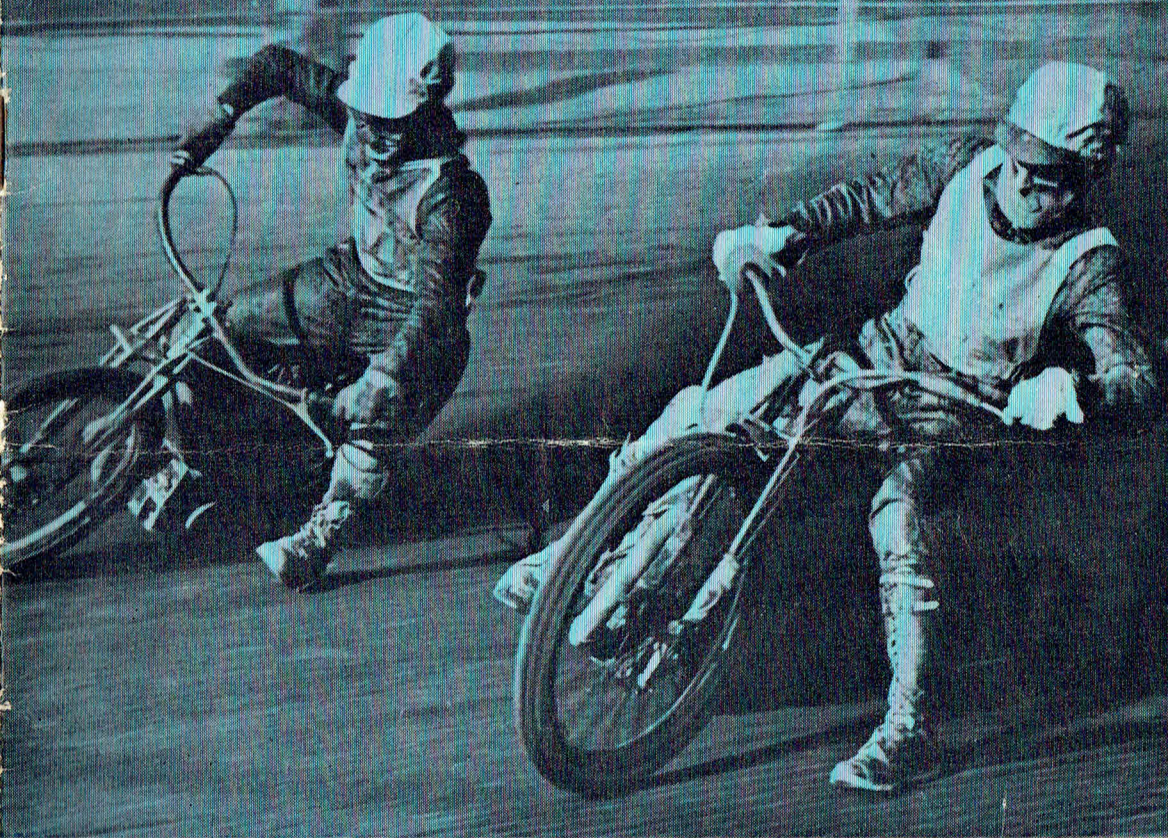


# *F.I.M. SPEEDWAY* **CHAMPIONSHIP** *OF THE WORLD 1960*



**Sponsored by the Sunday Pictorial**

**Saturday September 17th 1960 at 7.15 p.m.**

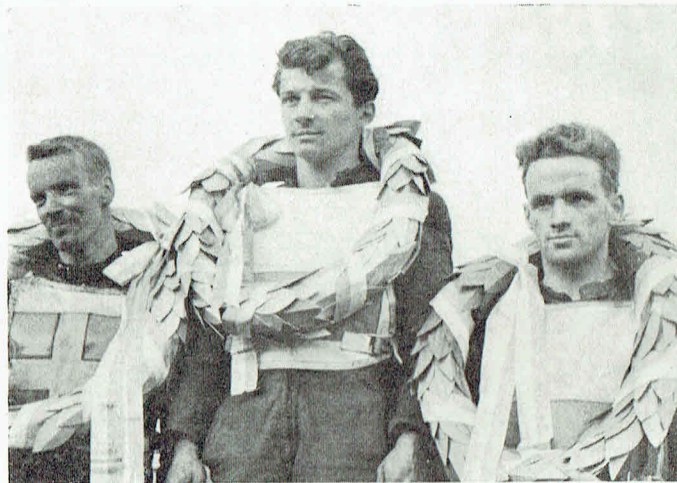
**EMPIRE STADIUM WEMBLEY**

**official souvenir programme price two shillings**

## What Happened in Poland . . .

The European Championship was held in WROCLAW (pronounced ROSLAV) POLAND on Sunday, 14th August, 1960. Sixty-two thousand supporters attended and went wild with excitement when M. Kaiser scored the highest number of points and in doing so became the new European Champion. From the first heat the old track record went—Kwoczala of Poland slashing 2.6 seconds off. Altogether the old record was broken twelve times and equalled once, some idea of the hectic pace kept up throughout the meeting. O. Fundin was second—he fitted the wrong gear for his first two rides.

All Poland is buzzing with excitement at having three riders and one reserve at today's meeting. If one of their boys gets into the first three tonight he will be a National hero when he returns.



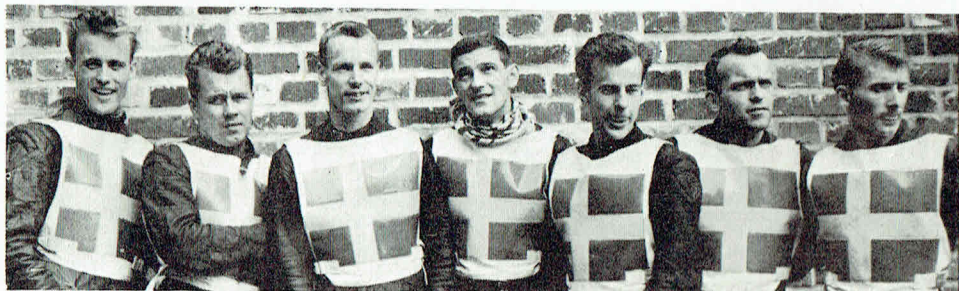
The first three wearing their garlands. Centre, M. Kaiser. Right, O. Fundin. Left, S. Kwoczala



Kaiser being thrown up "a la Anglica"



The winner M. Kaiser



The Swedish contingent at Wroclaw

## WINNER GETS PIC £500 PRIZE AND £350 TROPHY

By GEORGE CASEY

"Sunday Pictorial" Sports Editor

WELCOME to Wembley Stadium for the World Speedway Championship.

I said this to an official crowd of 58,000 in 1958. I wrote more or less the same thing in a different way to 62,000 cash customers in 1959.

Tonight, I hope and believe that the attendance figures of last year will be put in the shade.

This is the third year the "Sunday Pictorial" has sponsored this thrill-packed event—and it is gratifying to be associated with a sport that is on the UP and UP.

Entertainment competition today is fierce. And credit goes to all connected with speedway for such a wonderful come-back.

But this is not the time to be complacent. Post-war Final attendances of 90,000 must be the target in as short a time as possible.

And the biggest responsibility of all rests on the shoulders of the riders — the gladiators on wheels in the middle.

You, the cash customers, want entertainment, thrills and skill, and it is tonight's stars of the Championship who must provide them.

I feel that tonight's field of sixteen riders from Britain, Australia, New Zealand, Sweden, Poland and Germany is one of the hottest we have had for many years.

The modern art of speedway racing should be seen at its greatest. I say SHOULD because there is always one proviso—the complete absence of that wet stuff called rain.

Four past champions — Peter Craven, Barry Briggs, Jack Young and Ove Fundin—are ready to dislodge the reigning title-holder Ronnie Moore, nine times a finalist in the World series.

Only one competing rider can equal Ronnie Moore's Final record — evergreen Aub Lawson, of Norwich, the man I always call the grand-dad of speedway.

He's a model for anyone aspiring to be a rider.

Always spick and span. His black leathers match his ready smile. And the days when you fail to see him tighering are few and far between.

From sheer sentiment I would dearly like to see him handed the "Sunday Pictorial" £500 cheque as champion tonight.

But there can be no room for sentiment — least of all in speedway.

The winter pursuits of so many of the riders clearly show that the fortune-making days of the sport have been left behind for a time.

Even many of the top stars have to take off their coats, roll up their sleeves and work hard to come up smiling for the next season.

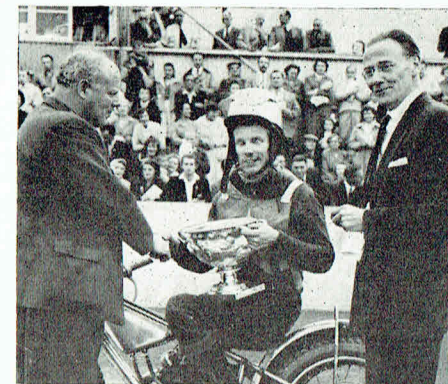
It is a credit to speedway that riders can forget the cheering crowds of the summer, forget the backslaps of their admirers and become ordinary men so quickly. There is no time for swollen heads.

I admire Ronnie Moore, the champion. He had a run of bad luck, but he was man enough to take on the tough, nerve-racking job of long distance lorry-driving in the night, to help re-shape his fortunes. I warn all riders tonight that Ronnie Moore is still fighting. Don't leave a gap anywhere—or he'll be through, to remain World Champion.

Ove Fundin is another man I admire. His record over the last four years has been champion (1956) and runner-up for the past three seasons. This Swedish thin man is the one human I know who can be called perpetual motion. He thinks it only right that he should win every event for which he qualifies. Good luck to him! And to all other Continental riders.

I am very patriotic. I hope to see a Britisher win — but my cheers will be just as loud for anyone from Sweden, Poland or Germany.

Let 'em all come. That's what a World Championship is for!



Perpetual motion man, Ove Fundin, receiving the "Sunday Pictorial" Golden Helmet match-race Trophies from Sports Editor George Casey. Pic. Speedway columnist, Don Clarke, is on the right.

## To all of you . . .

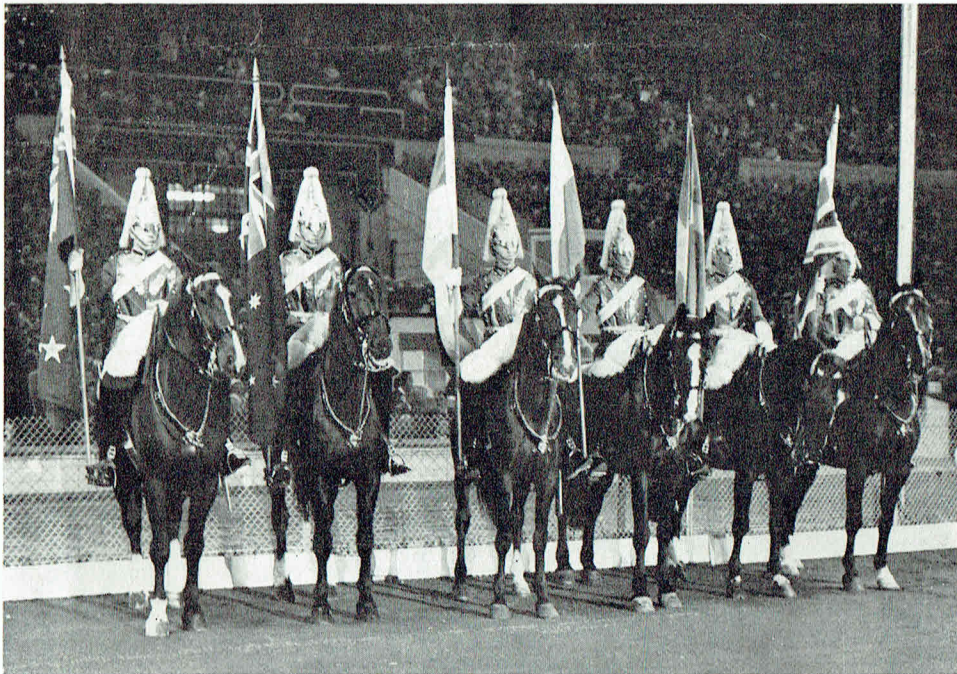
*WELCOME TO WEMBLEY.* We hope you had a pleasant journey here and will take back home with you happy memories of your visit. Thank you for coming.

*WILLKOMMEN NACH WEMBLEY!* Wir hoffen dass Sie eine gute Fahrt nach hier gehabt haben und dass Sie die besten Erinnerungen an Ihren Besuch bewahren werden.

*WITAMY WSYZYSTKICH FINALISTOW PRZYBYLYCH DO WEMBLEY.* Jesteśmy pewni że zdobyte przez Was laury zabierzecie do swojej Ojczyzny jak również i wspomnienia z pobytu w tym Kraju.

Dziękujemy za Wasze przybycie i udział w Finale Mistrzostw Świata na Zuzlu.

*VALKOMMEN TILL WEMBLEY.* Vi hoppas att Ni haft en angenam resa hit och att Ni far med Er trevliga minnen hem från Ert besök. Tack för att Ni ville komma.



The Parade of the Standards of the competing nations, by Troopers of The Household Cavalry in full Escort uniform, before the meeting commenced last year.

From left to right the Standards are, New Zealand, Australia, West Germany, Poland, Sweden and the United Kingdom.

### **BARRY BRIGGS** (New Cross and New Zealand)

Sensation when Barry, then 24, retired for the 1959 season. But as reigning champion Barry was flown here at speedway's expense to defend his world title in 1959. Showed his brilliance when, after almost a season's lay-off he still finished third. Also won title in 1957, having been in every final since 1954. Began racing in Otago, N.Z. Joined Wimbledon 1952 and was coaxed out of retirement to join New Cross on loan this year. Keeps fit training with Millwall F.C. . . . and even wears one football boot when riding.



### **PETER CRAVEN** (Belle Vue and England)

Undoubtedly the greatest Englishman of them all at present, the cheeky, chirpy, tiny Craven rides his seventh final in succession — a record. World Champ in 1955, freely tipped to do it again this year. A brilliant balance artiste, he even looks good when leading by a mile . . . which he so often is. Oddly he flopped with his first team, Liverpool, in 1951. Started the up-grade as soon as he joined Belle Vue in 1953. Another of the former cycle speedway boys who have made good on our tracks.



### **BRYAN ELLIOTT** (Leicester and England)

What a shock this stocky, wiry and spectacular young man has caused by crashing into the Final for the first time. Hailed as "the most promising . . ." at the beginning of the season, it wasn't until several months had passed that he began making fans sit up and notching occasional big scores. Joined Leicester from Brafield in 1954 but it took until 1958 to force his way into team. Hobby is judo.



### **OVE FUNDIN** (Sweden)

Making his seventh successive World Final appearance, during which period he won the title in 1956, and has been second for the last three years. Present holder of the "Sunday Pictorial" Golden Helmet Match Race title — the only foreign rider ever to hold this honour — he is riding as well as ever this season, which means he is his phenomenal self. Jet-like starts and supreme track craft are his outstanding qualities, and his remarkable consistency wherever he is riding make him once again a firm favourite to win the title.



### **JOSEF HOFMEISTER** (Western Germany)

Born in Abensberg in Bavaria, in 1935, Josef has been the German champion for the past four years, and on the Continent has a great reputation, especially on the "long tracks". Has yet to show his true form in this country, despite the fact that this is his fourth successive final. A meticulous mechanic, he works in his father's garage when not racing, is single and a keen photographer. Finished sixth in the European Final at Wroclaw.



### **RON JOHNSTON** (Belle Vue and New Zealand)

Ron put in five years' grass tracking in New Zealand before his 1949 speedway debut at Dunedin. Supporters clubbed together to help him with fare to England, so confident were they of his success. He joined Belle Vue in 1950, now he's captain there and leading them through a season of glory. Retires regularly every Winter and, despite calls of his road haulage business, unretires regularly every Spring. Third final appearance tonight.



## RIDERS' INDIVIDUAL SCORE CHART

The Score Chart has been put here for your convenience. It is suggested that when you transfer the scores it would simplify matters to refer to the riders by numbers, not by names.

RIDERS	1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS	1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS	1ST	2ND	3RD	4TH	5TH	TOTAL
1. C. TAYLOR ...	2	-	-	-	3	5	7. P. CRAVEN ...	3	3	3	3	2	14	13. R. JOHNSTON ...	3	2	2	1	2	10
2. O. FUNDIN ...	3	3	2	3	3	14	8. A. LAWSON ...	1	1	1	-	1	4	14. S. KWOCZALA ...	1	2	3	1	1	8
3. M. KAISER ...	-	1	-	-	-	1	9. K. MCKINLAY ...	-	3	2	1	-	6	15. B. ELLIOTT ...	-	-	-	-	-	-
4. J. YOUNG ...	1	2	1	2	3	9	10. H. ZYTO ...	1	1	-	2	-	4	16. R. SORMANDER ...	2	-	1	1	1	5
5. B. BRIGGS ...	2	1	1	3	2	9	11. P. MOORE ...	2	2	3	2			17. B. ANDREWS ...	2					
6. J. HOFMEISTER ...	-	-	2	3	1	6	12. R. MOORE ...	3	3	3	2	3	14	18. M. POLUKARD ...						

## F.I.M. STEWARD FOR TONIGHT

Herr Emil Vorster, President of the Standing Sub-Committee of the Federation Internationale Motocycliste, is a hard working official of the F.I.M. He takes a leading part in encouraging Speedway Racing on the Continent. In his younger days he was a keen motor-cyclist and was well known in most of the major international competitions.



After the last war he entered in numerous races for sports cars and drove with distinction. When he retired from active participation in the sport of racing, he became Sportspräsident of the "Deutscher Motorsport Verband" (the controlling authority in Western Germany), and President of the German Motorcycle Federation.

## THE SPEEDWAY CONTROL BOARD

The sport of Speedway Racing in this country is controlled by the Speedway Control Board. The Board consists of independent representatives appointed by the Auto-Cycle Union and the following representatives of the Sport:—Three Promoters from the National League and a Riders' representative. The present constitution of the Board is as follows:—

Chairman—Lt.-Col. R. VERNON C. BROOK, O.B.E.

A.C.U. Nominees—

G. R. ALLAN, C. H. KING, T. E. RYAN, E. A. SIMCOCK, K. E. SHIERSON

Promoters—A. D. SANDERSON, R. W. GREENE, M.B.E., G. PARKINS

Riders' Representative—H. C. BRINE

Secretary—W. W. FEARNLEY

The following tracks are licensed by the Speedway Control Board and operate under the jurisdiction of the Auto-Cycle Union:—

*National League:* Belle Vue (Manchester), Coventry, Ipswich, Leicester, New Cross, Norwich, Oxford, Southampton, Swindon and Wimbledon.

*Provincial League:* Bradford, Bristol, Cradley Heath, Edinburgh, Great Yarmouth, Liverpool, Poole, Rayleigh, Sheffield and Stoke.

*Open Licence:* Aldershot, Birmingham, Eastbourne, Rye House, St. Austell, Plymouth, Exeter and Wigan.

## OFFICIALS AT TONIGHT'S MEETING

F.I.M. Steward of the Meeting: Herr EMIL VORSTER (Germany)

A.C.U. Referee: C. H. TELLING

A.C.U. Judge: T. C. E. CLAPP

Clerk of the Course: G. HOLE

Medical Officer: D. H. CAMPBELL, M.B., Ch.B.

Chief Pit Marshal: R. W. GREENE, M.B.E.

A.C.U. Machine Examiner: F. A. LOWE

Announcer: C. J. KNOTT

Meeting held under the International Sporting Code of the Federation Internationale Motocycliste and the Speedway Regulations of the Auto-Cycle Union.

PERMIT No. S.P.534

## PROGRAMME OF EVENTS

6.25 p.m. **THE BAND OF THE IRISH GUARDS.** By kind permission of Colonel H. L. S. Young, D.S.O., (Lt.-Col. Commanding the Irish Guards).  
to  
7.10 p.m. Director of Music: Major C. H. JAEGER, Mus.Bac., L.R.A.M., A.R.C.M., p.s.m.

7.15 p.m. **Interval Marching Display by the Band of the Irish Guards.**  
"The Standards of the Competing Nations" borne by Troopers of the Household Cavalry (by kind permission of the Commanding Officer, Colonel The Marquess Douro, M.V.O., O.B.E., M.C., Commanding, Household Cavalry).

**Introduction and grand parade of riders led by the 1959 World Champion, followed by the European competitors and British riders.**

Number	Name	Country and Track
1	CHUM TAYLOR	England and Southampton
2	OVE FUNDIN	Sweden and Norwich
3	MARIAN KAISER	Poland
4	JACK YOUNG	Australia and Coventry
5	BARRY BRIGGS	New Zealand and New Cross
6	JOSEF HOFMEISTER	West Germany
7	PETER CRAVEN	England and Belle Vue
8	AUB LAWSON	Australia and Norwich
9	KEN MCKINLAY	Scotland and Leicester
10	HENRYK ZYTO	Poland and Coventry
11	PETER MOORE	Australia and Ipswich
12	RONNIE MOORE	New Zealand and Wimbledon
13	RON JOHNSTON	New Zealand and Belle Vue
14	STEFAN KWOCZALA	Poland and Leicester
15	BRYAN ELLIOTT	England and Leicester
16	RUNE SORMANDER	Sweden
17	BOB ANDREWS	England and Wimbledon
18	MIECZYSLAW POLUKARD	Poland

RESERVES

British: BOB ANDREWS (Wimbledon)

Continental: MIECZYSLAW POLUKARD (Poland)

**BETTING IS STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS**

## RIDERS' INDIVIDUAL SCORE CHART

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RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL
1. C. TAYLOR	...	2	-	-	-	3	5	7. P. CRAVEN	...	3	3	3	3	2	14	13. R. JOHNSTON	...	3	2	2	1	2	10
2. O. FUNDIN	...	3	3	2	3	3	14	8. A. LAWSON	...	1	1	1	-	1	4	14. S. KWOCZALA	...	1	2	3	1	1	8
3. M. KAISER	...	-	1	-	-	-	1	9. K. MCKINLAY	...	-	3	2	1	-	6	15. B. ELLIOTT	...	-	-	-	-	-	-
4. J. YOUNG	...	1	2	1	2	3	9	10. H. ZYTO	...	1	1	-	2	-	4	16. R. SORMANDER	...	2	-	1	1	1	5
5. B. BRIGGS	...	2	1	1	3	2	9	11. P. MOORE	...	2	2	3	2	-	-	17. B. ANDREWS	...	2	-	-	-	-	-
6. J. HOFMEISTER	...	-	-	2	3	1	6	12. R. MOORE	...	3	3	3	2	3	14	18. M. POLUKARD	...	-	-	-	-	-	-



# 1960 Speedway Championship of the World - Final

For the Gold Medal and Championship Diploma of the F.I.M. and the "Sunday Pictorial" Trophy

Points will be awarded: 3—1st; 2—2nd; 1—3rd. Individual Score Chart on pages 6 and 11.

Riders starting positions are indicated by their helmet colours. Red number 1 position, Blue number 2, White number 3, and Yellow number 4, counting from the inside.



Event	Helmet Colour	RIDERS	Result	Event	Helmet Colour	RIDERS	Result
1st Race HEAT ONE	1 Red	Chum Taylor (England) ...	1st <u>B</u>	8th Race HEAT EIGHT	4 Red	Jack Young (Australia) ...	1st <u>W</u>
	2 Blue	Ove Fundin (Sweden) ...	2nd <u>R</u>		8 Blue	Aub Lawson (Australia) ...	2nd <u>R</u>
	3 White	Marian Kaiser (Poland) ...	3rd <u>Y</u>		12 White	Ronnie Moore (New Zealand) ...	3rd <u>B</u>
	4 Yellow	Jack Young (Australia) ...	Time <u>69.6</u>		16 Yellow	Rune Sormander (Sweden) ...	Time <u>70.8</u>
2nd Race HEAT TWO	5 Red	Barry Briggs (New Zealand) ...	1st <u>B</u>	9th Race HEAT NINE	6 Red	Josef Hofmeister (Germany) ...	1st <u>Y</u>
	7 Blue	Peter Craven (England) ...	2nd <u>R</u>		16 Blue	Rune Sormander (Sweden) ...	2nd <u>R</u>
	6 White	Josef Hofmeister (Germany) ...	3rd <u>Y</u>		1 White	Chum Taylor (England) ...	3rd <u>B</u>
	8 Yellow	Aub Lawson (Australia) ...	Time <u>68.8</u>		11 Yellow	Peter Moore (Australia) ...	Time <u>71.4</u>
3rd Race HEAT THREE	10 Red	Henryk Zyto (Poland) ...	1st <u>Y</u>	10th Race HEAT TEN	12 Red	Ronnie Moore (New Zealand) ...	1st <u>R</u>
	11 Blue	Peter Moore (Australia) ...	2nd <u>B</u>		5 Blue	Barry Briggs (New Zealand) ...	2nd <u>Y</u>
	9 White	Ken McKinlay (Scotland) ...	3rd <u>R</u>		15 White	Bryan Elliott (England) ...	3rd <u>B</u>
	12 Yellow	Ronnie Moore (New Zealand) ...	Time <u>69.6</u>		2 Yellow	Ove Fundin (Sweden) ...	Time <u>69.8</u>
4th Race HEAT FOUR	15 Red	Bryan Elliott (England) ...	1st <u>Y</u>	11th Race HEAT ELEVEN	8 Red	Aub Lawson (Australia) ...	1st <u>Y</u>
	14 Blue	Stefan Kwoczala (Poland) ...	2nd <u>W</u>		9 Blue	Ken McKinlay (Scotland) ...	2nd <u>R</u>
	16 White	Rune Sormander (Sweden) ...	3rd <u>B</u>		3 White	Marian Kaiser (Poland) ...	3rd <u>B</u>
	13 Yellow	Ron Johnston (New Zealand) ...	Time <u>71</u>		14 Yellow	Stefan Kwoczala (Poland) ...	Time <u>71.4</u>
5th Race HEAT FIVE	13 Red	Ron Johnston (New Zealand) ...	1st <u>Y</u>	12th Race HEAT TWELVE	13 Red	Ron Johnston (New Zealand) ...	1st <u>Y</u>
	1 Blue	Chum Taylor (England) ...	2nd <u>R</u>		4 Blue	Jack Young (Australia) ...	2nd <u>R</u>
	5 White	Barry Briggs (New Zealand) ...	3rd <u>W</u>		10 White	Henryk Zyto (Poland) ...	3rd <u>B</u>
	9 Yellow	Ken McKinlay (Scotland) ...	Time <u>70.4</u>		7 Yellow	Peter Craven (England) ...	Time <u>71</u>
6th Race HEAT SIX	14 Red	Stefan Kwoczala (Poland) ...	1st <u>W</u>	13th Race HEAT THIRTEEN	7 Red	Peter Craven (England) ...	1st <u>R</u>
	10 Blue	Henryk Zyto (Poland) ...	2nd <u>R</u>		12 Blue	Ronnie Moore (New Zealand) ...	2nd <u>B</u>
	2 White	Ove Fundin (Sweden) ...	3rd <u>B</u>		14 White	Stefan Kwoczala (Poland) ...	3rd <u>W</u>
	6 Yellow	Josef Hofmeister (Germany) ...	Time <u>70</u>		1 Yellow	Chum Taylor (England) ...	Time <u>69.4</u>
7th Race HEAT SEVEN	11 Red	Peter Moore (Australia) ...	1st <u>W</u>	14th Race HEAT FOURTEEN	2 Red	Ove Fundin (Sweden) ...	1st <u>R</u>
	15 Blue	Bryan Elliott (England) ...	2nd <u>R</u>		13 Blue	Ron Johnston (New Zealand) ...	2nd <u>Y</u>
	7 White	Peter Craven (England) ...	3rd <u>Y</u>		8 White	Aub Lawson (Australia) ...	3rd <u>B</u>
	3 Yellow	Marian Kaiser (Poland) ...	Time <u>69.6</u>		11 Yellow	Peter Moore (Australia) ...	Time <u>70.8</u>

THE DRAW FOR THE HEATS AND STARTING POSITIONS WAS MADE BY THE F.I.M. IN GENEVA.

THERE WILL BE AN INTERVAL AFTER THE TENTH HEAT — DURING WHICH THERE WILL BE A MARCHING DISPLAY BY THE BAND OF H.M.'S. IRISH GUARDS.

## RIDERS' INDIVIDUAL SCORE CHART

The Score Chart has been put here for your convenience. It is suggested that when you transfer the scores it would simplify matters to refer to the riders by numbers, not by names.

RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL	RIDERS		1ST	2ND	3RD	4TH	5TH	TOTAL
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2.	O. FUNDIN	3	3	2	3	3	14	8.	A. LAWSON	1	1	1	-	1	4	14.	S. KWOCZALA	1	2	3	1	1	8
3.	M. KAISER	-	1	-	-	-	1	9.	K. MCKINLAY	-	3	2	1	-	6	15.	B. ELLIOTT	-	-	-	-	-	-
4.	J. YOUNG	1	2	1	2	3	9	10.	H. ZYTO	1	1	-	2	-	4	16.	R. SORMANDER	2	-	1	1	1	5
5.	B. BRIGGS	2	1	1	3	2	9	11.	P. MOORE	2	2	3	2	-	-	17.	B. ANDREWS	2	-	-	-	-	-
6.	J. HOFMEISTER	-	-	2	3	1	6	12.	R. MOORE	3	3	3	2	3	14	18.	M. POLUKARD	-	-	-	-	-	-

### SPEEDWAY CHAMPIONSHIP OF THE WORLD—FINAL—continued

Event	Helmet No. Colour	RIDERS	Result
15th Race HEAT FIFTEEN	16 Red	Rune Sormander (Sweden) ...	1st Y
	3 Blue	Marian Kaiser (Poland) ...	2nd W
	10 White	Henryk Zyto (Poland) ...	3rd R
	5 Yellow	Barry Briggs (New Zealand) ...	Time 70.6
16th Race HEAT SIXTEEN	9 Red	Ken McKinlay (Scotland) ...	1st B
	6 Blue	Josef Hofmeister (Germany) ...	2nd W
	4 White	Jack Young (Australia) ...	3rd R
	15 Yellow	Bryan Elliott (England) ...	Time 71.8
17th Race HEAT SEVENTEEN	1 Red	Chum Taylor (England) ...	1st R
	8 Blue	Aub Lawson (Australia) ...	2nd W
	15 White	Bryan Elliott (England) B.A. ...	3rd B
	10 Yellow	Henryk Zyto (Poland) ...	Time 70.8
18th Race HEAT EIGHTEEN	9 Red	Ken McKinlay (Scotland) ...	1st B
	2 Blue	Ove Fundin (Sweden) ...	2nd W
	7 White	Peter Craven (England) ...	3rd Y
	16 Yellow	Rune Sormander (Sweden) ...	Time 69.8
19th Race HEAT NINETEEN	3 Red	Marian Kaiser (Poland) ...	1st B
	12 Blue	Ronnie Moore (New Zealand) ...	2nd W
	13 White	Ron Johnston (New Zealand) ...	3rd Y
	6 Yellow	Josef Hofmeister (Germany) ...	Time 70.8
20th Race HEAT TWENTY	5 Red	Barry Briggs (New Zealand) ...	1st W
	14 Blue	Stefan Kwoczala (Poland) ...	2nd R
	11 White	Peter Moore (Australia) ...	3rd B
	4 Yellow	Jack Young (Australia) ...	Time 71.6
21st Race	Red	O. FUNDIN	1st R
	Blue	P. CRAVEN	2nd W
	White	R. MOORE	3rd B
	Yellow	To be run only if two or more riders tie for first place.	Time 70.6
22nd Race	Red		1st
	Blue		2nd
	White		3rd
	Yellow	To be run only if two or more riders tie for Second or Third place.	Time

British Reserve: **BOB ANDREWS.** Continental Reserve: **MIECZYSLAW POLUKARD (Poland)**

## The End of the 1959 Trail . . .



The first three last year, posing with the "Sunday Pictorial" Trophy. Centre, Ronnie Moore (First), left, Ove Fundin (Second) and Barry Briggs (Third). The Trophy is valued at £350.

## Thanks "Sunday Pictorial"

for sponsoring this World Competition and a particularly big thank you to Mr. L. A. Lee Howard, Editor of this great Sunday Newspaper, and also to its jovial Sports Editor Mr. George Casey. It is with immense pleasure that we welcome them and executives of the "Sunday Pictorial" to Wembley this evening.



**MARIAN KAISER** (Poland)

Well known in this country through his recent captaincy of the Polish touring team, and as a member of the 1959 Leicester "Hunters". Polish National Champion in 1957 and European Champion 1960, as a result of his brilliant riding in the Final at Wroclaw, when he headed Fundin and a competitive field of Continental qualifiers. This is his first World Final appearance, and as one with the right temperament for the big night, he could cause some surprises.



**STEFAN KWOCZALA** (Poland)

The reigning Polish champion, Stefan took to speedway after gaining a Civil Service degree. Born in 1935, he started riding in 1956 and as a current member of the Leicester "Hunters", he is adequately filling the ex-Kaiser spot in their line-up. A robust style of rider, equally at home on large or small tracks, and as good from behind as when leading, he has achieved his burning ambition—to appear at Wembley. This is his first World Final—completing the trio of Polish riders who have burst on the scene this year.



**AUB LAWSON** (Norwich and Australia)

This is Aub's ninth final and he shares the "most appearances" record with Ronnie Moore. Only pre-war rider still at the top in speedway. Signed for Wembley after two years riding at Sydney Royale, in 1939. Had spell with Second Division Middlesbrough. Qualified for World Final, not run due to war, that year. Joined West Ham in 1947 as leg trailer, switch to foot forward brought him top ranking star billing he's held ever since. Joined Norwich in '53. Age 46, this master of track craft is again the "daddy" of the Final.



**KEN MCKINLAY** (Leicester and Scotland)

A product of the Army team in Germany after the war, Ken rode so brilliantly he threw up notions of a return to his old job and joined White City instead. That was 1949. Since then he has become his country's best ever speedway product. Age 32, still single, he joined Leicester in 1954. Captain/manager of the record making English Test team which beat Australia down under 5-0 last winter. Previous finals '56, '57, '58 and reserve '59.



**PETER MOORE** (Ipswich and Australia)

"Piccolo" Pete, as his pals call him, cost Ipswich £1,000 from Wimbledon this year. He started riding in Melbourne in 1949, came here the following year and flopped at St. Austell. So he took himself off to Spain to ride on bull-ring tracks for three months. Next year he showed the benefit by becoming a star for Long Eaton. Joined Wimbledon on the Midlanders closure in 1952. With them, except for 1957-58 loaned spell to Ipswich, and few months' loan to Norwich last year, until this season. Previous finals—'56, '58, '59.



**RONNIE MOORE** (Wimbledon and New Zealand)

Ronnie's 9th final, and the easiest he's ever qualified for . . . he was seeded direct as the reigning champion. Never missed qualifying for a final from his very first season, 1950, when he has been riding. His two missing years, 1956 and 1957, he had retired and tried car racing. Probably the greatest all-rounder in speedway today. Now 27, married and the father of twins. Set record, in 1950, as the youngest rider ever in a world final. First won title in 1954, when still recovering from a broken leg.

**RUNE SORMANDER** (Sweden)

Made his first appearance in a World Final as long ago as 1953, when he also made a brief appearance in Wembley "Lions" colours. He has been Swedish champion and ridden in this country for his country in Test Matches. Finished joint third in the 1957 final and tonight is his fifth appearance in this meeting. Rode for Leicester in 1958. His machine and leathers are always immaculate, and as a rider who starts well, he could again be a strong contender. Is married with two small sons.



**CHUM TAYLOR** (Southampton and Australia)

First final for Chum, formerly a well known steeplechase jockey in his native Australia. It was late in the 1940's when he began riding in Claremont, but by 1951 he was in England to sign for Ashfield, and hit an almost immediate injury. He moved on to Cardiff where he hit the top, returned home for the winter and broke his neck. With Bristol in 1953 he retired down under until Charlie Knott tempted him back for Southampton in 1958. Now in best ever year.



**JACK YOUNG** (Coventry and Australia)

Oddly enough Youngie, the only man who won the World title—in 1950—when riding for a 2nd Division club; and who won again the following year after moving from Edinburgh to West Ham, has not been in a Final since 1955 . . . mainly due to retirements. It was 1958 before Coventry got him to return from Australia, last year he stayed home again. Numbers among the greatest Aussies ever—especially on World Championship night. An Australian cycle-speedway graduate to the powered bikes.



**HENRYK ZYTO** (Poland)

This 23-year-old watchmaker from Leiszna has hit the headlines this season during his stay as a Coventry "Bee" rider. He won the Midland Riders' Championship—the first foreigner to do so—and won the hearts of his countrymen for his thrilling "off-balance" riding in the recent European Final. Known to the English speedway fans as "Smiler", he rivals Peter Craven as the smallest rider in tonight's meeting — he is 5 feet, whose riding style he also resembles. This is his first World Final.



**BOB ANDREWS** (Wimbledon and England)

This is bearded Bobby's first final. It's taken him a long time to get here since his start with Wimbledon in 1953. But the Londoner is one of the many who has made a gradual climb to stardom. He spent two seasons with SAL club California, rejoining Wimbledon in 1956. His peak performances probably took place in South Africa during the '57/'58 Winter when Bobby was cracking track records a-plenty, he's an International already.



**MIECYZLAW POLUKARD** (Poland)

Has the honour of being the first Polish rider to qualify for a World Final—he rode last year and scored five points. "Mike" is a cheerful, happy-go-lucky type of rider, who has impressed on each visit with the Polish National touring team, and on his Wembley debut. Tonight will be standing by in the pits as Continental reserve.



## How the World Championship is organised . . .

Eliminating meetings in Scandinavia.

Meetings Nos. 1, 2, 3, 4

Meeting No. 5 FINLAND (HELSINKI)	8 Swedish, 6 Finnish, 2 Norwegian riders.
Meeting No. 6 DENMARK (SELSROV)	6 Swedish, 6 Norwegian, 4 Danish riders.
Meeting No. 7 NORDIC FINAL (OSLO)	8 best riders from No. 5. 8 best riders from No. 6.
Meeting No. 8 POLAND (NOWA HUTA)	8 Polish, 4 Czech, 2 Austrian, 2 Hungarian riders.
Meeting No. 9 CZECHOSLOVAKIA (LIBEREC)	8 Czech, 4 Polish, 2 Austrian, 2 Yugoslavian riders.
Meeting No. 10 YUGOSLAVIA (ZAGREB)	5 Yugoslavian, 5 Polish, 4 Austrian, 2 Czech riders.
Meeting No. 11 AUSTRIA (VIENNA)	3 Dutch, 4 W. German, 1 E. German, 2 Swiss, 2 Austrian, 2 Polish, 2 Czech riders.
Meeting No. 12 CZECHOSLOVAKIA (SLANY)	8 Best riders from meeting No. 9. 8 Best riders from meeting No. 11.
Meeting No. 13 GERMANY (MUNICH)	8 Best riders from meeting No. 8. 8 Best riders from meeting No. 10.
Meeting No. 14 CONTINENTAL FINAL AUSTRIA (VIENNA)	8 Best riders from meeting No. 12. 8 Best riders from meeting No. 13.
Meeting No. 15 EUROPEAN FINAL POLAND (WROCLAW)	European Champion 1959. 7 Best riders from meeting No. 7. 8 Best riders from meeting No. 14.
Meeting No. 16 WORLD FINAL ENGLAND (LONDON)	World Champion 1959. 9 Best riders from U.K. Rounds. 6 Best riders from meeting No. 15.

There were 24 meetings held in the United Kingdom to find the nine best riders from this country. Altogether 140 British riders have been entered, giving a grand total of 300 riders in the Competition.

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### SIGNALS IN USE AT THIS MEETING

The Green Lights are used as an instruction to the riders to come up to the tapes for a "gate start". Red Lights—Stop. Yellow Flag with Black Diagonal Cross—One more lap to go. Black Flag—This is a signal for a particular rider to withdraw. Black and White Check Flag—Finish.

The coloured lights suspended in front of the starting line indicate disqualification of any rider by the Referee. Coloured light situated above the pits indicate the winner's colour after each race.

In order that the announcer's remarks may be audible to all, patrons are earnestly requested to maintain silence when the alarm bells are rung, and whilst the green lights on the two flag poles in the arena are showing.

## For Your Information . . .

If a rider is slow in coming up to the Starting Gate, the Referee can sound a klaxon which is a warning to the rider that he has two minutes in which to be ready, otherwise the race will be started without him.

If a rider breaks the tapes of the Starting Gate he is fined (generally £1) but if more than one rider breaks the tapes at the same time the Referee may order a fresh start.

If a rider falls and is the primary cause of the race being stopped he is automatically excluded from the re-run of that race. If however, he has fallen as a result of being fouled or has deliberately "laid down" his motor cycle or has left the course in the interests of safety, the Referee may permit him to take part in the re-run of that race.

If a rider's engine stalls at the Start he can be pushed for thirty yards in order to re-start his engine and keep him in the race.

When the green light is showing at the Starting Gate, the riders are under Starter's orders and must be ready to start from that moment.

If a rider falls and anyone touches him or his machine, he is automatically excluded.

There are heavy penalties for foul or dangerous riding.

When the green light is switched on at the Starting Gate all riders must move up to the tapes and their wheels must not be moving once they get to the tapes. A persistent "creeper" (a rider who comes up slowly, hoping the Referee will raise Gate while he is still moving) can be heavily penalised.

In judging a close finish the Judge watches the tyres of the front wheels — the first tyre on the line is the winner — not the first helmet over the line.

A rider is considered to have retired from a race if he has not completed the race within three minutes, or if he has not commenced the last lap before the winner has finished.

Speedway motor cycles have no brakes and the only way a rider can suddenly stop — say in order to avoid a fallen rider — is to deliberately lay-down his machine. This is often done.

The track surface thrown back by a rear wheel can scour the skin off a following rider's face, if he is not adequately protected.

All riders must wear leather riding suits, approved crash-helmets, gloves, knee length boots and non-splinterable goggles whilst riding.

The engines of the first three riders in this meeting are measured at the end of the race to check that their capacity is not greater than 500 cubic centimetres (five horse-power).

Every rider in this meeting rides against every other rider and each rider has five rides. Their starts are so arranged that their starting positions alternate with each appearance.

The draw for riding numbers was made by the F.I.M., in Geneva in April this year.

The F.I.M. (Federation Internationale Motocycliste) is the World Controlling Authority for all International Motor-Cycling racing. Headquarters are in Geneva. There are thirty-seven member countries.

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## The Household Cavalry

The Household Cavalry consists of two Regiments — The Life Guards and the Royal Horse Guards (The Blues). Both are Armoured Car Regiments and maintain a Mounted Squadron in London for the performance of State Ceremonial Duties.

Both Regiments have covered themselves with glory in all the major campaigns since their formation in the 17th Century.

The Standard Bearers tonight are from the Royal Horse Guards. Recruitment for the two Regiments is keen and selective.

The Life Guards are at present in Germany and The Blues are at Windsor, having just returned from Cyprus.

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**THE NEXT SPEEDWAY MEETINGS IN LONDON are at Wimbledon on Monday, 19th September, and at New Cross on Wednesday, 21st September. Both commence at 7.45 p.m.**



**SUNDAY**

# PICTORIAL

**JACK  
PEART**



**DON  
CLARKE**



**BOB  
BAILY**



**STAN  
HALSEY**



**STUART  
COMBE**



# 5

# STAR SPORT

every week