

**Sunday  
Mirror**

1979 World Championship

**Sunday  
Mirror**



*Where the World Races*

**Sunday  
Mirror**

1979

**Sunday  
Mirror**

**WORLD CHAMPIONSHIP**  
**COMMONWEALTH FINAL**

**LONDON WHITE CITY**  
**Sunday, July 1st, 1979. 4.00p.m.**

Souvenir Final Magazine 30p



# **WESLAKE**



**BRITISH, EUROPEAN  
INTERCONTINENTAL & WORLD  
SPEEDWAY CHAMPIONS 1976**

**EUROPEAN AND  
INTERCONTINENTAL  
CHAMPIONS 1977**

**BRITISH, WORLD PAIRS  
SPEEDWAY AND  
WORLD LONGTRACK  
CHAMPIONS IN 1977  
AND 1978**

**HARBOUR ROAD, RYE,  
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*Telephone: 07973 2755 Telex: 95203*



# Today's Meeting Officials

FIM Steward.....R. Giannini [Italy]  
 Clerk of the Course .....H.W. Louis  
 FIM Referee.....C. Ringstrom [Sweden]  
 Judge-Timekeeper .....J.D. Homer  
 Technical Steward .....E.A. Woods  
 Machine Examiner .....W. Kitchen  
 Chief Pits Marshal .....G. Greenwood  
 Meeting Secretary .....R.W. Bracher  
 Announcer .....E. Sear  
 Start Marshal.....F. Lawrence  
 Medical Officer .....In Attendance

St. John Ambulance Association and Brigade  
 London [Prince of Wales District] in  
 attendance.

FIM Track Licence .....015

Track Length: 385 metres.

Record: to be established.

Today's meeting is held under the International Sporting Code of the FIM IMN 40/16 and is organised by the British Speedway Control Board on behalf of the Auto-Cycle Union.

# Keith Fisher writes....

Now we come to the real nitty-gritty....

A Commonwealth Final faced with dramatic possibility and potential.

Take a long hard look at the men in battledress this afternoon — each one fired by a million dreams, hopes and ambitions.

It's all down to an afternoon in Katowice, Poland, on September 2, when speedway's ultimate achievement — the World Individual Championship — is finally decided.

Just who will wear the 1979 crown is anybody's guess. To try to forecast a winner at this stage of the proceedings is lunacy. Make no mistake about that.

So much can happen. So much can go wrong. And usually does.

One thing is certain for the nine riders who make it through a thousand traumas this afternoon — there will be overwhelming relief as another, successful hurdle has been overcome on the way to that Sunday in Poland.

For the seven who don't there is only the dejection and disillusion of failure. What might have been. But never was.

The next stage of this year's Sunday Mirror World Championship qualifying process is the star spangled Inter Continental Final here at London White City on August 5. It promises to be a nerve-tingling occasion.

But, and I make no apologies for saying it, the REAL winners are the fans here today and those who will cheer their heroes to further glory next month.

Speedway is all excitement and personality-plus involvement. Sheer unashamed partisanship from the fans and thrill-a-minute heroism from its stars.

It is a formidable combination.

Can you wonder then why we speedway people are not frightened to sing our own praises?

When you are proud of something let everybody know!

The Sunday Mirror is as full of that same satisfaction today as when we first started sponsoring the World Championship back in 1958. It means a lot to us. And, we hope, it means a lot to you.

Of course a lot of water has passed under the bridge since then. A multitude of names have slipped into anonymity. Gone, maybe. But never forgotten.

Yet speedway's essential ingredient is still there thriving — a sport that encourages the whole family to join in the festivities without fear or threat.

It is some recommendation in an age where hooliganism and vandalism has become synonymous with so many other sporting activities.

Today's heroes, the sixteen riders who carry speedway's banner today — the all-powerful Mauger, Peter Collins, Michael Lee, Phil Crump, Billy Sanders, Malcolm Simmons etc etc — are merely carrying on that tradition.

With style. With panache.

And long may they do so.

It is why the Sunday Mirror is more than proud to exclaim:

"Good afternoon everybody, have a marvellous day."

# Welcome from Nelson Mills Baldwin O.B.E.

[Chairman of the Speedway Control Board]

"The future of speedway at London White City may well be decided by what happens at today's Commonwealth Final of the World Individual Championship, the Inter Continental Final on August 5 and the World Team Championship Final on September 16.

"Despite Gordon Kennett and the White City Rebels winning the Gulf British League Championship, attendances at the West London Stadium have been insufficient to justify the continuance of speedway on a regular basis, which is rather astonishing in view of the support given to the sport elsewhere.

"Thus the three major meetings which are being held at London White City this summer, again supported by our friends from the Sunday Mirror, are in the nature of both calculated risk and an investment in the future.

"If they are as successful as they deserve to be then speedway may yet become a major sport in West London.

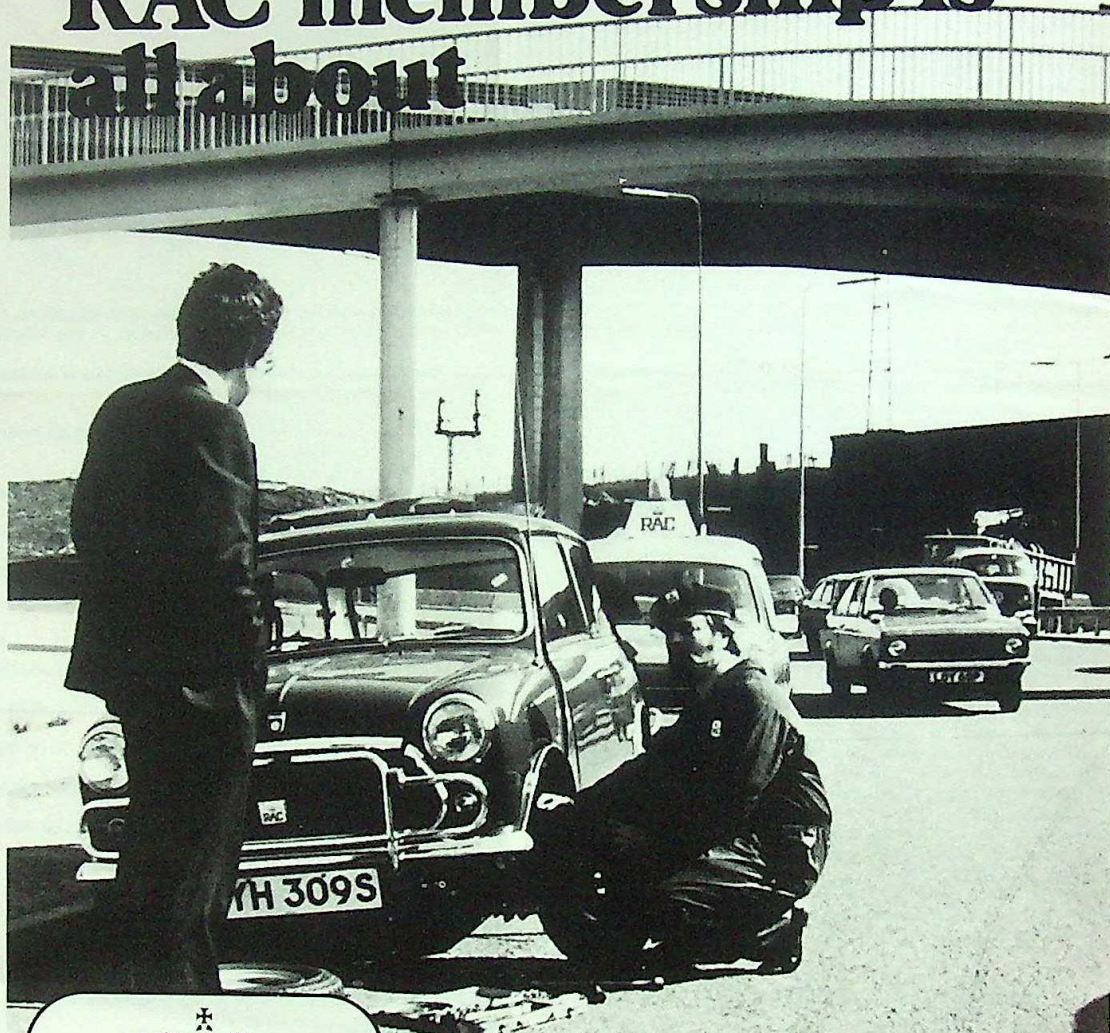
"Certainly everything possible is being done to make today's meeting a good one. The track has been re-kerbed, regraded and has had new fencing installed. My Board has also put a ceiling of £3.50 on prices. And not least, there is a strong field with six survivors from the Australasian Final meeting the top ten from the British Final.

"The attitude of the Control Board, which is heartily endorsed by the promoters, is that the public must be given value for money.

"Speedway is a family sport and as such we have to make it a good day out for the enthusiast without it being too expensive. Let us enjoy today's racing and my thanks to all who have come to support their favourites. Will we see the 1979 World Champion in action?



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# Chasing Championship Gold

There was a time when the World Championship began and ended in England.

A few qualifying rounds building up to a Thursday night final at Wembley.

Those days are gone. In today's modern jet-setting world when you can fly to America in half a day and take not much more than that to travel from London to Sydney the World Championship is truly that....

This year's competition started more than six months ago with Australia, New Zealand and America all holding their preliminary rounds.

And more recently the Continental countries — Czechoslovakia, Germany, Austria, Yugoslavia, Hungary, Sweden and Italy — staged their own rounds.

While here in Britain the competition began in earnest at Mildenhall on Sunday April 8 when Mick Hines won the first preliminary round.

Since then Britain has staged a further twenty-five meetings (including the recent British Final at Coventry) in the bid to whittle down the original 112 British competitors to the ten and a reserve on parade this afternoon.

From the Antipodes come six racers who went through an assortment of qualifiers including national finals to finish in the top six slots at the Australasian Final at Rowley Park, Adelaide, earlier this year.

Everything builds up to its climax at Katowice, Poland, on the first Sunday in September. But before then Britain has its own ample share of the action and excitement with this afternoon's vital stage and then the Inter-Continental Final on the same London White City track on Sunday, August 5.

The top ten scorers today qualify for the next round to be joined by Americans Bobby Schwartz and Mike Bast (champion and runner-up in the late December American Final at Santa Ana, California), Danes Hans Nielsen, Finn Thomsen and Ole Olsen (second, third and fourth in the Scandinavian Final at Norkopping early last month), Finn Kai Niemi (a former White City teamster) and the new Scandinavian Champion Jan Andersson, the sole surviving Swede in any of this year's speedway world championships.

They and the Commonwealth qualifiers — and reserves Kelly Moran and Ila Teromaa — will be on parade here in the Inter-Continental Final....seeking one of the nine World Final places remaining open after seven berths have been filled by three seeded by host nation Poland and the top quartet from the Continental Final at Pocking, West Germany, on Sunday July 8.

The winner of this afternoon's Commonwealth Final will receive a Sunday Mirror Trophy, a gold medal and £750.

The runner-up will receive a silver medal and £400.

The third-placed rider will receive a bronze medal and £200.

The first nine riders will qualify for the Inter Continental Final of the Sunday Mirror World Championship and the tenth highest scorer will be Commonwealth reserve for that meeting.

All today's presentations will be carried out by representatives of the Sunday Mirror.

# LONDON

# WHITE CITY



Follow the action  
Sunday Mirror World Championship  
**INTER CONTINENTAL FINAL**  
London White City  
Sunday, August 5, 1979, at 4 p.m.

Who will clear the last hurdle on the title trail?  
Already revving up only five rides away from a  
World Final are World Champion Ole Olsen,  
Bobby Schwartz, Jan Andersson, Mike Bast,  
Hans Nielsen, Kai Niemi and Finn Thomsen.  
They'll be joined by today's top nine scorers....  
all bidding for World Championship glory.

**Tickets: £3.50, £2.50, £1.50.**

*Where the World Races*

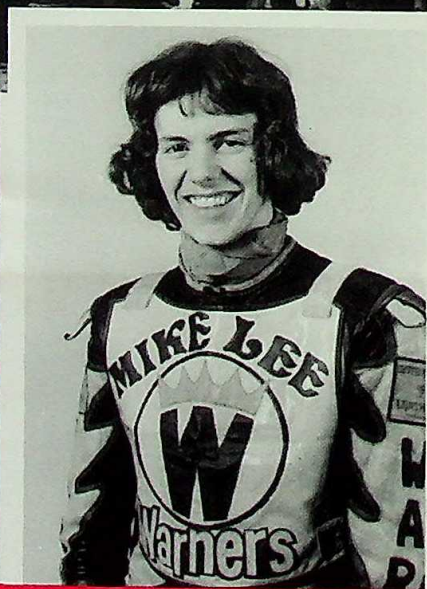
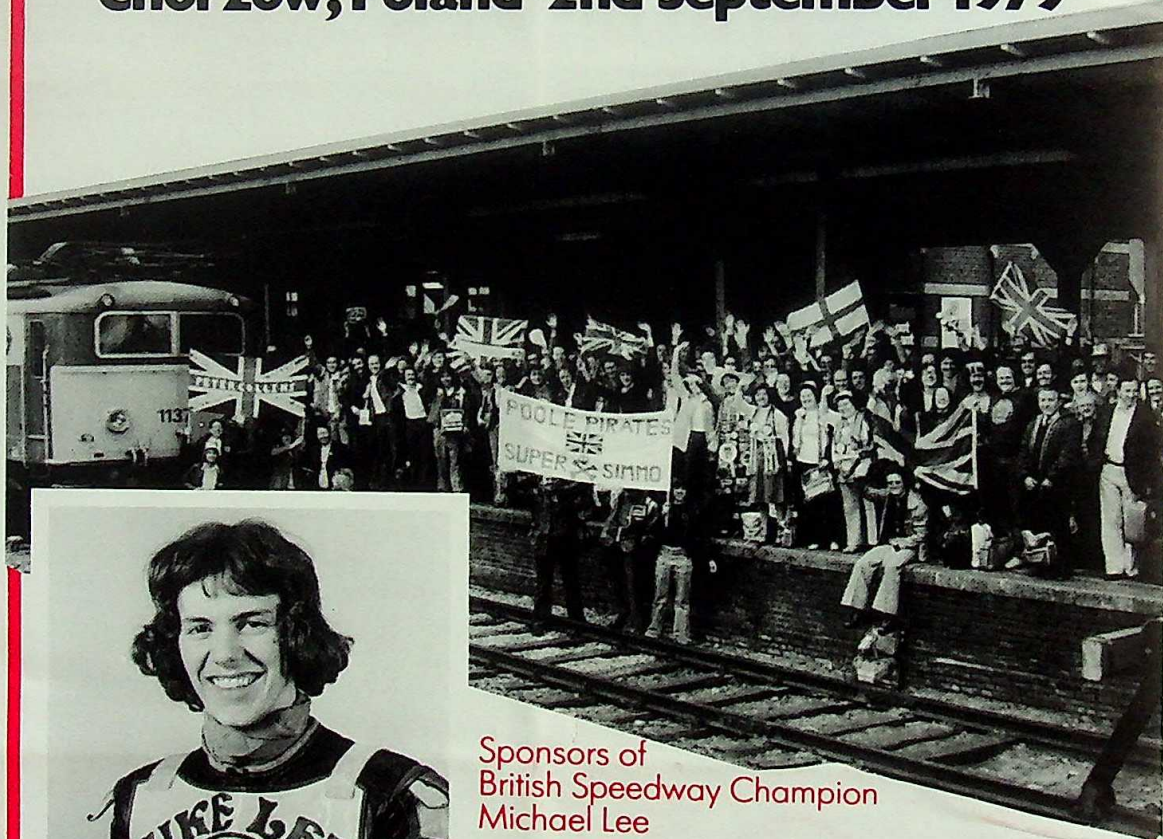


# Warner Sports

*Great Warner Railtour*

## **WORLD SPEEDWAY FINAL**

**Chorzow, Poland - 2nd September 1979**



Sponsors of  
British Speedway Champion  
Michael Lee

For details contact:

**Danny Leno, Warner Sports,  
25 Euston Centre, London NW1 3JN  
Telephone: 01-387 9257/8/9**



## WHO'S

Australian Steve Koppe wants to follow in the tyre-treads of three famous riders — Dave Jessup, John Louis and Phil Crump.

His ambition: to become only the fourth rider to win the National League Riders' Championship and subsequently qualify for the World Final.

Koppe, 25 last April 16, won the Gauloises title at Wimbledon last September, a victory that persuaded him the time was right to step up into full time Gulf British League action with Exeter.

He had gone into the Wimbledon meeting very much the underdog — and that's precisely the way he comes into today's Commonwealth Final.

Admits the tough Queenslander: "No-one gave me too much chance of qualifying from the Australasian Final. It doesn't worry me much...."

In fact Koppe was the one true sensation at Rowley Park. He finished runner-up to new Australasian champion Billy Sanders and the spectating Ole Olsen was first to admit: "It was no fluke — he rode superbly and deserved to be runner-up."

A repeat of his winter form — when he was one of the mainstays of an Australian test side swamped by England — would help Koppe spring yet another Sunday Mirror World Championship surprise.

He is one of four Australians in today's line-up....the other three all ex-World Finalists.

Billy Sanders, 24 next September, braved broken bones in his ankle, sustained in an earlier qualifying round, to top the score-chart in Adelaide with 13 points to finish a point ahead of Koppe and two in front of current Australian champion Phil Crump, five-times World Champion Ivan Mauger and 1978 World Final debutant John Titman.

Sanders ignored pain to break through the barrier and is now looking for his second World Final appearance in three seasons having made a fine big night debut in wet and windy Gothenburg in 1977.

Since his winter move from his only previous British club Ipswich to Birmingham, Billy hasn't looked quite the rider he was but he has a fine record here at London White City.



## WHO

Phil Crump is now back at the top of the Australian ratings after a couple of so-so years and will be anxious to live down the memories of his last major World Championship meeting here.

That was the 1977 Inter Continental Final when he struggled to score a couple of points after starting the meeting as one of the red-hot favourites to go through to a third World Final.

Injury kept him out of last year's title contention — so after a break of two seasons he's keen to get back to his 1976 ranking of the world number three.

Still only 27 Crumpie has time to fulfil all his tremendous early career promise.

Completing the Australian challenge this afternoon is the studious always-improving John Titman, mainstay of both his club (Leicester) and country in recent times.

John, who was 28 at the beginning of the year, has more than fifty Australian internationals behind him and enjoyed his World Final first appearance last year but hankers for a visit to Poland!

Only two New Zealanders, both Christchurch-born and both with Wimbledon connections, got through from Adelaide — the slick-gating Larry Ross and his more illustrious World Pairs partner Ivan Mauger.

Ross is still seeking his first World Final trip — while Mauger, still one of the hardest men to beat, is hoping to reach his fourteenth successive World Final to extend a run that began back in 1966 at Gothenburg, more recently the 1977 scene of his fifth triumph.

It took a run-off before 25-year-old Wimbledon skipper Ross reached this stage (already it is his best-ever World Championship performance) and with London support behind him his speed from the tapes might see him back again next month.

Each season the critics (and perhaps some of his rivals?) write off Mauger, who began his British career at Wimbledon 23 seasons ago, but he always bounces back and seemingly, as the years go by, presents an even more formidable challenge as he so desperately seeks that record-breaking sixth world title.



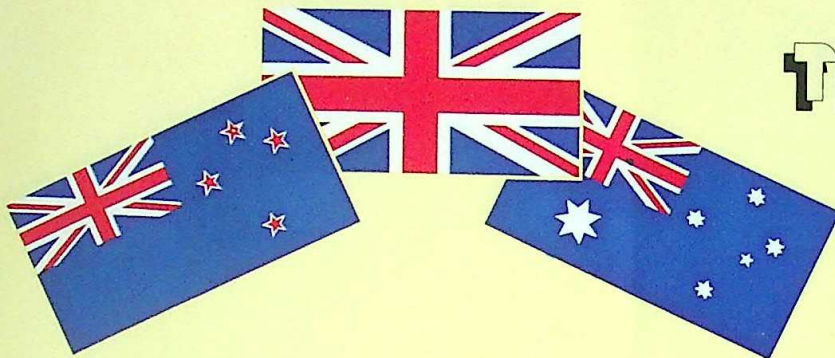


# Ole Olsen



Today's meeting revolves around this man, the 1978 Sunday Mirror World Champion.





# THAT 'TOP OF THE WORLD' FEELING



It's the supreme moment in any sportsman's career — the time he steps up on to the victory rostrum to receive the crowd's applause and the garlands of success.

But it's a moment that comes all too rarely for the vast majority who compete at any level in any sport.

That is probably what makes it all that more enjoyable — besides being the ultimate testimony to your own ability.

No-one in speedway history — from the pioneer days more than half a century ago to today's cut-and-thrust highly professional world of four-valvers, special cams, and intricately cut rear tyres — has enjoyed more success than New Zealander Ivan Mauger

Seeking a place in the Inter-Continental Final is the current New Zealand Champion Larry Ross.

who comes into this afternoon's meeting seeking the points that will make it possible for him to retain hopes of a record-breaking sixth World individual speedway title.

Mauger, a wiry Kiwi now approaching his fortieth birthday, has bathed in the glory of gold since he won his first major title....the Victorian State Championship way back in February, 1962.

Then Mauger was scarcely able to save the money to keep him and his young family and needed success in meetings like the Victorian Championship to allow him to continue his avowed ambition to become a professional speedway rider.

Victory at Melbourne — with ex-World Champion Jack Young occupying the runner-up berth — helped give Mauger the confidence to go on to greater things but he can still recall that moment of supreme pleasure when he could actually add a title to his letter headings (not that he could afford such luxuries in those days).

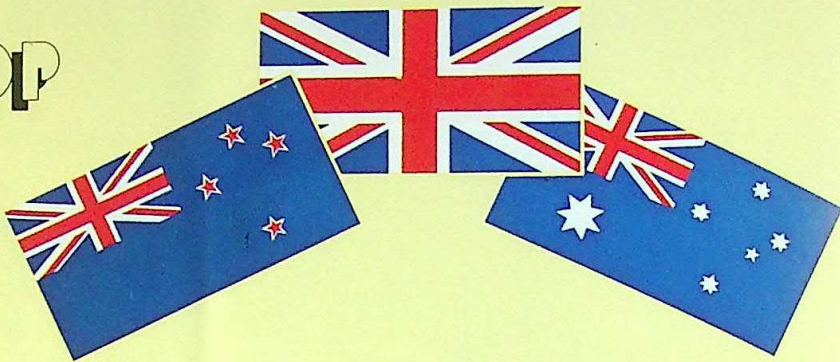
From there the titles began to flow in..... Australian Long Track Champion the same year; Provincial League Riders' Champion in 1963;

Former Australian Champion John Titman made his World Final debut last September.





# THAT 'TOP OF THE WORLD' FEELING



Northern Riders' Champion in 1964; European Championship in 1966; British Champion in 1968 — all as a prelude to the richest prize of all — the World title in Gothenburg, Sweden, when Mauger climaxed a season in which he won five of his seven qualifying meetings.

Since those first initial successes Mauger has added so many crowns to his collection and remains the only rider ever to have won every major championship.

With one exception — the Commonwealth Championship which makes its bow in the international calendar this afternoon.

Mauger has often confided to his friends that the fact he has won every major title has been of immense enjoyment and a point that he inwardly believes has been overlooked by so many people.

That alone ensures that this afternoon he will want to add the Commonwealth Championship to the long list of past honours.....

Yet again he will be anxious to show that in these days of youthful endeavour the wily experience gained over a decade of world competition has its role to play when big titles are decided.

Speedway, like life itself, is full of contradictions and in a world of dashing young men isn't it pleasing to see that there is still an opening in world racing for the late-developer?

Such is former Australian Champion John Titman who reached his first World Final last year at 27.

Titters was 21 before he came to England and spent two fairly mundane seasons with Northern club Halifax before returning home to his native Brisbane and opting out of international racing for a spell.

He was persuaded to return to England again in 1975 after missing the previous British season and rapidly began making up for lost time by scoring heavily for his new club Exeter.

But it wasn't until he moved from the West Country to the Midlands to lead Leicester last year that the quiet Queenslander showed on a global basis the form that had won him the Australian Championship and made him an automatic choice for his country.

It took him until the end of May to sort out mechanical problems that restricted his scoring but from then onwards he was rarely out of double figures in team competition and finished seventh in the Inter-Continental

Final at Fredericia, Denmark, to swoop through to his first World Final appearance.

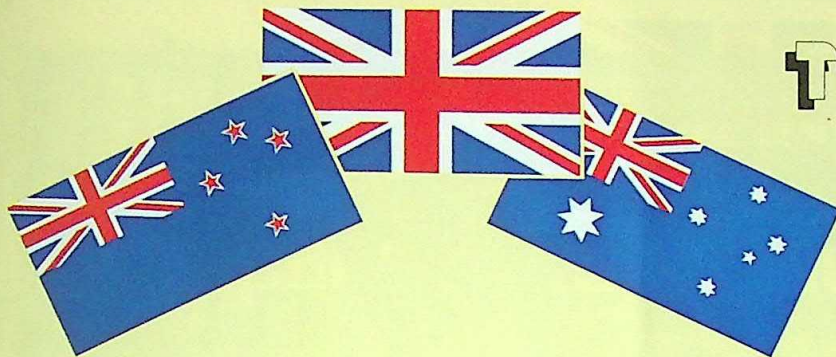
Since then he's maintained his status as one of Australia's leading speedmen and partnered current Aussie Champion Phil Crump to a place in the recent World Pairs Final in Denmark.

Crump is another of the talented Australasians who has already basked in the spotlight of success and at one time looked a distinct front-runner in the title chase.

World Final glory for Collins, Simmons and Crump.







# THAT 'TOP OF THE WORLD' FEELING



He was third in the 1976 World Final — behind Collins and Malcolm Simmons — but then found the problems of mastering controversial home track at Bristol a handicap to his title aspirations.

He went through a depressing spell that would have tempted many riders to quit altogether which had a miserable and painful climax when he broke his leg at Sheffield.

But he showed his true character by bouncing back and was the man to beat during the Australian winter. A transfer to Swindon — where he is happy and content — has revived the old style and dash and once again his name crops up when fans and

Still England's most dangerous title contender — Peter Collins.

officials begin talking about possible world champions.

While Mauger had to wait until relatively late in his career to win both the World title and the British Championship there are two young Englishmen who have had an early taste of that type of success.

Genial Peter Collins — is he the most naturally talented motor-cyclist speedway has ever produced? — was only 22 when he became England's 1976 World Champion.

And the lanky Michael Lee won his first British Championship in 1977 when he was still a few months short of his nineteenth birthday.

Collins, so savagely ruled out of last year's title chase when particles of sugar choked up his fuel lines during the British Final, was an early recipient of both praise and awards.

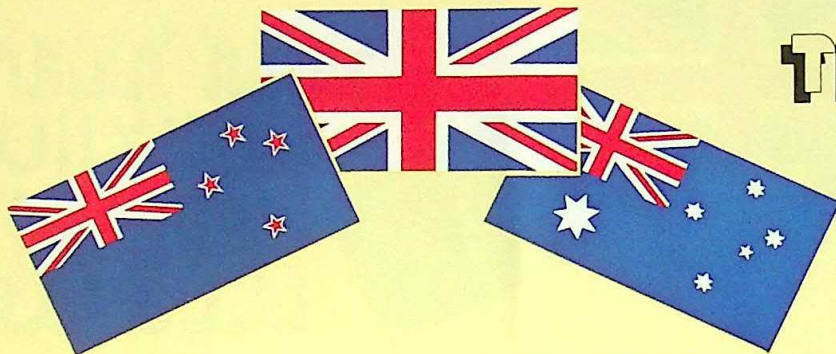
He was only nineteen when he won a gold medal as one of England's successful World Team Cup squad.

So far the World title still eludes Lee but there are many respected observers who believe he is certain to be putting that to rights before the end of his career.

Five times World Champion Ivan Mauger.







# THAT 'TOP OF THE WORLD' FEELING

While England continues to find talented youngsters who seem capable of lowering the age barriers even further — teenager Kenny Carter is an example — Commonwealth riders seem to mature far more slowly....probably because of the lack of regular opportunities in their homelands.

It is only in relatively recent times that there has been an opening for Australian or New Zealand teenagers in British racing.

With promoters more and more desperate to find talent they are beginning to take chances on the relatively unknown Australasian and pay less attention to records and honours.

Wimbledon, for example, signed up Larry Ross when he was only 20 purely on the recommendation of that shrewd judge of new talent Barry Briggs.

Larry's experience was strictly limited when he made his first trip to Britain and his climb up the ladder has been less meteoric than either Collins or Lee — yet who dare say he will not beat them in the race for lasting fame?

In four seasons at Plough Lane 25-year-old Ross has developed from a promising prospect into one of the finest heat leaders in the land and the current New Zealand Champion in a sport in which the North and South Island have excelled for so long.

England's other major title-winner of the late seventies has been Poole skipper Malcolm Simmons — the 33-year-old super smooth stylist who won the British Championship at Coventry in 1976....the year he went on to finish runner-up in the World Final itself.

In many ways Simmo was unfortunate that he chose the year in which England celebrated her first world title success in more than fifteen years and Collins' super show in Poland tended to overshadow what was a splendid season for Simmo.

This year Malcolm, always the supreme professional, has suffered more than most with engine letdowns and made what must have been a brave and agonising decision to tear up his contract as a Weslake works rider to sign up with former European Long Track Champion Don Godden and ride his newly-developed 500 c.c. engine.

The first big test for Simmons came in the Embassy Internationale when he finished high up the field on the machine's big-time debut and then wheeled the Goddens into the Coventry pits.

Even the Czechs rate Michael Lee as a World Champion of the future and it was this confidence in the King's Lynn skipper that prompted the Jawa factory to offer him a works contract this year when he became the first Britain to be backed by the East European concern.





# This is Lada's long awaited appearance in a comparison advertisement.



## The Ladas. £2172\* to £3246\*.

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And therefore we'd like you to think of a car, any car and match it with ours.

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"Compare our features with everyone else's" is another favourite. Well, do just that. As standard, each Lada has inertia-reel seatbelts, laminated windscreen, a 21 piece toolkit, cigar lighter, under bonnet and boot lights.

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# Sunday Mirror

## 1979 world championship COMMONWEALTH FINAL

# Sunday Mirror

Sunday, July 1, 4 p.m.

Heat	No.	Col.	Rider	Pts	Replacement	Pts	Time
1	1	R	Phil Crump				
	2	B	Alan Molyneux				
	3	W	Roger Johns				
	4	Y	Doug Wyer				
2	5	R	Ivan Mauger				
	7	B	John Louis				
	6	W	Gordon Kennett				
	8	Y	John Titman				
3	10	R	Peter Collins				
	11	B	Billy Sanders				
	9	W	John Davis				
	12	Y	Steve Koppe				
4	15	R	Larry Ross				
	14	B	Malcolm Simmons				
	16	W	Michael Lee				
	13	Y	Dave Jessup				
5	13	R	Dave Jessup				
	1	B	Phil Crump				
	5	W	Ivan Mauger				
	9	Y	John Davis				
6	14	R	Malcolm Simmons				
	10	B	Peter Collins				
	2	W	Alan Molyneux				
	6	Y	Gordon Kennett				
7	11	R	Billy Sanders				
	15	B	Larry Ross				
	7	W	John Louis				
	3	Y	Roger Johns				
8	4	R	Doug Wyer				
	8	B	John Titman				
	12	W	Steve Koppe				
	16	Y	Michael Lee				
9	6	R	Gordon Kennett				
	16	B	Michael Lee				
	1	W	Phil Crump				
	11	Y	Billy Sanders				
10	12	R	Steve Koppe				
	5	B	Ivan Mauger				
	15	W	Larry Ross				
	2	Y	Alan Molyneux				
11	8	R	John Titman				
	9	B	John Davis				
	3	W	Roger Johns				
	14	Y	Malcolm Simmons				
12	13	R	Dave Jessup				
	4	B	Doug Wyer				
	10	W	Peter Collins				
	7	Y	John Louis				

### INTERVAL

BETTING AT ANY SPEEDWAY MEETING IS STRICTLY PROHIBITED

13	7	R	John Louis				
	12	B	Steve Koppe				
	14	W	Malcolm Simmons				
	1	Y	Phil Crump				

Individual scorechart

Heat	No.	Col.	Rider	Pts	Replacement	Pts	Time
14	2	R	Alan Molyneux				
	13	B	Dave Jessup				
	8	W	John Titman				
	11	Y	Billy Sanders				
15	16	R	Michael Lee				
	3	B	Roger Johns				
	10	W	Peter Collins				
	5	Y	Ivan Mauger				
16	9	R	John Davis				
	6	B	Gordon Kennett				
	4	W	Doug Wyer				
	15	Y	Larry Ross				
17	1	R	Phil Crump				
	8	B	John Titman				
	15	W	Larry Ross				
	10	Y	Peter Collins				
18	9	R	John Davis				
	2	B	Alan Molyneux				
	7	W	John Louis				
	16	Y	Michael Lee				
19	3	R	Roger Johns				
	12	B	Steve Koppe				
	13	W	Dave Jessup				
	6	Y	Gordon Kennett				
20	5	R	Ivan Mauger				
	14	B	Malcolm Simmons				
	11	W	Billy Sanders				
	4	Y	Doug Wyer				

### JUST IN CASE...

If after this afternoon's twenty races there is a tie for first, second or third or ninth and tenth place there shall be a run-off between the riders involved in the tie.

The first nine riders qualify for the Inter Continental Final of the 1979 Sunday Mirror World Championship at London White City on Sunday, August 5 and the tenth highest scoring rider will be Commonwealth reserve at the Inter Continental Final.

The top three riders will receive medals and cash awards presented by the Sunday Mirror — full details of which are given on page 5 of this afternoon's match magazine.

RUN-OFF for ninth or tenth qualifying place (to determine last Inter Continental Final qualifier or Inter Continental Final reserve).....				
No	Col	Riders	Pts	Time
	R			
	B			
	W			
	Y			
RUN OFF for third place (to determine medal and cash awards only).....				
No	Col	Riders	Pts.	Time
	R			
	B			
	W			
	Y			
RUN OFF for first or second place (to determine Commonwealth Champion or medal and cash awards only)...				
No	Col	Riders	Pts.	Time
	R			
	B			
	W			
	Y			

Individual scorechart

### NOTICE TO PATRONS

Motor sports are dangerous and all persons attending this meeting do so at their own risk. It is a condition of admission that all persons having connections with the promotion and/or conduct of the meeting including the owners and lessee of the stadium and the competitors and officials are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders.

The organisers of this meeting reserve the right to alter this programme without notice. Should it be necessary through any cause to abandon this meeting prior to the start of the sixth race in the programme re-admission tickets will be issued at the entrances and these should be available for the re-staging of this meeting. Money will not be refunded under any circumstances.





**1 PHIL CRUMP**  
Swindon & Australia

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**2 ALAN MOLYNEUX**  
Coventry & England

--	--	--	--	--	--



**3 ROGER JOHNS**  
Wimbledon & England

--	--	--	--	--	--



**4 DOUG WYER**  
Sheffield & England

--	--	--	--	--	--



**5 IVAN MAUGER**  
Hull & New Zealand

--	--	--	--	--	--



**6 GORDON KENNETT**  
Eastbourne & England

--	--	--	--	--	--



**7 JOHN LOUIS**  
Ipswich & England

--	--	--	--	--	--



**8 JOHN TITMAN**  
Leicester & Australia

--	--	--	--	--	--



**9 JOHN DAVIS**  
Reading & England

--	--	--	--	--	--



**10 PETER COLLINS**  
Belle Vue & England

--	--	--	--	--	--



**11 BILLY SANDERS**  
Birmingham & Australia

--	--	--	--	--	--



**12 STEVE KOPPE**  
Exeter & Australia

--	--	--	--	--	--



**13 DAVE JESSUP**  
King's Lynn & England

--	--	--	--	--	--



**14 MALCOLM SIMMONS**  
Poole & England

--	--	--	--	--	--



**15 LARRY ROSS**  
Wimbledon & New Zealand

--	--	--	--	--	--



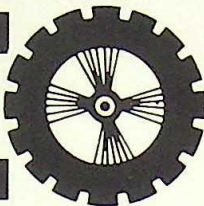
**16 MICHAEL LEE**  
King's Lynn & England

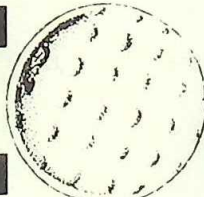
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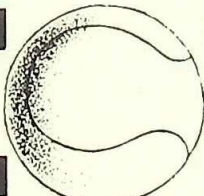
Reserves: 17 MITCH SHIRRA Coventry & New Zealand 18 CHRIS MORTON Belle Vue & England




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## WHO'S

"It took me nine years to make it." That was the newly-crowned British Champion Peter Collins talking immediately after his fifth winning ride at Brandon little more than a week ago.

It was there that Peter, now 25, warned the world that those early season problems with machines and mentality, were far behind him.... buried and vanquished as comprehensively as his fifteen Coventry opponents.

He's back on the title trail....and everyone else should beware.

The marvellously competitive Michael Lee, who won't be 21 until this December, wasn't going to give up the title he won in both 1977 and 1978 easily and though he was left trailing by thirty yards when he met Collins he powered through and while he never really looked as if he could catch the Belle Vue ace he did close the gap dramatically.

From Lee it was yet another reminder that he certainly has the skill, the enterprise, the daring and, perhaps most important of all, the speed to become England's third World Champion.

Today's meeting will revive fond memories for Gordon Kennett, the man who celebrated his 25th birthday last September by finishing runner-up in the Golden Jubilee World Final. He spent two seasons leading the White City Rebels and it was his move from Oxford to Wood Lane that saw him stake a claim both to world championship honours and lasting international recognition.

Will 1979 finally be Dave Jessup's year? He moved from Reading to King's Lynn during the winter for a record £18,000 fee but not even the boost of being the sports costliest ever rider could defeat the big meeting jinx that followed him to Coventry. In 1977 he was runner-up in the British Final. In 1978 he was again second. This year he finished third.

Yet at the end of the day you look through David's list of past achievements and it is strikingly bare of any of the major titles — despite a consistency of performance that is probably unequalled by any other Englishman currently riding!

Born at Ipswich on March 7, 1954, Dave is still only 25 despite a background of nine successive seasons racing — so perhaps time is still on his side.



## WHO

Rapidly climbing the rankings is good-looking John Davis, the 24-year-old Reading number one who has little reason to remember White City with anything but anger and regret.

It was here, two years ago, that he figured in one of the most controversial incidents in recent World Championship history. He was adjudged to have caused Ivan Mauger to fall and was subsequently excluded by the meeting referee.

That one incident (it was to be replayed time after time in near frame-by-frame slow motion by World of Sport) was to cost Davis a place in the World Final top sixteen — and allowed Mauger to get the points that saw him through to the next round....and his fifth world title!

Wimbledon's Roger Johns, 25, and Alan Molyneux, 28, had, before this year, never even reached a British Final. Now they are only ten rides away from their World Final debut.

Both have similar backgrounds — a solid training in the National League and then a slow acclimatisation to senior activity at their respective tracks. Neither has anything to lose tonight (not even a reputation!) and that could be the spur to even greater things.

British skipper Malcolm Simmons, now 33, would have been forgiven for fluffing at Brandon. Immediately before the parade his new Godden machine failed the noise test and he had to switch to his second bike....but still qualified comfortably.

Former British Champion John Louis, 38, had to call on all the experience you gain from four World Final appearances, to get through to London White City.

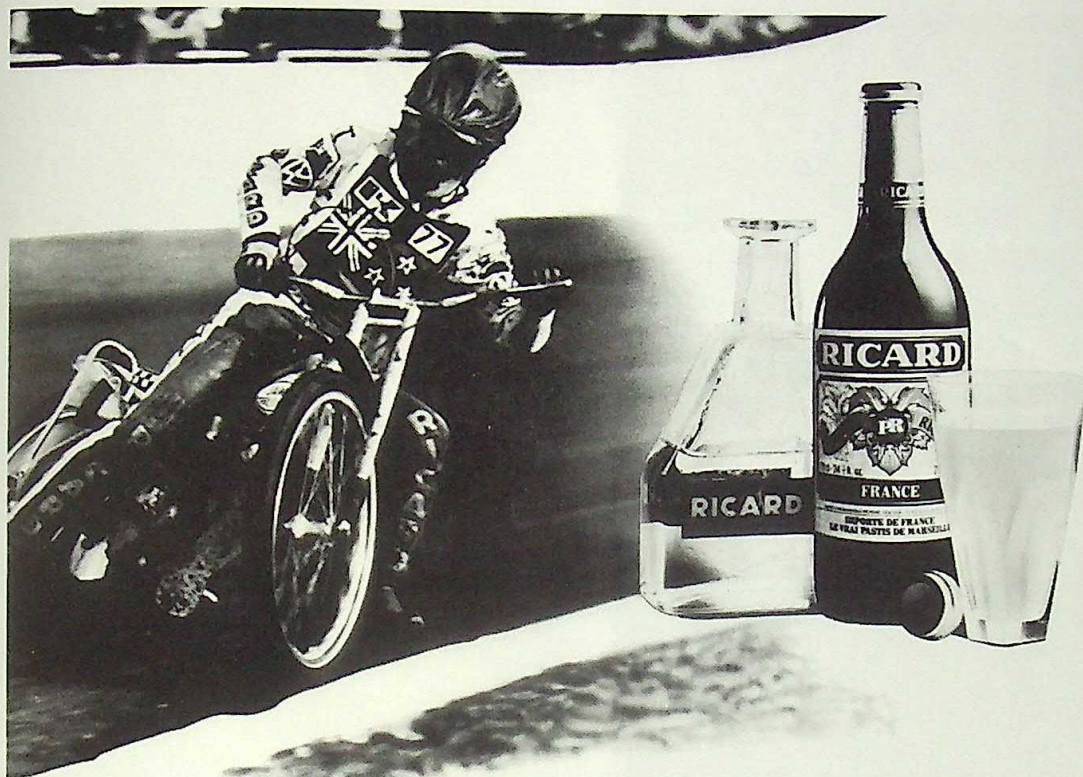
He started superbly at Coventry but then trailed in fourth in each of his last two races — and then had to face a run-off for the tenth qualifying place.

Sheffield's only remaining World Championship survivor this year is 1976 World Finalist Doug Wyer who remains one of the sport's unsung and least publicised technicians.

Doug, 31-year-old Nottingham-born, has twice finished in the British Final top three yet is still too often overlooked when discussion swings to England's top riders.







## Ivan Mauger 8-times World Champion

Here are four ways to drink Ricard:  
with lemonade, with water,  
with bitter lemon, or with coke.  
*But why copy everyone else?  
Drink Ricard Your Way.*

*Drink*

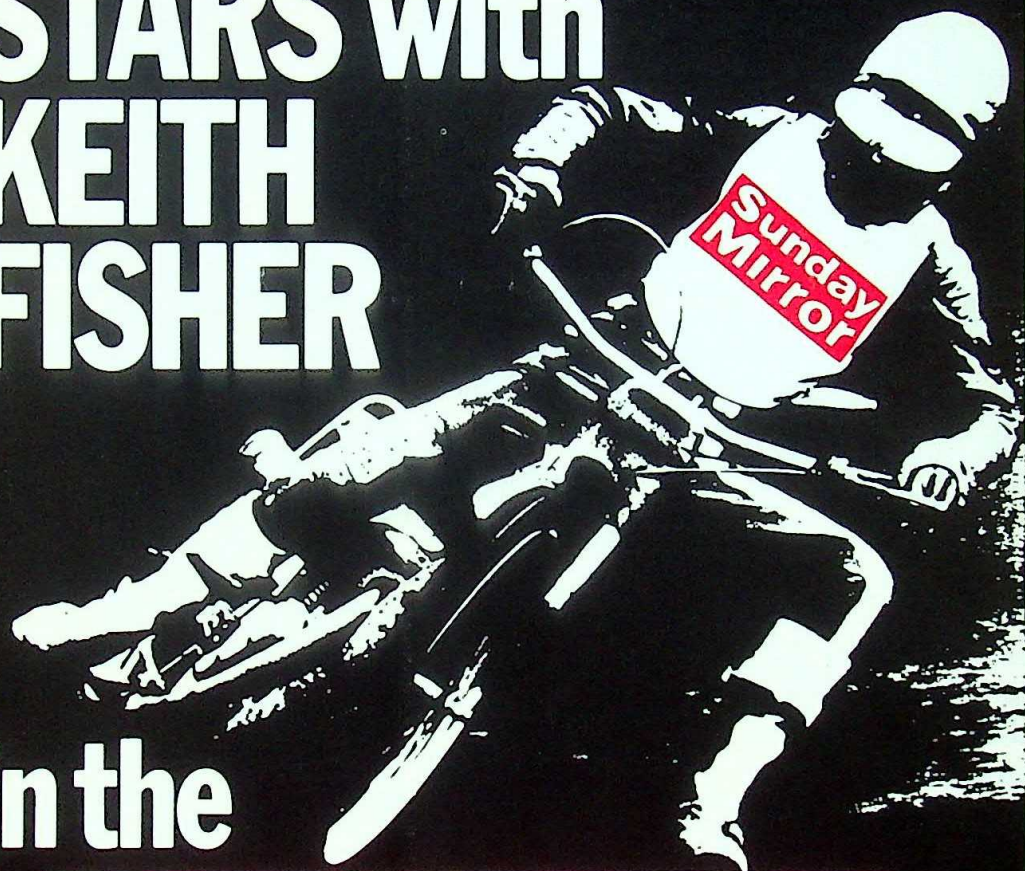
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*your way*



# TRACK DOWN THE STARS with KEITH FISHER

in the



# Sunday Mirror