it through the Overseas Final despite an uncharacteristic fall in his opening ride, having been one of the five riders nominated by the USA authorities to contest the World Championship.

Fast starting Correy joined his one and only British club Wolverhampton in 1987 and soon developed into a prolific scorer. He made his World Final debut in 1989 but broke his wrist prior to the meeting. He insisted on taking part just for the experience and scored 4 points.

He was back again, here at Odsal, a year later but at the time had a pet hate for the track and had, by his own admission, a nightmare managing only 2 points.

Recent visits to Bradford have been happier for 'Rocket Ronnie'; "I'm better on bigger tracks now. I used to ride them just like short ones but have learnt to go a bit wider and keep the revs up."

He scored 6 at Ullevi, Gothenburg in the last year's Final and was a major part of Wolves' Championship winning side.

The 25 year-old from California currently averages around ten in both British and Swedish Leagues and last month was part of the USA squad that took the World Pairs title.

How he qualified:

**USA nomination:**

**Overseas Final:** 9th (8 pts) at Coventry (England)

One of six Czechoslovakians left in this year's title race, Bo Brhel had an impressive start to his racing career which began as a 17 year-old at Brezolupy.

He won his National Junior Championship in 1985 and finished fourth in European Under-21 Final, at Rovno in the Ukraine, the following year.

His only World Final was at the Olympic Stadium, Munich in 1989 where he managed just one point. However Bo was brought to England by King's Lynn shortly after and has developed into an integral part of the Barum Stars Championship-chasing side.

Runner-up in the Czechoslovakian Championship last year, he has represented his Country in the World Pairs Final twice, in 1989 and 1991.



How he qualified:

**Quarter Final:** 2nd (13 pts) at Zarnovica (CIS)

**Continental S/F:** 3rd (9 pts) at Brokstedt (Germany)

# The Route to Odsal



## **AUSTRALIAN FINAL NORTH ARM, ADELAIDE**

Leigh Adams 14, Shane Parker 13, Mark Carlson 11, Jason Lyons 10, Glenn Doyle 10, Tony Langdon 10, Craig Boyce 8, Mick Poole 8, Craig Hodgson 8, David Cheshire 7, Troy Butler 6, Rod Colquhoun 6, Michael Carter 5, Glen Baxter 2, Kelvin Willis 0, Todd Wiltshire 0.

## **NEW ZEALAND FINAL NAPIER**

Gary Allan 15, Mark Thorpe 14, Paul Atkins 13, Chris Martin 10, John Roberts 9, Mark Jamieson 9, Travon Chapman 9, Mike Wilson 9, Steve Mudgeway 6, Barry Free 6, Dean Sullivan 6, Glen Sole 5, Robbie Price 4, Rhys Hamburger 3, Dan Ormsby 0, Justin Monk 0.

## **HOMEFIRE BRITISH FINAL COVENTRY**

Gary Havelock 13, Martin Dugard 13, Andy Smith 11, Paul Thorp 10, Kelvin Tatum 10, Chris Louis 9, Marvyn Cox 9, Simon Wigg 7, Mark Loram 7, David Mullett 6, Dean Barker 6, Sean Wilson 5, Graham Jones 4, Jeremy Doncaster 4, Joe Screen 4, Alun Rossiter 1.

## **ANCIT COMMONWEALTH FINAL KING'S LYNN**

Kelvin Tatum 11, Mark Thorpe 11, Gary Havelock 11, Marvyn Cox 10, Martin Dugard 9, Mitch Shirra 9, Simon Wigg 8, Paul Thorp 8, Jason Lyons 8, Andy Smith 7, Shane Parker 6, Mark Loram 6, Chris Louis 5, Leigh Adams 5, David Mullett 5, Mark Carlson 1.

## **AMERICAN FINAL**

No American Final was staged in 1992 instead the American Motorcycling Association seeded five riders directly to the Homefire Overseas Final. They were Ronnie Correy, Sam Ermolenko, Mike Faria, Billy Hamill, Rick Miller.

## **NORDIC FINAL ELGANE, NORWAY**

Tony Rickardsson 12, Per Jonsson 10, Brian Karger 10, John Jorgensen 10, Jimmy Nilsen 10, Gert Handberg 9, Tommy Knudsen 9, Henrik Gustafsson 9, Einar Kyllingstad 9, Peter Nahlin 9, Lars Gunnestad 8, Hans Nielsen 6, Claus Jacobsen 4, Vesa Ylinen 3, Peter Ravn 0, Juha Moksunen 0.

## **CONTINENTAL SEMI FINAL (ONE) BROKSTEDT, GERMANY**

Antal Kocso 14, Robert Nagy 12, Bohumil Brhel 9, Gerd Riss 8, Jozsef Petrikovics 8, Petr Vandirek 8, Miroslav Kowalik 8, Robert Sawina 8, Vladimir Kalina 7, Borivoj Hadek 6, Tomasz Gollob 6, Armando Castagna 6, Jacek Krzyzaniak 5, Valentino Furlanetto 5, Jaroslav Olszewski 5, Oleg Kurkuskin 4.

## **CONTINENTAL SEMI FINAL (TWO) MISKOLC, HUNGARY**

Zdenek Tesar 11, Salwomir Drabik 11, Roman Matousek 11, Antonin Kasper 11, Piotr Swist 10, Zdenek Schneiderwind 10, Piotr Paluch 10, Mikhail Starostin 9, Zoltan Hajdu 8, Vaclav Milik 8, Zsolt Boszormenyi 7, Laszlo Bodi 3, Andrzej Huszcza 3, Karel Trusa 3, Zoltan Adorjan 2, Jacek Wozniak 1.

## **HOMEFIRE OVERSEAS FINAL COVENTRY**

Gary Havelock 13, Mitch Shirra 12, Kelvin Tatum 11, Sam Ermolenko 10, Andy Smith 10, Martin Dugard 9, Jason Lyons 9, Rick Miller 8, Ronnie Correy 8, Marvyn Cox 7, Shane Parker 7, Mike Faria 5, Billy Hamill 4, Paul Thorp 3, Mark Thorpe 3, Simon Wigg 1.

## **DANISH QUALIFIERS FOR NORDIC FINAL**

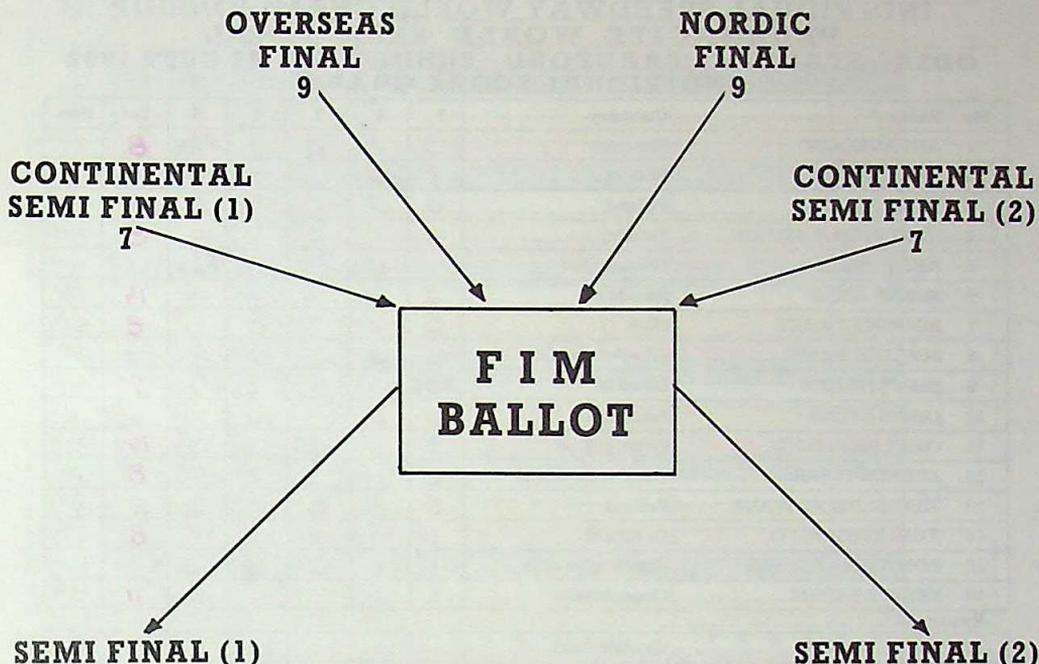
Two qualifying rounds were held at Uhre and Holsted. Top scoring from these meetings were GERT HANDBERG, BRIAN KARGER, JOHN JORGENSEN, TOMMY KNUDSEN, CLAUS JACOBSEN and PETER RAVN. Because of injury HANS NIELSEN was seeded directly to the Nordic Final.

## **SWEDISH QUALIFIERS FOR NORDIC FINAL**

A series of three meetings resulted in PER JONSSON, TONY RICKARDSSON, JIMMY NILSEN, PETER NAHLIN and JORGEN JOHANSSON qualifying for the Nordic Final. They were joined by HENRIK GUSTAFSSON who because of injury was seeded through to Nordic Final.



# The Route to Odsal



## BRADFORD

- 1 ANTAL KOCSO, ..... HUNGARY
- 2 PIOTR SWIST ..... POLAND
- 3 PIOTR PALUCH ..... POLAND
- 4 HENRIK GUSTAFSSON ..... SWEDEN
- 5 ANDY SMITH ..... GREAT BRITAIN
- 6 PER JONSSON ..... SWEDEN
- 7 RONNIE CORREY ..... USA
- 8 BOHUMIL BRHEL ..... CZECHOSLOVAKIA
- 9 JIMMY NILSEN ..... SWEDEN
- 10 JASON LYONS ..... AUSTRALIA
- 11 GARY HAVELOCK ..... GREAT BRITAIN
- 12 ZDENEK TESAR ..... CZECHOSLOVAKIA
- 13 MIROSLAW KOWALIK ..... POLAND
- 14 JOHN JORGENSEN ..... DENMARK
- 15 ROMAN MATOUSEK ..... CZECHOSLOVAKIA
- 16 KELVIN TATUM ..... GREAT BRITAIN
- RES MARVYN COX ..... GREAT BRITAIN
- RES ROBERT SAWINA ..... POLAND

## WIENER NEUSTADT

- 1 MARTIN DUGARD ..... GREAT BRITAIN
- 2 SAM ERMOLENKO ..... USA
- 3 MITCH SHIRRA ..... NEW ZEALAND
- 4 EINAR KYLLINGSTAD ..... NORWAY
- 5 RICK MILLER ..... USA
- 6 ZDENEK SCHNEIDERWIND ..... CZECH
- 7 PETR VANDIREK ..... CZECHOSLOVAKIA
- 8 TONI KASPER ..... CZECHOSLOVAKIA
- 9 SLAWOMIR DRABIK ..... POLAND
- 10 TOMMY KNUDSEN ..... DENMARK
- 11 BRIAN KARGER ..... DENMARK
- 12 TONY RICKARDSON ..... SWEDEN
- 13 GERT HANDBERG ..... DENMARK
- 14 JOZSEF PETRIKOVICS ..... HUNGARY
- 15 ROBERT NAGY ..... HUNGARY
- 16 GERD RISS ..... GERMANY
- RES PETER NAHLIN ..... SWEDEN
- RES MIKHAIL STAROSTIN ..... C.I.S.

The top eight scoring riders from each of the Semi Finals will qualify for the World Individual Final being staged at Wroclaw, Poland on Saturday, August 29th

# Phurnacite Semi-Final



## INDIVIDUAL SPEEDWAY WORLD CHAMPIONSHIP PHURNACITE WORLD SEMI FINAL ODSAL STADIUM · BRADFORD · SUNDAY 9th AUGUST 1992 INDIVIDUAL SCORE CHART

No	Rider	Country	1	2	3	4	5	Tot	Pos
1	ANTAL KOCSO	Hungary	3	2	0	3	F/Ex	8	9th
2	PIOTRSWIST	Poland	1	0	1	0	0	2	15th
3	PIOTR PALUCH	Poland	0	0	0	1	0	1	16th
4	HENRIK GUSTAFSSON	Sweden	2	2	2	1	1	8	8th
5	ANDY SMITH	Great Britain	1	0	3	3	F/Ex	7	11th
6	PERJONSSON	Sweden	2	3	3	3	3	14	1st
7	RONNIE CORREY	USA	0	2	3	0	3	8	5th
8	BOHUMIL BRHEL	Czechoslovakia	3	0	1	1	3	8	10th
9	JIMMY NILSEN	Sweden	FELL	3	3	2	1	9	6th
10	JASON LYONS	Australia	1	2	1	0	1	5	12th
11	GARY HAVELOCK	Great Britain	3	3	2	3	3	14	2nd
12	ZDENEK TESAR	Czechoslovakia	2	1	2	2	1	8	7th
13	MIROSLAW KOWALIK	Poland	0	1	0	2	2	5	13th
14	JOHN JORGENSEN	Denmark	2	1	2	1	2	8	5th
15	ROMAN MATOUSEK	Czechoslovakia	1	1	0	0	0	2	14th
16	KELVIN TATUM	Great Britain	3	3	1	2	2	11	3rd

Reserves										
17	MARVYN COX	Great Britain								
18	ROBERT SAWINA	Poland								

Track Reserves										
19	PAUL THORP	Great Britain								
20	SEAN WILSON	Great Britain								

WHAT THE SCORE CHART TELLS YOU: Riders will wear the number indicated far left of the score chart on the back of their race-jackets throughout the meeting and these numbers are indicated in the heat details that follow under the heading number. Should any rider withdraw before completing his first race then his place will be taken by the reserve (No. 17 or 18). All riders shall have five rides and score 3 points for a win, 2 points for a second place, 1 point for third place and 0 points for fourth or if they fail to finish. Starting positions are indicated by helmet colours - red (inside), blue (lane two), white (lane three), yellow (outside). Reserves numbered 17 and 18 can take over all the programmed rides of any rider who withdraws before the end of his first race and in that case can qualify for the next stage. Once all riders have completed one ride local track reserves will be used and their points do not count in final placings.

Heat	No	Col	Rider	Replacement	Remarks	Pts	Time
1	1	R	ANTAL KOCSO			3	59.9
	2	B	PIOTRSWIST			1	
	3	W	PIOTR PALUCH			0	
	4	Y	HENRIK GUSTAFSSON			2	
2	5	R	ANDY SMITH			1	59.9
	7	B	RONNIE CORREY			0	
	6	W	PERJONSSON			2	
3	8	Y	BOHUMIL BRHEL			3	60.0
	10	R	JASON LYONS			1	
	11	B	GARY HAVELOCK			3	
4	9	W	JIMMY NILSEN			FELL	59.0
	12	Y	ZDENEK TESAR			2	
	18	R	ROMAN MATOUSEK			1	
	14	B	JOHN JORGENSEN			2	
5	16	W	KELVIN TATUM			3	59.0
	13	Y	MIROSLAW KOWALIK			0	
	13	R	MIROSLAW KOWALIK			1	
6	1	B	ANTAL KOCSO			2	59.9
	5	W	ANDY SMITH			0	
	9	Y	JIMMY NILSEN			3	

Heat	No	Col	Rider	Replacement	Remarks	Pts	Time
6	14	R	JOHN JORGENSEN			1	59.3
	10	B	JASON LYONS			2	
	2	W	PIOTRSWIST			0	
	6	Y	PERJONSSON			3	
7	11	R	GARY HAVELOCK			3	59.6
	15	B	ROMAN MATOUSEK			1	
	7	W	RONNIE CORREY			2	
8	3	Y	PIOTR PALUCH			0	59.0
	4	R	HENRIK GUSTAFSSON			2	
	8	B	BOHUMIL BRHEL			0	
9	12	W	ZDENEK TESAR			1	58.7
	16	Y	KELVIN TATUM			3	
	6	R	PERJONSSON			3	
10	16	B	KELVIN TATUM			1	59.7
	1	W	ANTAL KOCSO			0	
	11	Y	GARY HAVELOCK			2	
11	12	R	ZDENEK TESAR			2	60.3
	5	B	ANDY SMITH			3	
	15	W	ROMAN MATOUSEK			0	
12	2	Y	PIOTRSWIST			1	59.6
	8	R	BOHUMIL BRHEL			1	
	9	B	JIMMY NILSEN			3	
13	3	W	PIOTR PALUCH			0	59.9
	14	Y	JOHN JORGENSEN			2	
	13	R	MIROSLAW KOWALIK			0	
14	4	B	HENRIK GUSTAFSSON			2	59.5
	10	W	JASON LYONS			0	
	7	Y	RONNIE CORREY			3	
15	7	R	RONNIE CORREY			0	60.1
	12	B	ZDENEK TESAR			2	
	14	W	JOHN JORGENSEN			1	
16	1	Y	ANTAL KOCSO			3	60.0
	2	R	PIOTRSWIST			0	
	13	B	MIROSLAW KOWALIK			2	
17	8	W	BOHUMIL BRHEL			1	60.4
	11	Y	GARY HAVELOCK			3	
	16	R	KELVIN TATUM			2	
18	3	B	PIOTR PALUCH			1	59.3
	10	W	JASON LYONS			0	
	5	Y	ANDY SMITH			3	
19	9	R	JIMMY NILSEN			2	59.6
	6	B	PERJONSSON			3	
	4	W	HENRIK GUSTAFSSON			1	
20	15	Y	ROMAN MATOUSEK			0	60.0
	1	R	ANTAL KOCSO			F/Ex	
	8	B	BOHUMIL BRHEL			3	
21	15	W	ROMAN MATOUSEK			0	59.6
	10	Y	JASON LYONS			3	
	9	R	JIMMY NILSEN			1	
22	2	B	PIOTRSWIST			0	59.3
	7	W	RONNIE CORREY			3	
	16	Y	KELVIN TATUM			2	
23	3	R	PIOTR PALUCH			0	59.6
	12	B	ZDENEK TESAR			1	
	13	W	MIROSLAW KOWALIK			2	
24	6	Y	PERJONSSON			3	60.0
	5	R	ANDY SMITH			F/Ex	
	14	B	JOHN JORGENSEN			2	
25	11	W	GARY HAVELOCK			3	60.0
	4	Y	HENRIK GUSTAFSSON			1	
	11	W	GARY HAVELOCK			3	

I · N · T · E · R · V · A · L I · N · T · E · R · V · A · L I · N · T · E · R · V · A · L

Heat	No	Col	Rider	Replacement	Remarks	Pts	Time
13	7	R	RONNIE CORREY			0	59.9
	12	B	ZDENEK TESAR			2	
	14	W	JOHN JORGENSEN			1	
14	1	Y	ANTAL KOCSO			3	59.5
	2	R	PIOTRSWIST			0	
	13	B	MIROSLAW KOWALIK			2	
15	8	W	BOHUMIL BRHEL			1	60.1
	11	Y	GARY HAVELOCK			3	
	16	R	KELVIN TATUM			2	
16	3	B	PIOTR PALUCH			1	60.0
	10	W	JASON LYONS			0	
	5	Y	ANDY SMITH			3	
17	9	R	JIMMY NILSEN			2	60.0
	6	B	PERJONSSON			3	
	4	W	HENRIK GUSTAFSSON			1	
18	15	Y	ROMAN MATOUSEK			0	60.4
	1	R	ANTAL KOCSO			F/Ex	
	8	B	BOHUMIL BRHEL			3	
19	15	W	ROMAN MATOUSEK			0	59.3
	10	Y	JASON LYONS			3	
	9	R	JIMMY NILSEN			1	
20	2	B	PIOTRSWIST			0	59.6
	7	W	RONNIE CORREY			3	
	16	Y	KELVIN TATUM			2	
21	3	R	PIOTR PALUCH			0	59.6
	12	B	ZDENEK TESAR			1	
	13	W	MIROSLAW KOWALIK			2	
22	6	Y	PERJONSSON			3	60.0
	5	R	ANDY SMITH			F/Ex	
	14	B	JOHN JORGENSEN			2	
23	11	W	GARY HAVELOCK			3	60.0
	4	Y	HENRIK GUSTAFSSON			1	
	11	W	GARY HAVELOCK			3	

1st Run-off for 3th places R. BOHUMIL BRHEL  
B. HENRIK GUSTAFSSON  
Y. PERJONSSON  
2 59.2

# The Run Offs



In the event of a tie on points for any of the first three places or for the eighth qualifying or reserve positions there shall be a run off between the riders involved. Starting positions will be drawn by ballot.

2nd RUN OFF for Eighth Qualifying or Reserve place in World Final					
Heat	No	Col	Riders	Pts	Time
21		R	Ronnie CORREY	3	59.5
		B	Antal KOCSO	2	
		W	Sam TESAR	1	
		Y			
RUN OFF for Third Place to determine medal and trophy)					
22		R	Bo BRHEL	F/EX	
		B	Hennik GUSTAFSSON	2	
		W	Antal KOCSO	Fell	
		Y	Sam TESAR	3	61.7
RUN OFF for First and Second Place (to determine the semi-final winner)					
23		R	Gary HAVELOCK	2	
		B			
		W	Per JONSSON	3	59.5
		Y			

## PRESENTATIONS

The winner, runner-up and third placed rider in today's Phurnacite Semi Final will receive medals and awards from sponsors **COAL PRODUCTS LIMITED**

The presentations will be made by Mr Bob Ellis the Managing Director of **COAL PRODUCTS LIMITED** accompanied by Mrs Caroline Braddick, Publicity and Promotions Manager.

Once again many thanks go to **COAL PRODUCTS LIMITED** for their continued support of British Speedway

## ACKNOWLEDGEMENTS

Pre-meeting entertainment by **WARBURTONS BAND**

Parade vehicles courtesy of **COCKHILL MOTORS** Halifax

**HOLMEWARD CAR SALES** Halifax and **BRAMHALL** Bradford

Centre Green flower displays supplied by **BRADFORD METRO COUNCIL**

Riders baskets of fruit and flowers from **FRESH and FRUITY** Bradford

**HALIFAX SCALE COMPANY**

**OVENDEN PRINTING COMPANY** Halifax

Many thanks to Mr Maurice Ducker, Chief Executive of the B.S.P.A. and fellow members for their help on the day.

Today's programme designed and edited by Terry Warren (Bradford Speedway). Contributors, Keith McGhie (Speedway Mail International), John Skelly (BBC Radio Leeds), Mike Shaw (Huddersfield Examiner), Marek Sliperski (Polish Correspondent), Eric Boocock, Barry Briggs. Photographs supplied by R.T.M. Photographic, Marek Smyla, John Hall and Telegraph and Argus.

Front Cover design by Gregory/Ellis, Martin & Partner Ltd., London

Programme printed by **PENNINE PRINTING SERVICES LTD.**, Halifax

Programme photaset by **CALDERDALE TYPESETTING LTD.**, Halifax

Of course no meeting here at Odsal is staged without the help of our band of enthusiastic helpers who, rain or shine, turn up to do the one hundred and one jobs necessary in making Odsal Stadium the number one venue in British Speedway. Thanks go to each and every one of them.

Don't miss out on all the latest news, fixtures and results

**Ernie Hancock's  
Speedway Hotline**

**0891 800 611**

**Peter Oakes'  
Speedway Newsline**

**0891 800 690**

Official BSPA Phonesport Information service. Calls charged at 48 p min peak, 36p min off peak.



# Coal Products Limited

Our friends from Coal Products Limited have been one of the longest serving sponsors of speedway racing in Great Britain. Their valuable backing in 1992 includes both domestic leagues, all the major world championship events including today's PHURNACITE semi-final, and of course the England international squad. Their trade names of ANCIT, HOMEFIRE, SUNBRITE and PHURNACITE have become part and parcel of the speedway scene and indeed would be included in any A-Z of British Speedway. The sport has benefitted enormously from the sponsorship agreement and it is hoped that Coal Products Limited have found the experience a rewarding one also.

The story of the association between C.P.L. and speedway begins in the early 1980's when New Zealand champion Mitch Shirra, then riding for Coventry, approached local coal merchants with regards some form of personal sponsorship. That initial approach blossomed into a long connection between Mitch Shirra and the then named National Smokeless Fuels, a connection that still exists today. Mitch earned the nickname 'Sunbrite Kid' and he will be carrying the C.P.L. name in next weekend's second world semi-final in Austria.

The 1985 World Individual final was allocated to England and with Wembley Stadium fading from the speedway calendar a new venue had to be found for the sports premier event. The re-developed Odsal Stadium fitted the bill and four major International meetings were planned for the new Bradford track. They were a World Team Cup qualifier, the World Pairs Semi-Final, the Overseas Final and the World Final itself. The next stage was to find a sponsor for the meetings and National Smokeless Fuels responded to the initial approach from the Speedway Control Board and the SUNBRITE name was added to all the Odsal events. Winning the Sunbrite World Team Cup Qualifying Round were England with Kenny Carter, Kelvin Tatum, Jeremy Doncaster and Phil Collins. The USA represented by Shawn Moran and Bobby Schwartz headed the qualifiers from the Sunbrite World Pairs semi-final. The Sunbrite Overseas Final was decided by a run off with Shawn Moran defeating Kenny Carter. Yet another deciding race was needed to separate the top three in the Sunbrite World Individual Final, Erik Gunderson retained his world crown by defeating Hans Nielsen and Sam Ermolenko.

In March the following year the SUNBRITE name was added to the National team and the SUNBRITE LIONS were born. Giving notice of their future intentions N.S.F. also announced that two test series against Denmark and the USA would be staged under the SUNBRITE banner, this in addition to backing the Commonwealth Overseas and Inter Continental Finals of the World Championships.

Involved in the negotiations with N.S.F. were newly appointed England team managers Eric Boccock and Colin Pratt. With a lot of backing from the B.S.P.A. Eric and Colin

discussed at length with the N.S.F. publicity department their ideas of further sponsorship. So successful has this arrangement proved that Eric and Colin now represent the B.S.P.A. on any negotiations with Coal Products Limited regarding sponsorship issues. As Eric points out, "Because they are nice people it has always been a pleasure to do business with them. Initially they came into speedway sponsorship for the publicity just like every other company does, but now they are keen fans."

The next stage down the sponsorship road for N.S.F. was individual rider backing and this they launched in the spring of 1988. The riders who benefitted were Simon Wigg (then England Captain) - ANCIT, Jeremy Doncaster - PHURNACITE, Simon Cross - BAR-Q, Martin Dugard - HOMEFIRE and Sean Wilson - SUNBRITE.

Success for the England Sunbrite Lions has not been easy to come by, the highlight was undoubtedly the World Team Cup victory here at Odsal in 1989, despite the meeting being overshadowed by Erik Gunderson's accident. However it has not been all lows on the England front and Coal Products Limited have been pleased to continue their association with the national team and with their on-going backing for the major international events the future looked bright.

When the current season dawned C.P.L. launched a unique financial package, if any British rider wins the World Under 21 Final or the World Individual Championship he will receive from C.P.L. a cheque for £10,000. Joe Screen, Mark Loram and David Norris contest the final of the World Under 21 Championship in Poffenhofen, Germany on Sunday 23 August and of course Martin Dugard, Gary Havelock, Andy Smith and Kelvin Tatum are still on the World Championship trail. If British riders take both titles then the two World Champions will share a further £30,000 bonus between them all courtesy of Coal Products Limited.

The Sunbrite name was replaced by HOMEFIRE as far as the two leagues were concerned and the England team became the Homefire Lions. On the individual rider front C.P.L. continued their backing with Simon Cross - HOMEFIRE, Jeremy Doncaster - PHURNACITE, Martin Dugard - HOMEFIRE, Mitch Shirra - SUNBRITE, Kelvin Tatum - SUNBRITE and Simon Wigg - ANCIT.

C.P.L. Managing Director John Taylor said: "I know there has been a great deal of speculation as to whether C.P.L. were going to continue sponsorship of the sport in 1992 and I would be less than honest if I tried to deny that this was the subject of lengthy discussions during the winter. We did indeed look into other areas for our sports sponsorship but nowhere else could we find a sport that would give us the value for money, excitement and affinity that speedway gives us. We know that speedway is and always will be a family sport and that gives us the ideal audience for advertising our family of products."

## NOTICE

**WARNING:** Motor sports are dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the stadium and the owners and drivers of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders. In no circumstances will any money be refunded. Betting is absolutely prohibited at this meeting. The management reserve the right to make alterations or additions to the programme.

In the event of the Phurnacite Semi Final being postponed prior to the sixth heat for whatever reason, re-admission tickets issued at the turnstiles on entry will be valid for the re-run dates of MONDAY 10th AUGUST 1992 or TUESDAY 11th AUGUST 1992.

In no circumstances will any money be returned. Right of admission reserved. Betting strictly prohibited.

# World Championship Reflections



One of the great pleasures of sitting in the Announcers Box, week in and week out, is that it gives me the chance to get out my own soap-box and express the Supporters point of view – one which the professional pundits do try to get over but, with respect, don't always succeed in doing.

I know that there is a view, strongly held in some quarters, that our Speedway Publications (it's not really fair to call them 'Comics') contain too much Politics and not enough about the personalities of the riders who risk their lives to entertain us, the Supporters. I take no sides in that argument but this is a place and time where Speedway Politics cannot be ignored.

So let me start by congratulating the FIM for taking notice of those of us who have said for a long time that the system of qualifying for the Individual World Final needed re-thinking. Last year we saw for the first time the current system of throwing all the last 32 names into a hat and drawing them into two Semi-Finals. That, by general agreement, was much better than the former arrangement whereby the Intercontinental Final produced 11 of the top riders in the World and the Continental Final produced 5 European riders who in general (and I mean them no disrespect) had no chance in the Final.

This way any Semi-finalist from the two Continental Finals who qualifies for the Final itself does so on merit and fully deserves to be there, having won his place in free competition against the rest of the World's best riders.

This system has to be the best but what a pity that this year the Semi-final draw was made on Danish Television on a Wednesday evening, not Broadcast live as we had been led to expect (probably because on that evening Danish Television was naturally much more concerned about the progress of the Danish Football Team in the European Championships) but only published on the following Sunday, by which time odd details had leaked. Here in Bradford we were absolutely delighted to see our own riders drawn into this Semi-final but had the draw actually been seen live on the 'Box' those who somewhat cynically suggested that riders had been seeded rather than drawn here would have been proved totally wrong.

What a pity, too, that both Semi-finals are held on two consecutive weekends instead of both

on the same day. Perhaps the FIM have the same problems as our Soccer officials have in arranging the FA Cup Semi-finals – each to be live on TV?

While I'm congratulating the FIM let's also applaud them for their decision not to make the draw for the Final until AFTER both Semi-finals have been held, thus obviating the possibility that riders might race for qualifying positions instead of to win!

Where I personally have some doubts still about the qualifying rounds for the World Final is the greater emphasis which they seem to put on providing European (by which I mean those who come from the Continental rounds) qualifiers at what appears to be the expense of the British, American, Australasian and Scandinavian riders.

I admit to British bias. Consider, though, that after going through their own qualifying rounds, ten British Riders qualify from the British Final. After that they meet 6 Australasians in the Commonwealth Final (and 6 from Australasia surely doesn't seem many to an Australian or New Zealand Supporter). Then, those who are left are joined by 5 Americans in the Overseas Final (and perhaps the Americans are entitled to think that 5 is not a large number of qualifiers – although after the well publicised complications of actually deciding on American qualifiers this year I might have to be a little careful.

It's quite a watering-down process. I don't profess to know the answer but with seven riders qualifying for the Semi-finals from each of two



Current World Champion Jan O. Pedersen

(Photo courtesy John Hall)



## World Championship Reflections

Continental Finals there does seem to be a little imbalance which perhaps could be considered for later years. I did suggest some two years ago a system which would have guaranteed eight British riders a place in the semi-finals along with eight Scandinavians, eight Continental Europeans and eight from the Pacific (USA and Australasia combined) but that could equally well be regarded as moving the balance too far the other way.

Then again, how much longer can we expect the present World Championship to remain? We read regular reports which suggest that the FIM are still strongly in favour of changing to a Grand Prix system. The suggested way of running Grand Prix matches has been published and, indeed, tried in this Country at an Individual meeting. Standing very much on my personal soap-box and, I believe, writing on behalf of the vast majority of Speedway Supporters in this country (I emphasise Supporters – I know that Promoters have their doubts but they are able to speak for themselves) I have to say that I hope very much that the traditional World Speedway Championship remains as it is and that a Grand Prix system is not developed.

I recognise the many arguments in favour of a Grand Prix. We are told that Television exposure is guaranteed if a Grand Prix series is established. Will that Television exposure be world wide? Will we be able to watch it without having to go to the expense of buying satellite TV if we haven't got it already? Do we have any guarantee that if a Grand Prix series is televised by Satellite we won't have to subscribe to 'Pay-by-View' systems to watch it?

Of course these answers are not available at present but I hope the FIM will recognise the genuine fears of those who love the sport.

If a Grand Prix does take the place of the present World Championship, why do we need to have a new match format? The great beauty of the present 20-heat formula for 16-rider matches is that (a) each rider meets each of his opponents once and (b) in each race he changes Gate positions. No rider races against another more than once and the rider who emerges at the end of the meeting with most points is the one who has ridden better than all his opponents.

Not only that but the Supporters are satisfied as well. They have seen each rider five times in

races spread over the whole meeting. And because the races are well spread throughout the 20 heats, each rider is affected equally by changing track conditions during the meeting. As I understand the proposed Grand Prix format a rider who is seeded does not appear until the later stages of the racing. If that is the case it seems unfair to his supporters and, perhaps, also to the rider himself.

But all this is still in the realms of speculation. Speedway in this country is again undergoing its usual annual Crisis and there are calls for a massive review and reorganisation. All those of us who sit on the Supporters side of the fence, together with the professional journalists whose own livelihood is much intertwined with the general livelihood of the sport, are convinced that we know just what is needed to improve Speedway.

Let's rewrite the rule-book, reduce riders pay, promote the sport better, put more dirt on tracks, slow down the bikes to get better, safer racing, abolish 'micky-mouse' competitions, go back to the old match formulas, scrap reserve league racing, bring back the old second halves, get rid of shale and bring back cinders, introduce enforced leg-trailing on 6" deep tracks . . . I could keep on going backwards, like so many of the ideas which are appearing in print, when we should really be looking forwards.

What the FIM are doing in considering a Grand Prix system is a genuine attempt to revitalise the sport, just as promoters in this country are seeking ways to revitalise domestic competition. The trouble is that all of us Supporters with ever-greying hair are deeply conservative (with a small 'c' – not necessarily the political kind) and don't want to see radical change. Having accepted and understood the motives of those who look for change I make again the impassioned plea: PLEASE, PLEASE, PLEASE LEAVE OUR WORLD CHAMPIONSHIP ALONE – WE LIKE IT AS IT IS!

And having said that, let's hope for a superb Semi-final today. We in this Box will do our best to make it interesting and entertaining for you and from here on it's up to the lads on the Track.

**John Skelly**  
Speedway Correspondent  
BBC Radio Leeds

# The Riders



**JIMMY NILSEN**  
(Sweden)  
Born 19.11.1966

**No 9**

Getingarna (Sweden)  
Swindon (Britain)  
Morawski Zielona Gora  
(Poland)



One of Sweden's most consistent performers in recent seasons, Jimmy Nilsen has reached the World Final on four occasions and has yet to finish outside the top five on the big night.

He made his debut in Katowice, Poland in 1986 scoring 11 points and was again fourth the following year in Amsterdam. His progress stagnated for a couple of seasons before returning to the Final stage at Odsal in 1990 and scoring 10 points then repeating the feat on home soil in Gothenburg last year.

Jimmy spent six years with Swindon before one high scoring season with Berwick in 1991. On the Bandits return to Division Two last winter, the 25 year-old from Stockholm went back to Blunson where, by his own high standards, he has had a quiet season.

Nevertheless, he averages around eight and a half points per meeting in both British and Swedish League racing and qualified comfortably from the Nordic Final, again with 10 points.

The nearest Jimmy has come to a World Championship gold medal was when he partnered Per Jonsson to runners-up spot in the 1989 Pairs Final in Poland.

How he qualified:

**Swedish Rounds:** 3rd Place

**Nordic Final:** 5th (10 pts) at Elgane (Norway)

**JASON LYONS**  
(Australia)  
Born 15.6.1970

**No 10**

Belle Vue (Britain)

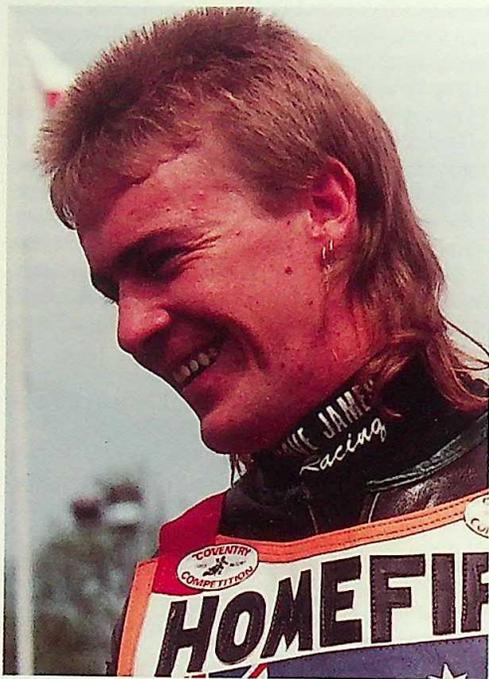
One of a band of talented young Australians to come to Britain in the last few years, Jason Lyons joined second division Glasgow in 1990 and was ever present during his first season. After an impressive second term with the Scottish club, he signed for Belle Vue during the winter and heralded his arrival in the senior league by scoring 13 paid 17 against Bradford here at Odsal in March.

Born in Mildura on the Murray River, he was heavily influenced by the town's most famous son, multi-World Finalist Phil Crump.

He took the fourth and last qualifying spot in the Australian Final, just made the cut in the Commonwealth Final but made his passage a lot easier in a cut-throat Overseas round by winning his opening two rides and having seven points under his belt at the interval.

Jason reached the World Under-21 Final at Coventry last year and finished highest placed British-based rider in third position, but this afternoon marks the pinnacle of his career to date.

However, the 22 year-old Lookers Piccadilly Aces star seems set for many more honours in the future.



How he qualified:

**Australian Final:** 4th (10 pts) at Adelaide (Australia)

**Commonwealth Final:** 9th (8 pts) at King's Lynn (England)

**Overseas Final:** 7th (9 pts) at Coventry



# The Riders

**GARY HAVELOCK**  
(Great Britain)  
Born 4.11.1968

Bradford (Britain)  
**No 11** Stal Gorzow (Poland)



The reigning British and Overseas Champion has confirmed his position as England's best and most consistent rider this season.

He began the World Championship trail by winning the British Semi-Final at Cradley Heath and, despite riding with a broken hand and being involved in a spectacular crash, would surely have taken the Commonwealth title too but for an engine failure.

Gary started racing with Middlesborough in 1985, winning the British Junior title in 1986 before moving to Bradford, where he became World Under-21 Champion in Poland the following year.

Besides being a naturally gifted individual rider, Gary has developed into one of speedway's finest team-men and ambassadors, leading Bradford by example both on and off the track.

He made light of missing the entire 1989 season through suspension to bounce back and lead the Keyline Dukes to Gold Cup success in 1990 and Speedway Star and BSPA Cup glory last year.

Three weeks ago he so nearly took the World Pairs Championship with Kelvin Tatum, losing a run-off to Greg Hancock, after England had tied with the USA on 23 points. Havelock scored 15 of those having already raced to an 18 point maximum in the Semi-Final.

Havvy's spectacular style and flamboyant personality make him an instant crowd pleaser and he is cautiously confident of reaching his first World Final today, determined that there should be no repeat of last year's shock Overseas Final elimination on the same Odsal track where he usually reigns as king.

How he qualified:

**British S/F:** 1st (15pts) at Cradley Heath (England)

**British Final:** 1st (13pts) at Coventry (England)

**Commonwealth Final:** 3rd (11pts) at King's Lynn (England)

**Overseas Final:** 1st (13pts) at Coventry (England)

**ZDENEK TESAR**  
(Czechoslovakia)  
Born 30.7.1964

Ipswich (Britain)  
**No 12** SVS Pardubice  
(Czechoslovakia)

A comparative late starter, Zdenek Tesar was 21 before he had his first competitive rides after spending two years in the Czechoslovakian Army.

He has progressed rapidly since, under the guidance of Czechoslovakian team manager Evzen Erban, and made his World Final debut here at Odsal in 1990.

The same year, Zdenek rode for Sparta Wroclaw in Poland so would be no stranger to the World Final track should he make it through today.

In 1991 he joined Ipswich where he was instrumental in the Witches more than holding their own in their debut season in Division One, and finished the season fourth in their averages on 6.36.

Sam, as he is known at Foxhall Heath, won a four man run-off to take the Continental Semi-Final in Hungary two months ago and has upped his British average to around 7 points per meeting this year, looking much more at home on the smaller tracks which were alien to him.

His one reservation about Odsal is the banking which is very different to the vast but comparatively flat tracks he was brought up on in Eastern Europe.



How he qualified:

**Quarter-Final:** 4th (12pts) Zielona Gora (Poland)

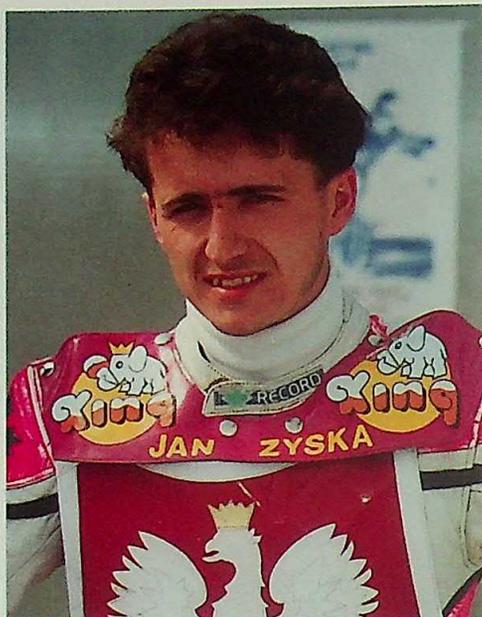
**Continental S/F:** 1st (11pts) Miskolc (Hungary)

# The Riders



**MIROSLAW KOWALIK**  
(Poland) **No 13**  
Born 7.5.1969

"Apator" Torun  
(Poland)



Mirosław Kowalik treads new ground today as he has never reached this stage of the World Championship before.

When younger he preferred soccer and go-kart racing but was talked into having a go at speedway by his uncle, a very enthusiastic fan.

Mirosław made his Polish League debut four years ago but his early steps were hard and included many crashes. Gradually he developed his potential and was a major contributor to Apator's League Championship success in 1990 as well as winning the Juniors Pairs title and gaining his first international cap.

His progress continues in 1991 finishing the season just behind Per Jonsson in the Apator averages and taking 5th place in the Polish Final, held on his home track.

Made his first trip to Britain at the end of last season when he had a series of practice laps at Mildenhall and impressed enough for his name to be linked with Ipswich. But this fell through when it became evident that racing commitments at home would clash with the Witches requirements.

Born in Aleksandrow Kujawski, 23 year-old Mirosław is described in Poland as "a star of the future" who likes 'grippy' tracks and could prove a spoiler this afternoon. How he qualified:

**Qualifying Round:** 1st (13pts) at Ludwigslust (Germany)

**Quarter-Final:** 6th (9pts) at Neustad (Germany)

**Continental S/F:** 7th (8pts) at Brokstedt (Germany)

**JOHN JORGENSEN**  
(Denmark) **No 14**  
Born 18.7.1962

Fjelsted (Denmark)  
Coventry (Britain)

Coventry stalwart John Jorgensen is now in his ninth consecutive season with the Bees.

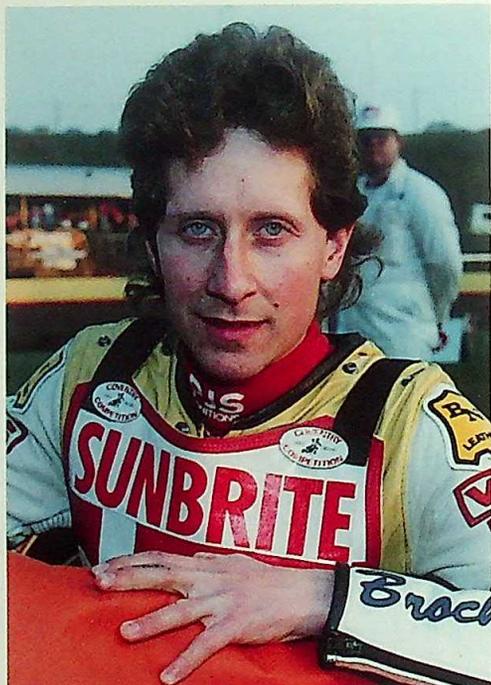
He first came to prominence in 1982 when qualifying for the European Junior Final and scoring 9 points at Pocking, Germany. The next year he just missed a place on the rostrum, finishing fourth on 10 points at Lonigo in Italy.

However medals were to follow as part of the powerful Danish squads which won the World Team Cup in 1986 and 1988.

This afternoon John is attempting to reach his second World Final - his only previous appearance being on home soil at Vojens in 1988 when he scored 3 points.

Bradford hasn't always been John's happiest hunting ground but he is a vastly experienced performer, renowned for getting away from the starts very fast and is one of four Coventry riders still in this year's World Championship.

He is the cousin and Fjelsted team-mate of injured reigning Champion Jan O Pedersen so has very much the family tradition to uphold this afternoon.



How he qualified:

**Danish Rounds:** 23 pts. 3rd Place

**Nordic Final:** 4th (10pts) at Elgane (Norway)



# The Riders

**ROMAN MATOUSEK**  
(Czechoslovakia)  
Born 23.5.1964

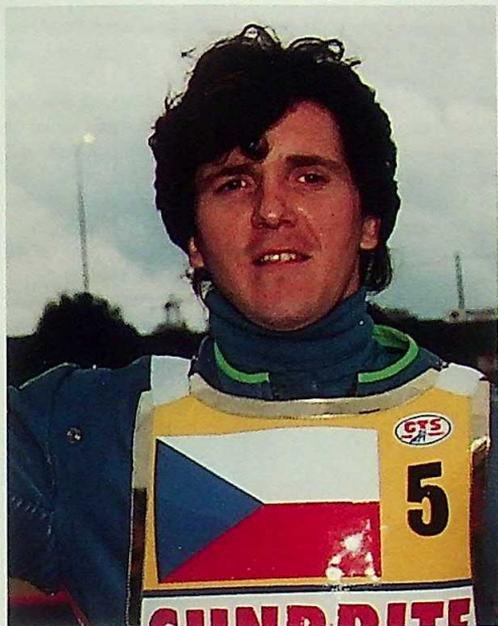
**No 15**

AMK Slany  
(Czechoslovakia)  
MC Olching (Germany)  
Polonia Bydgoszcz (Poland)

**KELVIN TATUM**  
(Great Britain)  
Born 8.2.1964

**No 16**

Bradford (Britain)  
Sparta Aspro Wroclaw  
(Poland)  
Ornarna (Sweden)



One of the most flamboyant riders around, Roman Matousek is known as the 'wild man of the shale' and competes regularly in 3 different countries although he is not racing in Britain this year.

He finished fourth in the European Junior Championship back in 1981 on his 'home' track in Slany and today attempts to reach his sixth consecutive World Final having made his debut in 1987 at Amsterdam.

Roman has often been overshadowed in his native Czechoslovakia by Antonin Kasper (who he won a bronze medal with in the 1986 World Pairs Final) and consequently only won his National Championship once, in 1988.

His best World Championship performance was finishing seventh on 8 points at Vojens, Denmark in 1988 whilst he has represented his Country on numerous occasions in Pairs and Team finals.

He is married with two sons and has plentiful experience in this Country over the past few seasons after spells at Ipswich and Coventry. Has rarely been seen at his best around Odsal but will no doubt be determined to put that right this afternoon!

Roman recently broke a hand in Poland where he races for Championship pace-setters Polonia Bydgoszcz.

How he qualified:

**Quarter Final:** 3rd (12pts) at Zielona Gora (Poland)

**Continental SF:** 3rd (11pts) at Miskolc (Hungary)

Twice British Champion, four times Commonwealth Champion, Overseas and Inter Continental Champion, the only major qualifying rounds Kelvin Tatum has never won are this afternoon and the World Final itself.

The best of his six Final appearances to date was in 1986 in Katowice, Poland when he finished third on 12 points. This year he has the advantage of home track knowledge, both here and, should he qualify, in Poland where he rides for Sparta Aspro Wroclaw. "I know both tracks well now and feel happy about riding them. The atmosphere in Poland is electric and can give you a real buzz."

Kelvin began riding at Wimbledon in 1983 as a fairly wild teenager but has developed into one of the most stylish and consistent performers around.

He moved to Coventry in 1985 where he won two League Championship medals and led England to their first world Team Cup success for a decade in 1989.

Kelvin was a shock record signing for Berwick in 1991. Then, when they found they couldn't afford to run in the First Division and dropped down, he became an equally surprise capture for ambitious Bradford.

By his own very high standards, the former public schoolboy has had a frustrating year but since his mid-season switch to GM engines has enjoyed better fortunes, including an England recall where he partnered Gary Havelock to a World Pairs Final silver medal - the fourth time he has finished runner-up!



How he qualified:

**British SF:** 7th (9pts) at Cradley Heath (England)

**British Final:** 5th (10pts) at Coventry (England)

**Commonwealth Final:** 1st (11pts) at King's Lynn (England)

**Overseas Final:** 3rd (11pts) at Coventry (England)

# In Reserve



**MARVYN COX**  
(Great Britain)  
Born 11.7.1964

**Res**

Poole (Britain)  
Wybrzeze Gdansk  
(Poland)

**ROBERT SAWINA**  
(Poland)  
Born 7.5.1969

**Res**

'Apator' Torun  
(Poland)



Marvyn began his career as a 16 year-old under Len Silver at Rye House and rapidly progressed into one of England's hottest prospects. He moved to parent track Oxford in 1984 and won the European Junior Championship at King's Lynn the same year.

One of the most accomplished speedway, grasstrack and longtrack exponents, Marvyn is renowned for having immaculate equipment and very fast engines, tuned in Germany by Otto Weiss.

He was desperately unlucky to qualify as only reserve today, repeatedly coming from behind in the Overseas Final after being the victim of some ferociously contested first bends.

'Marvellous' Marvyn reached his only World Final in 1986 where he scored three points at Katowice in Poland.

After several quiet years he moved, on loan, to Bradford in 1990 where his career was rejuvenated and he finished top of the Dukes averages.

Oxford transferred him to Poole the following year in a move which involved Craig Boyce travelling in the opposite direction, but Marvyn continued his high scoring and, should he get a chance this afternoon, is capable of beating anyone around Odsal.

How he qualified:

**British SF:** 8th (9pts) at Cradley Heath (England)

**British Final:** 7th (9pts) at Coventry (England)

**Commonwealth Final:** 4th (10pts) at King's Lynn (England)

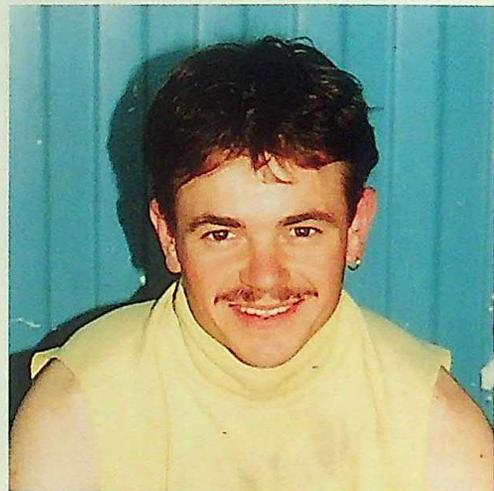
**Overseas Final:** 10th (7pts) at Coventry (England)

Robert Sawina is in his fourth season of speedway racing and recently qualified, from the Tarnow Semi-Final, for the Final of the world Under-21 Championship in Pfaffenhofen, Germany.

He was part of the Apator Torun team which won the Polish League Championship in 1990 and was another of the riders to impress in a practice session at Mildenhall at the tail end of last season. As with Kowalik, his commitments at home prevented him coming to Britain this season.

His most proud moment to date was a victory over Lublin pairing Hans Nielsen and Leigh Adams in 1991.

Reserve in today's Semi-Final is the furthest 23 year-old Robert has ever got in the World Championship.



How he qualified:

**Qualifying Round:** 7th (9pts) at Ludwigslust (Germany)

**Quarter Final:** 7th (9pts) at Neustad (Germany)

**Continental SF:** 8th (8pts) at Brokstedt (Germany)

RIDER PROFILES researched and compiled by Keith McGhie (Speedway Mail International) and Marek Sliperski (Bradford Speedway's Polish Correspondent).

## RESTAGING DATES

If today's Phurnacite World Semi Final has to be postponed for any reason, the restaging dates are:

MONDAY, 10th AUGUST 1992 : 7.30 pm

OR

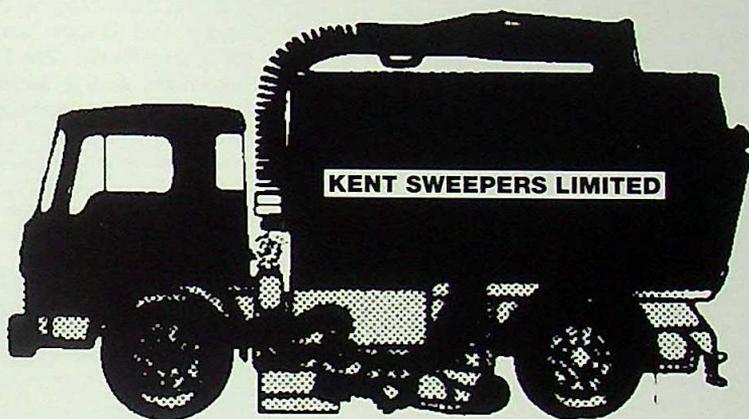
TUESDAY, 11th AUGUST 1992 : 7.30 pm





*Phurnacite Semi-Final*

# ***Kent Sweepers Limited***



*MARITIME CLOSE  
MEDWAY CITY ESTATE  
ROCHESTER  
KENT  
ME2 4DJ*

*Telephone: Medway (0634) 711064*

# SPONSORS OF THE HAMMERS

# Destination Poland



It's no exaggeration to say that all roads in 1992 lead to Poland – a country where the popularity of speedway is enormous and it draws so much attention, but a country that hasn't enjoyed international success for over a decade now!

The crisis is depressing as record books take no mercy and show that the last Pole to make the cut to the world Individual Final was as long ago as 1988, at Vojens.

However, hopes of soon being able to challenge the best again are rising, as Poland has now developed the second strongest League in the world and there are signs that their riders are taking brisk steps forward.

Securing a place in Group B of the World Team Cup and providing four World Individual Championship Semi-Finalists (as opposed to two a year ago) are good examples.

Top international stars riding in the Polish League provide priceless teaching material and an extra incentive to up and coming home riders.

First class equipment, so badly missed in the eighties, is now widely available and used as capitalism boosts the sport greatly. But turning professional and opening to the West have brought some ills and may prove troublesome.

Strangely, the amount of pressure on foreign imports has led to various conflicts (ie. changing contracts mid-season and a team is badly missing 'real fire' when an import can't come over). It also means Polish riders are racing less than before which slows their progress.

Perhaps a good solution would be to cut down on expensive imports and focus more attention . . . and money, on helping juniors?

It is also no credit to our sport when the promoters of the 1992 World Final – Aspro Industrial Corporation – back out after getting involved in scandal over the misappropriation of huge amounts of money! But DON'T PANIC. The Final is safe and will definitely go ahead under a new organising body.

Consequently, little as regards organisation was known about the 'big day' until last July, unlike in Britain before the 1990 Odsal World Final, for instance. Everyone agrees it has caused a lot of confusion.

The Final will be staged at the Olympic Stadium in Wroclaw (the biggest venue in the City), which was built to host the Summer Olympics in the 'forties, and is nicely situated in woods at 35 Aleja Olimpijska. The last big event

to be held there was the World Team Cup Final way back in 1980, when the winning team was . . . England led by Michael Lee and Chris Morton!

The 1992 World Final venue has an excellent floodlight system and the pits are easily visible from the terraces. The Stadium's capacity is 50,000, including 24,000 seats due for completion soon, but only the top part on both straights is covered.

The track details are as follows: granite shale; length of lap – 387.4 metres; width of straights 10 metres; width of bends – 15 metres; track record – 67.8 (which has stood for three years!)

Wroclaw is the third biggest city in Poland behind Warsaw and Krakow and is only 200 miles, by road, from Berlin. The Final is due to start late afternoon and a series of special entertainments are planned to begin a couple of hours earlier.

WROCLAWSKI KLUB MOTOROWY  
**SPARTA-ASPRO**  
ODZNACZONY MEDALEM 100-LECIA SPORTU POLSKIEGO



!ak najmniej wypadków życzymy zawodnikom!

## PROGRAM

INDYWIDUALNY TURNIEJ ŻUŻLOWY

„GLORIA VICTIS”

STADION OLIMPIJSKI WE WROCLAWIU

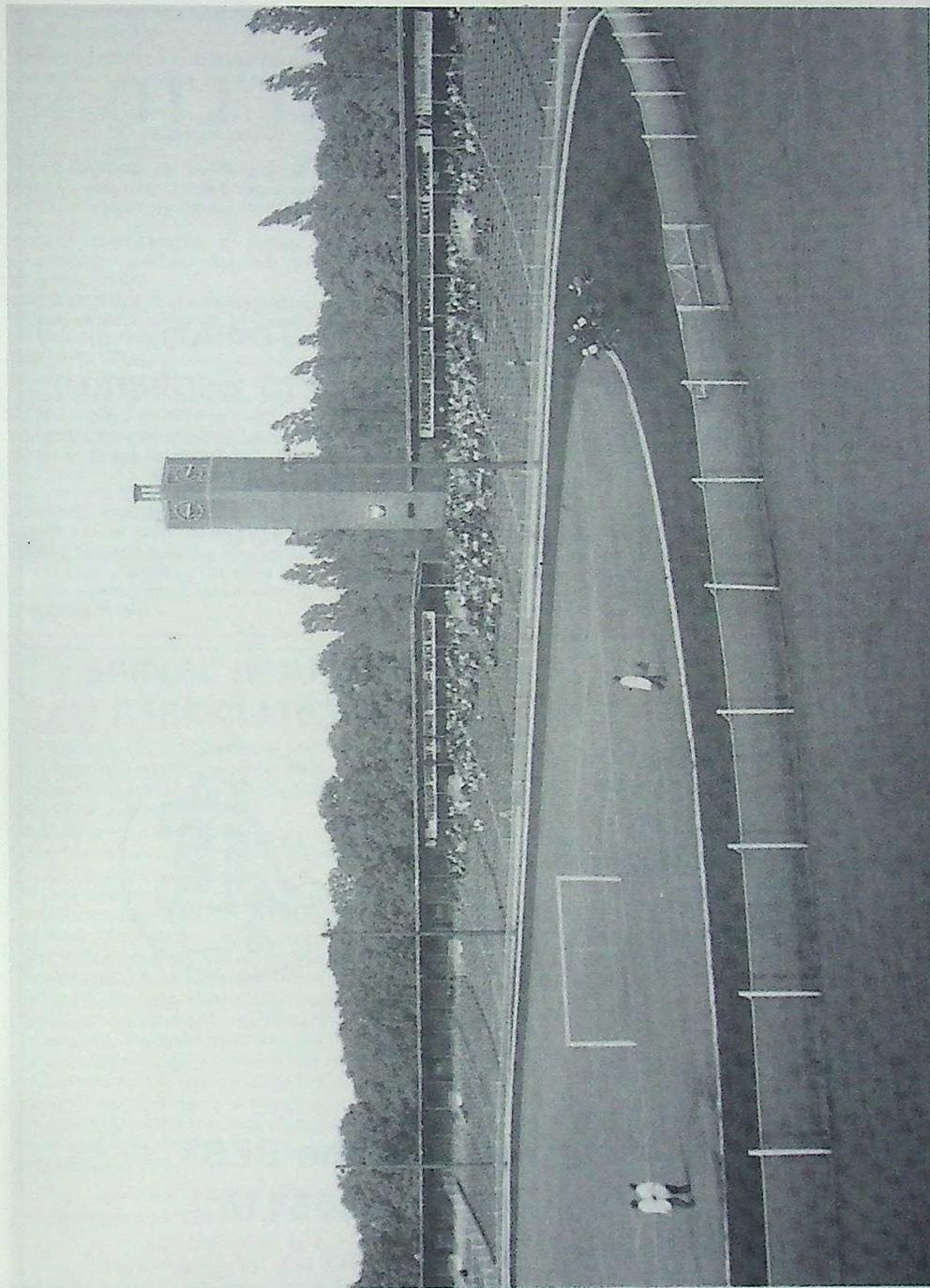
A big telling point is whether the Stadium is 'full to the brim' come Saturday, August 29th. I have no doubts that my many friends coming from Britain will help make it 'chock-a-block'!

So enjoy your speedway today . . . and SEE YOU IN WROCLAW!

**Marek Sliperski**  
Speedway Correspondent  
Gniezno, Poland.



# Destination Poland



(Photo courtesy of Jarosław Trapeczynski)

OLYMPIC STADIUM WROCLAW



# **A & E TRANSPORT LTD.**

**Haulage Contractors**

Vehicles from 1 Tonne to 32 Tonnes,  
Low Loaders, etc; Daily services to Scotland  
and North East England.

Also other parts of the country,  
small's and partloads welcome  
Competitive rates



**Try the rest, then ring the BEST  
on Sheffield 462019/465416**



# BSPA Shared Event



<b>World Under 21 Qualifying Round</b>	
Belle Vue	WINNER JOE SCREEN
<b>World Championship</b>	
<b>British Quarter Finals</b>	
Stoke	WINNER DEAN STANDING
Exeter	SIMON CROSS
Middlesborough	PAUL BENTLEY
<b>British Semi Finals</b>	
Cradley	GARY HAVELOCK
Ipswich	CHRIS LOUIS
<b>Homefire British Final</b>	
Coventry	GARY HAVELOCK
<b>Ancit Commonwealth Final</b>	
Kings Lynn	KELVIN TATUM
<b>Homefire Overseas Final</b>	
Coventry	GARY HAVELOCK
<b>Phurnacite World Semi Final</b>	
Bradford	Sunday, 9 August 1992
<b>Group A World Team Cup</b>	
Kings Lynn	Sunday, 6 September 1992
<b>H.E.A.T. Four Team Tournament</b>	
Peterborough	BELLE VUE/PETERBOROUGH
<b>Division One Riders Championship</b>	
Bradford	Sunday, 4 October 1992
<b>Division Two Riders Championship</b>	
Coventry	Saturday, 19 September 1992
<b>England v Australia Homefire Series</b>	
Oxford	ENGLAND 73 · AUSTRALIA 35
Peterborough	ENGLAND 49, AUSTRALIA 59
Reading	ENGLAND 55, AUSTRALIA 53
<b>England v USA Homefire Series</b>	
Belle Vue	ENGLAND 40, USA 68
Wolverhampton	Monday, 17 August 1992
Swindon	Sunday, 27 September 1992

## LUCKY PROGRAMME?

IS YOUR PROGRAMME MARKED?  
CHECK YOUR RACE CARD  
YOU COULD BE THE WINNER OF:

### FIRST PRIZE:

**STAR PRIZE · 7 DAY HOLIDAY FOR TWO**

Sponsored by: **Halls Travel**

1037 Oldham Road, Newton Heath

Manchester M10 6EH · Tel. 061 684 8585

### SECOND PRIZE:

**MICROWAVE OVEN**

Sponsored by: **Myton Kitchens**

Unit 7, Coventry Workshops, Wood Street,

Dewsbury WF13 1QU · Tel. 0924 451810

### THIRD PRIZE:

**TWO SIGNED RACE JACKETS**

From competitors in today's meeting

Courtesy of the B.S.P.A.

If your Race Card IS marked 1st, 2nd or 3rd Prize, take your programme along to one of the on site Bradford Speedway Offices and make your claim . . . NOW!

## HOMEFIRE BULLETIN

**BELLE VUE's Joe Screen is on track to become the richest teenager in the sport's history!**

For the former British Under 21 Champion has now been established as the odds-on favourite to pocket a bumper £10,000 cheque as part of an incentive scheme launched earlier this season by British speedway's major sponsors Coal Products Limited.

They have put up the amazing bonus to any English rider who wins an individual World title this season . . . and 19 year old Screen seems all set to become this country's youngest-ever World Champion.

He is one of three Brits through to the World Under 21 Final at Pfaffenhofen, Germany, on Sunday, August 23, and has already sailed through his two qualifiers dropping only one point.

He won the round on his home track Belle Vue with a 15-point maximum and was top scorer in the semi-final at Tarnow, Poland, where he was beaten only once in five starts to finish two points ahead of fellow countryman Mark Loram (King's Lynn) and Swindon's Australian Champion Leigh Adams.

The third British rider through to the last 16 is Ipswich's David Norris who claimed eighth place in the Polish semi-final.

Now Screen is determined to emulate Ipswich skipper Chris Louis who became England's first World Under 21 Champion two years ago.

And he is also chasing an extra £15,000 jackpot . . . but he can only wait and see if he will cash what would be a £25,000 windfall.

As part of their incentive scheme CPL have pledged £50,000 to be shared if English riders win both the World Under 21 and the individual World Final this year . . . no wonder teenager Screen has that special glint in his eye!

## Backing SPEEDWAY in 1992



*Homefire Overseas Final (left to right) Kelvin Tatum, Ronnie Correy, Marvyn Cox, Martin Dugard*



*Homefire British Final (left to right) Andy Smith, Martin Dugard, Dean Barker, Marvyn Cox*

# PHURNACITE WORLD SPEEDWAY



**Phurnacite.  
You've either got it,  
or you haven't.**



Your coal merchant is bound to have it – it's the high performance fuel for boilers, cookers and roomheaters.