


World Championship British Final

WEST HAM STADIUM, JUNE 9, 1970.

OFFICIAL PROGRAMME 2/-



Sponsored by
Sunday Mirror



bspa
magazine
programme

Tonight's meeting is organised on behalf of the British Speedway Promoters' Association
Chairman: Charles Ochiltree
Secretary: Rowena M. Blackford
27 Gabriel's Hill, Maidstone, Kent
Telephone: Maidstone (0622) 58841
Telegraphic address: Britspeed Maidstone

The Last British Stage

NO LONGER is it British riders only after tonight's vital stage of the World Championship.

From then on the battle really hots up with the top eight men from the British Final linking up with the top eight from the Nordic Final for the right to contest the eight spaces available in the European Final in Soviet Russia in July.

In Leningrad, the successful Nordic/British qualifiers will link up with the leading eight Continental Finalists to battle out for the vital 10 places open to non-Polish riders in this year's Final.

World Championship racing is never easy. This year, it is just that little bit more difficult for the British, anyway.

British League..... Track Directory

- | | |
|--|--|
| BELLE VUE. Zoological Gardens Hyde Road, Manchester 12. Saturday, 7 p.m. | NEWCASTLE. Brough Park, Fossway, Byker, Newcastle upon Tyne, 6. Monday 7.30 p.m. |
| COVENTRY. Coventry Stadium, Rugby Road, Brandon, near Coventry. Saturday, 7.30 p.m. | NEWPORT. Somerton Park Stadium, Somerton Park, Newport, Mon. Friday, 7.45 p.m. |
| CRADLEY HEATH. Dudley Wood Road, Cradley Heath Staffs. Saturday 7.30 p.m. | OXFORD. Cowley, Oxford. Thursday, 7.45 p.m. |
| EXETER. County Ground Stadium, Church Road, St. Thomas, Exeter. Monday, 7.30 p.m. | POOLE. The Stadium, Wimborne Road, Poole, Dorset. Wednesday, 7.45 p.m. |
| GLASGOW. Hampden Park, Mount Florida, Glasgow, S.I. Friday, 7.30 p.m. | SHEFFIELD. Owlerton Sports Stadium, Penistone Road, Sheffield, 6. Thursday, 7.45 p.m. |
| HACKNEY. Waterden Road, London, E.15. Friday, 8 p.m. | SWINDON. Abbey Stadium, Blunsdon, Swindon. Saturday, 7.30 p.m. |
| HALIFAX. The Shay Grounds, Skircoat Road, Halifax. Saturday, 7.30 p.m. | WEMBLEY. Empire Stadium, Wembley, Mi x. Saturday, 7.30 p.m. |
| KING'S LYNN. Saddlebow Road, King's Lynn, Norfolk. Saturday, 7.45 p.m. | WEST HAM. West Ham Stadium, Prince Regent Lane, London, E. 16. Tuesday, 7.45 p.m. |
| LEICESTER. Blackbird Road, Leicester. Tuesday, 7.45 p.m. | WIMBLEDON. Plough Lane, London, S.W. 17 Thursday, 8 p.m. |
| | WOLVERHAMPTON. Monmore Green Stadium, Wolverhampton. Friday, 7.30 p.m. |



SUNDAY MIRROR
Speedway Columnist

DON CLARKE wonders

'Who is to suffer from a hangover'

AS SIXTEEN riders go to the starting grid for tonight's British Final of the World Championship competition eight of them are definitely going to be suffering from a hangover by the time the last heat has been battled out.

In fact, it could be said that they will be classified as being "one over the eight" for only eight of tonight's 16 aces can go forward to the Nordic/British Final at Coventry on July 1.

Perhaps a bigger question uppermost in most minds will be - "How many stand a chance of qualifying for the World Final in Wroclaw, Poland, on September 6?"

If we accept the current opinion of Continental critics, then we will be lucky to get a couple of our lads there.

Chatting to Mr. Puzio Zbigniew, secretary of the Polish Speedway Commission, when he was over here during the Stal Gorzow tour in April, I got the clear impression that he didn't rate our chances very highly.

He said, "Racing techniques are vastly different on European tracks, and I don't think British riders can adjust themselves to the difficulties they are bound to encounter."

"The British not only have tough preliminary rounds, but they also have to face the pitfalls of qualifying for the World Final in the European Final on the tricky Leningrad track."

"I consider that if two British and two Swedish riders get to Wroclaw they'll be lucky. The rest of the World Final field will be made up of Polish and Russian riders."

I agree with Mr. Zbigniew that our British lads have a tough trek to Poland.

Having started with three hard Qualifying Rounds, thirty-two of them progressed to the Semi-finals. From there, their next step is tonight's British Final, then the Nordic-British Final at Coventry.

From Coventry they graduate to the European Final in Leningrad, where success will take them to the World Final.

But I don't agree with Mr. Zbigniew that our riders cannot adjust themselves to the difficulties they are bound to encounter in Leningrad and Wroclaw.

It could be said that the Poles and Russians haven't exactly set the speedway world alight in their bids for World Championship honours.

Russia's main claims go back to Igor Plechanov, who finished second in both the 1946 and 1965 World Finals.

As for the Poles, the best they have been able to muster is two third places - Antoni Woryna in 1966 and Edward Jancarz in 1968.

I appreciate that an Englishman has failed to fill a place in the World Final ratings since the late Peter Craven (Belle Vue) won the crown in 1962.

But I am not losing sight of the fact that the early rounds have shown that we have some real battlers on our hands.

They include Swindon's Barry Briggs; Belle Vue's Ivan Mauger and Chris Pusey; Leicester's Ray Wilson and John Boulger; Sheffield's Arnold Haley and Jim Airey; and Wimbledon's Ronnie Moore and Trevor Hedge.

Also throw in Halifax's Les Sharpe, Coventry's Nigel Boocock, Exeter's Martin Ashby, Glasgow's Jim McMillan and Charlie Monk, and King's Lynn's Terry Betts and Howard Cole and I feel confident that we have sufficient talent to take some of the shine off the Poles and Russians.

It has always been said of the British that we lose every battle but the last.

I have a feeling in my vodka that the Russians and Poles are going to be taught a lesson.

TONIGHT'S FINALISTS

IT'S an imposing list. Most of the 16 British Finalists are virtually season ticket holders for the event. The New Zealand trio of Barry Briggs, Ivan Mauger and Ronnie Moore can point to eight world titles between them. Others, like England skipper Nigel Boocock, know what the World Championship business is all about.

All but one of the competitors tonight have been at least as far as this stage in previous seasons, and many have gone further. The

former World Champions

- 1936 Lionel van Praag (Australia)
- 1937 Jack Milne (U.S.A.)
- 1938 Bluey Wilkinson (Australia)
- 1949 Tommy Price (England)
- 1950 Freddie Williams (Wales)
- 1951 Jack Young (Australia)
- 1952 Jack Young (Australia)
- 1953 Freddie Williams (Wales)
- 1954 Ronnie Moore (New Zealand)
- 1955 Peter Craven (England)
- 1956 Ove Fundin (Sweden)
- 1957 Barry Briggs (New Zealand)
- 1958 Barry Briggs (New Zealand)
- 1959 Ronnie Moore (New Zealand)
- 1960 Ove Fundin (Sweden)
- 1961 Ove Fundin (Sweden)
- 1962 Peter Craven (England)
- 1963 Ove Fundin (Sweden)
- 1964 Barry Briggs (New Zealand)
- 1965 Bjorn Knutsson (Sweden)
- 1966 Barry Briggs (New Zealand)
- 1967 Ove Fundin (Sweden)
- 1968 Ivan Mauger (New Zealand)
- 1969 Ivan Mauger (New Zealand)

solitary exception, the new boy breaking into such distinguished company, is Chris Pusey, a throttle-thumping thrill merchant from Belle Vue, Manchester, that fantastically fruitful breeding ground for young riders.

Pusey displayed precocious and very special talent in grass track racing while still in his teens. The apprenticeship to be served before speedway stardom comes along is longer, but it hasn't taken this chirpy youngster much more than a couple of years to hit the big time.

The emergence of a few bright hopes such as Pusey must be good for the game. Perhaps surprisingly, though, in view of the considerable experience boasted by most of the others, the average age of the ten home-grown riders in tonight's field is only 25. With sterner tests to come, we will need tough, strong and determined young men to tackle the continentals.

Ray Wilson, the fastest man ever round the Custom House circuit, is one youngster of whom great deeds are expected. Atomic Ray, personable, high speed skipper of Leicester's Lions, clocked an astonishing 70.2 seconds in the first meeting at West Ham in 1969. That Easter Monday performance finally cut back the track record established by the legendary Jack Young 15 years earlier.

Another performer who has shown his liking for the circuit is Martin Ashby, the quiet

man who was here with Exeter a fortnight ago. His haul that night: 18 points in the match, a successful defence of the Golden Helmet, and wins in his second-half heat and final. Modest Martin would happily settle for that sort of form tonight.



Most of the riders on parade have enjoyed a measure of success on past visits to West Ham. It's all a question of getting success when it is really wanted. Cradley Heath captain Roy Trigg, for example, has dazzled in League matches and disappointed in some big events. The same applies to Glasgow representatives, reticent Australian Charlie Monk and fresh faced Scots pin-up Jimmy McMillan. Both will be anxious to put the record straight tonight.



Howard Cole, of King's Lynn, has fond memories of the place. It was in the British Final last year that he solidly picked up points from every race, and while others sparkled more at times, he at least earned himself that most coveted World Final appearance at Wembley. There should be a big contingent of lusty East Anglians in attendance to encourage Cole and Stars' skipper Terry Betts – so impressive in the recent Internationale – to new heights of achievement.

Sheffield followers will be whooping it up if either Australian Champion and national captain Jim Airey or Yorkshire whiz-kid Arnold Haley make it to the next round. Leicester fans, far from concentrating on Wilson, will also be shouting for John Boulger, their popular Australian Test match man.

Matching them for enthusiastic support will be the Coventry devotees for whom pug-nacious, crowd-pleasing Nigel Boocock can do no wrong. But the loudest cheers of the night, I suspect, may emanate from the Wimbledon followers, here to shout for Ronnie Moore, favourite of yesteryear now winning a whole new generation of admirers, and mercurial Trevor Hedge. Either of these Dons could make a big impact.

No British Final would be complete without Barry Briggs, who has won the event more times than any other rider. It certainly wouldn't surprise the Swindon fans to see their favourite add another title to his collection.



Finally, though, there is the man they all have to beat – reigning World Champion Ivan Mauger, who starts the meeting every bit as much of a favourite as Briggo was in his palmy days a few seasons ago. So many thousands of words have been poured out about this man that there can be nothing new to say. Until tonight, that is. Then, if he maintains his recent magnificent form, no doubt we scribes will have to think up a few more adjectives to describe his brilliance.

GOING TO POLAND

CURRENT reports indicate there will be plenty of red, white and blue in Wroclaw on Sunday, September 6 when the 1970 Final of the World Championship is staged for the first time in Poland.

Many hundreds of British speedway supporters are expected to visit Poland on one of the many package tours being organised but just in case you wish to make your own way and would like to obtain tickets beforehand, the address to write to is:

Polski Związek Motorowy, Biuro Turystyki, Warszawa, UL. Marszałkowska 124, Poland.

WEST HAM SPEEDWAY

Promoters: West Ham Speedway Limited

West Ham Stadium, London, E.16.

Telephone Albert Dock 2441.

— OFFICIALS —

A-C.U. Referee	J. Whitaker	Starting Marshal	A. Carter
Clerk of the Course	Gordon Parkins	S.C.B. Timekeeper	R. J. Rowe
Team Manager	Phil Bishop	Announcer	Ted Sear
Machine Examiner	T. Busch	Pit Marshal	K. Archer
Colour Marshal	B. Murphy	Medical Officer	Dr. White, M.B.

St. John's Ambulance Brigade in attendance

Track Graded by Jessups Limited. Vauxhall-Bedford main dealers for East London and Essex.

Track Licence No.: 70/13 Permit No.: SP 052

Track Manager: D. Steele Track Record: Ray Wilson (Leicester) 70.2 secs., April 8, 1969

Ilford Recorder One Lap Record:

17.6 secs., Sverre Harrfeldt, July 25, 1967; Ken McKinlay, September 12, 1967.

WEST HAM WELCOMES YOU

... by *Gordon Parkins*

We at West Ham are indeed honoured this evening to be staging one of speedway's really big events, the SUNDAY MIRROR sponsored BRITISH FINAL of the WORLD SPEEDWAY CHAMPIONSHIP.

Tonight, all roads lead to West Ham as speedway 'followers from the length and breadth of the country converge on this famous speedway centre to lend moral and vocal support to their favourites. Many will be the excursions today from as far afield as Manchester and even Glasgow in the north, Newport and Exeter in the west, King's Lynn in the east and from every other speedway venue in the more conveniently placed south. Undoubtedly many of our 'big city' residents will be attending a speedway meeting for the first time tonight, and to these good people we say 'Welcome to our great sport!'

May you spend a pleasurable evening and may you come to make speedway racing one of your regular weekly outings. You will be more than welcome at West Ham every Tuesday evening, or if you live in other parts of our great metropolis your nearest track could be Wimbledon or Romford (Thursdays), Hackney (Fridays) or Wembley (Saturdays).

Among the very many special guests here this evening we welcome the Editor of that great Sunday newspaper the *Sunday Mirror*, sponsors of this World Speedway event, Mr. Michael Christiansen, accompanied by Mrs. Christiansen. We are pleased also to welcome Sports Editor George Casey and Mrs. Casey, speedway columnist Don Clarke and Mrs. Clarke and other executives of this great Fleet Street friend of speedway.

SUPPORTERS CLUB WEEKLY GRAND DRAW

(RIDERS EQUIPMENT FUND)

TICKETS ON SALE NOW

from Sellers Around the Stadium — 3d. each — 10 for 2/-

Welcome also to the Chairman of the Speedway Control Board Mr. Nelson Mills Baldwin accompanied on this visit to Custom House by the Hon. Gerald Lascelles, the President of the British Racing Drivers Club, who will be presenting the British Championship Trophy to the winner at the conclusion of this meeting.



In addition, a warm welcome to other members of the Speedway Control Board, Mr. Dean Delamont, Director of Racing, Royal Automobile Club, just back from the Mexico Rally, accompanied tonight by Mrs. Delamont, and Mr. and Mrs. J. B. Izod, the "legal mind" of the Board. Norman Dixon, O.B.E., Chairman of the Auto-Cycle Union, and Ken Shiersen, Secretary, are prevented from joining us because of their Isle of Man TT commitments.

Finally a welcome to the host of visiting speedway promoters who have contributed a

vital part to this evening's Final by staging rounds and Semi-finals of this great competition up and down the country.

To the scores of riders who were eliminated at various stages of the competition and who adorn the stands here tonight together with the Secretary of the Speedway Riders' Association, and last but by no means least to the sixteen tough gladiators, already warming their motors in the pits in readiness for the arduous battle ahead.

The cream of British speedway talent is arrayed before you. Twenty heats of tough gruelling racing have to be fought out, and finally there will emerge the British Speedway Champion of 1970, and we shall know the eight riders who have qualified to go on to Coventry for the stepping stone to Europe this year — the Nordic/British Final on July 1.

West Ham is truly a mecca tonight for the world of speedway, so let battle commence . . . may the best man win, and Britain's best hopes for the World Crown qualify for progress!

TONIGHT'S INTERVAL ATTRACTION

THE BAND OF THE FIRST LIGHT INFANTRY

(on tour from their B.A.O.R. station)

Band-Master:

W.O.I. Slater, A.R.C.M.

(By kind permission of the Commanding Officer: First Light Infantry)

ALSO

SIMULATED BATTLE SCENES AND STATIC DISPLAY

By Officers and men of the

THIRD ROYAL GREEN JACKETS

Young men interested in a career with these Units should contact 'Kape Team' Third

Royal Green Jackets, Lucknow Barracks, Tidworth, Hants.

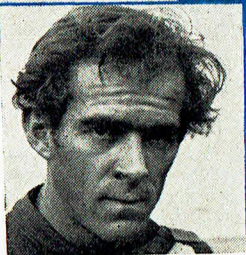
Goodnight Folks

see you all again next week when **HAMMERS** meet

OXFORD CHEETAHS

In the event of this meeting being abandoned before the holding of the sixth race in the programme readmission tickets will be issued to the restaging of this meeting or to a subsequent meeting as announced. No monies refundable, no programme exchange. **BETTING STRICTLY PROHIBITED.**

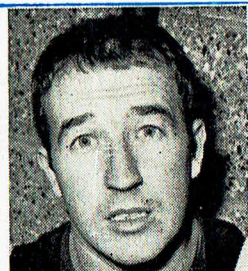
BRITISH FINAL 1970



CHARLIE MONK
Glasgow



ARNOLD HALEY
Sheffield



ROY TRIGG
Cradley Heath



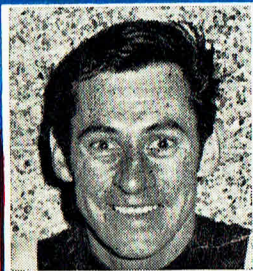
RONNIE MOORE
Wimbledon



HOWARD COLE
King's Lynn



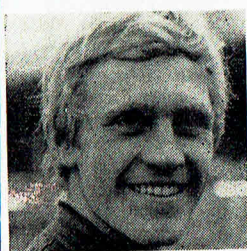
BARRY BRIGGS
Swindon



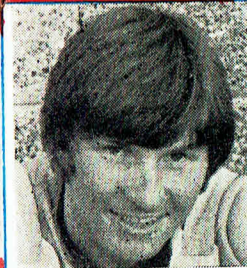
JIM AIREY
Sheffield



MARTIN ASHBY
Exeter



TERRY BETTS
King's Lynn



RAY WILSON
Leicester



NIGEL BOOCOCK
Coventry



CHRIS PUSEY
Belle Vue



IVAN MAUGER
Belle Vue



JOHN BOULGER
Leicester



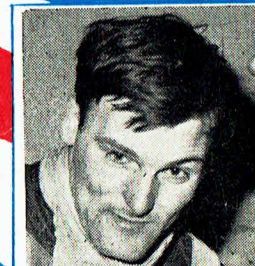
JIM McMILLAN
Glasgow



TREVOR HEDGE
Wimbledon



BOB KILBY
Swindon



TOMMY ROPER
Belle Vue

SPEEDWAY CHAMPIONSHIP OF THE WORLD

BRITISH FINAL

(SPONSORED BY THE SUNDAY MIRROR)

Riders identified by helmet colours—Red, Blue, White, Yellow/Black
4 LAPS CLUTCH START. Winner decided on Race Points: 1st-3, 2nd-2 and 3rd-1 point

No.	Rider	Country	1	2	3	4	5	Total
1	Charlie Monk	Australia	0	3	1	1	1	5
2	Arnold Haley	England	2	3	3	2	2	12
3	Roy Trigg	England	1	3	3	3	2	12
4	Ronnie Moore	New Zealand	3	3	2	2	3	13
5	Howard Cole	England	2	0	0	0	0	2
6	Barry Briggs	New Zealand	3	0	3	3	1	10
7	Jim Airey	Australia	0	1	1	3	3	8
8	Martin Ashby	England	1	0	2	0	2	5
9	Terry Betts	England	1	1	0	0	0	2
10	Ray Wilson	England	0	1	0	1	3	5
11	Nigel Boocock	England	3	2	0	1	1	7
12	Chris Pusey	England	2	2	2	0	0	6
13	Ivan Mauger	New Zealand	2	3	3	3	3	14
14	John Boulger	Australia	1	2	1	2	2	8
15	Jim McMillan	Scotland	3	0	1	1	0	5
16	Trevor Hedge	England	3	1	2	2	1	9
Res.	Bob Kilby	England						
Res.	Tommy Roper	England						

Heat No.	No.	Rider	Country	Substitute	Helmet Colour	Start Pos'n	Points
1	1	Charlie Monk	Australia		R	1	0
2	2	Arnold Haley	England		B	2	3
3	3	Roy Trigg	England		W	3	3
4	4	Ronnie Moore	New Zealand		Y/B	4	3
2	5	Howard Cole	England		R	1	2
7	7	Jim Airey	Australia		B	2	3
6	6	Barry Briggs	New Zealand		W	3	3
8	8	Martin Ashby	England		Y/B	4	1
3	10	Ray Wilson	England		R	1	2
11	11	Nigel Boocock	England		B	2	3
9	9	Terry Betts	England		W	3	3
12	12	Chris Pusey	England		Y/B	4	2
4	15	Jim McMillan	Scotland		R	1	2
14	14	John Boulger	Australia		B	2	3
16	16	Trevor Hedge	England		W	3	3
13	13	Ivan Mauger	New Zealand		Y/B	4	2
5	13	Ivan Mauger	New Zealand		R	1	2
1	1	Charlie Monk	Australia		B	2	3
5	5	Howard Cole	England		W	3	3
9	9	Terry Betts	England		Y/B	4	2
6	14	John Boulger	Australia		R	1	2
10	10	Ray Wilson	England		B	2	3
2	2	Arnold Haley	England		W	3	3
6	6	Barry Briggs	New Zealand		Y/B	4	2
7	11	Nigel Boocock	England		R	1	2
15	15	Jim McMillan	Scotland		B	2	3
7	7	Jim Airey	Australia		W	3	3
3	3	Roy Trigg	England		Y/B	4	2

Heat No.	No.	Rider	Country	Substitute	Helmet Colour	Start Pos'n	Points
8	4	Ronnie Moore	New Zealand		R	1	2
12	12	Martin Ashby	England		B	2	3
16	16	Chris Pusey	England		W	3	3
16	16	Trevor Hedge	England		Y/B	4	2
9	6	Barry Briggs	New Zealand		R	1	2
16	16	Trevor Hedge	England		B	2	3
1	1	Charlie Monk	Australia		W	3	3
11	11	Nigel Boocock	England		Y/B	4	2
10	12	Chris Pusey	England		R	1	2
5	5	Howard Cole	England		B	2	3
15	15	Jim McMillan	Scotland		W	3	3
2	2	Arnold Haley	England		Y/B	4	2
11	8	Martin Ashby	England		R	1	2
9	9	Terry Betts	England		B	2	3
3	3	Roy Trigg	England		W	3	3
14	14	John Boulger	Australia		Y/B	4	2
12	13	Ivan Mauger	New Zealand		R	1	2
4	4	Ronnie Moore	New Zealand		B	2	3
10	10	Ray Wilson	England		W	3	3
7	7	Jim Airey	Australia		Y/B	4	2

INTERVAL

13	7	Jim Airey	Australia		R	1	2
12	12	Chris Pusey	England		B	2	3
14	14	John Boulger	Australia		W	3	3
1	1	Charlie Monk	Australia		Y/B	4	2
14	2	Arnold Haley	England		R	1	2
13	13	Ivan Mauger	New Zealand		B	2	3
8	8	Martin Ashby	England		W	3	3
11	11	Nigel Boocock	England		Y/B	4	2
15	16	Trevor Hedge	England		R	1	2
3	3	Roy Trigg	England		B	2	3
10	10	Ray Wilson	England		W	3	3
5	5	Howard Cole	England		Y/B	4	2
16	9	Terry Betts	England		R	1	2
6	6	Barry Briggs	New Zealand		B	2	3
4	4	Ronnie Moore	New Zealand		W	3	3
15	15	Jim McMillan	Scotland		Y/B	4	2
17	1	Charlie Monk	Australia		R	1	2
8	8	Martin Ashby	England		B	2	3
15	15	Jim McMillan	Scotland		W	3	3
10	10	Ray Wilson	England		Y/B	4	2
18	9	Terry Betts	England		R	1	2
2	2	Arnold Haley	England		B	2	3
7	7	Jim Airey	Australia		W	3	3
16	16	Trevor Hedge	England		Y/B	4	2
19	3	Roy Trigg	England		R	1	2
12	12	Chris Pusey	England		B	2	3
13	13	Ivan Mauger	New Zealand		W	3	3
6	6	Barry Briggs	New Zealand		Y/B	4	2
20	5	Howard Cole	England		R	1	2
14	14	John Boulger	Australia		B	2	3
11	11	Nigel Boocock	England		W	3	3
4	4	Ronnie Moore	New Zealand		Y/B	4	2

continued overleaf

IN THE EVENT OF A TIE FOR FIRST PLACE —

Heat No.	No.	Rider	Helmet Colour	Start Pos'n	Points
21			R	—	
			B	—	
			W	—	
			Y/B	—	
Time					

IN THE EVENT OF A TIE FOR SECOND OR THIRD PLACE —

22	74.6	Arnold Holey	R	—	2
		Ray Tindley	B	—	3
			W	—	
			Y/B	—	
Time					

IN THE EVENT OF TIE FOR THE EIGHTH NORDIC/BRITISH FINAL QUALIFYING POSITION —

23			R	—	
			B	—	
			W	—	
			Y/B	—	
Time					

PRESENTATION OF AWARDS

TO THE WINNER —

THE BRITISH CHAMPIONSHIP TROPHY

(DONATED BY THE SPEEDWAY CONTROL BOARD, LTD., AND PRESENTED ON THEIR BEHALF BY THE HON. GERALD LASCELLES)

CHEQUE FOR £100 AND TROPHY REPLICA

TO THE RUNNER-UP —

CHEQUE FOR £50 AND A PLAQUE

TO THE SECOND RUNNER-UP —

CHEQUE FOR £30 AND A PLAQUE

SUNDAY MIRROR TROPHY REPLICA, PLAQUE AND CHEQUES TO BE PRESENTED BY MICHAEL CHRISTIANSEN, EDITOR, SUNDAY MIRROR

OUR NEXT MERRY MEETING

AT THIS STADIUM

TUESDAY NEXT, JUNE 16

WEST HAM v. OXFORD

BRITISH LEAGUE — DIVISION ONE

REGULAR SPEEDWAY RACING HERE

EVERY TUESDAY AT 7.45 P.M.

(NO MEETING TUESDAY, SEPTEMBER 1. INSTEAD, THE HAMMERS RACE AT 3 P.M. ON BANK HOLIDAY MONDAY, AUGUST 31 v. WIMBLEDON — LONDON CUP)

AND ON TUESDAY, JULY 7—

GREAT BRITAIN v. SWEDEN

BRITISH FINAL REGS.

If two or more riders score an equal number of points for the last place qualifying for entry to the Nordic/British Final precedence will be given to the rider scoring the highest number of first or second

places. If there still remains a tie a deciding race will be held immediately.

Until the completion of the fourth race in tonight's programme Bob Kilby will act as standby reserve for any qualifier from the Leicester Semi-final who is unable to contest the meeting and Tommy Roper will act in a similar capacity in respect of Sheffield qualifiers.

After the fourth race both riders shall act as replacement riders at the discretion of the Clerk of the Course and their points shall not count towards qualification for the Nordic/British Final.

THERE'S A DEBT TO BRITISH SPEEDWAY

writes **NELSON MILLS BALDWIN**

Chairman: Speedway Control Board

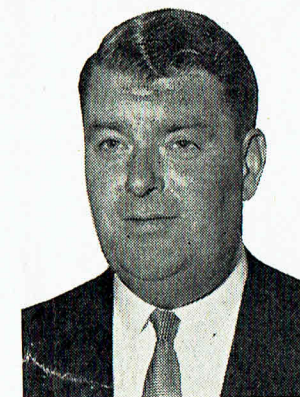
We meet here tonight for our own Championship. What other Speedway League could produce such a galaxy of talent as is to be found here tonight.

It is true that there are many fine riders outside this country; some of them are to be found riding for British League teams but they would be the first to admit their debt to British Speedway for the opportunity to develop and display their talents.

In no other country does speedway exist in anything like the depth which obtains in Great Britain. These are matters which should be mentioned frequently lest perhaps they be overlooked by our friends abroad.

I trust that we shall see some splendid racing tonight from which, I feel sure, a worthy champion will emerge.

In conclusion may I thank our sponsors, the *Sunday Mirror*, who have done so much for British Speedway and who I know share my views as to its unique position. May I thank also West Ham Speedway for organising the meeting on behalf of the Board and the British Speedway Promoters' Association; the Speedway Riders' Association; and those of you without which the sport could not exist, the spectators. May you have an enjoyable and memorable evening.

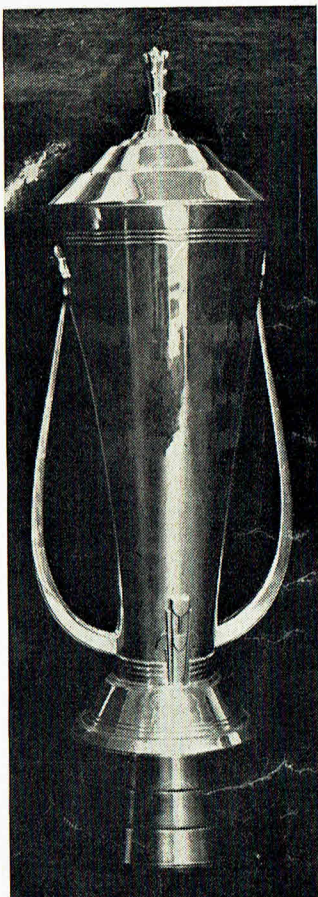


World Team Cup Final

Wembley Stadium
Saturday Sept. 19
at 7p.m.

Reserved Seats 35s, 25s, 20s, 15s
Terracing 10s





**THIS IS THE TROPHY
THE RIDERS ARE CHASING**

Will it be another Barry Briggs benefit?

CHAMPION four times out of five. Twenty five starts
22 first places, just three defeats – significantly
perhaps, only one of them West Ham.

With such a record in British Finals over the previous
five years, tonight's burning question would seem to be:
Who can stop Barry Briggs.

by DONALD ALLEN
Speedway Writer
Newham and Redbridge Recorders

Remembering that Swindon's flying Kiwi has come
through the current qualifying rounds with a 100 per cent
record and victory in his Leicester Semi-final, the question
is doubly relevant. For, even if there has been the odd
occasion during the current campaign when this now six
times British Champion has otherwise looked uncharac-
teristically beatable, the World Championship is invariably
the phase of any season when he really gets the bit between
his teeth.

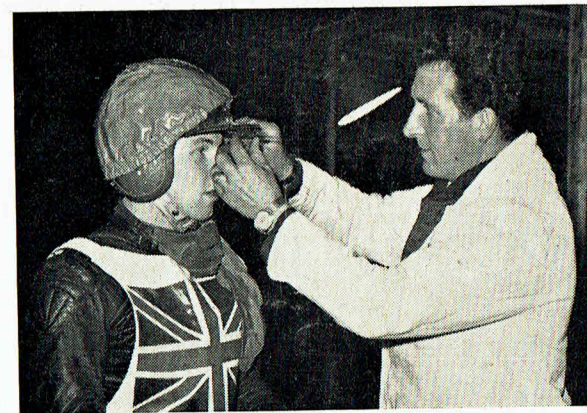
Since the British Final came to be embraced within the British League fixture list, only once
has Briggs lost a heat during the three occasions it has been staged on this track. Since that "mem-
orable" occasion back in 1965 – despite this momentary lapse he still emerged Champion – British
Finals at West Ham have almost come to be a "Barry Briggs Benefit Night."

His record in those instances when the Final has been raced around Wimbledon's tighter
bends, by comparison, makes him seem almost mortal in that it reads: Champion in 1966 with the
relatively low points total of 12, and runner-up to Ivan Mauger two years ago in 1968.

Remembering that the latter Final produced a British Champion other than Barry Briggs for
the first time since the competition's inception in 1961, and with two World titles to his credit
since, Ivan Mauger stands as the obvious candidate to do what Glasgow's Charlie Monk and
Swindon team-mate Mike Broadbanks achieved as far back as heat two of the 1965 event. Namely,
beat Barry Briggs in a British Final here at West Ham!

For all this domination by one man for so long, the British Final has been a speedway occasion
that has thrown up all manner of incidental controversy and drama.

**OXFORD PROMOTER
DANNY DUNTON,
HIMSELF A FORMER
WORLD FINALIST,
GIVES ENGLAND
HOPE RAY WILSON
A HELPING HAND.**



Take that 1965 Final – the first ever at the Home of the Hammers. Not only did a waterlogged
track make a postponement initially necessary, but the following Tuesday, when the meeting
took place, went down in the sport's history as the night of the Big Strike. Then the 16 finalists
delayed the start of racing for some three-quarters of an hour while negotiations took place over
what they thought were the appropriate rates of points and start money for such an important
occasion.

If this were not enough a stormy and all-important 20th heat brought for Charlie Monk a
disqualification that possibly cost him a place in the subsequent World Final.

A six-hour meeting of the Speedway Control Board, during which cine film of the crucial
on-track incident was scrutinised, initially ordered that the race in question be re-staged a fort-
night later at West Ham. A decision with such far-reaching implications that, had it not later been
rescinded, would have involved bringing back to West Ham no less than seven of the original
British Final competitors. Four for the actual race; three to stand by for the various permutations
of run-offs that could have resulted from its outcome!

Such a sequence of events is indication enough of the importance that all the competitors
attach to the British Final.

With 16 eager hands on the throttles, there is no reason to suppose that tonight's meeting
will not be just as eventful as any of the previous five.

GREAT BRITAIN v. SWEDEN

FRIDAY, JULY 3	GLASGOW
SATURDAY, JULY 4	HALIFAX
MONDAY, JULY 6	EXETER
TUESDAY, JULY 7	WEST HAM
FRIDAY, JULY 10	NEWPORT
SATURDAY, JULY 11	COVENTRY



Produced for the British Speedway Promoters' Assoc. (copyright) by Dave Stevens and Alan Cooke
and printed by Laybourne Printers, Newcastle upon Tyne



**WORLD
CHAMPIONSHIP
NORDIC/BRITISH FINAL**

COVENTRY SPEEDWAY

**Wednesday, July 1, 1970
at 7.45 p.m.**

Reserved Seats 10s.. (Children 6s.6d.)

**Grandstand Main Enclosure 8s.
(Children 4s.6d)**

Popular Enclosure 6s.6d. (Children 3s.6d.)