

WORLD



SPEEEEEEEEEEE

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CHAMPIONSHIP

FINAL

Sponsored by the SUNDAY MIRROR

WEMBLEY STADIUM

Saturday September 16th

Official Souvenir Programme 2s

GO

SPEEDWAY RACING

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Zoological Gardens, Hyde Road,
Manchester 12, A57, approx. 5 miles east
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Brandon Stadium, Rugby Road, Brandon, near
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Dudley Wood Road, Cradley Heath, Staffs., off A4100,
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Saturdays — 7.15 p.m.

EXETER

County Ground Stadium, Church Road, St. Thomas,
Exeter, off A30, approx. 1 mile west of Exeter
Mondays — 7.30 p.m.

GLASGOW

White City Stadium, Paisley Road West, Glasgow,
S.W.1, A737, approx. 6 miles west of Glasgow
Fridays — 7.30 p.m.

HACKNEY

Hackney Wick Stadium, Waterden Road, London,
E.15, between A106 and A115, approx. 2 miles
north-west of Stratford
Fridays — 8 p.m.

HALIFAX

The Shay Grounds, Halifax, Yorkshire, off A629,
approx. 1-mile south of Halifax
Saturdays — 7.30 p.m.

KING'S LYNN

The Stadium, Saddlebow Road,
King's Lynn, Norfolk, off A47, approx. 2 miles east of
King's Lynn
Saturdays — 7.45 p.m.

LONG EATON

The Stadium, Station Road, Long Eaton, Notts.,
off A435, approx. 7 miles south-west
of Nottingham
Tuesdays — 7.30 p.m.

NEWCASTLE

Brough Park Stadium, Fossway, Byker,
Newcastle upon Tyne 6, between
A695 and B1313, approx. 2 miles east of Newcastle
Mondays — 7.30 p.m.

NEWPORT

Somerton Park Stadium, Somerton Park, Newport,
Mons., off B4237, approx. 1 mile east of Newport
Fridays — 7.30 p.m.

OXFORD

Cowley Stadium, Cowley Road, Oxford, B480,
approx. 2 miles south of Oxford
Thursdays — 7.45 p.m.

POOLE

The Stadium, Wimborne Road, Poole, Dorset
A349, approx. 1 mile north of Poole
Wednesdays — 7.45 p.m.

SHEFFIELD

Owlerton Sports Stadium, Penistone Road
Sheffield 6, A61, approx. 2 miles
north-east of Sheffield
Thursdays — 7.45 p.m.

SWINDON

Abbey Stadium, Blunsdon, near Swindon,
Wilts., off A419, approx. 4 miles north of
Swindon
Saturdays — 7.30 p.m.

WEST HAM

Prince Regent Lane, Custom House,
London, E.16, near Junction of A13
and A112, approx. 2 miles south of
Plaistow
Tuesdays — 7.45 p.m.

WIMBLEDON

Plough Lane Stadium, Plough Lane,
London S.W.17, between A217 and A218,
approx. 1 mile north of Tooting Broadway
Thursdays — 8 p.m.

WOLVERHAMPTON

Menmore Green Stadium, Bilston Road,
Wolverhampton off A41, approx. 2
miles south-east of Wolverhampton
Fridays — 7.30 p.m.

League racing commitments occasionally cause variation to a track's race-day and/or starting time. Please check before planning your visits.

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SPEEDWAY OUTLOOK BRIGHT

By **NELSON MILLS BALDWIN**, Chairman Control Board

THE World Championship Final—speedway's "night of nights"—returns to Wembley as the climax of another season of progress and achievement in the sport.

With promoters and Board working closely together, many young riders being given their chance and "new" spectators being added daily to the thousands of loyal enthusiasts, the prospects for speedway in this country have never looked brighter.

A new edition of the regulations has been issued by the Control Board. They have been simplified and brought into line with current practice, something which everyone connected with the sport will welcome.

This season too a new starting procedure has been tried out on British tracks. Designed to make "creeping" more difficult and also to avoid burnt-out clutches, the new method has been well received by both home riders and visiting foreigners and it is hoped it will soon have international approval.

Meanwhile, we are all looking forward to another thrilling night's racing before the 1967 World Champion is crowned.

Before we get to that stage of the proceedings it is my traditional—but very pleasant task to thank all those who have made this Final possible: our sponsors, the *Sunday Mirror*; the Speedway Promoters' Association; the Speedway Riders' Association; and, not least, you the public.

Peter Arnold, radio and television commentator and speedway correspondent of "Motor Cycle News", takes a look at speedway today and likes what he sees. Conscious of the continuing need for new talent, he advocates the formation of a national training scheme and spotlights the success of riders like Monk, Mauger, Guasco, Airey and Wilson.

BOOM TIME HERE AGAIN

THE next month sees the end of the third season of the British League. It has been another success story, and like the two previous seasons, has confounded those early critics who said that it would never last, "It" being the largest-ever competition—18 teams strong in 1965, 19 in 1966 and '67.

The fact that no team has pulled out during the last three seasons is a credit to the faith and courage of the respective promoters concerned. It also reflects great credit on the "system"—but more of that later.

To fully appreciate the outstanding success of the present, it is necessary to understand what had gone before. In the post-war "boom" period (1951) there were 35 teams scattered throughout the country operating in the three divisions; by 1957 these had been reduced to 11 and compressed into one National major league. Entertainment tax, petrol rationing, television—these in turn were blamed for many track closures.

At the end of the 1959 season, and arising out of some bold, un-licensed open meetings in the North—at Bradford and Liverpool—the promoters of the existing Sunday afternoon Southern Area League tracks invited Jess Halliday and Mike Parker to meet them in London and discuss the prospects of forming a Provincial League. And the object of this was to provide a stepping-stone for young talent, obviously not good enough to compete in the National League.

The result of this meeting—though not without original difficulties—was the formation, for the 1960 season, of the 10 strong Provincial League—though ironically, without any of the Sunday tracks.

This competition, which also brought back into the sport some older riders whose experience was obviously of a tutorial benefit to the younger element, ran smoothly enough. That is until the end of the 1963 season, when differences of opinion in administration arose—and for 1964 the Provincial League, then 13 team-strong, ran outside the R.A.C.-A.C.U. "orbit". The National League for that season was made up of only 7 teams.

But the "split" couldn't last. It presented problems—most of all to the riders, and for the 1965 season, common-sense prevailed, the breach was healed—again not without some problems, and of the 20 tracks in the combined leagues in 1964, only Norwich—which was sold for building development, and Sunderland, did not unite.

The 1965 initial success was staggering, although there were teams that lacked obvious "star" material. This was the year of the "British riders only for the British League" days, and a limited number of "foreigners"—only six being officially allowed; although the Scottish teams did, because of injuries, have special dispensation and have others for a few meetings.

What did surprise many critics was the form shown by the ex-Provincial "unknowns" in opposition with the established international-type stars of the old National League. Riders like Charlie Monk, Ivan Mauger, Gordon Guasco, Jim Airey, George Hunter, Eric Boocock, Dave Younghusband, Ray Wilson and Bill Andrews emerged to prove the value of the "training league" set-up.

For the 1966 and 1967 seasons more



Gordon Guasco



George Hunter



Charlie Monk

"foreigners" were allowed to ride for British clubs, the quota being somewhat "elastic". But their inclusion undoubtedly gave a new shot in the arm to the sport, and race-wise surprise results are now more acceptable than they were—and it is this unpredictability of speedway that retains for it the enthusiastic and undeniable knowledgeable following it now has. Few sports can boast of such loyal support as speedway. As a family sport it is still an unsurpassed spectacle; as a non-betting sport it is still tops in attracting its fans solely on the competitive and entertaining manner of its presentation.

With this "new-look" régime, starting in 1965, we have seen visits of teams from the U.S.S.R., Poland, Sweden and Czechoslovakia; the oft-mooted, never previously staged strictly K.O. Knock-Out Cup tournament (pinched from the P.L. era) has proved an outstanding success, and regional competitions have also added variety and interest. The Golden Helmet Monthly Match Race contest, dropped this season, has given way to the Silver Sash Match Race contest, in which the holder defends his title at every official team fixture. And this frequently staged event, with its constantly changing title-holder, has proved another winner.

Much of the success of the British League must go to the new "system" I mentioned earlier. What is it? It is a completely self-supporting administration policy. With the uniting of the two league set-ups in 1965 came new ideas which brushed aside the previous system of a Control Board on which sat three promoter-elected members, and three A.C.U. officials, with a secretary-manager, and an A.C.U. appointed Chairman.

At the head of affairs now are the

Management Committee: five elected promoters, with their own administration office. They look after everyday affairs; they draw up their own fixtures, plan and arrange foreign team visits, discipline within their own ranks if and when necessary, issue Press Bulletins and deal with any internal problems. The overall controlling body is now invested with the Royal Automobile Club, with the A.C.U. members joining with R.A.C. appointed personnel to form an arbitrary body to deal with matters that need independent decisions. They also promote tonight's World Final, which is again sponsored by the *Sunday Mirror*—long a supporter of speedway in its sporting columns.



Russian visitor . . . Plechanov

The "system" is working well. Matters are dealt with more speedily than previously, and often major problems are forestalled. Regular General Council meetings are held at which every track is represented and can air their views on any and every matter. It is at such meetings that amicable re-adjustment of team-strengths may be made (at the end of the season—or before the start of the next). And it is this appraisal of their own problems and their united effort to keep the sport thriving that makes the expectancy life of speedway much longer and more virile than those national newspaper sports' columnists would have us believe. Ever since 1930 they have repeatedly "killed off" speedway. But like the report of Mark Twain's premature death, they, too, "are grossly exaggerated".

But what of the future? Everything in the garden is never always lovely—and on the horizon looms that perennial problem of finding new and young riders to fill team-berths, of finding new circuits to further develop the nation-wide interest and support of this motorcycle speed sport.

Talk, as I have done, with Mike Parker, the man who can, in all honesty, claim to have started this great revival, and you'll find him as enthusiastic now as he was in 1959 in opening new venues. Earlier this season he opened up at Nelson, on a track he had to lay around the local soccer pitch. And as the man who has opened up more new venues than any other since the war—not all of which, incidentally, have been successful, he could be forgiven for now leaving it to others.

Now Chairman of the Management Committee, he has ambitious plans to open even more stadiums. Already he is anxious to have the greyhound stadium at Crayford, in Kent, ready for next season. In the North and in the Midlands, too, he has stadiums ear-marked for possible conversion to take speedway. He realises that there are still many places in this country that have never ever seen speedway. It is to these virgin territories that he is continually looking for new prospects. And it is now to their credit that other promoters too are turning their attentions in this direction.



Ivan Mauger and Mike Broadbanks locked in battle. Ivan rides for the title tonight but Mike, as reserve, may have to sit on the sidelines.

Aware of the continual need to develop fresh talent, Mike Parker wants to create a Second Division of such new stadium-teams. "Competitive team racing is the only way to develop youngsters" he says. "And I don't visualise making this a league of old-timers out for easy money, either", he adds. "It might be that we should and could use say No. 8 and 9 riders from existing league teams—on loan. This would increase their experience. No other riders who have ever held a contract with a league club would be allowed. This way we'd be giving opportunities to the many keen youngsters I know there are around."

How right he is. Although, unfortunately, Rye House, the original initial training track did not operate this past season, regular junior practice sessions have been held at Belle Vue (Monday nights) and Sheffield (Sunday afternoons). Both are inundated with would-be speedway riders. Many tracks allow a limited number of novices to have a run around after their meetings have ended.

But all this is not enough. Personally I would like to see a National Training

scheme put into operation. This could be a summer and winter affair, backed by all the promoter members of the league. There are a number of still youngish former riders of the calibre of Tommy Price, Bill Kitchen, Phil Bishop and others who would make ideal instructors, backed by help from some of the top names now riding—like Barry Briggs, Ron Mountford, Eric Boothroyd—men who've been around long enough to be able to impart some of their experience to others.

For, like most other professional sports, speedway racing is not as easy as it looks, and few champions are born—but many could be made—with proper tuition.

Late last winter, following a suggestion I made to him, Mike Parker held weekend training school sessions at Belle Vue. Youngsters spent Saturday and Sunday at the "school", being boarded out together overnight. They were given classroom lessons on track-craft and riding technique, as well as simple maintenance tips. On the track they were under the capable eye of Ivan Mauger, the European Champion of 1966. And from this school have emerged at least six riders who have now been given second-half rides.

I feel that this type of school curriculum with a term of at least four week-ends, could help to put many more youngsters on the first step of the ladder. But it costs money to run—time and effort to put into effect.

Tracks where such a scheme can be operated are few—those with greyhound racing rather limit the operational time of the shaleyway. But Brafeld, near Northampton, is a centrally situated circuit which might be "hired" for this purpose.

But whatever the system employed, more training facilities of the right type have got to be offered to the youngsters keen to break into the sport. Otherwise there is no point in opening new stadiums and developing new leagues. For to rely on "foreigners" to fill the vacant team-places is, to my mind, only allowing them facilities to improve their own riding ability on a variety of tracks—to eventually beat us in International competitions like the World Team Cup—or the World Final.

The British League has been the salvation of our speedway. It has provoked a lot of general interest. National newspapers give much more coverage than in the late 1950's; television is now constantly looking in on top class meetings. Our British revival has coincided with the re-birth of the sport on the Continent, where their dedication to the sport has put them at the top in a short period of time. In Poland, for instance, there exists a speedway training manual for beginners—there are schools and experienced tutors. Naturally, they are State supported. It's a pity that as a sport British speedway doesn't seemingly qualify for such a grant from our new Ministry of Sport.

But as a private enterprise sport speedway must look to the expansion envisaged by the likes of Mike Parker. Charles Ochiltree, whose brain-child the Midlands Junior League, has already helped to broaden the experience of some novices in away second-half league matches, is another keen to spread the gospel.

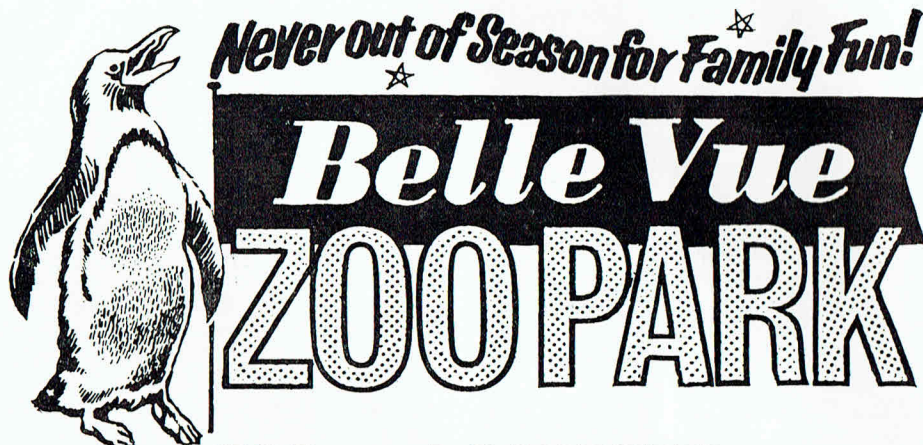
And to meet the growing need for riders to fill such new track teams, the training of novices must start now—under the auspices of a specially formed Committee—approved and appointed by the "system".



Ivan Mauger



Bill Andrews



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THE STARS

Dave Stevens on British hopes

GONE are the "old brigade". Men of the calibre of England skipper Nigel Boocock and Scotsman Ken McKinlay—almost as part of the World Final as Wembley itself—are out of the running. But there's a healthy crop of up-and-coming Englishmen to take their place tonight and to back up the experience of defending Champion Barry Briggs.

Four of the British contingent, Englishmen Eric Boocock, Rick France, Colin Pratt and Ray Wilson all make their World Final debut this evening and will be there backing up evergreen Barry Briggs and his fellow New Zealand rival Ivan Mauger.

All six have been very much to the fore in International racing this year, having been awarded an aggregate of 39 "caps" for England or Great Britain against Poland, Scotland and Sweden. Boocock, Pratt and Wilson will probably add to their collection, too, for all three are in line for a close-season England trip to Australia in the months ahead.

Selected to lead Great Britain against Poland and Sweden, Briggs (Swindon) had to withdraw from six of the 10 matches because of injury but when racing he certainly made his presence felt, qualifying for the British Zone Semi-finals still suffering from shoulder injuries. But these injuries didn't stop four-times World Champion (1957, '58, '64 and '66) Briggs from scoring maximum points in his Wimbledon Semi-final and at the West Ham British Final last month.

First riding in England for Wimbledon, Briggs later had spells with New Cross and Southampton before joining his present club, and during his career he's

won practically every honour the sport has had to offer.

Five years ago Boocock, France, Mauger, Pratt and Wilson were almost unknown to the British speedway supporter. But thanks to the training set-up of the former Provincial League all are now established stars. They had their training in the Provincial League; the British League became a natural stepping-stone for them.

Crowned European Champion here in September of last year, Mauger made his World Final debut at Gothenburg (Sweden) later the same month, finishing a creditable fourth with 11 points. Another from the Rickity Isles, Ivan had his first English rides at Wimbledon, but several years of second-halves and the odd reserve rides failed to give him the experience he was seeking and he returned to New Zealand. He later rode with considerable success in Australia before returning to England joining up with Newcastle, where he is now captain.

Boocock is a Provincial League product through-and-through. Determined to follow Big Brother Nigel into the sport, Eric had his first speedway rides at Middlesbrough just as soon as he was old enough to hold a licence. He stayed with the Bears progressing from second-halves to reserve to team-man proper and moved *en bloc* when the team transferred to Halifax in 1965 where he soon developed into heat-leader class.

Top scorer for Great Britain against Sweden, Eric was placed third in this year's British Final showing just how much experience he'd gained from an Australian trip last Winter.

Ask Rick France (Coventry) what he

thinks of wet tracks and he'll probably say "Great"! For it was rain which probably gave him his opportunity of being here this evening. Four days before the British Final was scheduled to be ridden Rick dislocated a shoulder at Hackney and although he was all ready to ride at West Ham on the Tuesday he heaved a sigh of relief when the meeting was postponed a week, enabling him to recover almost full fitness for a total 11 points and the title "Surprise Qualifier of the Night". Introduced to Coventry by Ron Mountford, Rick had various spells in the Provincial League, mostly whilst on National Service, with Middlesbrough, Leicester and Wolverhampton before reverting back to the Bees a solid second-string.

No handicap

This year, with the departure of former skipper **Jim Lightfoot**, France has had to accept the mantle of heat leader; an honour he's worn well, for the extra responsibility has proved no handicap whatsoever.

Colin Pratt started his speedway where so many of today's rising stars first sat on a machine—at the World-famous Rye House Training School. Recommended to Southampton, Colin failed to make the grade in the National League and moved south-west to Poole, again with little success. It was the move to Stoke which brought out the best in him and over the years he developed into a star performer with the Potters, staying at Sun Street until the track closed under a development order.

Overlooked

Colin's move to Hackney was a reasonable success but he hankered after bigger things and had a short, and rather unsuccessful, spell with Swindon before reverting to the Hawks, who he now skips. Overlooked for Internationals in the past—possibly due to his one-time

slow starting—this stylish and high-scoring rider is now right to the forefront of International competition and tonight will be hoping for better luck than last year's European Final appearance when in spite of a chest complaint he rode gamely through five rides without scoring.

The "Fireball" of British Speedway, Ray Wilson was introduced to the sport by his father, former Leicester rider Ron, and had his first rides at Coventry before lining-up with Long Eaton, where Pop is co-promoter. Keen to learn everything he can about the sport, Ray was seeking out any rider who had ever ridden at Wembley asking their advice only minutes after he'd qualified at West Ham's British Final. Just 21, Ray seeks every opportunity he can of gaining further experience; he toured Poland with Edinburgh in 1965 and spent last Winter in Australia, where he's hopeful of returning in a few weeks time.

Ray still has a great deal to learn, but International honours this year have taught him plenty and further reward came his way at the beginning of the month when selected for Great Britain's World Team Cup squad.

Born Fighter

Former Wembley rider **Mike Broadbanks**, now leading Swindon to what they hope will be their first British League success, returns to his old hunting ground this evening as British Reserve. Few know the Wembley track better than the "Red Devil" who if called upon for a ride will certainly make it hard for the other competitors. Mike, surely the greatest-ever Rye House discovery, has always been a born fighter and this year that spirit has been much to the fore for his early British League returns were so low that at one stage he was almost down to reserve in the Robins team.

He soon won back his regular team place as an established star with the Wiltshire side—but a little too late for International honours. A berth tonight is just reward for those fighting efforts.

Paul Parish on Continental hopes

SPEEDWAY'S horizons stretch still further. Tonight an East German appears in a World Final for the first time and another chapter of speedway history is opened.

Britain is considered the home of speedway and in the 31-year history of the World Championships we have watched as Australians, New Zealanders, Americans, Swedes, Poles and Russians have come swooping in to challenge for the sport's number one honour. Now comes East Germany, the 16th country to have been represented in a World Final.

Man to realise this East German ambition is **Joachim Dinse**, little heard of before his shock-a-round run through to Wembley this year.

He has been number one in East Germany for the past five seasons but his entry, along with six other compatriots, in the World Championships this year was not expected to provide any great obstacle to the more feared and famed Poles, Russians and Czechs.

Dinse and another East German **Jurgen Hehlert** won through from the first qualifying round on their homeland track at Misnia, but it wasn't until after they had both got through the Continental semi-final at Balakowie in the Soviet Union that they attracted attention in Western Europe.

It was the first time East Germans had reached the Continental Final—and more shocks were to follow. At Kempton in the Continental Final Hehlert fell by the wayside but Dinse roared on. Then, a week later in Wroclaw, Poland, Joachim qualified from the European Final to ride here at Wembley.

Interesting point is that Dinse scraped through from both Continental and European Finals. At Kempton he was level on points with Poland's **Stanislaw**

Rurarz but as he had beaten Rurarz during the meeting Dinse qualified. Again at Wroclaw he was level with another rider, this time Czechoslovakian **Jan Holub**. With a place at Wembley at stake a run-off was organised and Dinse beat Holub. The Czech is tonight's continental reserve.

While Dinse is the shock qualifier, form man from the 10-man overseas squad is Polish International **Andrzej Wyglenda**. Wyglenda has won all his four meetings on his way to the World Championship, becoming the first man to win both Continental and European Finals in the same season. In four meetings he has dropped only five points.

Wyglenda came to the fore in 1964 when he made his World Final debut in Gothenburg. A year later he was at Wembley for the World Final but injury and illness forced him to miss out in 1966.

Pint-sized Wyglenda (26), who rides for Polish champions ROW Rybnik, proved his toughness this year. After crashing during the Polish Test Match against Britain at Poole he didn't ride again because of a leg injury until his success in the Continental Final.

With Wyglenda dominating the Continental rounds of the championship the spotlight has slipped slightly from **Antoni Woryna**. Past results make Woryna Poland's best-ever rider and tonight he makes his third successive World Final appearance. Last year he finished third in the final, the highest position ever achieved by a Polish rider and he was also third in the European Final here, at Wembley, in 1966.

Woryna is a club mate of Wyglenda's at Rybnik and is the reigning Polish Champion. Pipe-smoking Antoni is just 26.

For 28-year-old **Andrzej Pogorzelski** it is a third crack at the World title. This tall powerful Pole rides for Stal Gorzow in his native land and won the 1966 Polish Golden Helmet.

"Pogo" finished second in the European Final after a fourth place in the Continental Final but has rarely won the big individual meetings outside Poland. His best performance to date was winning the Continental Final in 1966.

Favourites

Andrzej is a thrill-maker all along the line and has been a Polish international regular for several years.

Babe of the Polish World Final quartet is **Jerzy Trzeszkowski**. The Poles make no secret of the fact that Trzeszkowski is one of their main hopes for future World honours and at 22 years of age he has plenty of time to improve.

Jerzy surprised a good many people by finishing second, with the same number of points as Wyglenda, in the Continental Final. Once through to the European Final Jerzy was among the favourites to qualify for tonight's meeting for the Wroclaw track is home of his Sparta club.

Trzeszkowski made his first visit to Britain in the recent touring party that were beaten 3-2 in the series by Britain but received rib and toe injuries during the trip. British fans may be in for a surprise from the performances of a fully fit Trzeszkowski.

Russian hope

No World Final these days would seem complete without the cheery face of popular Soviet star **Igor Plechanov**. This will be the 33-year-old Russian's sixth World Final appearance and his best performances to date were in 1964 and 1965 when he finished second.

This fanatical badge collector from Ufa has been Russian champion four times and has skippered the Soviet Union tourists on their three visits to Britain.

At Wembley last March Queens Park Rangers became the first third division team to play in a soccer final at Wembley. Now comes the first third division rider ever to compete in a World Speedway Final.

The rider is 21-year-old Swede **Berndt Persson**. Third Division? In Sweden

Persson rides for Smederna in the Third Division and is unbeaten in the league this season. Nearer home Persson is a star man in the British League for the Edinburgh Monarchs.

This is his first World Final appearance and he was the best placed of the four Swedes in the European Final. Showed his worth, too, for Sweden in the test series with Britain earlier this summer. Drafted into the team for the deciding final test at Belle Vue at the 11th hour Bernt scored 14 points to top score in the match and series winning Swedish side.

Contrasting with first-timer Persson is the greatest Swede of them all, **Ove Fundin**. Ove from Tranas, splits his riding time between Kaparna in his homeland and, this year, Belle Vue in Britain.

First made a World Final appearance in 1954 and since then has only missed out last year when a suspension forced him to miss the qualifying rounds. Ove has won the World title for a record equalling four times—in 1956, 1960, 1961 and 1963—and between 1956 and 1965 he was never out of the first three on World Final night.

Car racing

In addition to his World successes 34-year-old Ove has been European champion five times, Swedish champion six times and twice Nordic champion. Fundin had many seasons with Norwich in the old National League and a brief spell with Long Eaton in the British League in 1966. Now spends quite a lot of time car racing.

Bengt Jansson makes his second World Final appearance tonight after a brilliant final debut in 1965. He finished fourth and was the only rider to beat the champion Bjorn Knutsson during the evening. Unfortunately injury put him out of the running last year but his steady and consistent riding has seen him safely through this year's qualifying competition.

Jansson first came to the notice of British fans when he signed for West Ham in 1964. Since then his appearances in Britain have been for Edinburgh and this year Hackney where he tops the Hawks averages.

In Sweden Jansson rides for the Getingarna club of Stockholm and is a

(Continued on page 15)



To-night's timetable

6.15 p.m. to 7.00 p.m.	The Band of the Royal Marines School of Music (by kind permission of Colonel N. S. E. Maude). Director of Music Lieutenant Colonel F. Vivian Dunn C.V.O., O.B.E., F.R.A.M., R.M.
7.00 p.m. to 7.15 p.m.	Introduction and parade of the riders including presentation of commemorative plaques to riders.
7.15 p.m. to 8.00 p.m.	First ten races.
8.00 p.m. to 8.15 p.m.	Interval. Marching display by the Band of the Royal Marines.
8.15 p.m. to 9.00 p.m.	Second ten races.
9.05 p.m.	Deciding races if necessary.
9.10 p.m.	Presentation of awards for the meeting.

Times subject to adjustment.

Officials of the meeting

<i>F.I.M. Steward of the Meeting</i>	...	...	HERR EMIL VORSTER
<i>A.C.U. Referee</i>	...	...	A. E. HUMPHREY
<i>A.C.U. Judge-Timekeeper</i>	...	...	H. W. SHUTTLEWORTH
<i>A.C.U. Measurer</i>	...	...	L. WEBB, A.M.I.Mech.E.
<i>Starting Marshal</i>	...	...	F. LAWRENCE
<i>Chief Pit Marshal</i>	...	...	G. GREENWOOD
<i>Machine Examiner</i>	...	...	W. KITCHEN
<i>Medical Officer</i>	...	...	D. H. CAMPBELL, M.D., Ch.B.
<i>Clerk of the Course</i>	...	...	D. H. DELAMONT
<i>Secretary of the Meeting</i>	...	...	J. McNULTY

Permit No. SP 145

Meeting is held under the International Sporting Code of the F.I.M. Acknowledgements are made to: *The Sunday Mirror*—sponsors of tonight's meeting—and the British Motor Corporation Limited—for providing Mini Mokes.

BETTING IS STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS

WORLD SPEEDWAY CHAMPIONSHIP

FINAL

Points awarded: 3—1st; 2—2nd; 1—3rd. Individual Score Chart foot of next page.

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

Event	No.	Helmet Colour	Rider	Points	Remarks
1st Race Time	1	Red	Andrzej Wyglenda (P.L.)		
	2	Blue	Bernt Persson (S.)		
	3	White	Ray Wilson (Eng.)		
	4	Yellow	Jochen Dinse (E.G.)		
2nd Race Time	5	Red	Bengt Jansson (S.)		
	7	Blue	Ove Fundin (S.)		
	6	White	Barry Briggs (N.Z.)		
	8	Yellow	Anders Michanek (S.)		
3rd Race Time	10	Red	Colin Pratt (Eng.)		
	11	Blue	Eric Boocock (Eng.)		
	9	White	Andrzej Pogorzelski (P.L.)		
	12	Yellow	Antoni Woryna (P.L.)		
4th Race Time	15	Red	Rick France (Eng.)		
	14	Blue	Igor Plechanov (S.U.)		
	16	White	Ivan Mauger (N.Z.)		
	13	Yellow	Jerzy Trzeskowski (P.L.)		
5th Race* Time	13	Red	Jerzy Trzeskowski (P.L.)		
	1	Blue	Andrzej Wyglenda (P.L.)		
	5	White	Bengt Jansson (S.)		
	9	Yellow	Andrzej Pogorzelski (P.L.)		
6th Race Time	14	Red	Igor Plechanov (S.U.)		
	10	Blue	Colin Pratt (Eng.)		
	2	White	Bernt Persson (S.)		
	6	Yellow	Barry Briggs (N.Z.)		
7th Race Time	11	Red	Eric Boocock (Eng.)		
	15	Blue	Rick France (Eng.)		
	7	White	Ove Fundin (S.)		
	3	Yellow	Ray Wilson (Eng.)		
8th Race Time	4	Red	Jochen Dinse (E.G.)		
	8	Blue	Anders Michanek (S.)		
	12	White	Antoni Woryna (P.L.)		
	16	Yellow	Ivan Mauger (N.Z.)		
9th Race* Time	6	Red	Barry Briggs (N.Z.)		
	16	Blue	Ivan Mauger (N.Z.)		
	1	White	Andrzej Wyglenda (P.L.)		
	11	Yellow	Eric Boocock (Eng.)		
10th Race Time	12	Red	Antoni Woryna (P.L.)		
	5	Blue	Bengt Jansson (S.)		
	15	White	Rick France (Eng.)		
	2	Yellow	Bernt Persson (S.)		
11th Race Time	8	Red	Anders Michanek (S.)		
	9	Blue	Andrzej Pogorzelski (P.L.)		
	3	White	Ray Wilson (Eng.)		
	14	Yellow	Igor Plechanov (S.U.)		
12th Race Time	13	Red	Jerzy Trzeskowski (P.L.)		
	4	Blue	Jochen Dinse (E.G.)		
	10	White	Colin Pratt (Eng.)		
	7	Yellow	Ove Fundin (S.)		

Event	No.	Helmet Colour	Rider	Points	Remarks
13th Race* Time	7	Red	Ove Fundin (S.)		
	12	Blue	Antoni Woryna (P.L.)		
	14	White	Igor Plechanov (S.U.)		
	1	Yellow	Andrzej Wyglenda (P.L.)		
14th Race Time	2	Red	Bernt Persson (S.)		
	13	Blue	Jerzy Trzeskowski (P.L.)		
	8	White	Anders Michanek (S.)		
	11	Yellow	Eric Boocock (Eng.)		
15th Race Time	16	Red	Ivan Mauger (N.Z.)		
	3	Blue	Ray Wilson (Eng.)		
	10	White	Colin Pratt (Eng.)		
	5	Yellow	Bengt Jansson (S.)		
16th Race Time	9	Red	Andrzej Pogorzelski (P.L.)		
	6	Blue	Barry Briggs (N.Z.)		
	4	White	Jochen Dinse (E.G.)		
	15	Yellow	Rick France (Eng.)		
17th Race* Time	1	Red	Andrzej Wyglenda (P.L.)		
	8	Blue	Anders Michanek (S.)		
	15	White	Rick France (Eng.)		
	10	Yellow	Colin Pratt (Eng.)		
18th Race Time	9	Red	Andrzej Pogorzelski (P.L.)		
	2	Blue	Bernt Persson (S.)		
	7	White	Ove Fundin (S.)		
	16	Yellow	Ivan Mauger (N.Z.)		
19th Race Time	3	Red	Ray Wilson (Eng.)		
	12	Blue	Antoni Woryna (P.L.)		
	13	White	Jerzy Trzeskowski (P.L.)		
	6	Yellow	Barry Briggs (N.Z.)		
20th Race Time	5	Red	Bengt Jansson (S.)		
	14	Blue	Igor Plechanov (S.U.)		
	11	White	Eric Boocock (Eng.)		
	4	Yellow	Jochen Dinse (E.G.)		
21st Race Time		Red			
		Blue			
		White			
		Yellow			
22nd Race Time		Red			
		Blue			
		White			
		Yellow			

* There will be a short pause before these races

INDIVIDUAL SCORE CHART

	RIDER	1	2	3	4	5	6	Total		RIDER	1	2	3	4	5	6	Total
1	A. Wyglenda								10	C. Pratt							
2	B. Persson								11	E. Boocock							
3	R. Wilson								12	A. Woryna							
4	J. Dinse								13	J. Trzeskowski							
5	B. Jansson								14	I. Plechanov							
6	B. Briggs								15	R. France							
7	O. Fundin								16	I. Mauger							
8	A. Michanek								17	M. Broadbanks							
9	A. Pogorzelski								18	J. Holub							

TONIGHT'S FINALISTS

(In riding order)

No.	Rider	Country/Track
1	ANDRZEJ WYGLEND	Poland
2	BERNT PERSSON	Sweden and Edinburgh
3	RAY WILSON	England and Long Eaton
4	JOCHEN DINSE	East Germany
5	BENGT JANSSON	Sweden and Hackney
6	BARRY BRIGGS	New Zealand and Swindon
7	OVE FUNDIN	Sweden and Belle Vue
8	ANDERS MICHANEK	Sweden and Long Eaton
9	ANDRZEJ POGORZELSKI	Poland
10	COLIN PRATT	England and Hackney
11	ERIC BOOCO	England and Halifax
12	ANTONI WORYNA	Poland
13	JERZY TRZESKOWSKI	Poland
14	IGOR PLECHANOV	U.S.S.R.
15	RICK FRANCE	England and Coventry
16	IVAN MAUGER	New Zealand and Newcastle
Reserves		
17	MIKE BROADBANKS	England and Swindon
18	JAN HOLUB	Czechoslovakia



MIKE BROADBANKS (England and Swindon). Another Rye House product. Once ran the training school himself before moving to Swindon where he is now leading them to what might be their first British League success. Several times a world finalist he was born in 1934 and has been with Swindon since 1957.



COLIN PRATT (England and Hackney). Started his speedway career at the world famous Rye House Training School. Joined Stoke until track closed and moved to his present side. Making his world final debut this evening. Top honours have eluded him so far, but they can't be far away.

Continued from page 9

regular in Swedish international squads.

Rivalling Joachim Dinse as the shock man of the qualifying competitions has been fourth of the Swedes, Laplander **Anders Michanek**. It's been a surprise to most people, that is, outside of Long Eaton.

The Nottinghamshire British League team signed on Michanek at the beginning of the season. He did not have a big reputation in Sweden but was a rider who had shown a great deal of promise.

That promise has been fulfilled this year and his hard riding style has earned him a hatful of points and a maiden World Final appearance. In Sweden he transferred this year from Gamarna to Getingarna.

Michanek is the most improved rider in Swedish speedway this year and gained his first international honours for Sweden against Britain this year.

Reserve from the continent tonight is Czechoslovakian Jan Holub, who as has been mentioned was beaten in a run-off for the 10th Wembley place in the European Final by Dinse.

Holub, who never before has progressed this far in the competition, impressed during the recent Prague tour of British League tracks. He celebrated his 25th birthday during that tour.



ANTONI WORYNA (Poland and R.O.W. Rybnik). Age 26 and is one of Poland's best ever riders. Tonight he is making his third successive World Final appearance. Third last year in the final, gave him highest place ever achieved by a Pole. He was also third in the European final here, at Wembley in 1966.



ANDREZEI POGORZELSKI (Poland and Stal Gorzow). Age 28. World Finalist and a World Cup performer in 1965. First major success came recently when he won the Continental Final. Was third in the Polish Championships in 1964 and 1965 and second in the Golden Helmet both years. Motorcycle mad "Pogo" is a big man for a speedway rider but that doesn't restrict his ability on the tracks. Possesses colossal strength and uses this to good advantage when racing. Rides for Stal Gorzow now but started his speedway career in 1958 as a member of the Unia Leszno club. Pogorzelski has been a regular in the Polish International squad since 1963.



IGOR PLECHANOV (U.S.S.R.). This brilliant Russian speedster from Ufa makes his sixth World Final appearance and hopes to improve on his 1964 and 1965 runners-up placing! Igor was a trials rider before speedway was introduced into the Soviet Union in 1958. Since then he has been the Russians' number one rider and has won the Soviet championship four times. Aged 33, Igor has captained all three Soviet touring sides to Britain. Off the tracks Plechanov likes fishing and hunting and is a fanatical collector of speedway badges.



George Casey says: "I always seem to be giving away cups for some sport or the other! It'll be nice to see a World Championship cheque for £1,000 for a change!"

ARTHUR—AND FRANK

By George Casey

Sports Editor, Sunday Mirror

THE names of famous speedway stars, like choice after-dinner stories, are very rarely forgotten.

It may be that both go into cold storage now and again but, inevitably, they crop up again with a freshness that is astonishing and welcome.

I was looking over last year's programme for the European Final. My eyes settled on a World Championship article headed: "How it all began", which was based on extracts from Phil Drackett's book "Speedway".

The passage which caused me to read on was "It was 1929 and the event (first

British Riders' Championship) was run in two sections, Home and Overseas, since it was believed that no Englishman would stand a chance against the experienced Aussies.

"How wrong the organisers were was proved within a year or two.

"Frank Arthur headed the Overseas section with Roger Frogley winner of the Home series."

The name of Frank Arthur was the arresting point. Naturally, he was a star of the early thirties and even now, almost forty years later, he is still active on the speedway front—as a promoter.

Just a month ago I heard a voice on the outer confines of the *Sunday Mirror* Sports Department. I thought I recognised that voice from the past. I was right.

It belonged to Frank Arthur. He was talking to Don Clarke. He was keen to revive the old Test feuds between England and Australia for the coming winter.

What chance had he? How should he tackle the task? Don put him on the right track.

Frank is a lively man edging very close to sixty. He still looks capable of even striding across a speedway bike. And his mind moves just as fast as the machines he used to ride.

His plan was to guarantee the lads their air-fares, a minimum of riding in twelve matches, which would include five Tests and an Australian Open Championship.

Frank Arthur is no dreamer. He's a very successful business man. He knew that such a venture would probably cost around £10,000. But he felt that a series like this would sell big to his fans in Australia.

The long and the short of it is that Australia v England for this winter down under is definitely on.

Personally, I'd like to see this old fixture back in the English list next summer.

Rider who will father the England team is John Robert Vicars McKinlay, better known to you all as Ken McKinlay.

He has probably advised Frank Arthur on the likely lads for the Australian jaunt. He knows the sort of riders needed down under.

Of the modern school who knows better? Ken McKinlay has been a regular visitor to Australia. He was South Australian champion in the winter of '57-'58. He took the New South Wales title in '60-'61.

Ken McKinlay is an astonishing performer and it's always puzzled me why he has never done better in World Championships.

You rarely, if ever, see him or his machines failing to look spick and span. His reading of the opposition is always first-class. His reading of track conditions and the "gear to pull" is unfailingly accurate. His mechanical knowledge goes without question.

No wonder the old master, Frank Arthur, wants him Down Under.

Now I'll let you into another secret. Frank Arthur wants to stage a World Championship in Australia and is going to set the wheels in motion.

Just over eleven years ago another Australian had the same idea. He wanted to run the Final at the same time as the Olympic Games. That dream for 1956 never came true.

Still, that Australian realist had a point when he remarked: "It's time Australia had a turn. We pioneered the sport. We have provided more World Champions than any other country".

Mind you his statement about Australia providing more World Champions than any other country is a bit wobbly at the knees now.

Lionel Van Praag (1936—the first champ!), Bluey Wilkinson (1938) and Jack Young (1951, 1952) have England (two winners), New Zealand (2) and Sweden (2) challenging their supremacy. And if actual championship victories are taken into account then Australia with four successes are lagging behind New Zealand, thanks to Ronnie Moore and Barry Briggs, with six triumphs and Sweden, via Ove Fundin and Bjorn Knutsson, with five.

The home front hasn't done too badly if we count Wales and England as Britain. We've got five notches on the holster with Tommy Price (1949), Fred Williams (1950, 1953) and the late great Peter Craven (1955, 1962).

I'd like to cheer another English victory tonight but I'm afraid I just cannot see it.

Another thing I'd like to see. The return of our cousins from America. To think that in the second championship ever run, in 1937, America had the first, second and third in Jack Milne, Wilbur Lamoreaux and Cordy Milne.

Early in the year I had been told that the speedway business in America was looking up—particularly in the Californian areas.

Maybe that maestro of pay T.V. Mr. Jarvis Astaire will give America a useful hint. He had originally planned to bounce the World Final via satellite to the United

(Continued on page 19)

RICK FRANCE'S 11 YEARNING YEARS

By **DON CLARKE**

Speedway Correspondent, Sunday Mirror

ELEVEN years ago a seventeen-year-old Perry Barr born lad scurried around the Birmingham pits getting under everyone's feet.

Kicked and cuffed, then labelled number one head cook and carrier for Birmingham ace Ron Mountford, the youngster gradually became accepted in speedway pit circles.

When Mountford moved to Coventry, the lad was still there. Cleaning down Mountford's machine, acting as general carrier and factotum for every rider.

As the months progressed the "Page boy of speedway" also became a keen and sometimes acid-tongued pit critic.

When Mountford came back into the pits, beaten into second place, the youngster would blister him with criticism over his mistakes.

This went on until Mountford exploded: "If you can do better why the blankety-blank don't you get out there and do it."

The little chap did. When the stadium emptied of the madding crowds he climbed aboard Mountford's machine, and belted round the Brandon circuit.

Watching his efforts was shrewd Coventry boss, Charles Ochiltree, who immediately spotted potential in the raw novice. He may have lacked craft but, he made up for this failing with courage.

Since then Rick France, the boy who started as a machine cleaner, has been treading the tough trail leading to tonight's World Final.

It has taken him eleven yearning years of riding, during which time he has been loaned to Middlesbrough, Wolverhampton and Leicester for Provincial League racing.

It was not until First Division Coventry were hit by injuries that France was recalled to ride as a second stringer.



Don Clarke has a "heart-to-heart" with World Champion, Barry Briggs.

Even then he didn't set the tracks alight. But Coventry skipper Jim Lightfoot demanded, and obtained, a transfer. And France moved up as a Coventry heat leader.

Promotion put fire into France's riding. Even his old idol Ron Mountford—now his business partner in a thriving garage business—found it hard to keep up with him.

When France, together with 101 British speedmen, started on this year's World Final trail with a top score of fourteen points in a preliminary round at West Ham, things looked rosy for him.

Five days before he was due to compete in the British Final, he fell and dislocated a shoulder.

France's chance of qualifying for Wembley looked hopeless.

But the rains came. The British Final was postponed for a week, and the only man who sang in the rain was France.

He hared off to Wolverhampton Wanderers' soccer ground for treatment to his damaged shoulder under the magic fingers of Wolves' physiotherapist, George Palmer.

Mr. Palmer didn't let France down. He put the shoulder right in seven days. Other advisers warned France that he couldn't expect to ride again for three weeks!

France, given this second chance, rode his first British Final like a cunning veteran.

He could have been among the *Sunday Mirror* prize winners but elected, after clipping Coventry team-mate Nigel Boocock's back wheel, to play safe and just qualify.

And tonight, after eleven years of battle and strife, France enters the punishing arena of World Final racing.

Three other Englishmen face World Championship baptism.

Hackney's Colin Pratt, Long Eaton's Ray Wilson, and Eric Boocock (Halifax), will, I imagine, enter the arena tonight with hope in their hearts and butterflies in their bellies.

How will these four British Musketeers fare? I would dearly love to tip any one of them as the next World Champion.

But World Final night has been the undoing of even steel-nerved stars. The bay of the crowd, the mounting tensions, and the long straights and unbanked

Wembley bends hold many traps for the uninitiated.

Opposition will be fierce. Four times World Champions Barry Briggs and Sweden's Ove Fundin will be out to put a fifth World Final notch on their belts.

Russia's Igor Plechanov has got near to winning the Crown. He knows that time is running out for him. At thirty-four years of age he cannot last much longer in the international jungle.

Then there are the four duck-and-dive merchants from Poland—Wyglenda, Woryna, Pogorzelski and Trzeszkowski.

I don't think they will win. But their fear-defying, sometimes "Wall of Death", style of riding can ruin many other World Finalist dreams.

Given a little more than a share of luck, plus their natural courage, France, Pratt, Wilson and Eric Boocock could shake a few of the older and more experienced challengers tonight.

Should Rick France surpass my expectations and is one of the three riders to climb on to the winner's rostrum, I will be the first to jump to my feet and shout "Vive le France".

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States. Somehow or the other things didn't work out right.

But America will still see the championship Final. Jarvis Astaire is sending across a tele-recording of tonight's happenings.

There will be many sporting guests of different sorts among the *Sunday Mirror* party tonight.

If all goes well and training doesn't interfere, fight fanatics should see those likeable boxers heavyweight champion Henry Cooper and his challenger Billy Walker in the restaurant stand. They fight one another at Wembley Pool, by the way, on November 7.

Old speedway favourite Ron Mason will be looking on. He's an owner-trainer of racehorses now—and very successful too. Seems it's just a question of switching horse-power with Ron.

Near him will be that first-class jockey Jimmy Lindley. He's an artist in a different sort of saddle.

I hope they enjoy themselves. I hope you do, too, on Wembley's night of nights.

PAST WINNERS OF THE WORLD SPEEDWAY CHAMPIONSHIP

- 1936—Lionel Van Praag (Australia) 1, Eric Langton (England) 2, "Bluey" Wilkinson (Australia) 3.
- 1937—Jack Milne (U.S.A.) 1, Wilbur Lamoreaux (U.S.A.) 2, Cordy Milne (U.S.A.) 3.
- 1938—"Bluey" Wilkinson (Australia) 1, Jack Milne (U.S.A.) 2, Wilbur Lamoreaux (U.S.A.) 3.
- 1949—Tommy Price (England) 1, Jack Parker (England) 2, Louis Lawson (England) 3.
- 1950—Fred Williams (Wales) 1, Wally Green (England) 2, Graham Warren (Australia) 3.
- 1951—Jack Young (Australia) 1, Split Waterman (England) 2, Jack Biggs (Australia) 3.
- 1952—Jack Young (Australia) 1, Fred Williams (Wales) 2, Bob Oakley (England) 3.
- 1953—Fred Williams (Wales) 1, Split Waterman (England) 2, Geoff Mardon (New Zealand) 3.
- 1954—Ronnie Moore (New Zealand) 1, Brian Crutcher (England) 2, Olle Nygren (Sweden) 3.
- 1955—Peter Craven (England) 1, Ronnie Moore (New Zealand) 2, Barry Briggs (New Zealand) 3.
- 1956—Ove Fundin (Sweden) 1, Ronnie Moore (New Zealand) 2, Arthur Forrest (England) 3.
- 1957—Barry Briggs (New Zealand) 1, Ove Fundin (Sweden) 2, Peter Craven (England) 3.
- 1958—Barry Briggs (New Zealand) 1, Ove Fundin (Sweden) 2, Aub Lawson (Australia) 3.
- 1959—Ronnie Moore (New Zealand) 1, Ove Fundin (Sweden) 2, Barry Briggs (New Zealand) 3.
- 1960—Ove Fundin (Sweden) 1, Ronnie Moore (New Zealand) 2, Peter Craven (England) 3.
- 1961—Ove Fundin (Sweden) 1, Bjorn Knutsson (Sweden) 2, Gote Nordin (Sweden) 3.
- 1962—Peter Craven (England) 1, Barry Briggs (New Zealand) 2, Ove Fundin (Sweden) 3.
- 1963—Ove Fundin (Sweden) 1, Bjorn Knutsson (Sweden) 2, Barry Briggs (New Zealand) 3.
- 1964—Barry Briggs (New Zealand) 1, Igor Plechanov (U.S.S.R.) 2, Ove Fundin (Sweden) 3.
- 1965—Bjorn Knutsson (Sweden) 1, Igor Plechanov (U.S.S.R.) 2, Ove Fundin (Sweden) 3.
- 1966—Barry Briggs (New Zealand) 1, Sverre Harrfeldt (Norway) 2, Antoni Woryna (Poland) 3.

WORLD CHAMPION BARRY BRIGGS

shows you - - - - -

How to start Speedway

Budding track stars - and their mums and dads - will be interested in these tips from the top on how it's done, reproduced from the magazine, "Motor Cycle Mechanics"

IF you can imagine what it would be like to take both sets of brake shoes out of your bike and then ride it flat out in top gear into 180 deg. bends, then you would start to realise what speedway is all about!

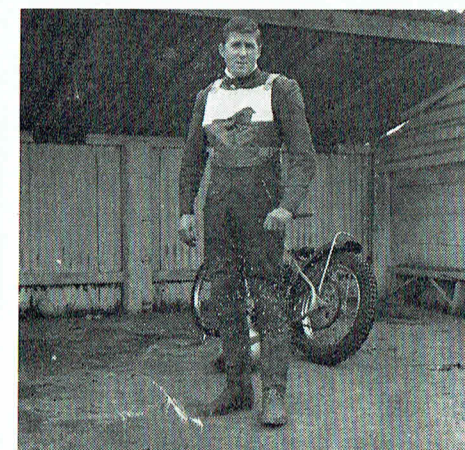
With faster bikes and slick organisation, the dirt track is becoming very popular again after a sad lapse of spectator interest. There is a tremendous club spirit at a speedway match and you just can't help but get caught up with it.

Races usually consist of four riders doing four laps and as soon as one set of riders leave the stadium, another set take their place. The pace is fast and an evening spent watching or taking part in speedway is well worth while.

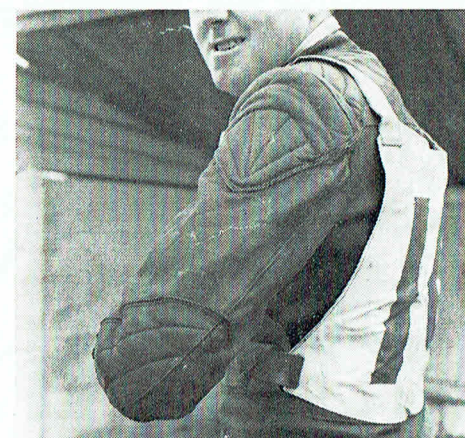
Not knowing very much about the sport, we asked current world champion Barry Briggs to "show us the ropes". Barry has a shop at Terminus Terrace in Southampton and from here he came up to the Swindon track (he rides for Swindon) just before an evening meeting was about to start to let us have a ride on his new ESO machine.

The most popular machines for novices are AMC and JAP-engined machines, many of which are in Alf Hagon frames. Barry's latest ESO, which he imports, follows basic lines common to many older machines, but the motor is much more powerful.

The single cylinder 500 cc motor is over-square and turns out 53 bhp at 8,000 rpm!



Tough leathers are a must. Barry wears a scrambles-type body belt underneath to support his stomach muscles. The team badge is the Swindon Robin and is strapped on.



Extra padding is provided at the shoulders, elbows and knees and is much thicker than on road racing leathers. The padding is necessary in case of a spill.



An ACU-approved helmet, goggles, face mask and a Barry Briggs "Flicker" protect face and head. Gloves have rubber seams to protect against stones.

All speedway bikes have two things in common—they have only one gear and no brakes!

In theory, riding is quite simple—you blast down the straight as fast as possible, shut off for the corner early (to allow the overrun to slow you down), and then go into a power slide to get round the corners as fast as possible.

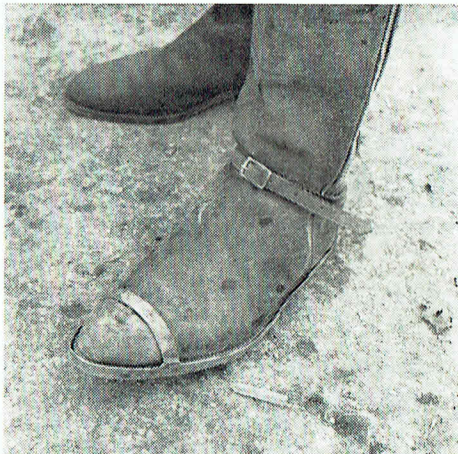
As the races are so short, a good start is essential if you are not to be left right at the back.

Starting tapes are used just as at a horse race meeting, so the riders do not have to watch for a flag to be dropped. A perfect start is one where the front wheel lightly touches the dirt while the rear wheel is almost, but not quite, breaking traction.

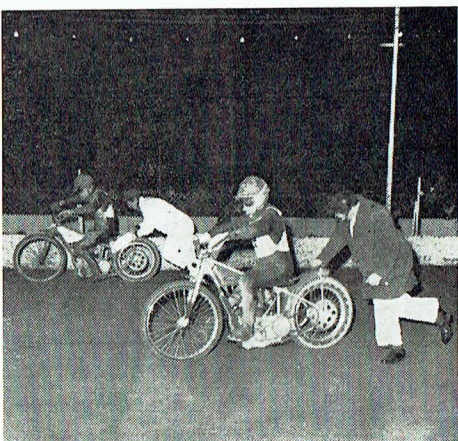
As spills are quite a common sight, really good clothing is required. A set of leathers will cost up to £30 new while boots, gloves, skid, goggles, helmet and face mask will add another £15.

As Barry thought that a good bike could be bought for about £100 second-hand, this brings the sport into the financial range of most riders. Some riders use trailers to take the bikes to the meetings, while others take them in the boot of their car or fixed on a special bracket.

There is a large amount of flying dirt on a track, unless you happen to be at the front and this can quickly clog the rider's goggles. Barry tackled this prob-



A steel skid is worn on the left boot so that it does not dig into the track, which would throw the rider. Front of the skid is turned up for the same reason.



The bikes are started with the riders seated so that the rear wheel will grip the dirt. The bikes are then ridden up to the starting tapes for the actual race.

lem with his "Flicker". This is a perspex shield which is attached to the helmet peak. The shield sits vertically in front of the goggles and when it becomes dirty it can be flicked out of the way by touching a sprung arm at the side of the helmet. This leaves the rider with his clean set of goggles with which to finish the race. The "Flicker" is used on the road and in scrambles meetings and costs 49s. 6d. plus 3s. p. & p.

You may think that dust will not really obscure your vision but the track is watered just before the race and so all the dirt which is thrown up is damp.

There are quite a few tracks round the country (most of which double up as greyhound racing or go-kart racing tracks), nearly all of which have a fervent following.

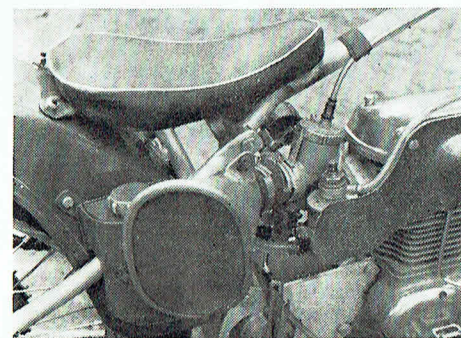
Some of the top tracks are at Wimbledon, West Ham, Swindon, Edinburgh, Poole and Halifax, but there are plenty more. You can find out more from the Speedway Control Board, at 31 Belgrave Square, London, S.W.1.

Following the successful supervision of a league system of fixtures by the S.C.B., speedway is becoming very popular again.

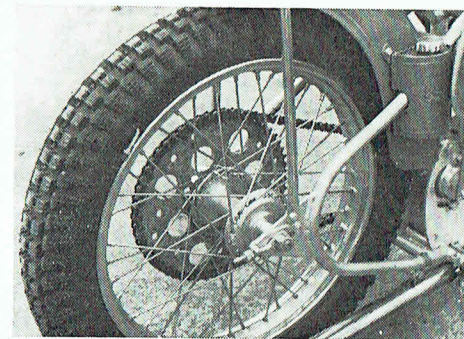
For some time now the sport has been dogged with a "first one into the corner always wins" myth. This must have been created by people who had never attended a speedway meeting or who had only seen a couple of "walkover" matches.

Admittedly, home teams usually get the better of visiting teams—but not always. A few days after we took the pictures for this feature, the Swindon "Robins" went to Wimbledon and beat the "Dons" on their own track. Once again, "Briggo" scored maximum points.

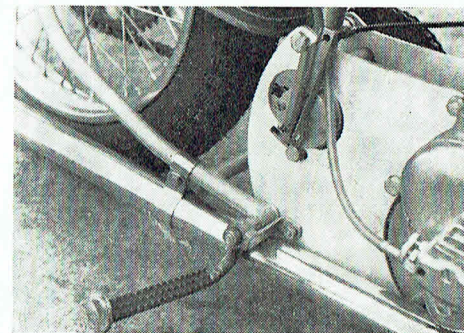
The true value of a class rider is his ability to blast away from any gate position and still be first past the flag. With star riders in his heat, the newcomer will have a tough time. A fighting spirit in these circumstances will endear you to promoter and spectator alike. Do you think that you have these qualities?



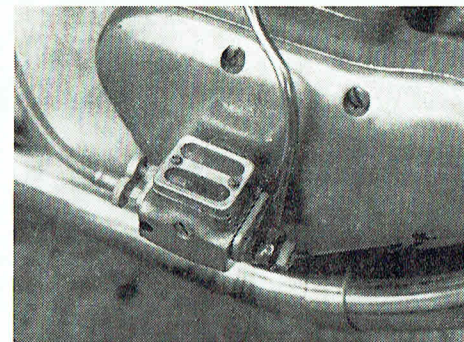
The enormous air cleaner hides the tiny oil tank. The oil works on a total loss system which keeps the weight down and ensures that the motor always receives clean, fresh oil (vegetable oil is used).



Tyre valve in the rear tube would tear out if put through the rim due to the tremendous tyre creep. The valve is pushed through a hole cut in the side of the cover so tube and cover can move round together.



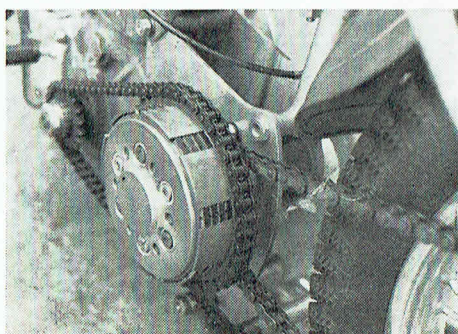
A simple actuating mechanism is fitted on to the end of the gear housing. The motor and transmission are carried in massive alloy plates. The right-hand footrest is serrated for positive grip.



The oil pump is fitted on the outside of the timing chest and the amount of oil can be regulated by twin screws. The oil drips through and can be seen through the sight glasses. Oil feeds to rockers and ends.



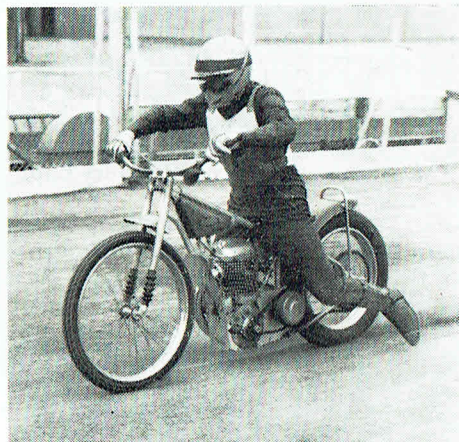
Riders hold the clutch in with the engine running. Weight is kept well forward to prevent the front wheel from rearing into the air, which loses lots of time.



As there is only one gear, no box is necessary. The clutch runs on a counter-shaft. Both chains run without any oiling system and wear out quickly. Oil is put on from a can in between the races.



No brakes are fitted to the bikes and the riders rely on engine compression to slow them down. Front forks have short travel but rear end is rigid. Guard plate keeps dirt from chains and ignition.



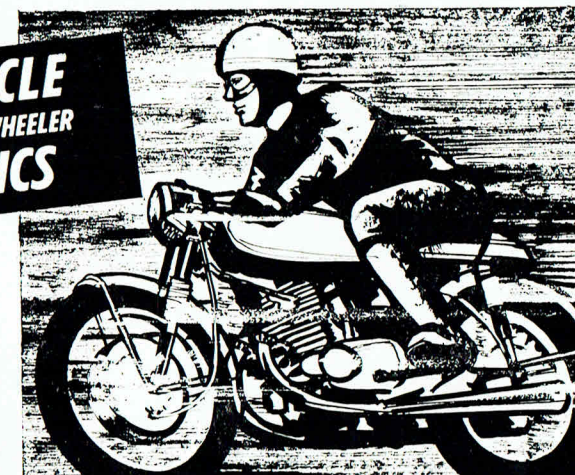
Along the straights, the left foot can be held ready for the corner or placed on a tiny rest. The right foot stays on a rest throughout the entire race.



Barry puts his bike into a slide well before he reaches the corner and actually enters the bend sideways on. His left foot lightly touches the track for balance.

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