



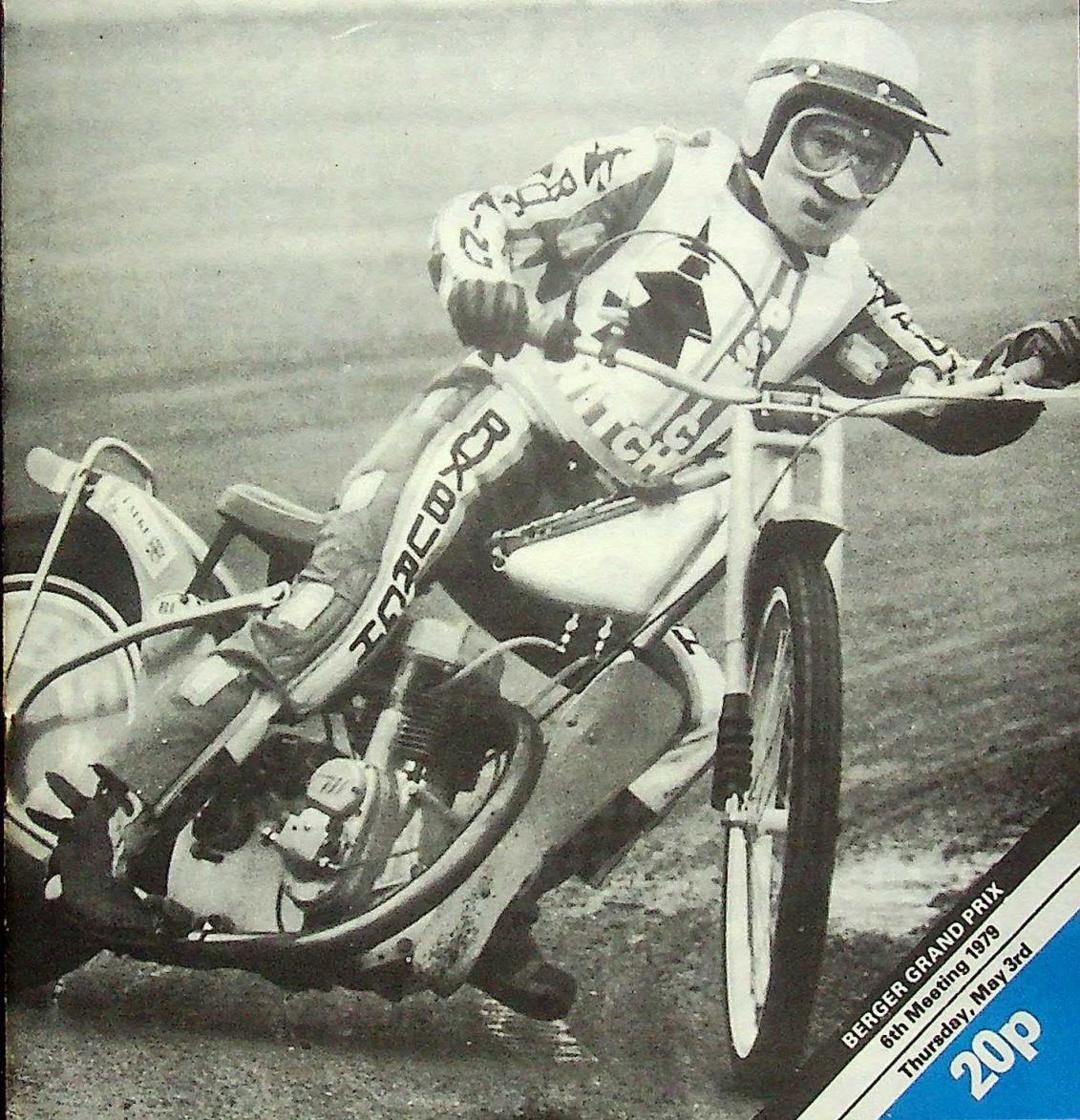
# IPS WICH SPEEDWAY

OFFICIAL MAGAZINE AND SCORESHEET

BETTING STRICTLY PROHIBITED

SUNDAY MIRROR

**1979 WORLD SPEEDWAY CHAMPIONSHIP**  
BRITISH QUALIFYING ROUND



**BERGER GRAND PRIX**  
6th Meeting 1979  
Thursday, May 3rd

**20p**



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# BERRY HITS OUT

DESPITE our magnificent victory at Leicester, last week it will not go down in the record books as one of the Witches best. Of course, everything else has been overshadowed by the news of Tony's broken thigh. Despite one to two early teething troubles — being experienced by several top class riders up and down the country at the moment, Tony was convinced he was going to have a good year, and indeed, our entire team plans were based around Tony and John. Tony's thigh will take at least three months to heal, most of that time being spent in hospital, and then will come the training to build his body up again before he can even think about getting on a bike. The good news is that Tony is already itching to get back on the track and will be back as soon as he can possibly make it.

I honestly believed we were going to win last Thursday. I admit that Cradley are a very good team, and that the Witches at present are desperately weak, but I was sure our fighting spirit would have pulled us through. I did not bargain for the rain or for John's engine problems. As with the previous week the wet surface left Georg, with his super-fast equipment, like a drag racer trying to race on ice. The more he tried, the more his wheel just spun on the greasy surface. As the previous week, nobody was more upset than Georg who, along with Colin, had been our match winners at Leicester. Colin too must have been heartily frustrated, for two days earlier he had been able to pass easily after missing the starts, whereas at Ipswich attempts at passing generally left riders covered with wet shale and unable to see.

Fortunately Kevin and Mike Lanham rose to the challenge, so keeping the scores reasonably close to the end, and Nigel Flatman deserves mention for his heat two win. Cradley, and Bruce Penhall in particular, deserve full credit for a fine show, but I still think that even with our depleted side we would have given them a far harder time but for the rain.

Many thanks to Martin Rogers for standing in for the stranded referee, Mr Mellish.

So whilst what is left of the Witches battle for the twin aims of World Championship furtherance and Grand Prix points I am also battling with the twin aims of keeping Shrimp as happy and comfortable as possible, and of trying to find at least a short term stand-in for the Witches. I can't help smiling when I read in the papers about this rider and that rider being linked with the Witches. The plain fact of the matter is that as I write these notes there is only one rider in the world today not currently engaged in Gulf British League racing who could fit the bill. We have a team and second half full of potentially great riders. What we need is points on the board today. If Georg Hack, who regularly races — and beats — the Olsens and Mangers of this world on his own terms and Bobby Schwartz, American Champion, struggle to adjust to the rigours of our league, then really we might just as well perservere with our own talent as gamble with untried foreign riders. We just have not got the time to wait for them to settle in.

In the midst of our problems come, like the petunia amongst onions, tonights Daily Mirror World Championship and Berger Grand Prix round. No doubt the pick of all the rounds, we are pleased to stage this event and to welcome our old friends from the Mirror and our new ones from Berger Paints.

Bank holiday Monday sees the return of Billy Sanders and Ted Howego to Foxhall. No doubt they will be embarrassed to pinch league points, but no doubt also they will be trying extra hard! It's a 3.30 start, so come and have an afternoon out with the kids.

If you can't make it on Monday we have our normal Thursday night meeting next week when Reading will be looking for a place in the Gauntlet Gold Cup final, and also revenge for our victory at Smallmead.



# Off the beaten track

with JOHN EARREY

Hi! Everyone,

Letter of the week from STEVEN RUSSELL, 5 Mayfield Road, Ipswich who receives two complimentary tickets for tonight's meeting. Says Steven:

Dear John,

Please could you answer two queries which have lately given rise to some thought and perhaps answer then in your column if space permits.

The first concerns the rise of King's Lynns' reserve Pete Smith in the Cup-Winners Cup, 2nd leg, on Good Friday. Not having access to the Speedway Regulations, (I shall have to buy some soon!), I thought that reserves were permitted two extra rides as a replacement for an injured or out of form rider and another as a tactical substitute, on top of his three programmed rides. Pete Smith had programmed rides in heats 2, 6 and 9 but was replaced in heat 6 by Bent Rasmussen. I suppose because King's Lynn thought, correctly, that he was in better form than Smith, but surely this does not permit King's Lynn to slot Smith into THREE heats, as a replacement, just because Rasmussen took one of his programmed rides. Therefore, I think that King's Lynn's use of Smith in heat 11 was contrary to regulations, when he scored a vital point.

Therefore I would be grateful if you could clear up this point, with possible help from John Berry, but even if this move is permitted it is yet another loophole in the regulations which should be tightened up as a team-manager could place an inform reserve in three vital heats (and another if they were in a position to use tactical substitutes) and therefore that reserve could possibly win them a league match which could have a bearing on where the championship ends up at the end of the season.

My second query is shorter! When I went to King's Lynn (it's that team again!) for the Spring Gold Cup match I noticed that Ipswich were wearing old 1975/76 style race-jackets. I didn't give this a second thought until I saw a picture of Kevin Jolly and Preben Eriksen at Hackney, in the S.G.C., wearing the same style racejackets. As the Witches have worn the new style body-colours at home this year I wonder if it is a psychological move by JB to get the riders to improve their riding away from home.

Yours sincerely,  
Steven Russell

Mike Horne covered the reserves controversy in last week's programme. The regulations allow for the juggling of reserves to a degree and good team managers will take full advantage of this, of course. The old style race jackets are being used for away matches only — I wondered how long it would be before someone mentioned it. Let's hope they bring us a little luck, we're due for some, aren't we?

So long as we know.

## Introducing . . .

WE'LL take a break this week from our usual look at the visitors, with a very light-hearted look at some of tonight's riders, both visitors and our own Witches (who don't normally come under the nib).

**OLE OLSEN.** Said to have a future in the sport, as long as he keeps up his contacts within the Danish Bacon Company, who provide him with a lift to all his meetings. Rides for Coventry and has become a cult figure, following his TV appearances, with thousands of kids practising how to catch a helmet cover in their bike chains.

**JOHN LOUIS.** Recently gave up his sponsorship from a hair-perm company, after someone wanted to use his photo on the front of a marmalade jar. Uses special glasses under his face-mask, probably to pick out the pretty young ladies, (and his lovely wife) in the crowd. Reads radio adverts in a really unusual style, admits to being 24 next year.

**STEVE BASTABLE.** Last week's visitor from Cradley, who's got quite a sense of humour, mind you, you've got to, living in that area! Nicknamed Stevie B which makes him sound like a Brandy salesman. This man actually is unusual, his hair is naturally curly. So if you fancy something long and curly! . . .

**TORMOD LANGLI.** Signed by Halifax from the now defunct Bristol this blonde 6' 0" Norwegian has a high reputation amongst speedway fence builders. About as tame on a speedway bike as a 6 ton Rhino, with a style to match. Has been known to straighten frames . . . with his teeth!

**MIKE LANHAM.** Due to the Gym & Trim sports outfit. Mike actually looks healthy these days and is fast becoming accustomed to being interviewed by Radio Orwell's Pete Barraclough, which he swears blind, is a harrowing experience. That's if he was actually allowed to get a word in!

**TED HOWGEGO.** Left us last year for sister track Birmingham, and almost immediately became a superstar overnight with a six point average, almost twice what their current top man was getting! One of the genuine nice-guys, good footballer, super fit and bound to be a real pain in the . . . to us next week when Sanders & Co. come visiting.

**DAVE JESSUP.** Signed for King's Lynn despite the fact that they are run by Cyril Crane! Used to ride for Reg Fearman at Reading and Leicester so probably Cyril didn't seem such a bad bet after all. Reputedly was signed and chased by Martin Rogers because D.J. is the only person La Rogers actually can boast is shorter than him!

I ask the gentlemen afore mentioned to forgive me for my little bit of fun, because that's all it's meant to be; after all would you like to end up looking like John Berry? He's so popular at visiting tracks that they have actually named a convenience after him at Hull. Reason why to Ian Thomas, Hull Speedway, Hull, Yorkshire.

HARRY FRISBY



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## THE GRAND PRIX LIVES!

And, indeed, Britain's top individual speedway tournament has emerged from a troubled close season stronger and more vibrant than ever.

Its four years now since the Daily Mirror introduced the Grand Prix with a novel method of points scoring that gave an alternative to the straightforward knock-out principle of world championship racing.

Immediately, the tournament caught the imagination of the public and the top riders in the world.

Already Peter Collins, Ole Olsen and Chris Morton have won the Grand Prix title following three dramatic Finals at White City. This season the Final switches to Wimbledon on August 23.

But at one stage during the close season the future of the Grand Prix was most uncertain. Our joint sponsors Volkswagen withdrew after two years.

Happily, the situation was saved when the leading paint manufacturers Berger decided to fill the vacant sponsorship of the Grand Prix.

Already Berger back soccer's Isthmian League. This is their first speedway venture — and we are delighted to welcome them as co-sponsors of the re-named Berger-Daily Mirror Grand Prix.

The name has changed. But the thrills are the same. And the format that gives the Grand Prix a unique flavour is unaltered.

Putting it simply, the Grand Prix system makes every race count — and yet it allows riders to repair the damage of an occasional slip up or temporary loss of form.

Riders from every Gulf British League club will be involved in three qualifying rounds each. First place in each qualifier will score ten points, second will get nine down to one for tenth.

After totting up the qualifying round points the top sixteen will go through to the Grand Prix Final. Their qualifying points will count towards the Final total.

But even the lowest qualifiers can win overall with a brilliant display at Wimbledon — as Belle Vue's Morton proved last season.

Their qualifying scores will be added to the Final premium points of 50 for first, 45 for second down to five for tenth.

It sounds complicated, I know — but it is the fairest possible way of deciding the top overall rider of the season.

**Graham Baker**



# A MESSAGE FROM BERGER —

## SPONSORS OF THE SPEEDWAY GRAND PRIX

BERGER, who announced their sponsorship of the Speedway Grand Prix earlier this month, are one of Britain's largest paintmakers.

Already well-known for our sponsorship of the Berger Isthmian League, the south of England's leading soccer league, our backing of the Grand Prix is another association between our Company and the pursuit of sporting excellence.

Although we are best known to the public for our decorative paints — Magicote, Colorizer and, in trade circles, Brolac, we have also shown — in our recent television commercials — that we supply paint for virtually every industry in Britain.

All four British car makers use Berger paints and finishing materials. If you have your car repaired or resprayed after an accident, chances are it will be done with our refinishing paints. Every civil aircraft made in Britain has Berger sealants in its structure — even Concorde, where Berger materials seal the cabin and the wings.

Oil rigs, refineries, bridges, food packaging, printing inks, oil tankers, luxury liners, office machines, Matchbox toys — all these products and thousands more benefit from paints and coatings, special resins or adhesives supplied by us.

In Britain we have eight manufacturing and distribution Sites, employ 2,800 people and are the largest Company in the World-wide Berger Group.

We, at Berger, look forward to this year's Speedway season with interest and excitement. The qualifying heats and final of the Berger Grand Prix will, we hope, be one of the leading attractions in this year's sporting calendar and we know that it will attract your support and provide a real test of international top riders' skills.

Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme re-admission ticket will be issued at the turnstiles and may be used at a subsequent or meeting as stated. In no circumstance will any money be refunded. Rights of admission reserved.

NOTE: The Management reserve the right to alter the programme Motor sport events 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 owner 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 damages or personal injury to spectators or tickets holders.

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All photographs printed in this magazine are courtesy of Dave Kindred of the East Anglian Daily Times Co. Ltd.

Programme designed and Printed by:

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**JACK WHITE ORGANS** award to the track record breaker £100; **COES MENSWEAR** supplied Ray Chinnery with his suit; **TOR LINE** supplied the mini cruise; **CELESTION** £1000 Sound Equipment Reward; **PLACEDAL TURF ACCOUNTANTS** Top Rider Award; **JOHN HILLARY TRAVEL** supplied the weeks holiday for two; **RADIO ORWELL**, dress John Earrey and Andy Archer.

Front cover:

1979 sensation **MIKE LANHAM**

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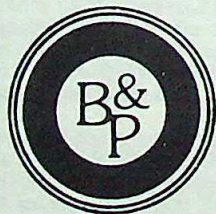
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## THE WORLD CHAMPIONSHIP

*Dave M Feakes*

FOR Ipswich riders the World Championship began on 29th May 1952 when Foxhall hosted its first Qualifying Round. The Witches, then in the Southern League, the equivalent of a third division, were given their first taste of second division racing when Noel Watson (Motherwell) walked off with the meeting. Runner-up though was local skipper Sid Clark on 13 points whilst clubmates Dick Shepherd 12 and Harold McNaughton 10, all qualified for the International Round. For Clark it was further success and a place in the First Division Rounds, but despite good efforts at both Norwich and Bristol his run was ended.

Without a home round the Witches fared badly in 1953 but the following year Australian Junior Bainbridge made it to the second round joining new signing Dick Campbell. Campbell was a surprise package and after 11 impressive points at Bradford a tally of six at Birmingham cost him a possible place in the Final.

Bainbridge became our first round winner with an immaculate maximum here at Foxhall in 1955. Reg Reeves was runner-up with 14 at Ipswich and 14 at Exeter and these two, together with Cowboy Bob Sharp grafted their way into the National Rounds.

The following year, Bainbridge and Sharp, together with Club Captain Bert Edwards, had been beating first division riders all season. Edwards really was in form. He won the Coventry round with a maximum and scored ten at Oxford to take him through to the last round along with his club mates. At Belle Vue he finished an outstanding third with 12 points, but at Bradford tragedy struck and he was injured.

It was in 1957 that Ipswich first had a representative in the World Final. Reigning Norwegian Champion Aage Hansen was signed from the Norsk Motor-Klubb Oslo just after he had qualified for the final. He adapted quickly to the English circuits but on Final night he scored just four points from two fighting second places.

A year later Peter Moore the slick-gating Aussie sped his way into the Final after a runner-up spot at Belle Vue in the semi-final and ten on the Southampton circuit. At Wembley he fell rather uncharacteristically in his first ride then picked up a third, a win and a third for a five point total. And two years later he did it again. He reached Wembley. Won two races, second three times. Scored twelve good points and yet he ended fourth. Beaten by the first three, Fundin, Craven and Ronnie Moore, Pete was never to reach that pinnacle again.

The World Final was held in Malmo Sweden in 1961 and the Witches once again had a finalist. This time another Aussie, Ray Cresp. On the night he managed three solitary points on a circuit which was strange to him.

Not until 1972 did Ipswich have any more progress in the competition. John Louis rose head and shoulders above his clubmates to score 10 at Ipswich, 12 at Coventry and 10 at Glasgow. Critics thought it was a fluke that he made it to the British Semi-Finals. Eight at Leicester and he had made it to the British Final. Fourth with eleven points Tiger was at Wembley for his first World Final, at his first attempt. The fans loved him. He roared to eleven points and joint fourth place.

In the 1973 competition John won the King's Lynn and Cradley rounds and, despite an injury managed to score six points at Ipswich to guarantee a semi-final place at Leicester. Star at Ipswich was Tony Davey who finished second to Ivan Mauger after a run-off. Shrimp defeated the Champ during the meeting. So Tiger and Shrimp progressed right up to the British Nordic Final.

In 1974 John Louis won each of his three qualifying rounds whilst Billy Sanders won two. Together with Tony Davey they reached the semi-finals from which Shrimp was eliminated and the British Final was the end for Billy. Tiger went on to the World Final at Gothenburg Sweden where he finished fourth with nine points.

The year of years when Tiger won the British Championship at Coventry then made it onto the rostrum in third place at Wembley after a nailbiting run-off with Ivan Mauger. 1975, when Shrimp so nearly made it to the Final and Billy Sanders went out in the Inter Continental Final. This same meeting was Billy's stumbling block in 1976 when Tiger just pipped him for a place in the Katowice (Poland) World Final. This time sixth, Tiger scored 9 points.

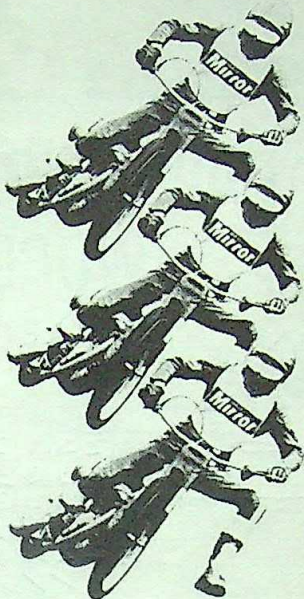
1977 was the year Billy Sanders made his first World Final appearance when he scored six points in Gothenburg to finish ninth overall, although on a dry circuit he may well have scored more points. But in 1978 he was eliminated in the Australasian Final, Tony Davey and John Louis were eliminated in the British Final and for the first time for five years Ipswich had no World Finalist.



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### WORLD QUALIFYING GRAND PRIX ROUND

**Sunday  
Mirror**

Referee: A. Lee

	1	2	3	4	5	Tot
1 Ole Olsen	2	3	1	2	1	9
2 John Louis	3	3	3	3	1	13
3 Tormod Langli	3	3	2	3	1	11
4 Geoff Bouchard	1	2	1	1	1	6
5 Dave Morton	2	2	1	2	7	
6 Preben Eriksen	3	1	1	1	1	1
7 Kevin Jolly	3	1	3	3	2	12
8 Dave Gooderham	1	1	2	1	3	3
9 Ray Bales	1	1	1	2	5	

	1	2	3	4	5	Tot
10 Mike Lanham	2	2	3	2	8	
11 Dave Jessup	3	2	2	3	10	
12 Martin Yeates	1	1	1	1	3	
13 Ted Howgego	1	2	1	2	6	
14 Brian Woodward	1	1	EX	1	1	
15 Alan Grahame	2	2	2	3	12	
16 Steve Bastable	3	3	3	3	15	
17 Mick Wilde	1					

HEAT TIME	RIDERS	SUBSTITUTE	C O L	PTS
1	1 Ole Olsen	ANDY MINES	R	2
	2 John Louis		B	3
65-2	3 Tormod Langli	IAN TURNER	W	0
	4 Geoff Bouchard		Y	1
2	5 Dave Morton		R	2
	6 Preben Eriksen		B	0
65-8	7 Kevin Jolly		W	3
	8 Dave Gooderham	COLIN COOK	Y	1
3	10 Mike Lanham		R	2
	11 Dave Jessup		B	3
64-8	9 Ray Bales		W	1
	12 Martin Yeates		Y	0
4	15 Alan Grahame		R	2
	14 Brian Woodward		B	0
65-6	16 Steve Bastable		W	3
	13 Ted Howgego		Y	1
5	13 Ted Howgego	STOPPED LOST CRASH HELMET	R	5/1
	1 Ole Olsen	ANDY MINES	B	3
68-2	5 Dave Morton		W	2
	9 Ray Bales		Y	1
6	14 Brian Woodward		R	1
	10 Mike Lanham		B	2
67-2	2 John Louis		W	3
	6 Preben Eriksen		Y	0

7	11 Dave Jessup		R	0
	15 Alan Graham		B	2
66-8	7 Kevin Jolly		W	1
	3 Tormod Langli	IAN TURNER	Y	3
8	4 Geoff Bouchard		R	2
	8 Dave Gooderham	COLIN COOK	B	1
67-4	12 Martin Yeates		W	1
	16 Steve Bastable		Y	3
9	6 Preben Eriksen		R	0
	16 Steve Bastable		B	3
67-6	1 Ole Olsen	ANDY MINES	W	1
	11 Dave Jessup		Y	2
10	12 Martin Yeates		R	1
	5 Dave Morton		B	0
67-4	15 Alan Grahame		W	2
	2 John Louis		Y	3
11	8 Dave Gooderham	COLIN COOK	R	2
	9 Ray Bales		B	1
68-8	3 Tormod Langli	IAN TURNER	W	3
	14 Brian Woodward	FELL	Y	EXC
12	13 Ted Howgego		R	2
	4 Geoff Bouchard		B	1
68-4	10 Mike Lanham	FELL REMOUNTED	W	0
	7 Kevin Jolly		Y	3

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13 67.2	7 Kevin Jolly		R	3
	12 Martin Yeates		B	1
	14 Brian Woodward		W	0
	1 Ole Olsen	ANDY MINES	Y	2
14 68.2	2 John Louis		R	3
	13 Ted Howgego		B	1
	8 Dave Gooderham	COLIN COOK	W	0
	11 Dave Jessup		Y	2
15 68.4	16 Steve Bastable		R	3
	3 Tormod Langli	IAN TURNER	B	2
	10 Mike Lanham		W	0
	5 Dave Morton		Y	1
16 68.6	9 Ray Bales		R	2
	6 Preben Eriksen		B	0
	4 Geoff Bouchard		W	1
	15 Alan Grahame		Y	3
17 67.8	1 Ole Olsen	ANDY MINES	R	1
	8 Dave Gooderham	COLIN COOK	B	0
	15 Alan Grahame		W	3
	10 Mike Lanham		Y	2
18 67.4	9 Ray Bales		R	0
	2 John Louis		B	1
	7 Kevin Jolly		W	2
	16 Steve Bastable		Y	3
19 69.0	3 Tormod Langli	IAN TURNER	R	3
	12 Martin Yeates		B	0
	13 Ted Howgego		W	2
	6 Preben Eriksen		Y	1
20 67.2	5 Dave Morton		R	2
	14 Brian Woodward		B	0
	11 Dave Jessup		W	3
	4 Geoff Bouchard		Y	1

# 257

## RADIO ORWELL

Weekend Programme

Schedule as from

MAY 5th 1979

### SATURDAY

6.00 am Breakfast Show — Greg Bance.  
10.00 am Boomerang — Children's Magazine with Peter Fairhead, Karen Ashford and Paul McAulay.  
Noon Andy Archer.  
2.00 pm Saturday Special — Nigel Rennie.  
6.00 pm Tony Valance — Soul Session.  
10.00 pm Peter Fairhead — Music in the Night.

### SUNDAY

6.00 am Joyful Sound — Stanley Sharpe.  
6.30 am Breakfast Show — Peter Fairhead.  
8.30 am Farming — Richard Hickson.  
9.00 am One Faith.  
9.30 am Greg Bance.  
Noon Steve Wright — Requests and Golden Oldies.  
4.00 pm Top Forty.  
7.00 pm Spectrum — Art's Magazine — Chris Green.  
7.30 pm Sunday Concert — Irene Yuen.  
10.30 pm Peter Fairhead — Music in the Night.

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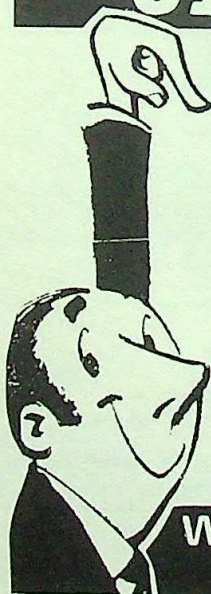
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# ON THE RIGHT TRACK

*A new series by East Anglian Daily Times and  
Ipswich Evening Star correspondent Mike Horne*

I suppose it has happened on several occasions in the past but I can never remember Ipswich going into a meeting, at least not at Foxhall, without a recognised referee. It happened, of course, last week when Stan Mellish was held up by a train derailment between London and Ipswich and couldn't get to Foxhall in time.

It was just a pity that it happened to Stan who is without doubt extremely conscientious and has, I believe, travelled to Ipswich regularly from London on his motorbike with his wife as a pillion passenger, before a recent serious injury.

There was nothing, obviously, that he could do about a de-railment but it left John Berry, who has enough on his plate at the moment, with a serious problem. After all the referee is probably the most important figure at any meeting.

A rider, or riders, promoter, clerk of the course or announcer can all fail to put in an appearance without bringing a meeting to an abrupt halt. But no referee, or adequate replacement, means no meeting. And the only referee who might have been able to arrive in time was working at Wimbledon on the same night.

As it happens the Witches were able to contact Martin Rogers, and he was a satisfactory substitute. What exactly would have happened had Martin decided on a night out, I cannot imagine because he is the only "neutral" I can think of who would have been acceptable to Cradley.

At least the Speedway Regulations do allow for the use of a substitute referee if he is agreeable to both sides, although there is no mention of what will happen if he is not.

Regulation 173 states "When a referee is absent and has not agreed arrangements for a substitute, the Clerk of the Course shall appoint a substitute with the agreement in writing of the visiting team manager".

Having agreed that, the substitute assumes complete control of the meeting which is, of course as it should be. "The substitute so agreed, whether licensed or not, shall assume all responsibilities of the referee for the duration of the match". So even if he is not a qualified ref he is in charge.

The regulations also list Clerk of the Course, starting marshal, announcer, team manager and machine examiner as officials who must also be on duty . . . and if they are not, suitable replacements approved by the referee must be found.

And just in case Ray Chinnery, John Earrey, Fred Cotton or even Barbi feel they could help the Witches out of their present rider crisis I'm afraid the rules would put a stop to it.

"No official nominated for any meeting shall be eligible to compete during such meeting", say the rules, which will probably come as a relief to John Berry.

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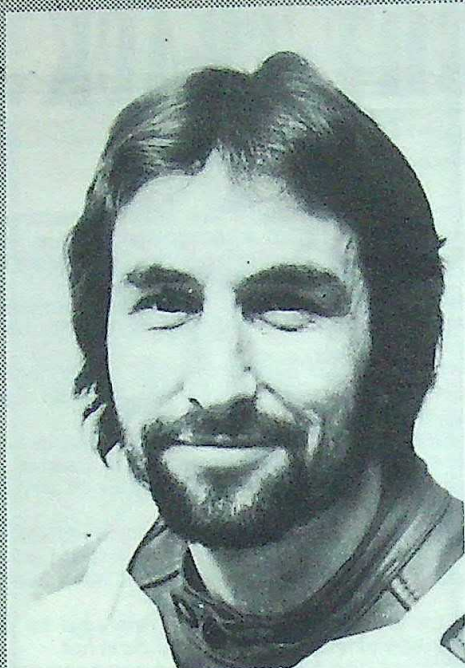
## THE WITCHES SCORERS

All 1979 Matches

Rider	Matches	Rides	Points	Bonus Points	Total Points	CMA
1. John Louis	12	52	111	3	114	8.60
2. Kevin Jolly	12	52	82	10	92	7.08
3. Tony Davey	10	43	86	4	90	8.37
4. Mike Lanham	12	52	74	9	88	6.77
5. Georg Hack	11	44	43	8	51	4.63
6. Colin Cook	12	38	33	5	38	4.00
7. Preben Eriksen	10	30	18	5	23	3.07
8. Tim Hunt	4	14	16	6	22	6.29
9. Nigel Flatman	1	2	3	0	3	6.00

Up to and including 26 April 1979)





TED HOWGOGO



JOHN LOUIS



PREBEN ERIKSEN



DAVE JESSUP





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## Captain's Corner

IT always concerns me when I hear about a serious speedway injury, but when it happens to a good friend and team-mate it comes as a terrible shock. We all know we are in a dangerous game but it still comes as a great blow when someone suffers the sort of injury Shrimp has.

His crash has really put the damper on us and no doubt you feel exactly the same way as the team. We all knew it was a bad fall but least we did the best thing at Leicester and tried to put it to the back of our minds and get on with the job of beating Leicester.

The lads, and Colin and Georg in particular, were tremendous and I only wish our win had been under happier circumstances, I'd like to wish Shrimp, as we all do, a very speedy recovery and hope that it is not long before he is back in Ipswich.

It was obviously a disappointment that Georg decided to return home after our match against Cradley, although I am not in the least surprised. He has a long list of engagements in May, June and July and the strain of travelling backwards and forward is obviously taking its toll.

He was also very disappointed that he could not do better at home but he is a much better rider that his recent form at Ipswich suggests.

Without Shrimp for the best part of the season and now with another gap to fill we obviously have a terrific uphill battle. That was clearly shown by our home defeat by Cradley last Thursday but at least we are not likely to meet a side as strong as that every week.

The pressure is right on us, but I hope that we can respond, especially if John Berry can find another established rider to help us out. Kevin and Mike have already shown that they can get plenty of points and Preben, despite all his injuries, is making steady improvement.

A night away from the pressure of team racing will do us good but World Championship progress hangs on the outcome of the meetings this week and all the Ipswich riders must score well tonight. With Ole Olsen, Dave Jessup, Steve Bastable etc in the field that is not easy.



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# SUPPORTERS' NEWS

COMMISERATIONS to Tony and his family for injuries received at Leicester last Tuesday. We all sympathise with the length of time required for nature with a major bone fracture, and sincerely hope he can return to a local Hospital within a reasonable time.

We hope also, that other injured team members will return to 100% fitness, and congratulate them all upon a super effort at Leicester producing a fine team performance.

The Junior Witch Club has been tremendously successful and members or their parents can collect their envelopes from me at the supporters kiosk on the second bend.

Forms with subscriptions can also be left and plain paper can be used if supporters prefer not to cut application forms from their programme.

Ipswich Speedway Supporters 1979 membership continues to grow. Our Supporters' Association meet every Tuesday at "The First Floor Club", Tacket Street, Ipswich. Fully licensed bars, Pool Billiards Tables available. Rooms private for members until 10.30 pm.

Lottery tickets are now selling fast for Riders Fund please continue to give the Girls your usual support.

JOHN BOOTH, Patron for Supporters Committee

## PRIZEWINNERS FOR LAST "RIDERS EQUIPMENT FUND DRAW", WEEK 19th APRIL, 1979

1. Mr. Brown, 203 Highfield Road, Ipswich. (Bottle Brandy).
2. Mr. Grant, "Highlands", Church Road, Otley. (Bottle Whisky).
3. Pat Coppen, 46 Robin Drive, Ipswich, Suffolk. (Bottle Sherry).

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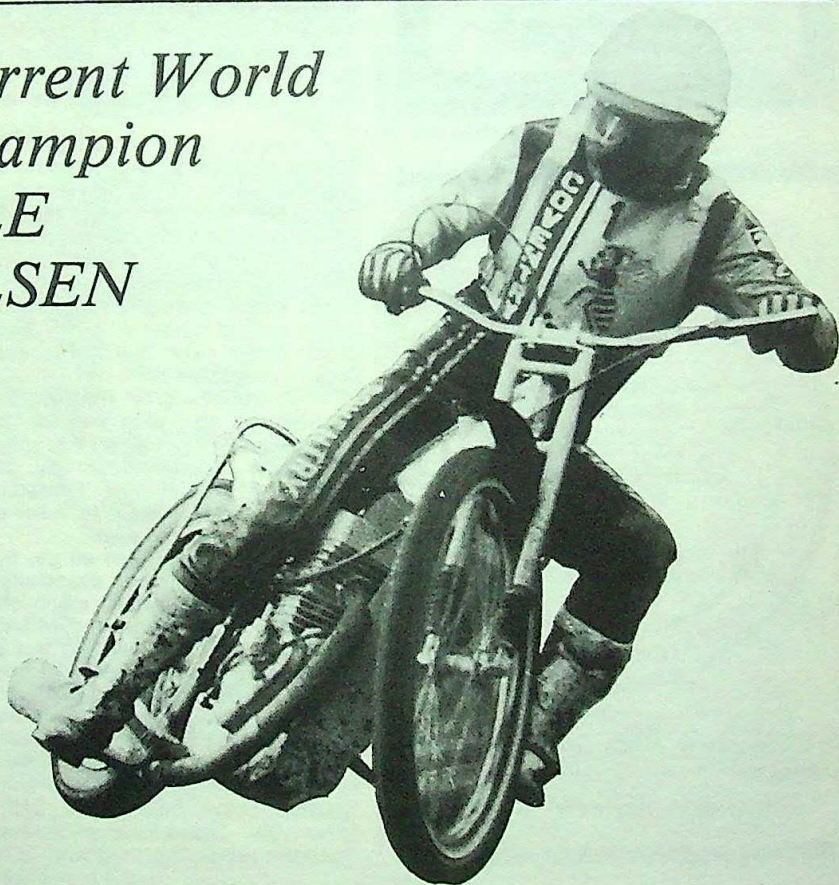
### BARBI Learns to drive with B.S.M.

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## Shop Talk

THE demand for our 1979 Badges has been amazing and new supplies are on the way. By now our 1979 year bars should be here, after all the delays.

Arriving shortly will be a really smart range of Tee shirts, in two styles, and Sweat Shirts. This year the colour will be dark blue, with a really great "Fly me" design.

Junior Race Jackets, identical to those worn by the riders are now on sale at £1.50, so kids here's your chance to look like your own favourite.

**Celestion**



Loudspeakers for the Perfectionist

Dear Mr Berry,

I wish to apologise to you, your staff and public for my non arrival for this evenings meeting. I assure you it was entirely beyond my control and very much to my disappointment, especially as it is the first I have missed in eleven years of refereeing.

I caught the 4.10 pm train from Liverpool Street which should have got me indoors before five o'clock. Unfortunately there was a derailment at Brentwood and I was turned off the train at Gidea Park at 6.05. Outside the roads were choked with traffic and there were queues at the phone boxes.

I walked twenty minutes in pouring rain and hailstones and rang you as soon as I got in. I was quite prepared to come out as soon as I had changed out of my wet clothes, although with the local traffic situation there was no knowing how late I would be.

I trust you will accept both my apology and explanation and maybe pass same on to all concerned.

Yours sincerely,  
**Stan Mellish,**  
Referee.

We sympathise with Mr Mellish, particularly because a very serious illness recently has curtailed the use of his beloved motorcycle. Many thanks for the letter Stan.



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## ALMOST THE LAST WORD

DESPITE all his knocks and bangs it is nice to see that Preben has still managed to retain his sense of humour. Sitting in the Leicester dressing room nursing a painful arm injury which he sustained in heat three when sliding underneath the safety fence he commented, "That crash seems to have worked wonders for my bad back".

Georg found a new version of "in the doghouse" when he returned from Leicester. J.B.'s two alsatians would not let Georg into the house, and he and Karl Maier had to wait four hours in his car in the drive for the arrival of John, who didn't arrive home until 5.30 a.m. from Leicester Royal Infirmary!

If Mike manages to battle his way through to the semi-final of the World Championship he will do so without any assistance from those who work out who rides where in the qualifying rounds. Mike races at Ipswich tonight and then at Wolverhampton tomorrow and King's Lynn on Saturday. Nothing like a few meetings to keep you sharp.

It takes a special effort to complete five races in the space of eight heats, something extra special to score 10 vital points in the process and something quite outstanding to earn all those points from the back. Colin Cook did just that at Leicester and not surprisingly nearly fell off his machine at the end of his stint.

**Next Monday, 3.30 p.m.**

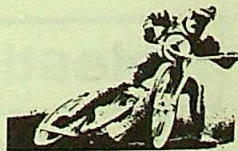
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