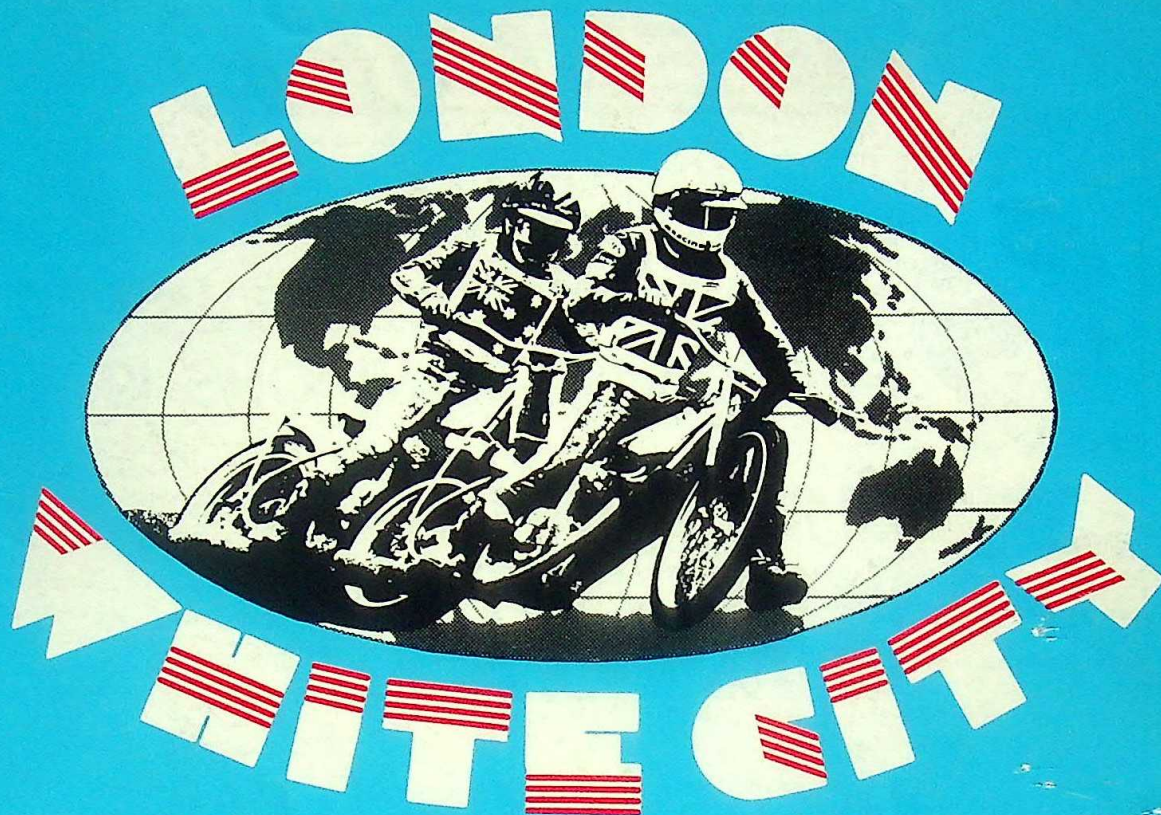


**Sunday
Mirror**

1979 World Championship

**Sunday
Mirror**



Where the World Races

**Sunday
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1979

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WORLD CHAMPIONSHIP

INTERCONTINENTAL FINAL

LONDON WHITE CITY

Sunday, August 5th, 1979. 4.00p.m.

Souvenir Final Magazine 40p

WESLAKE



**BRITISH, EUROPEAN
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INSIDE TODAY'S MATCH MAGAZINE

How did the sixteen Intercontinental Finalists reach this stage of the competition? You can find out in our super colour section that starts on page eleven of this afternoon's souvenir final match magazine.

There you can look back over the rounds that have already gone and are now lost in the record books.

A more detailed look at the riders is included in the Who's Who at London White City features on pages seven and twenty.

If you want to know what the finalists look like, where and when they were born, and how many World Finals they have raced in then all the information is contained in the exclusive and unique four page section that gives you all today's heat details starting on page fifteen.

And a list of former World Champions — from Lionel Van Praag to Ole Olsen is on page twenty-one.

A penetrating feature about England's two great rivals Peter Collins and Michael Lee fills page nine.

Speedway Control Board Chairman Nelson Mills Baldwin O.B.E. welcomes you

Does speedway have a future at London White City? That is a question I posed in the programme of the World Championship Commonwealth Final here on 1st July.

You, the public, gave your answer in resounding fashion. The attendance exceeded all the most optimistic forecasts, so much so that we even ran out of programmes, for which those responsible duly apologise.

One of the biggest attendances ever seen at the Wood Lane track gave indication that this afternoon, for the next stage in the Championship, the Intercontinental Final, we may see an even larger crowd because here and now the competition becomes so intense that the racing should be of the highest order.

With seven nations represented, it means that there will be no easy passages into the nine places left for the World Final at Chorzow, Poland, on September 2nd.

Well aware that three riders from the host country have already been joined by two West Germans, a Russian and a Czech, five Englishmen battle today with three Danes, two Australians, two New Zealanders, two Americans, one Finn and a solitary Swede for the remaining vacancies. It should be a very keen contest.

Thank you for coming and on behalf of the Board, thanks also to the riders, promoters and our sponsors, the Sunday Mirror; and the warmest of welcomes to our FIM officials.

Three former World Champions are in today's field — is one of them destined to win the title again? Or will a new contender emerge?

Answering those questions will, I hope, provide you with some great sport and excitement.



AN INTRODUCTION TO SPEEDWAY

If you are a newcomer to speedway — Britain's second most popular sport and top of the summer pops — then let us tell you a little about what will happen this afternoon.

Each of the sixteen riders will have five rides each and will collect points in relation to their finishing position — three points for a win; two points for a second place; one point for third and no points if they either finish fourth or fail to finish for any other reason.

At the end of the twenty programmed heats the rider with the most points is the meeting winner and new Intercontinental Champion. Additionally the next eight highest scorers qualify for next month's World Final.

Each race is over four laps and riders use a clutch start, being stationary at the tapes for the commencement of the first lap. The starting positions are determined by the helmet colours each rider wears (which are indicated on the heat detail pages). Namely red on the inside (closest to centre green), blue, white and yellow (outside). If a rider breaks the tapes or pushes them too far he is excluded and replaced in the re-run of the race by a reserve.

Flag signals can help you keep track of a race's progress. At the start of the last lap the marshal will hold out a yellow flag with a black cross and the chequered black and white flag is used to indicate a race is over.

The results will be announced over the public address system at the end of each race and also a winning time. From time to time the announcer will up-date you on individual scores but should you have any problems filling in your score-card then do not hesitate to ask any regular supporter sitting or standing near you. We hope you enjoy your first taste of speedway.....

INDOOR SPEEDWAY COMES TO BRITAIN



Make a note of the dates January 17th to January 19th, 1980.

For those are the days when the latest branch of speedway takes off in a big way in Britain....with the launching of the first-ever world-class Indoor Speedway Championships.

The venue is Europe's largest exhibition hall at the multi-million pound National Exhibition Centre at the heart of the country a few miles outside Birmingham.

And the organisers of these first-ever championships, World Indoor Speedway Championship Presentations Limited have lined up a staggering field of internationally-renowned performers to provide a three day bonanza of high speed entertainment in luxurious surroundings.

For the first time fans can see world names in close combat without any worries from either flying shale or the elements.

The tiered seating in Hall 5 at the NEC provides an exhilarating view as more than thirty class performers fight for the championship.

Three separate competitions will fill the four-meeting programme — a revolutionary Grand Prix; a sparkling match-race championship; and thirty-two heats of a thrill-a-second racing to find the overall champion.

Indoor speedway is undoubtedly the exciting sport of the eighties and what better way to start a new decade than by booking your seat at the NEC — one of the wonders of modern engineering.

There are no parking troubles (the NEC has a 15,000 capacity car park)....you can go there under the comfort of British Rail (the N.E.C. has it's own railway station Birmingham International)....you don't need to worry about food or drink (there are 16 restaurants within the complex).... and if you want to buy a gift for a friend or send off a postcard you can do so (the NEC has shops galore including banks and a post office).

Already the stars of the outdoor sport — World Champion Ole Olsen, 1979 World Finalist Zdenek Kudrna, South African Indoor Champion Peter Prinsloo, and rip-roaring Americans Scott Autrey, Bruce Penhall, Steve Gresham and Bobby Schwartz have practised on the synthetic latex rubber surface.

Hardened pressmen have marvelled at the new skills a revolutionary surface has introduced to a sport that has been packing them in since the twenties.

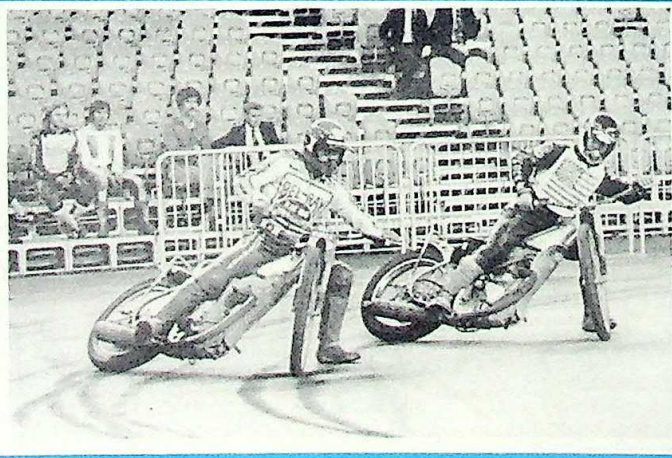
And the big names are flocking to sign exclusive contracts to make sure they don't MISS OUT on the most exciting innovation to hit speedway in half a century.

Olsen's going to be there. So is world number two Gordon Kennett — the London White City track record holder. And the list goes on.

World number three Autrey. Dollar millionaire Penhall. Scandinavian Champion Jan Andersson. Ex-British Champion John Louis. 1978 Grand Prix Champion Chris Morton. Gresham. Schwartz. Prinsloo. Top Scot Jimmy McMillan. England test star Phil Collins. Plus a host of European challengers.

They're not missing the greatest event in the winter calendar. Make sure you don't either.

For priority booking details send off now to the National Exhibition Centre, enclose a stamped addressed envelope and mark your application Indoor Speedway in the top left hand corner of the envelope.



STOP PRESS

BRITISH CHAMPION PETER COLLINS AND THE NEW 1979 COMMONWEALTH CHAMPION MICHAEL LEE ARE THE LATEST WORLD STARS TO SIGN UP ON AN EXCLUSIVE CONTRACT WITH WORLD INDOOR SPEEDWAY CHAMPIONSHIP PRESENTATIONS LIMITED JOINING ALL THOSE RIDERS ALREADY CONTRACTED FOR THE GREATEST SPEEDWAY BREAKTHROUGH IN HALF A CENTURY.

A World Indoor Speedway Championship Presentations Ltd advertisement.

Today's Meeting Officials

FIM Steward.....Wladislaw Pietrzak (Poland)
 Clerk of the Course.....Harry Louis
 FIM Referee.....Tore Kittilsen (Norway)
 Judge-Timekeeper.....John Homer
 Technical Steward.....Ernie Woods
 Machine Examiner.....Bill Kitchen
 Chief Pits Marshal.....George Greenwood
 Meeting Secretary.....Dick Bracher
 Announcer.....Ted Sear
 Start Marshal.....Frank Lawrence
 Medical Officer.....Dr. Maurice Hayes
 Press & PR Consultants.....Peter Oakes
 Management

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

F.I.M. Track Licence.....015
 Today's meeting is held under the Inter-
 national Sporting Code of the FIM, IMN
 40/14 and is organised by the British Speed-
 way Control Board on behalf of the Auto-
 Cycle Union.

Acknowledgments

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 Somerset.

Black and white photographs by Alf
 Weedon [Speedway Mail] and Mick Kilby
 [Motor Cycle News]. Colour transparencies:
 Alf Weedon [Speedway Mail].

Special awards in GRC gold and silver
 jewellery will be presented to the ladies of
 the first three riders and champagne is
 supplied courtesy of Moët & Chandon.

Spectators are advised that official Inter-
 continental Final souvenirs are available only
 from sellers inside London White City
 Stadium this afternoon and that this is the
 only official programme on sale.

TODAY'S TARGETS

*The top nine scorers in today's Inter-
 continental Final qualify for the World
 Final of the 1979 Sunday Mirror World
 Championship at Katowice, Poland, on
 Sunday September 2, 1979.*

*The tenth highest scorer will become
 official Intercontinental reserve at the
 World Final.*

*Before today's meeting and during
 the meeting itself Edwin Osborne will
 present a series of record requests and
 pits-side interviews with riders and
 officials.*

*Pre-meeting and interval band
 displays will be given by members of
 the Tower Hamlets and City of London
 Corps of Drums and Majorettes under
 the musical direction of Mr. J.R.
 Mander.*

Sunday Mirror Speedway Columnist Keith Fisher writes

SUNDAY, SEPTEMBER 2, 1979

Just 28 nerve-racking days to Speedway's ultimate accolade — the world individual championship.

It makes the pulse race faster just thinking about it.

And that's just me! What must be running through the minds of the lads who must do battle here this afternoon?

In Katowice, Poland, a million dreams will be fulfilled for the rider who makes it to the top of the world.

One thing is guaranteed. There can be no greater satisfaction in any sporting activity than to be acknowledged — sweetly, succinctly and very simply — the best.

The No. 1. The world champion.

There are men here at London White City who have been there and back.

Olsen. Mauger. Collins. Ask them what it feels like to be crowned king.

It is why they will be tearing themselves apart to renew an old acquaintance.

Is there, then, any real need to emphasise just how important today's meeting will prove? Of course not.

You can reach out and touch the tension in the air.

But the bare facts are simply these.

That nine riders qualify for that unbelievable, unforgettable climax in the Slaski Stadion next month.

And that seven don't.

The understandable elation of one and the despair and heartbreak of the other go hand in hand this afternoon as sixteen of the world's best riders strain every muscle to a potential golden path to glory or anonymity.

Yes, Speedway can be as brutal as that.

It is a sad fact that, in any walk of life, the world only flirts with winners.

That losers, also-rans, no matter how gallant and sporting in defeat, are simply what they are in the record books....

SECOND BEST.

In Speedway, boy and man, young pretender and old master can work up to 20 hours a day and still achieve nothing in the final reckoning....out there where it matters on the track.

But the over-riding, overwhelming aim, year in, year out is, by the very least, to try and be there when the champagne flows and the razzamatazz takes over on the winner's rostrum on world championship night.

It is this that will provide you with an Intercontinental Final to remember and cherish. With so much at stake how could it be otherwise?

The list of names for this momentous event is marvellously appealing.

Whisper it to our Iron Curtain riders but there can be no doubts, surely, that the 1979 world champion is out here this afternoon.

Yes, out here as the tapes ascend in combat and the roar of the crowd reaches a crescendo, for one man it will only be a prelude to an even greater, even more rewarding satisfaction next month in Poland.

Olsen? Mauger for a record busting sixth time? Collins? Perhaps Michael Lee? Or Billy Sanders? Gordon Kennett? Dave Jessup?

Your guess is as good as mine.

The SUNDAY MIRROR will be ready to applaud the new champion whoever he is.

It has been that way since we first started sponsoring Speedway's golden competition in 1958.

Remember, too, that the SUNDAY MIRROR started out on this year's world championship trail back in April in the far flung reaches of Mildenhall, Crayford, Berwick, Boston and Hackney.

We've watched it develop slowly but surely, saw how the names slipped away with each subsequent qualifying round until the awe-inspiring stage where we are now....

One step away from the pinnacle of achievement.

It has been a long winding road full of drama and incident. And we wouldn't have missed it for the world.

SUNDAY, SEPTEMBER 2, 1979.

It is a date embroidered on everybody's hearts.

The SUNDAY MIRROR will be there.

And we sincerely hope you will, too.

KEITH FISHER

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WHO'S

Today's Intercontinental Final is not purely the setting for a battle for personal glory.

National honours are at stake. With both England and Australasian authorities demanding more and more World Championship places.

So every rider who gets through to the World Final in Katowice is advancing another valid reason why his country should be given increased representation in the 1981 World Championship.

England goes into action with six riders on parade, including Commonwealth reserve Malcolm Simmons, the 33-year-old England skipper and former British Champion.

While he may not be called upon to ride Simmo, who believes he has the ability and experience to be his country's next manager, will be bustling about the pits helping improve the World title chances of young Lions Peter Collins, Michael Lee, Gordon Kennett, Dave Jessup and John Davis.

All but Davis have ridden in the World Final before and even the Reading number one has sampled the big night atmosphere having qualified as reserve in Gothenburg two years ago.

Collins, by virtue of having done it all before in 1976, must remain England's brightest hope to bring the title back home from Poland, but all his countrymen have been close enough to scent real success.

Commonwealth Champion Lee, a double British Champion, was fourth on his debut in 1977 and had two wins in his nine points last year. He is at the peak of his form and showed his phlegmatic personality by brushing aside a conflict with his club King's Lynn to win at London White City last month.

There can be no question marks against Lee's temperament but can the same be said of his Norfolk team-mate Dave Jessup who moved to King's Lynn from Reading for a record £20,000 fee at the beginning of the season? Jessup has been so close to real fame over the years that even he must be wondering what his fate has in store this year.

He's yet to win a major World Championship title despite having been in the first three on countless occasions and surely no-one can come closer to winning as he did in the Golden Jubilee World Final at Wembley last September?

He was streets ahead in his first ride when a push-rod snapped and he then went on to claim eleven points from his remaining four rides and yet could still finish only fourth.

Since Jessup's move Reading has found a new star in John Davis, rapidly developing as an international of true calibre even though the England selectors have not always agreed with that verdict.

With this year's World Final again set down for September 2nd Eastbourne's captain Gordon Kennett, former skipper of White City, must be hoping that history will repeat itself.

For that's the day he celebrates his birthday and last year the champagne bubbled as he finished runner-up on his World Final debut.

A similar birthday present would be welcome this time around....

While England's crop of modern World Champions is limited to the spectacular Collins no country has a record to match that of New Zealand.



WHO

Ronnie Moore and Barry Briggs took the title back to Christchurch in the fifties and sixties. Ivan Mauger took over at the tail-end of the decade and continued winning titles in the seventies.

Is Wimbledon's Larry Ross the rider to carry on the tradition into the eighties?

He's already won the New Zealand Championship twice and was an impressive qualifier from the Commonwealth Final collecting his points where it mattered.

His attitude to speedway is simple; he knows he can do it without being over confident.

Before he can think of becoming New Zealand's fourth different World Champion Ross has to overcome the always menacing challenge of five-times champion Mauger.

Each year the Kiwi is written off. Each year he bounces back. So effectively that former British Champion Eric Boocock has remarked: "There are times when he looks like a sixteen-year-old again."

It's doubtful if Mauger will win this afternoon. That's not his way these days. But if he does finish in the top nine who would dismiss his chances of a record-breaking sixth win in Poland?

Australia's inability to find a World supremo goes back a quarter of a century. But have their hopes ever been higher than at present?

Billy Sanders, at last translating his league form to the World Championship arena, won the Australasian Final and came within four laps and a point of the Commonwealth crown. Two performances that stamp him as a man of proven championship ability.

Success at such a level still eludes Queenslander John Titman whose off-track friendliness belies his on-track competitiveness.

He remains one of the fastest starters in the sport and that, in itself, is an asset usually needed at this juncture in the World Championship trail....

Australia must believe that Sanders is capable of emulating past masters like Jack Young.

He proved he can outspeed most of his rivals little more than a month ago when his 14 points included a win over the rider who was to beat him in a run-off for the Commonwealth title and this, coupled with his tremendous victory in Adelaide when he became Australasian Champion despite an ankle injury, is evidence that no longer does he stand in awe of his opponents.

There is no need to hide the fact that today's meeting is a battle of national pride. England considered herself shabbily treated when it was originally suggested that five Lions should be included in the Intercontinental Final and believed that the five-four ratio with Australasia was unfair.

That's why today's meeting is something more than a slippery stepping stone on the way to the 1979 World Final.....

HOW THEY GOT HERE

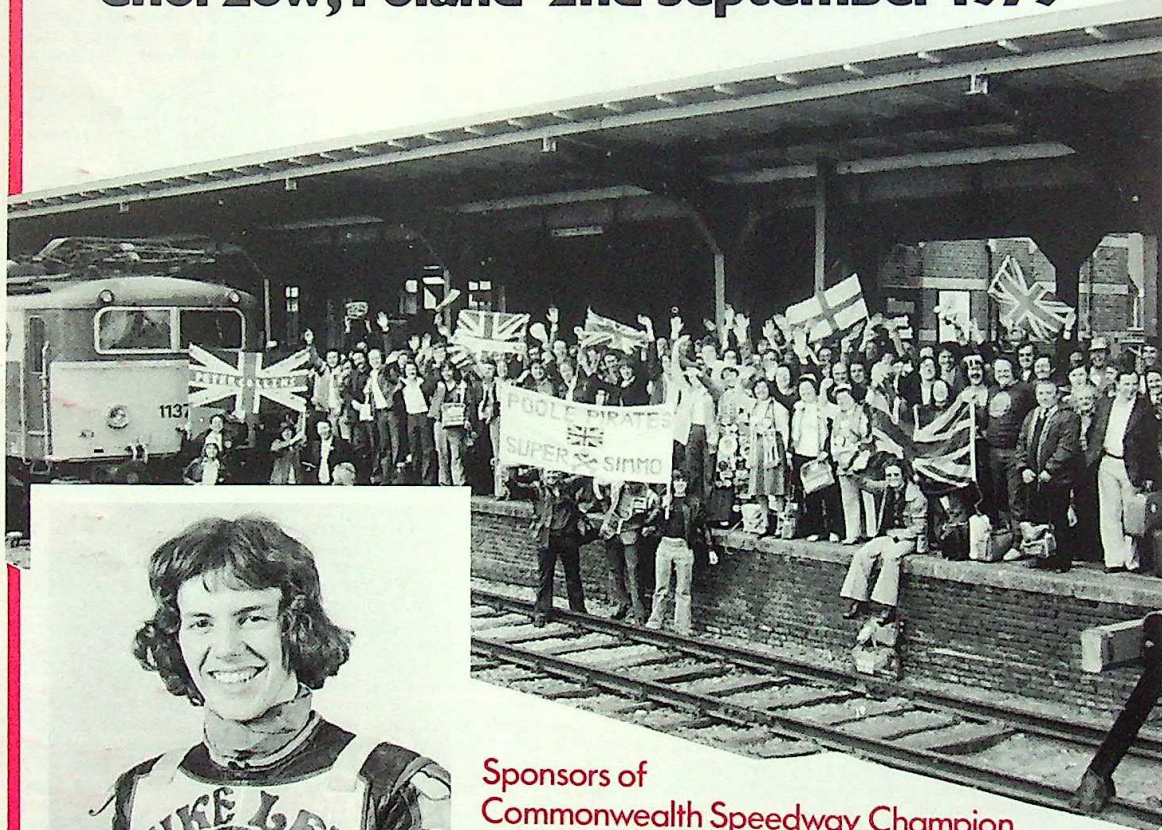
COMMONWEALTH FINAL, London White City, England, Sunday, July 1, 1979: Michael Lee 14, Billy Sanders 14, Dave Jessup 12, Larry Ross 11, Ivan Mauger 11, Peter Collins 10, John Titman 9, Gordon Kennett 8, John Davis 7, Malcolm Simmons 6, Doug Wyer 5, John Louis 4, Roger Johns 2, Phil Crump 2, Steve Koppe 2, Alan Molyneux 1. Reserves: Chris Morton 1, Mitch Shirra 1.

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WORLD SPEEDWAY FINAL

Chorzow, Poland - 2nd September 1979



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Telephone: 01-387 9257/8/9**

The Battle to be British Number One

Who is England's top rider?

Michael Lee, the strong-willed, lanky points-scorer from East Anglia?
Or Peter Collins, the exuberant ex-lab technician from the North-West?

Their fight to be recognised as England's number one is a fascinating aside in a season in which the World Championship could come back to the British Isles.

It's a fight that has taken the British fans by storm and helped attract a biggest-ever Wednesday night crowd to Saddlebow Road when the pair of them met in what every Norfolk fan knew would be the final leg of the Golden Helmet Match-race Championship.

They were all wrong as Collins again drew on his enormous reserves to pull out something special when it really mattered.

What adds even more attraction to their personal battle for supremacy is that they represent the two major manufacturing companies so deeply committed to speedway.

Collins, the ex-World Champion, is the number one Weslake works rider with the full power and prestige of the Sussex factory behind him. The Englishman on the English bike.

Lee, by contrast, is under contract to the Czechoslovakian Jawa concern, the first Englishman ever to be adopted as a works rider by the Iron Curtain firm.

Lee v Collins becomes Jawa v Weslake and each victory is the signal of another advertising campaign by their respective sponsors.

Their tussles have been compelling. It was Lee who made the initial

running as Peter struggled mechanically in the early weeks of the season.

Round One went to the Cambridgeshire-born flier when he won the Embassy Internationale at Wimbledon.

Round Two was fought out on the wide open spaces of Brandon as Lee defended his twice-won British crown. This time it was a points verdict in favour of the Belle Vue Ace as he outsmarted his rival at the start to take over as the British Champion.

Round Three came at London White City a month ago with the new Commonwealth Championship on the line. This time it was something of a walk-over for Lee as he left Collins trailing in the wake.

Round Four was their recent Golden Helmet Match-race Championship and it looked like a technical knock-out for Lee as he sped to a 2-0 victory at Collins' home track at Belle Vue.

But before the return Collins confided: "I don't know where the decider will be held." It was justifiable confidence as he reversed matters with a 2-0 win at Saddlebow Road.

And so it went to a decider that did little to answer the question — who is the best?

Today you can witness the fifth round in the most intriguing fight of the decade. Victory for Lee will see him edge in front again....but the real crunch comes next month in Poland.

Then, irrespective of who is ahead on points one or other of the two English giants can deliver the real knock-out blow....by becoming the 1979 World Champion!

The Men and their Records

PETER SPENCER COLLINS

Born: March 24th, 1954, Urmston, Manchester.

National League Debut: Rochdale at Bradford, May 12th, 1971.

Gulf British League Debut: Belle Vue at Hackney, July 2nd, 1971.

Young England Debut: v Czechoslovakia, August 9th, 1971.

Full England Debut: v Scotland, June 16th, 1972.

World Final Debut: Poland, September 8th, 1973.

Achievements: World Speedway Champion, 1976. Runner-up 1977.

European Champion, 1974. British Champion, 1979. World Finalist, 1973,

1974, 1975, 1976 and 1977. Junior Champion of the British Isles, 1973.

Winner Embassy Internationale, 1974 and 1978. Winner British League

Riders Championship, 1974 and 1975. England's youngest full international.

MICHAEL ANDREW LEE

Born: December 11th, 1958, Cambridge.

National League Debut: Boston v Canterbury, March 23rd, 1975.

Gulf British League Debut: King's Lynn v Swindon, March 31st, 1975.

Young England Debut: v Australasia, June 12th, 1975.

Full England Debut: v Rest of the World, May 11th, 1977.

World Final Debut: Sweden, September 2nd, 1977.

Achievements: Fourth, 1977 World Final. British Champion, 1977 and 1978.

Commonwealth Champion, 1979. World Finalist, 1977 and 1978. Junior

Champion of the British Isles, 1976. Winner Embassy Internationale, 1979.

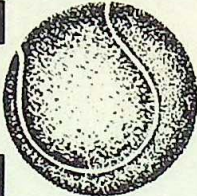
Youngest-ever British Champion and youngest rider to be appointed

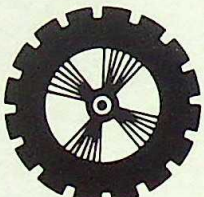
captain of a Gulf British League side on a permanent basis.

COLLINS versus LEE

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The Better Bet

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The Road to Katowice

What could be simpler than booking a World Final place by finishing in the top nine in today's Intercontinental Final?

On paper it doesn't look that difficult. Until you try and pick the seven riders who won't be enjoying Katowice '79.

Each of the sixteen riders in today's London White City meeting know they are capable of finishing with enough points to make sure they are riding in next month's World Final.

Equally each and every one of them is aware of the pitfalls that lie ahead in the next twenty or so races.

They only have to look back on the 1979 World title chase that began long ago — late last year with early qualifying rounds in Australia and New Zealand and the American Final at Santa Ana, California, in December.

By the turn of the year some of the biggest names in the game were already out of the hunt for glory, their dreams broken and their ambitions shattered.

The first star casualty was 1978 World number three Scott Autrey, America's best hope for the world crown in the post-war era, who refused to compete in the American Final because it wasn't staged under FIM rules.

Autrey was eliminated before the first heat. By the end of the meeting his chief American rival Bruce Penhall had also lost interest in the title when he struggled for eight points in front of a miserable 2,500 crowd.

The attention then switched dramatically to the Antipodes with New Zealand and Australia staging a series of early preliminaries as a prelude to their respective national finals, this time also doubling as the meetings that would determine the 1979 Australian and New Zealand champions.

The smooth Larry Ross, who had earlier won the

New Zealand Champion Larry Ross edges ahead of 1978 World number two Gordon Kennett.



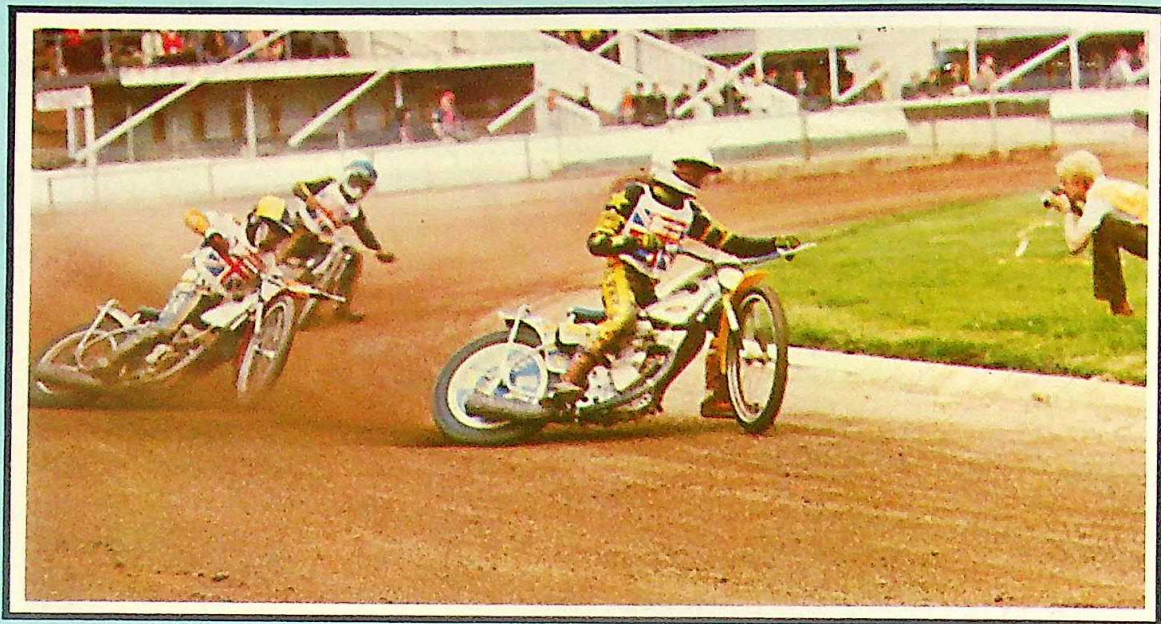
South Island Final, made no mistake with a 15-point maximum in the New Zealand Final at his home track Christchurch.

He had four points in hand of five-times World Champion Ivan Mauger and the Kiwis rejoiced at the success of Tony Briggs, 17-year-old son of their four-times World Champion Barry Briggs.

Another of New Zealand's bright young hopes, 17-year-old Newcastle Diamond David Bargh also qualified for the next stage....leaving more experienced riders like Jimmy Moore, Colin Tucker and Max Brown on the side-lines.

On the night that Ross was retaining his New Zealand championship there was a controversy-riddled drama going on at steamy Mildura where home-town lad Phil Crump was powering to a 15-point maximum ahead of a second Victorian, Danny Kennedy.

Ivan Mauger bids for a fourteenth successive World Final appearance.

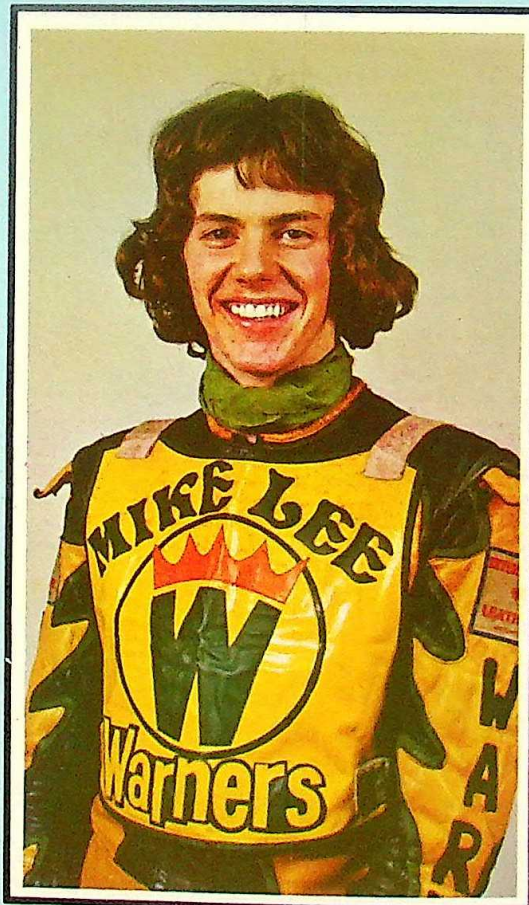
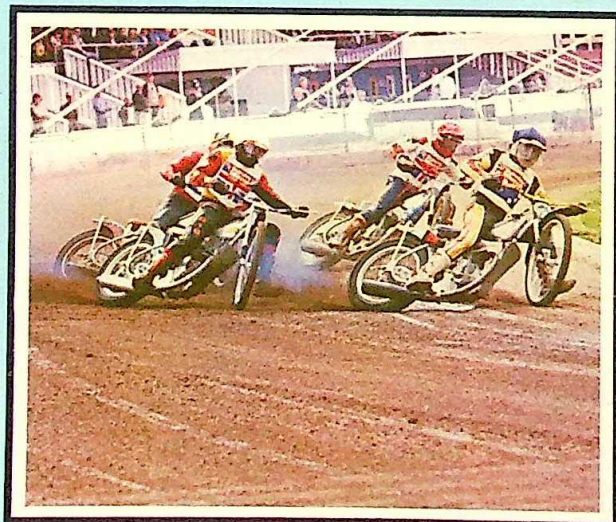


New Commonwealth Champion Michael Lee [portrait below] leads team-mate Dave Jessup — in the top three at both Brandon and London White City — and today's Commonwealth reserve Malcolm Simmons.

The 20 heats took an average of eleven minutes each to complete with the final race getting underway shortly before midnight. Riders complained about the deep track....then the referee. Spectators complained about the riders complaining....and the delay. Then a streaker added some light relief to the situation by baring all at the starting line.

It wasn't the sort of thing you associate with the way World Championships are run in Britain — and three highly-fancied runners, veteran John Langfield, international Mike Farrell and the highly-promising David Shields all bowed out of the competition.

Australasian Champion....runner-up in the Commonwealth Final — can Billy Sanders reach his second World Final? Here he leads John Davis, Steve Koppe [partly hidden] and Peter Collins.





Can young Dane Hans Nielsen repeat his 1978 World Team Cup triumph today?

And so the stage was set for the most important round of the early season — the Australasian Final at Adelaide's Rowley Park.

It was to be one of the last meetings at the famous venue and hometown lad John Boulger, a double World Finalist and the Kangaroos' most capped test rider, was odds-on favourite to lift the title on a track he knows so well.

Referee Tore Kittilsen — flown over especially to control the meeting — revealed that New Zealand's two teenage entrants Briggs and Bargh were too young to race in an FIM meeting and they were told that while they could ride their points would not count and there was no way they could qualify for the Commonwealth Final at London White City some four months later.

With only the top six going through it was Boulger, the pre-meeting favourite who dipped out....and that wily old campaigner Ivan Mauger had to call on all his years of experience to scrape through after a couple of early disappointments. Typically he recovered — and started in a run-off for third place!

Rain, the early campaign scourge of every track promoter, washed out the intended first British round at Berwick on April 7 and the following afternoon's meeting at Rye House was also a victim of the weather although shrewd co-promoter Len Silver received permission to switch the qualifier to his Gulf Oil British League track and that meeting got underway an hour after the first heat of Britain's first 1979 qualifier at Mildenhall.

With fields balanced between the top riders

New Scandinavian Champion Jan Andersson.

from the National League and the lower-rung performers from the First Division none of the big boys were in such early contention.

All of the true World Final contenders survived the initial stages and it wasn't until the semi-finals that the names started to drop out.

Gone at Leicester was Halifax's Ian Cartwright, who, four days earlier, had been England's only double figure scorer in a test match in Denmark.

Eliminated at Poole was Les Collins — leaving brother Peter to chase gold.

Despite looking at one time a victim of the congested World Championship calendar the British Final went ahead as usual, immaculately stage-managed by Charles Ochiltree on a Coventry track that appeared to have far more dirt than usual.

It helped Michael Lee crack Ole Olsen's track record in a blistering second heat in which he carved under his King's Lynn team-mate Dave Jessup on the fourth turn and provided Peter Collins with the ideal surface on which to put on a typical thrilling display of from-the-back riding.

Only once did the Belle Vue skipper make the start — that a flier in heat eleven when he was a good twenty metres up on defending British Champion Lee coming out of the pits bend first time around.

Lee pulled back the deficit but couldn't overhaul Collins who survived a false start in his last race to win his first British title with a 15 point maximum.

The men who didn't make it? They included 1976 World Finalist Chris Morton, top Scot Jimmy McMillan, Poole semi-final victor Dave Morton and '78 World Final reserve Steve Bastable the latter two being victims of injury.

The British Final over, North and South could be joined with the first-ever staging of a Commonwealth Final at the now neutral London White City.

It was an opportunity for Lee, deprived of his third British Championship in a row, to gain some revenge. He had little trouble in beating Collins when they met but surprisingly dropped a point to Australasian Champion Billy Sanders as early as his third race.





World Champion Ole Olsen defends the Intercontinental Championship.

happily sufficiently recovered to take his place at Norkopping. He was far from the vintage Olsen but he got through alright. It was Reading's £10,000 capture Jan Andersson who took the title — just about the only thing to please the partisan Swedes.

Denmark confirmed its ranking as the top Nordic nation with three of the five qualifiers: Olsen, his enormously talented protégé Hans Nielsen and back-in-form Finn Thomsen. Sweden's non-qualifiers included 1974 World Champion Anders Michanek and seven-times World Finalist Bernt Persson.

At last the sixteen Intercontinental Finalists were known — but even then there was another surprise in store. American champion Mike Bast, waging his own one-man campaign for better pay in the States, withdrew because he could not afford to travel across from Los Angeles to London and Hull's Kelly Moran, was given the news that he would replace Bast and become the youngest of the sixteen riders still aiming for a place in this year's World Final.

Sanders at that time was unbeaten but Lee's team-mate Jessup did him a good turn by pegging the Australian back to second place in heat fourteen. It left the two young men with such long association with East Anglia (Sanders had started his British career at Ipswich even though he was now wearing Birmingham's colours) deadlocked on fourteen points each. Lee, who forgot his boots and had to borrow a pair for each of his six rides, swept away in the race-off.

Down below the scrapping was furious although it was made that much easier when firstly Phil Crump, and later Doug Wyer were refused permission to keep riding by the doctor.

Crump had been taken ill with tonsillitis and his strength gave out after a second place in his opening ride. Wyer looked to be on his way with five points from two starts when he fell going into the third turn and split open his finger to such an extent that he was taken off to hospital.

It gave others a renewed chance of progress — but two former British Champions John Louis and Malcolm Simmons couldn't grasp even that straw and both finished out of the top nine who qualified for today joined by seven others.

Remember the American Final back in December last year? That provided Mike Bast and Bobby Schwartz and a series of eliminators in Finland, Norway, Denmark and Sweden found the sixteen Scandinavian contenders.

World Champion Ole Olsen (who knows full well the horrors of not qualifying to defend the crown) had been ordered to rest by his Coventry manager Peter Adams as he feared the long-distance commuting would prompt a breakdown but was

1979 **Sunday Mirror** World Championship: Intercontinental Final

Sunday, August 5th, 1979, 4.00 p.m. start

LONDON WHITE CITY

Track Length: 385 metres. Track Record: 70 seconds, Gordon Kennett (Eastbourne), 1.7.1979.

FIM Referee: Tore Kittilsen (Norway).

1978 Intercontinental Champion: Ole Olsen.

Heat/Time	No.	Col	Rider	Pts	Replacement	Pts
1 71.9	1	R	Jan Andersson	0		
	2	B	Billy Sanders	2	RE RUN	
	3	W	Kelly Moran	1		
	4	Y	Ole Olsen	3		
1 JAN ANDERSSON (Sweden & Reading) Born Alingsas, May 7, 1955.						



2 72.0	5	R	Gordon Kennett	2		
	7	B	Peter Collins	3		
	6	W	Larry Ross	EF		
	8	Y	Ivan Mauger	1		
2 BILLY SANDERS (Australia & Birmingham) Born Sydney, September 9, 1955.						



3 73.0	10	R	John Titman	1		
	11	B	Bobby Schwartz	0	FELL EXC	
	9	W	Finn Thomsen	2	RE RUN	
	12	Y	John Davis	3		
3 KELLY MORAN (United States & Hull) Born Huntingdon Beach, September 21, 1960.						



4 71.8	15	R	Kai Niemi	1		
	14	B	Michael Lee	3		
	16	W	Hans Nielsen	0	RETIRED	
	13	Y	Dave Jessup	2		
4 OLE OLSEN (Denmark & Coventry) Born Haderslev, November 16, 1946.						



5 71.3	13	R	Dave Jessup	2		
	1	B	Jan Andersson	0		
	5	W	Gordon Kennett	1		
	9	Y	Finn Thomsen	3		
5 GORDON KENNETT (England & Eastbourne) Born Bromley, September 2, 1953.						



6 71.7	14	R	Michael Lee	3		
	10	B	John Titman	2		
	2	W	Billy Sanders	0		
	6	Y	Larry Ross	1		
6 LARRY ROSS (New Zealand & Wimbledon) Born Christchurch, June 15, 1954.						



7 72.4	11	R	Bobby Schwartz	0		
	15	B	Kai Niemi	1		
	7	W	Peter Collins	3		
	3	Y	Kelly Moran	2		
7 PETER COLLINS (England & Belle Vue) Born Manchester, March 24, 1954.						



8 71.9	4	R	Ole Olsen	1		
	8	B	Ivan Mauger	3		
	12	W	John Davis	0		
	16	Y	Hans Nielsen	2		
8 IVAN MAUGER (New Zealand & Hull) Born Christchurch, October 4, 1939.						



1979 Sunday Mirror World Championship: Intercontinental Final

No	Rider	WFA	1	2	3	4	5	Tot	Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot
1	JAN ANDERSSON	1	0	0	0	1	0	1		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
2	BILLY SANDERS	1	2	0	3	1	2	8		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
3	KELLY MORAN	-	1	2	0	3	2	8		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
4	OLE OLSEN	8	3	1	1	2	2	9		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
5	GORDON KENNETT	1	2	1	1	1	0	5		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
6	LARRY ROSS	-	0	1	3	0	3	7		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
7	PETER COLLINS	5	3	3	2	3	3	14		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
8	IVAN MAUGER	13	1	3	2	2	2	10		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
9	FINN THOMSEN	1	2	3	1	3	1	10		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
10	JOHN TITMAN	1	1	2	0	2	3	8		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
11	BOBBY SCHWARTZ	-	0	0	1	0	1	2		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	

INTERVAL AFTER HEAT TWELVE

Heat/Time	No.	Col	Rider	Pts	Replacement	Pts
9 73.4	6	R	Larry Ross	3		
	16	B	Hans Nielsen	0		
	1	W	Jan Andersson	Exc	MALCOLM SIMMONS	2
	11	Y	Bobby Schwartz	1		

9 FINN THOMSEN (Denmark & Hackney) Born Arhus, February 16, 1955.



10 72.6	12	R	John Davis	0		
	5	B	Gordon Kennett	1		
	15	W	Kai Niemi	2		
	2	Y	Billy Sanders	3		

10 JOHN TITMAN (Australia & Leicester) Born Brisbane, January 26, 1951.



11 72.2	8	R	Ivan Mauger	2		
	9	B	Finn Thomsen	1		
	3	W	Kelly Moran	0		
	14	Y	Michael Lee	3		

11 BOBBY SCHWARTZ (U.S.A. & Cradley Heath) Born Santa Barbara, August 10, 1956.



12 72.9	13	R	Dave Jessup	3		
	4	B	Ole Olsen	1		
	10	W	John Titman	0		
	7	Y	Peter Collins	2		

12 JOHN DAVIS (England & Reading) Born Oxford, November 10, 1954.



13 72.6	7	R	Peter Collins	3		
	12	B	John Davis	0		
	14	W	Michael Lee	2		
	1	Y	Jan Andersson	1		

13 DAVE JESSUP (England & King's Lynn) Born Ipswich, March 7, 1953.



14 72.7	2	R	Billy Sanders	1		
	13	B	Dave Jessup	3		
	8	W	Ivan Mauger	2		
	11	Y	Bobby Schwartz	0		

14 MICHAEL LEE (England & King's Lynn) Born Cambridge, December 11, 1958.



1979 Sunday Mirror World Championship: Intercontinental Final

No	Rider	WFA	1	2	3	4	5	Tot	Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Tot
12	JOHN DAVIS	*	3	0	0	0	1	4		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
13	DAVE JESSUP	2	2	2	3	3	0	10		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
14	MICHAEL LEE	2	3	3	3	2	3	14		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
15	KAI NIEMI	-	1	1	2	1	1	6		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
16	HANS NIELSEN	-	0	2	0	0	0	2		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
17	ILA TEROMAA (res)	1																							
18	STEVE GRESHAM (res)	-																							
19	MALCOLM SIMMONS (res)	3	2					2		/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	
20																									
21																									

W.F.A. — World Final appearances. *reserve, did not ride.

BETTING STRICTLY PROHIBITED

Heat/Time	No.	Col	Rider	Pts	Replacement	Pts
15 73.0	16	R	Hans Nielsen	0		
	3	B	Kelly Moran	3		
	10	W	John Titman	2		
	5	Y	Gordon Kennett	1		

15 KAI NIEMI (Finland & Eastbourne) Born Pori, September 15, 1955.



16 72.4	9	R	Finn Thomsen	3		
	6	B	Larry Ross	0		
	4	W	Ole Olsen	2		
	15	Y	Kai Niemi	1		

16 HANS NIELSEN (Denmark & Wolverhampton) Born Broust, December 26, 1959.



17 73.5	1	R	Jan Andersson	0	ENGINE FAILURE	
	8	B	Ivan Mauger	2		
	15	W	Kai Niemi	1		
	10	Y	John Titman	3		

17 ILA TEROMAA (Finland & Leicester) Born Tampere, September 3, 1953.



18 72.5	9	R	Finn Thomsen	1		
	2	B	Billy Sanders	2		
	7	W	Peter Collins	3		
	16	Y	Hans Nielsen	0		

18 STEVE GRESHAM (United States & Swindon) Born Santa Monica, August 18, 1954.



19 73.1	3	R	Kelly Moran	2		
	12	B	John Davis	1		
	13	W	Dave Jessup	0		
	6	Y	Larry Ross	3		

19 MALCOLM SIMMONS (England & Poole) Born Tonbridge, March 20, 1946.



20 72.1	5	R	Gordon Kennett	0	ENGINE FAILURE	
	14	B	Michael Lee	3		
	11	W	Bobby Schwartz	1		
	4	Y	Ole Olsen	2		

STAND-BY RESERVES: Bo Petersen (Denmark), Doug Wyer (England) and Bruce Penhall (America, photo right).



1979 **Sunday Mirror** World Championship: Intercontinental Final

JUST IN CASE.....

If after this afternoon's twenty races there is a tie for first, second, third, ninth or tenth place there shall be a run-off between the riders involved in the tie. All other placings shall be decided on heat wins, second and third places and if riders cannot be separated then by ballot.

The first nine riders qualify for the World Final of the 1979 World Championship at Katowice, Poland, on Sunday September 2 where they will join three seeded Polish riders and Continental Final qualifiers Christoph Betzl (West Germany), Mikhael Starostin (Soviet Union), Zdenek Kudrna (Czechoslovakia) and Alois Wiesbock (West Germany). The tenth highest scorer will be Intercontinental reserve at the World Final.

The winner of today's meeting will become the 1979 Intercontinental champion and receive the Sunday Mirror Trophy, a gold medal and a £1,000 cheque.

The runner-up will receive a silver medal and a £500 cheque; and the third highest scorer a bronze medal and a £250 cheque.

RUN OFF for ninth or tenth qualifying place (to determine the last World Final qualifier or World Final reserve)...				
No	Col	Riders	Pts	Time
7	R	PETER COLLINS BELLEVUE	2 nd	
	B			
14	W	MICHAEL LEE KINGS LYNN	1 st	72.0
	Y			
RUN OFF for third place (to determine medal and cash awards only)...				
No	Col	Riders	Pts.	Time
8	R	IVAN MAUGER HULL	EF 3 rd	
9	B	FINN THOMSEN HOCKNEY	1 st	
13	W	DAVE JESSUP KINGS LYNN	2 nd	73.2
	Y			
RUN OFF for first or second place (to determine Intercontinental Champion or medal and cash awards only)...				
No	Col	Riders	Pts.	Time
	R			
	B			
	W			
	Y			

The 1979 World Finalists

- 1.....pts. 1979 Intercontinental Champion.
- 2.....pts. Runner-up, Intercontinental Final.
- 3.....pts. Third, Intercontinental Final.
- 4.....pts. Fourth, Intercontinental Final.
- 5.....pts. Fifth, Intercontinental Final.
- 6.....pts. Sixth, Intercontinental Final.
- 7.....pts. Seventh, Intercontinental Final.
- 8.....pts. Eighth, Intercontinental Final.
- 9.....pts. Ninth, Intercontinental Final.
- 10 Christoph Betzl (West Germany), 1979 Continental Champion.
- 11 Mikhael Starostin (Soviet Union), Runner-up Continental Final.
- 12 Zdenek Kudrna (Czechoslovakia & Exeter), Third, Continental Final.
- 13 Alois Wiesbock (West Germany), Fourth, Continental Final.
- 14.....Seeded Polish qualifier.
- 15.....Seeded Polish qualifier.
- 16.....Seeded Polish qualifier.

RESERVES

-pts. Tenth Intercontinental Final.
 Petr Ondrasik (Czechoslovakia), 11 pts. Fifth, Continental Final.
Seeded Polish qualifier.

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 entrance and these should be available for the re-staging of this meeting tomorrow. Money will not be refunded under any circumstances.

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



The Ladas. £2172* to £3246*.

In all the numerous car comparison ads you come across, there's always one notable absentee.

The Lada range.

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

Prices first, and from the 1200 saloon at £2172* to the 1600ES at £3246*. Lada Value is clearly a sore point with our rivals.

"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.

Finally, reliability, and here Ladas go from strength to strength. They are reinforced from top to bottom, and have Tectyl and underbody anti-corrosion treatment.

They are also fitted with a heavy duty starter and battery.

Now, all things considered, is it really surprising that others are afraid to match their cars with ours?

It would be no contest.



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Continental Car Centre (Two Strokes) Ltd.,

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Tel: 01-954 0077

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Westpole Avenue, Cockfosters, Barnet.

Tel: 01-449 3615

Empire Motors (Ealing) Ltd.,

St. James Avenue, Ealing, W13.

Tel: 01-567 3535

Clearview Car Co. Ltd.,

19 Horley Road, Earlswood, Redhill.

Tel: Redhill 62542

Carr Bros. (Automobiles) Ltd.,

112 High Street, Purley, Surrey.

Tel: 01-660 4811

Monza Garage.

66 London Road, Mitcham, SW17.

Tel: 01-648 4091

P & S Motors (Eltham) Ltd.,

729 Sidcup Road, Eltham, SE9.

Tel: 01-851 1591

Woodmount Ltd.,

Chalk Farm Service Station,

29-33 Chalk Farm Road, London NW1.

Tel: 01-485 0877

Field End Garage Ltd.,

233 Watford Road, Harrow.

Tel: 01-904 8600

Withams Motors Ltd.,

18-20 Balham Hill, SW12.

Tel: 01-673 4343

Woodmount Ltd.,

Ironbridge Garage,

22 Uxbridge Road, Southall.

Tel: 01-571 1277

C & R Garages (Chessington) Ltd.,

57-59 Leatherhead Road, Chessington, Surrey

Tel: 01-397 3636

BK Motors.

37-39 Lewisham Way, SE14.

Tel: 01-691 2931

Byfleet Motors

Manor Works High Road, Byfleet.

Tel: 45611

Goodmayes Motors Ltd.,

422/428 Whalebone Lane South,

Chadwell Heath.

Tel: 01-590 6256

Emden Garage Ltd.,

Melody Filling Station, 97-99 Dunbridge Street, Bethnel Green, E2.

Tel: 01-739 8680

*Prices include Car Tax, VAT & Front Inertia-reel seatbelts. £126.45 on-the-road supplement (Mainland, 10W & 10M dealers only) includes Delivery, Standard Reflective Number Plates and One Year's Road Fund Licence (Private Vehicle only). Prices and specifications correct at time of going to press.

WHO'S

In recent years two nations have emerged to challenge the might of England.

And that is reflected in today's Intercontinental field — the 'new' nations Denmark and America tracking five contestants between them.

For America it is the wheel of fortune turning a full cycle. Pre-war the Milne brothers, Cordy and Jack, and Wilbur Lamoreaux dominated the World Championship.

But then followed a deep slumbering spell when speedway died in the States. It was only in the late sixties that it was revived....but it didn't take the Americans long to make up for lost time.

It was a slow recovery at first but in the last decade a succession of talented riders have worn the stars and stripes of their homeland.

Two aim for their World Final debuts this afternoon — Californians Bobby Schwartz, in his first season with Cradley Heath, and Hull's brave teenager Kelly Moran who was ruled out of last year's World Championship events because he was too young.

With a third American, Swindon's on-loan-from-Bristol signing Steve Gresham, also in the pits it can only be a matter of time before America begins challenging England at full international level.

Just as Denmark have done this year. It wasn't so long ago that they were treated as also-rans in world speedway.

Even the development of Ole Olsen — who first came to England in 1967, won his first World title (and Denmark's first-ever motor sport world crown) in 1971 and is now a three-times champion — was dismissed as little more than a fluke.

Yet dramatically within the last twenty-four months the Danes have dominated the sport.

Olsen won the Golden Jubilee World Final last September....a fortnight later he led his country to their first-ever World Team Cup win....and earlier this month became the first nation EVER to hold all three major World Championships at the same time by relieving England of the World Pairs crown also.

Instrumental in Denmark's climb to the top of the international rankings has been their ability to cash in on Olsen's success.

Tracks have sprung up all over the islands and with junior speedway now flourishing (riders under sixteen riding scaled down 50 c.c. models) there is little sign of the stream of talent drying up.

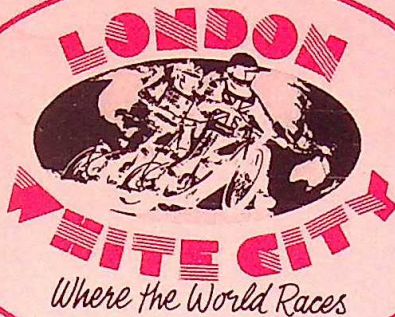
Already there is talk that Hans Nielsen is out of the Olsen mould. Certainly his background shows an uncanny similarity to Olsen's.

He joined a Mike Parker track....took over as Wolverhampton number one from Olsen....and has thrived in the combative atmosphere of world competition. Is he Denmark's next World Champion?

Today could provide some of the answers as Nielsen's major achievements so far have been while riding for his country and not himself.

The third Dane in the line-up is the enigmatic Finn Thomsen who, two years ago, looked the most likely successor to Olsen. He was brought to England by the World Champion and rode alongside him for a couple of seasons and finished fifth on his World Final debut in Sweden only two seasons ago.

He should have matured — instead a transfer to



WHO

Hackney saw his form decline and it remains to be seen if he can still fulfill all his old promise.

A few years ago the thought of a Finnish rider appearing in a World Final would have raised a belly laugh. Then Ila Teromaa made the breakthrough in Gulf British League competition and last year became the first of his countrymen to reach the big night.

This year his chances depend on someone else dropping out — he is hoping to ride despite cracking a shin bone in the World Pairs Final — but Finland still nurses hopes of a second successive World Finalist.

He is Eastbourne's ever-improving Kai Niemi who spent three seasons at White City before the Rebels closed down.

While Denmark, and to a lesser extent Finland, has broken down the barriers the wealthiest and most densely populated country of Scandinavia — Sweden — has slumped on the world speedway market.

It's not that long ago that they had half a dozen riders, all considered capable of winning a World Championship. Slowly age has overtaken them and new discoveries have been few and far between.

Tommy Jansson was, of course, cruelly taken from us, which left Jan Andersson as their major hope to recapture the glory days of Ove Fundin, Gote Nordin, Bengt Jansson, Bernt Persson and Anders Michanek.

Andersson displayed all his class and craft when he won the Nordic Final and while his British form is inconsistent there is little doubt that he is capable of stringing together five efficient rides when mounted on his best equipment.

It is, perhaps, incongruous that Andersson has spent practically all his Swedish career in the Second Division with Kaparna and yet still established himself internationally.

Other, more fancied Swedes, have prospered in the harder First Division yet failed to make any significant breakthrough internationally.

Frankly from afar one gets the impression that it is only in the past twelve months or so that the Swedes themselves have taken the callow, blond from Gothenburg, to their hearts, lagging behind those British fans who had spotted his potential from his early days with Swindon.

When it comes down to World Championship titles the eager, ultra-professional Olsen — well on the way to becoming speedway's richest ever rider — must start as the brightest hope if today's Intercontinental Champion is not to come from the Commonwealth.

But no-one should rule out the title chances of the younger Dane Nielsen — surely destined to be among genuine World Champion contenders in the eighties.

HOW THEY GOT HERE

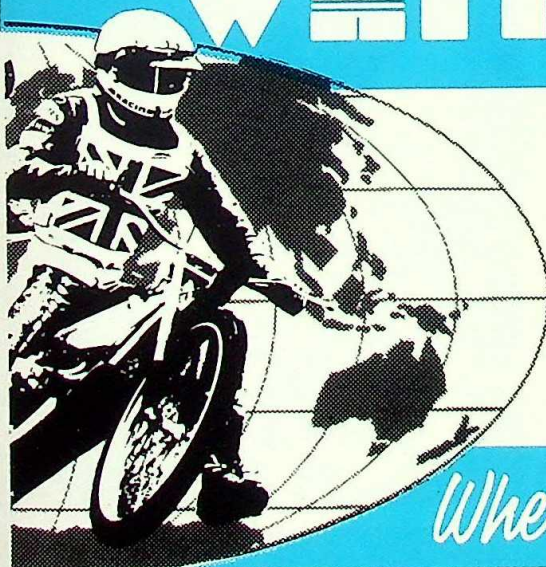
AMERICAN FINAL, Santa Ana, California, United States of America, Friday, December 29, 1978: Bobby Schwartz 12, Mike Bast 12, Kelly Moran 12, Steve Gresham 12, Mike Faria 10, Shawn McConnell 9, Bruce Penhall 8, Rich McMurray 7, Bill Cody 7, Glen Hutchinson 6, John Cook 6, Duane Yarrow 5, Dave Faria 5, Dennis Robinson 4, Denny Pyeatt 3, Mike Bloom 2.

SCANDINAVIAN FINAL, Norkopping, Sweden, Tuesday, June 5, 1979: Jan Andersson 13, Hans Nielsen 13, Finn Thomsen 12, Ole Olsen 12, Kai Niemi 9, Ila Teromaa 9, Bo Petersen 8, Bernt Persson 8, Anders Michanek 7, Mike Lohmann 6, Reidar Eide 6, Ake Fridell 5, Rolf Gramstad 5, Richard Hellsen 3, Olli Turkia 2, Ove Olsen 2, Reserve Lars-Ake Andersson 0.

World Championship Roll of Honour

- | | |
|--|---|
| 1936...LIONEL VAN PRAAG (Australia & Wembley). | 1962...PETER CRAVEN (England & Belle Vue). |
| 1937...JACK MILNE (U S A & New Cross) | 1963...OVE FUNDIN (Sweden & Norwich). |
| 1938...BLUEY WILKINSON (Australia & West Ham). | 1964...BARRY BRIGGS (New Zealand & Swindon). |
| 1939— 1948...No competition. | 1965...BJORN KNUTSSON (Sweden). |
| 1949...TOMMY PRICE (England & Wembley). | 1966...BARRY BRIGGS (New Zealand & Swindon). |
| 1950...FREDDIE WILLIAMS (Wales & Wembley). | 1967...OVE FUNDIN (Sweden & Belle Vue). |
| 1951...JACK YOUNG (Australia & Edinburgh). | 1968...IVAN MAUGER (New Zealand & Newcastle). |
| 1952...JACK YOUNG (Australia & West Ham). | 1969...IVAN MAUGER (New Zealand & Belle Vue). |
| 1953...FREDDIE WILLIAMS (Wales & Wembley). | 1970...IVAN MAUGER (New Zealand & Belle Vue). |
| 1954...RONNIE MOORE (New Zealand & Wimbledon) | 1971...OLE OLSEN (Denmark & Wolverhampton). |
| 1955...PETER CRAVEN (England & Belle Vue). | 1972...IVAN MAUGER (New Zealand & Belle Vue). |
| 1956...OVE FUNDIN (Sweden & Norwich). | 1973...JERZY SZCZAKIEL (Poland). |
| 1957...BARRY BRIGGS (New Zealand & Wimbledon) | 1974...ANDERS MICHAENEK (Sweden). |
| 1958...BARRY BRIGGS (New Zealand & Wimbledon) | 1975...OLE OLSEN (Denmark & Wolverhampton). |
| 1959...RONNIE MOORE (New Zealand & Wimbledon) | 1976...PETER COLLINS (England & Belle Vue). |
| 1960...OVE FUNDIN (Sweden & Norwich). | 1977...IVAN MAUGER (New Zealand & Exeter). |
| 1961...OVE FUNDIN (Sweden & Norwich). | 1978...OLE OLSEN (Denmark & Coventry). |

LONDON WHITE CITY



The next great meeting here.....

1979 WORLD TEAM CUP FINAL London White City

Sunday, September 16, 1979, at 4 p.m.

World Champions Denmark and dark horses New Zealand are already through to the final — to be joined by the top two nations from last Sunday's Continental Final. Can 5-times World Champion Ivan Mauger lead the Kiwis to their first ever Team Cup title? Will World Champion Ole Olsen mastermind another Danish sizzler? Or can an East European country snatch the biggest team prize of all?

These — and every other question — will be answered on September 16.

Tickets: £3.50, £2.50, £1.50.

Where the World Races

WORLD FINAL DIARY

Imagine today's riders carrying forward some of the points scored this afternoon into the World Final at Katowice, Poland, next month. You can laugh — but that's exactly what happened when the World Championship was born in 1936. All sixteen finalists took bonus points forward from previous qualifying rounds which meant that although Australian **Bluey Wilkinson** actually won all his five rides at Wembley, defeating each of his fifteen rivals, he only finished third overall. This was because Bluey had only 10 bonus points to take to Wembley whereas eventual champion **Lionel Van Praag** had 12 bonus points and these, together with the 14 points he scored on the night gave him a one point advantage over Wilkinson. And runner-up **Eric Langton** (with 13 bonus points) lost a run-off with Van Praag after scoring only 13 points on the night!

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Did you know that for the first-ever World Championship back in 1936 the original list of championship contenders included 11 Australians, three Americans (two of whom reached the World Final), two Swedes, three Danes, two Spaniards, two Germans, a Canadian, a Frenchman, a South African, a New Zealander and two Rumanians who were later to withdraw? The first World Champion won £500 — a marvellous sum in those pre-war days.

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America made it a clean sweep in 1937 — filling the first three places in the World Final. Brothers **Jack** and **Cordy Milne** actually finished first and third.... the only time brothers have been in the first three.

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Second Division star **Jack Young** became the first rider from the lower leagues to reach the World Final in 1950 — and a year later actually won the title while still riding for Scottish club Edinburgh. The same year New Zealander **Geoff Mardon** became the first Third Division rider to qualify for a World Final.

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The youngest-ever World Finalist has been Tasmanian-born, naturalised New Zealander **Ronnie Moore**. He was born at Hobart on March 8th, 1933 and rode in his first World Final at Wembley on September 21st, 1950 when he was only 17 years 197 days old.

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Liverpudlian **Peter Craven** is the youngest-ever World Champion. He took the crown for the first time on September 15, 1955, when he was 21 years, 86 days old. England's last World Champion **Peter Collins** was 22 years 165 days old when he took the title in Poland. Of today's Intercontinental Finalists **Michael Lee**, **Hans Nielsen** or **Kelly Moran** could become the youngest-ever World Champion if they get through and win in Katowice.

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It is a popular misbelief that **Tommy Price** — who was World Champion in 1949 — is the oldest ever title-holder. In fact that honour goes to New Zealander **Ivan Mauger** who was 37 years, 333 days old when he took his fifth crown at Gothenburg nearly two years ago. He was actually 39 days older than Tommy who does retain one 'age' record — he is by far the oldest rider ever to win a World Championship for the first time!

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Only four times in history has the reigning champion not been on hand to defend his World crown. That was in 1949 when the 1938 champion **Bluey Wilkinson** was, of course, unable to defend following his death in a road accident in 1940; in 1954 when **Freddie Williams** was relegated to second reserve on World Final night; in 1974 when the previous season's shock winner **Jerzy Szczakiel** didn't get through; and in 1976 when champion **Ole Olsen** was eliminated at the Wembley Intercontinental Final.

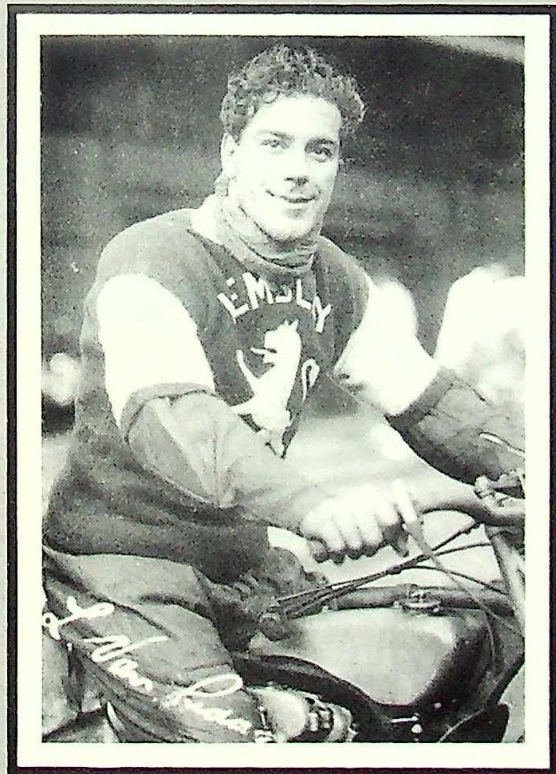
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Injuries don't seem to have prevented riders doing particularly well in the World Championship. **Ronnie Moore** won in 1954 with a broken right leg and thigh in plaster; **Ove Fundin** had his broken right ankle plastered when he was regaled as the new champion in 1963; and as recently as 1977 **Peter Collins** finished a superb runner-up despite having some 230 stitches in an horrendous gash in his leg.

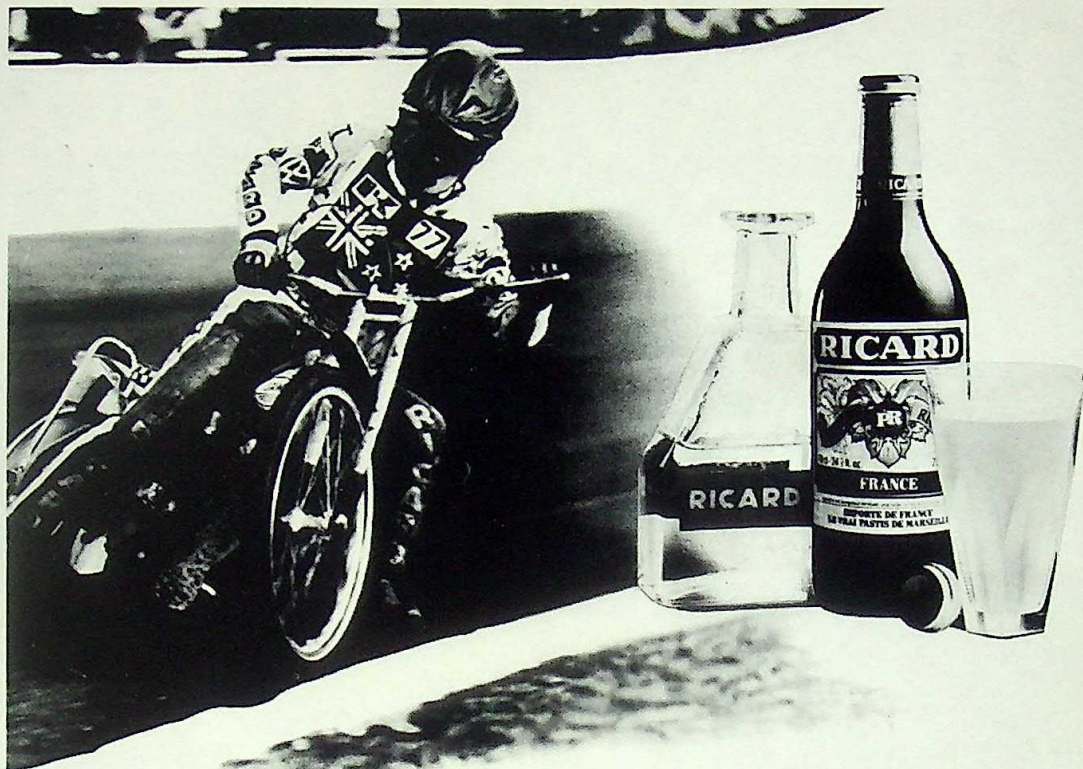
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The first televised World Final in 1956 saw **Ove Fundin** win the first of five titles. It was also the year that the World Champion [**Peter Craven**] was seeded direct to a Final (a practice that was later to be dropped) and that the traditional Wembley staging night was switched from a Thursday to a Saturday.

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Lionel Van Praag



Ivan Mauger 8-times World Champion

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