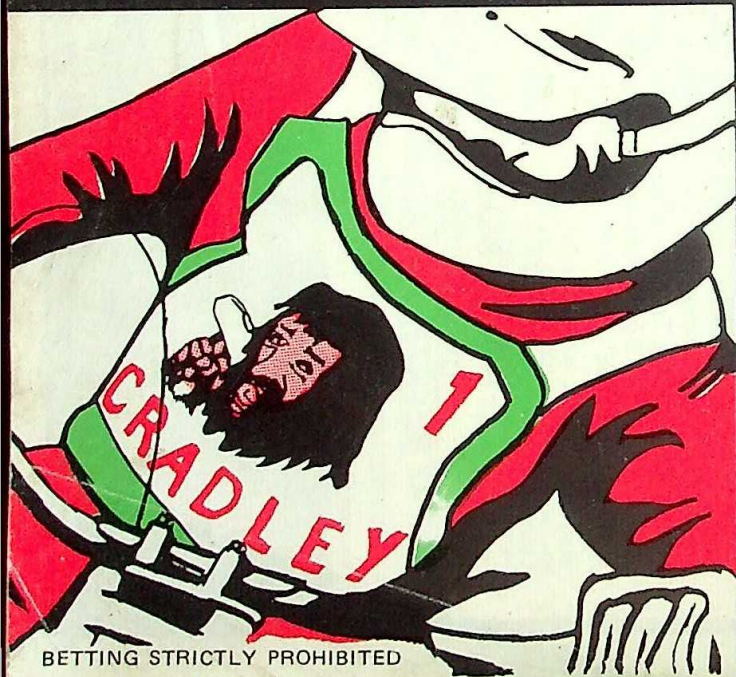


Cradley Heath Speedway

1979



BETTING STRICTLY PROHIBITED



Home of the 'Heathens'

Sponsored by the Express & Star (Midlands Brightest Daily)

BERGER GRAND PRIX

(in association with Daily Mirror)

**SUNDAY MIRROR WORLD
CHAMPIONSHIP**

(Qualifying Round)

**OFFICIAL
PROGRAMME**

25p



STRAIGHT TALKING

with DAN McCORMICK

Tonights Berger Grand Prix and World Championship qualifier gives us an opportunity to see some of the top riders in action and there is no doubt we can look forward to a great evenings racing.

Topping the bill will be the clash between Scott Autry and Bruce Penhall of the U.S.A. and each will do their best to prove the better and we can expect some healthy rivalry. At the moment Scott is somewhat out of favour with the A.M.A. which is the official U.S.A. body, following his much publicised withdrawal from the American World Championship qualifier last November, and it would seem this action has caused the authorities to discipline the rider by excluding him from the official U.S.A World Cup Team.

It is not for this column to criticise the A.M.A. but we can be allowed to wonder whether such action is the best way in which to bring attention to the supposed indiscretion of the Rider when his presence in such a team is so very important to the American chance of success, especially as there are a large number of reasonable people that think the A.M.A. would do well to actually study the method they have chosen to select qualification for World Championship representation. It is perhaps too easy to criticise the A.M.A. and perhaps I am a little biased because of what I regarded as a farcial method of selection last year, but I try to be fair which I am not certain the A.M.A. are, otherwise how can it be possible that for the 1979 World Long Track Championship Steve Gresham is chosen above Bruce Penhall when Bruce has been the official U.S.A. Long Track Champion for the past two years. You tell me, or better still tell Bruce because he is convinced that the A.M.A. are against him whilst I hope they have simply made a mistake.

DAN

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Announcers:

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L. Rogers**

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R. Moreton

Start Marshal

J. Millard

Pit Marshal

H. Taylor

Track Licence No. 79/14
Held under the Regulations of
the Speedway Control Board
St. John Ambulance Brigade
in attendance
Track length—367 yards

Track
Record:
63.9

Steve Bastable
14.10.78



Supporters Club notes



Calling all Heathens' '79 fans, the following have now been arranged during the month of May.

Monday 7th May - Belle Vue Depart Stadium 8.00 am.

Members £2.20 Adults - £1.75 under 14's.
Non-members £2.40 Adults - £1.95 under 14's.

Return to see Heathens' at "home" at 7.45 pm.
Tuesday 8th May - Leicester (K.O. Cup) Depart Stadium 5.45 pm.

Members £1.60 Adults - £1.20 under 14's.
Non-members £1.80 Adults - £1.40 under 14's.

Wednesday 16th May - Coventry (Midland Riders Final) Depart Stadium 5.30 pm.

Members £1.40 Adults - £1.00 under 14's.
Non-members £1.60 Adults - £1.20 under 14's.

Friday 18th May - Peterborough (I.L. Cup) Depart Stadium 2.30 pm.

Members £2.20 Adults - £1.70 under 14's.
Non-members £2.50 Adults - £2.00 under 14's.

Sunday 20th May - Reading (World Team Cup) Depart Stadium 11.00 am.

Members £2.20 Adults - £1.80 under 14's.
Non-members £2.60 Adults - £2.20 under 14's.

Monday 21st May - Exeter (GBL) Depart Stadium 2.00 pm.

Members £3.30 Adults - £2.80 under 14's.
Non-members £3.60 Adults - £3.10 under 14's.

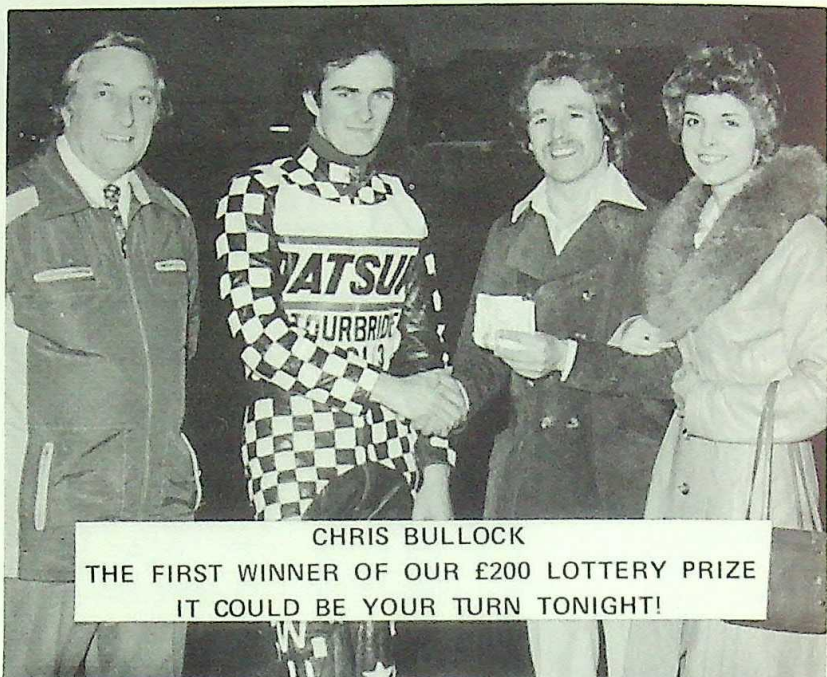
Bookings taken at kiosk on "starting gate" side of track or by telephoning Margaret on Brierley Hill 71644 or Kingswinford 270322.

Disco Thursday 10th and 24th May in "main bar" at 8.00 pm, admission 30p members - 40p non-members.

Meeting Number Eight

NOTE: Betting Strictly Prohibited. The management reserve the right to alter this programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race, tickets will be issued valid as admission to any one of the next three meetings. In no circumstances will any money be refunded. Rights of admission reserved. Motor Sports 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 owners 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. Taking of photographs is strictly prohibited without consent of the management.

Photograph — JOHN HIPKISS



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ALAN UNDER PRESSURE AT EASTBOURNE

Photograph — ALF WEEDON



Comment

TOM JOHNSON

Express and Star

It's funny how we often take things for granted, but not so funny when these assumptions backfire, as they did on Steve Bastable in the World Championship qualifying round at Reading on Monday.

Steve was going well, having won his first heat, and was chasing John Davis in his second race when he realised he was losing power. He managed to finish second but when he reached the pits it was found that his clutch had been slipping. Hasty repairs were necessary as Steve was out again in the following heat and father Harry worked frantically to change the clutch plates, but with the two minutes warning signalled, Steve was a couple of seconds late in getting out on to the track and was disqualified. It was annoying, and disappointing, for the Cradley skipper, but Harry had taken it for granted that extra time would be allowed because Steve had two races on the trot. He claims Steve was not given enough time.

It is the normal practice for referees to make a time allowance in Championship and open meetings when, by virtue of the race formula, some riders have to compete in successive heats.

Surprisingly, there is nothing in the speedway regulations which stipulates that the extra time must be given!! It is simply left to the discretion of the referee. I can understand no time being allocated in league matches when a rider is needed to take a second race immediately because he is wanted as a tactical substitute. That is the decision of the team manager and can obviously be adjusted, but in a World Championship meeting, the situation just cannot be avoided because of the 20 heat formula.

It has been an unwritten law over the years for the additional time to be given, but it is not set out in the rules. Isn't it about time that it was?

Steve finished the meeting with a creditable ten points from his four outings, and he should have no difficulty in getting through to the British Semi-finals. The qualifying level should not be too high, with points being collected also by overseas riders who have no direct interest in the World Championship.

The Grand Prix qualification is a different matter. It is going to be much more difficult to get into the top 16 who will qualify for the final at Wimbledon in August, and every point is vital. Steve has been a finalist for the last two years and he is hoping the habit will continue.

Combining the Grand Prix and the World Championship qualifying rounds has caused a lot of criticism. Riders do not like the idea because they feel that the overseas contingent are robbing them of points, and fans are opposed, because of the complicated business of working out who needs championship points and how many premium points they have collected for the Grand Prix.

The reason for putting the two competitions together was simply to add spice to the racing and attract bigger crowds to the qualifying meetings which previously lacked appeal.

The World Championship is still the major competition in the speedway calendar and should be given prominence. Under the current system it seems to be taking second place to the Grand Prix, which, of course, is alright in itself because it brings together probably the best 16 riders in the world for the final.

The GP line-up at Wimbledon in August will most likely be a much stronger field all-round than the world final at Katowice in September, which will include riders from Eastern Europe that we have never heard of, and would struggle to hold a place in the British League.

But at the end of it all there is the world crown, and that's why every rider here tonight will be battling all the way.



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THE GRAND PRIX LIVES!

Graham Baker — Daily Mirror

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.

It's four years now since the Daily Mirror introduced the Grand Prix with a novel method of points scoring that gave an alternative to the straight forward 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 23rd.

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.

I'm looking forward to the action — and I know that our friends from Berger share the sentiment. I hope you all feel the same way.



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BERGER GRAND PRIX

(in association with the Daily Mirror)

SUNDAY MIRROR WORLD CHAMPIONSHIP (Qualifying Round)

Saturday, 5th May

4 LAPS CLUTCH START

Winner decided on Race Points: 1st 3, 2nd 2, 3rd 1

Riders are identified by Numbers and Riding Colours

Starting positions are indicated by helmet colours

HEAT	RIDER	Substitute	Col	Points
1	1 Scott Autrey 2 Bruce Penhall 3 Roger Johns 4 Phil Collins		R B W Y	1st 2nd 3rd
2	5 Edward Jancarz 7 Alan Grahame 6 Andy Hines 8 Dave Kennett		R B W Y	1st 2nd 3rd
3	10 Colin Richardson 11 Phil Herne 9 Dave Perks 12 Steve Bastable		R B W Y	1st 2nd 3rd
4	15 Nicky Allott 14 Mal Corradine 16 Trevor Geer 13 Vic Harding		R B W Y	1st 2nd 3rd
5	13 Vic Harding 1 Scott Autrey 5 Edward Jancarz 9 Dave Perks		R B W Y	1st 2nd 3rd
6	14 Mal Corradine 10 Colin Richardson 2 Bruce Penhall 6 Andy Hines		R B W Y	1st 2nd 3rd
7	11 Phil Herne 15 Nicky Allott 7 Alan Grahame 3 Roger Johns		R B W Y	1st 2nd 3rd
8	4 Phil Collins 8 Dave Kennett 12 Steve Bastable 16 Trevor Geer		R B W Y	1st 2nd 3rd
9	6 Andy Hines 16 Trevor Geer 1 Scott Autrey 11 Phil Herne		R B W Y	1st 2nd 3rd
10	12 Steve Bastable 5 Edward Jancarz 15 Nicky Allott 2 Bruce Penhall		R B W Y	1st 2nd 3rd
11	8 Dave Kennett 9 Dave Perks 3 Roger Johns 14 Mal Corradine		R B W Y	1st 2nd 3rd
12	13 Vic Harding 4 Phil Collins 10 Colin Richardson 7 Alan Grahame		R B W Y	1st 2nd 3rd

INTERVAL

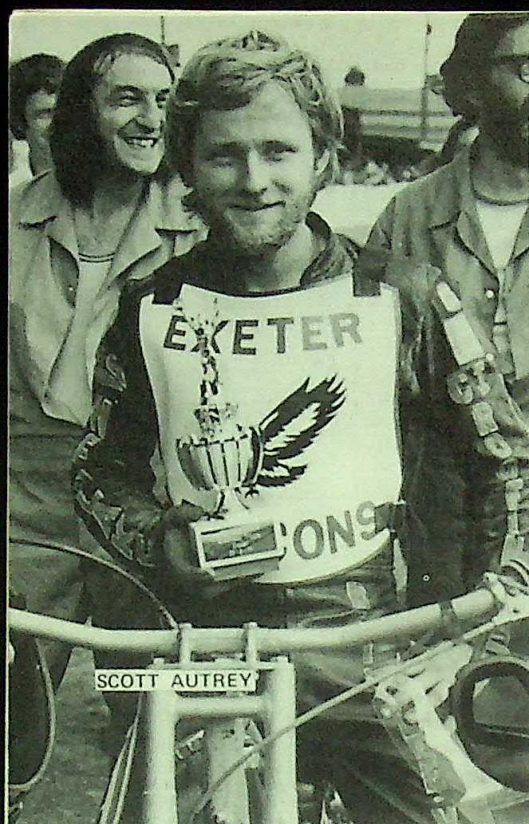
13	7 Alan Grahame 12 Steve Bastable 14 Mal Corradine 1 Scott Autrey	R B W Y	1st 2nd 3rd
14	2 Bruce Penhall 13 Vic Harding 8 Dave Kennett 11 Phil Herne	R B W Y	1st 2nd 3rd
15	16 Trevor Geer 3 Roger Johns 10 Colin Richardson 5 Edward Jancarz	R B W Y	1st 2nd 3rd
16	9 Dave Perks 6 Andy Hines 4 Phil Collins 15 Nicky Allott	R B W Y	1st 2nd 3rd
17	1 Scott Autrey 8 Dave Kennett 15 Nicky Allott 10 Colin Richardson	R B W Y	1st 2nd 3rd
18	9 Dave Perks 2 Bruce Penhall 7 Alan Grahame 16 Trevor Geer	R B W Y	1st 2nd 3rd
19	3 Roger Johns 12 Steve Bastable 13 Vic Harding 6 Andy Hines	R B W Y	1st 2nd 3rd
20	5 Edward Jancarz 14 Mal Corradine 11 Phil Herne 4 Phil Collins	R B W Y	1st 2nd 3rd

RUN OFF IF NECESSARY

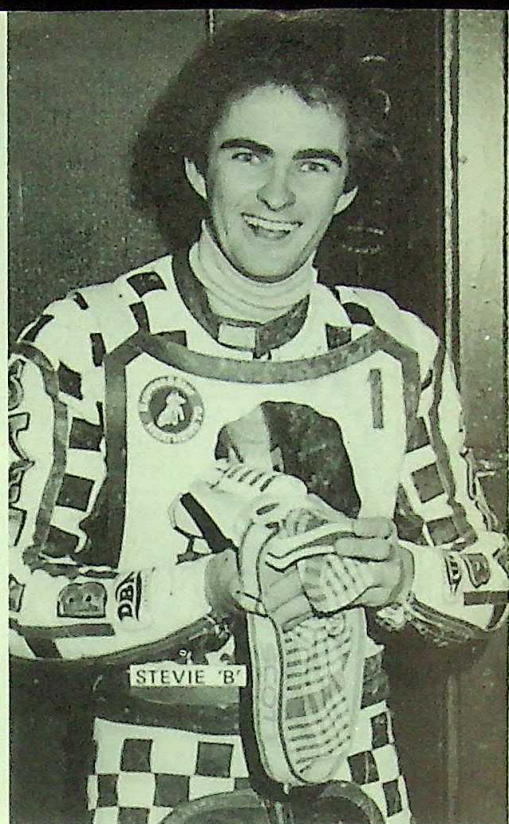
21		R B W Y	
Time			

INDIVIDUAL SCORE CHART

Rider	1	2	3	4	5	6	Totl	Rider	1	2	3	4	5	6	Totl
1 Scott Autrey (Exeter)								9 Dave Perks (Cradley)							
2 Bruce Penhall (Cradley)								10 Colin Richardson (Wimbledon)							
3 Roger Johns (Wimbledon)								11 Phil Herne (Birmingham)							
4 Phil Collins (Cradley)								12 Steve Bastable (Cradley)							
5 Edward Jancarz (Wimbledon)								13 Vic Harding (Hackney)							
6 Andy Hines (Peterborough)								14 Mal Corradine (Middlesbrough)							
7 Alan Grahame (Cradley)								15 Nicky Allott (Sheffield)							
8 Dave Kennett (Eastbourne)								16 Trevor Geer (Eastbourne)							
17 (Res) Bobby Schwartz								18 (Res) Eric Gundersen							



SCOTT AUTREY



STEVIE 'B'

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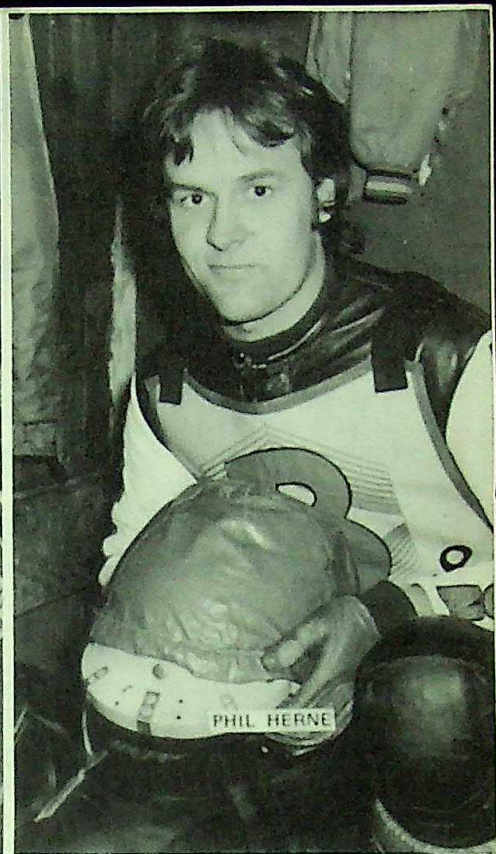
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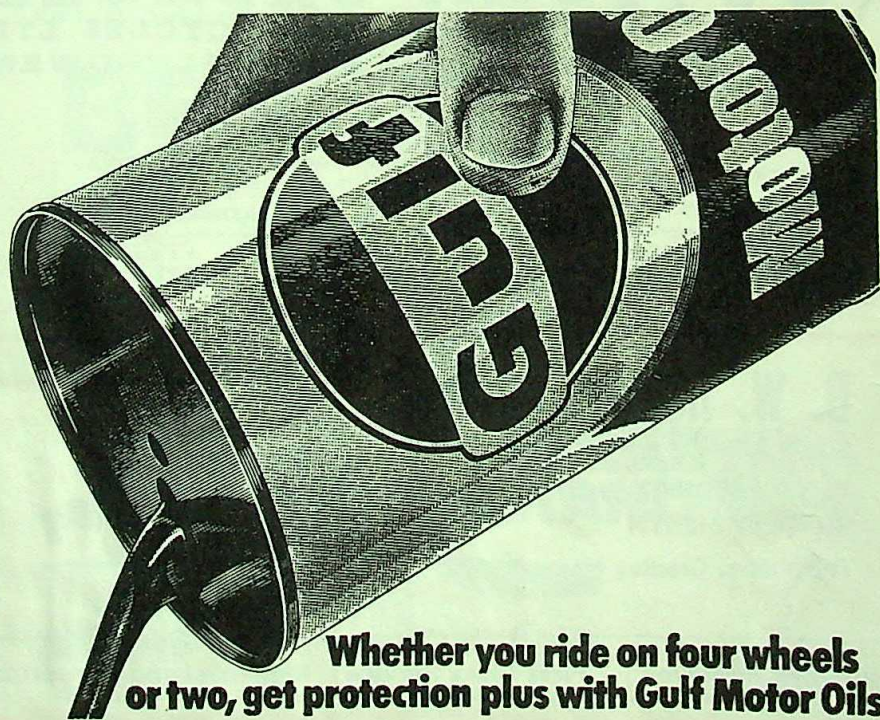
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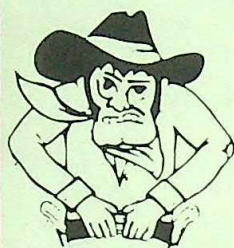
Thursday May 10th at 7.45

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CHALLENGE (2nd leg)

"Outlaws" v. OXFORD "Cheetahs"
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Monday May 7th at 11.00 a.m.



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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.

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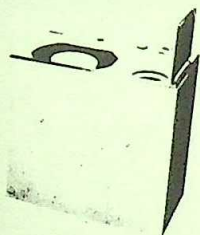
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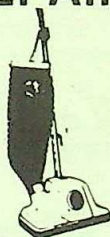
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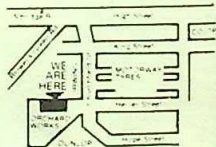
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70 AT
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