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1978

READING SPEEDWAY

Monday 18th September 1978

● 7.30 pm

Official magazine programme value 25p

Meeting No. 29

Betting strictly prohibited

10th Season



READING SPEEDWAY

Promoters: Allied Presentations Ltd., Reading Stadium, Smallmead, Reading
Telephones: Reading 863161/2/3
Speedway Controller: Brian Constable

OFFICIALS

A.C.U. Referee	P. Ryall	Announcer	Dave Lanning
Clerk of the Course	Dick Bailey	Starting Marshall	Ricky Taylor
Team Manager	Mick Blackburn	Pit Marshall	John Hook
S.C.B. Timekeeper	J.D. Homer	Machine Examiner	John Hook
Club Captain	Dave Jessup	Track Maintenance	Doug Harris

Doctor on call for Reading Speedway:
Dr. N. J. Nipps, M.B., B.S.

West Berks. Area St. John Ambulance Brigade in attendance:
Area Superintendent L. T. G. Smith, S.B.St.J.

Licensed and held under the regulations of the Speedway Control Board

Track length: 307 metres

Track Record: Scott Autrey 28th August 1978, 60.1 secs.
Dave Jessup, 4th September 1978, 60.1 secs.

NOTE: The Management reserves the right to alter this programme. Should it be necessary through any cause to abandon the meeting prior to the start of the sixth race in the programme, re-admission tickets issued at entrances (available for any one of the next three meetings or as announced) will become valid; in no circumstances will money be refunded. Rights of admission reserved.

No programme refund or exchange.

NOTICE

Motor sports events are dangerous and all persons attending this meeting do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting including the owners and lessees of the stadium and the owners and drivers of the vehicles are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders. In no circumstances will any money be refunded. Betting is absolutely prohibited at this meeting. The management reserves the right to make alterations or additions to the programme.



**GREYHOUND RACING AT THIS
STADIUM EVERY THURSDAY &
SATURDAY** First race 7-30 pm

Totalisator facilities — Bars

FREE CAR PARK

**BERKSHIRE CUP FINAL, THURSDAY 21st SEPTEMBER
at this stadium**



RACE TOPIC



IT IS APPROPRIATE on the occasion of The Manpower Trophy, Reading's long-established sponsored classic, to reflect how sponsorship has virtually become the life-blood of our sport.

Indeed, the actual prize money accruing from being the World Champion these days is almost summarily dismissed as the tip of the ice-berg compared to the spin-offs and sponsorship tie-ups.

And that's quite something when Ole Olsen, the new kingpin, coolly collected something like £2500 for a little over five minutes actual racing time at Wembley.

These days money talks and there is no doubt that the most vital source is through the big spending sponsors who increasingly are beginning to dictate the shape of things to come in speedway racing.

And that topline riders like our own captain Dave Jessup should be turning to a lucrative backer to find some consolation for his desperately bad luck in that Golden Jubilee World Final.

Since Wembley, D.J. has been in exploratory talks with leading executives in this field and the final out-come could see him established as one of the most richly backed riders in the sport. A broken cap on a push rod is reckoned to have cost him the title and something like £100,000 in future bookings and guarantees.

But there is no reason at all why Dave cannot make almost total amends for that disappointment with one big, big deal.

WHAT, AFTER ALL is a world class rider worth in terms of returns for a shrewd sponsor? Answer is just about as much as any topline in any other sport, some of them a good bit more fashionable than speedway racing is made out to be.

If you totted up the contact Dave Jessup makes with the public, the figures become a bit mind-boggling: something like five million speedway fans, millions more through the Press and photographs, millions and millions more through television.

As a marketable commodity, he's a veritable little gold mine and it is refreshing to realise that the message is getting through. **And there is, of course, the vital fact for any bigtime backer that, as a tremendous plus-factor bonus, on a three year deal they have a most excellent chance of landing the world champion.**

For who would dare say it is beyond D.J.'s capabilities after witnessing his Wembley performance?

Let's hope that our skipper lands the rewards his ability and skill warrant. Smiling Smallmead has always believed in **encouraging** and **rewarding** effort and ability, rather than detracting from it.

That's half the trouble with the nation as a whole these days . . .

EXCELLENT, THEREFORE, that the spirit of sponsorship and mutual benefit burns so brightly as once again we welcome our friends from Manpower, one of the most successful enterprises of our time.

It's not so much a meeting, more a carnival, which is fitting for such a gala occasion.

We welcome M.D. Hugh van Zwanenberg, his guests, executive Mike Cullen and indeed all the Manpower people, safe in the satisfaction that tonight's activity is a perfect example of how sport and business enterprise can work hand in hand to everyone's benefit.

A message from the Director of Manpower



Here we are again with what we hope will be an even bigger and better Meeting than we have had before.

The support you have given to Manpower, both at the Championship and in our everyday business, has been a great encouragement, especially here in the Reading area. You should know by now, all you regular Speedway followers, something about Manpower. We employ a regular work force to help industry and commerce whenever the need arises for additional throughput. Our employees are permanent members with good wages, holiday pay and sickness benefits.

Manpower will undertake most lawful work of all descriptions for our clients and in Reading, for example, we have done such interesting jobs as building animated models for cartoon films, assisting at the biggest art

sale ever held, catching rabbits and delivering beer and new cars. Mostly however, we are in the humdrum businesses like everyone else and so tonight's jollification is a welcome change from the regular working week. I hope you all enjoy it as much as ever and that we have put on a show which will make you remember Manpower the Work Contractor.

Hugh van Zwanenberg

Nearest offices—

Reading (20 Queens Road)

Swindon (23 The Parade)

Farnborough (1 Salisbury Road)

High Wycombe (40 Oxford Street)

Manpower Roll of Honours

1971	Barry Briggs	Anders Michanek	Reidar Eide
1972	Ivan Mauger	Anders Michanek	Ray Wilson
1973	Anders Michanek	Ole Olsen	Reidar Eide
1974	No Competition		
1975	Phil Crump	Malcolm Simmons	Ole Olsen
1976	Peter Collins	Anders Michanek	John Louis
1977	Finn Thomsen	Gordon Kennett	Ole Olsen
1978	.....	.....	.....



HAPPY NEWS IS that our Rhineland chum **Hans Wassermann** was scheduled to attend yesterday's World Team Cup Final at Landshut in a wheelchair. Bound to have been a big reunion with skipper Deeje, there on England duty and doubtless Dave will pass on the details tonight . . . Incidentally, 'Split' **DID** get his World Final commemorative souvenir, following that plea from Controller **Brian Constable** . . . Sadly, Racers' proposed trip to Germany to race a charity match with Hans' club Krumbach has been called off due to fixture clashes. Only alternative date offered was late in October which was unsuitable because there was a distinct danger of everyone getting snowed in! . . . Golly girls, can you imagine being lost in a snowdrift with **John Davis**?

ABSOLUTELY TREMENDOUS entertainment extravaganza tonight, isn't it, with so many questions still to be answered . . . How will **Peter Collins** go after his World Championship letdown? . . . Will **Gordon Kennett** continue his Wembley form? . . . Will **D.J.** show 'em he really is the world's best? . . . Can holder **Finn Thomsen** pull it off again after a pretty disappointing season at Hackney? . . . Nice to welcome all our special guests, too, like the R.E.M.E. Band, the Kingfisher Majorettes, the go-kart and racing car fellows and of course, Reading's own Commonwealth Games boxing hero, **Joe Awome**, who, incidentally, is a Manpower employee . . . Always a pleasure to have Manpower M.D. **Hugh Van Zwanenberg** and his party on our guest list too. They will be sampling our new restaurant facilities for the first time.

BUSY WEEKEND FOR the Racers, with matches at Wolves (Friday) and a challenge at Swindon on Saturday . . . **Chris Morton** was our guest for D.J. at Monmore Green and both clubs operated with juniors at Abbey Stadium on Saturday. Full details of both fixtures tonight . . . Good to see stylish Swindon No. 1 for so many years, **Martin Ashby** back in action after an internal complaint that threatened to cut short his activities this season . . . Didn't ITV do **Dave Jessup** proud in their World Final coverage? . . . Incidentally, Deeje pulled the winning draw numbers from the drum at our Leicester meeting. They were: 48385, 48343, 44666, 48371, 48381 . . . Belated but still very sincere birthday greetings to **Ian Bolt**, 17 on September 4.

HAVE YOU NOTICED the swish **John Davis** Autocare of Pangbourne-sponsored Mercedes used on Racers' Victory Parades lately? . . . Got your ticket for the Supporters Club End of Season Dance on September 29 yet? . . . Makes sense to have our new-look Rookies Romps, giving opportunities to local nippers like **Phil Vance** and **Andrew Nichols** . . . **Doug Underwood** now well over that ankle injury sustained at Exeter . . . Southern Television scheduled to cover the big Eastbourne meeting this Sunday (September 24)—and there's an interesting Show Jumping event here for the first time on the same day . . . **Dave Jessup** and **Good Old Bernie Leigh** have both signed contracts to appear at Britain's first purpose-built Long Track—the **Wally Mawdsley/Peter Oakes** enterprise at Haldon on October 8.

R.A.F.A. Collection last week reached £92.66, a Big **THANK YOU** from them to you lovely Smallmead folk.

NEXT MONDAY, traditionally our toughest home match of the year: Ipswich Witches. Can't remember when we last beat **John Berry's** bonny boyohs in a GBL clash here . . . And we can't forget that 48-30 point drubbing they dished out here back in March . . . Obviously a meeting not to be missed.

MANPOWER

A Work Contractor



MANPOWER is the world's largest diversified work contractor, established in 1948. It undertakes contracts from 700 offices in 32 countries and directly employs 500,000 staff annually world-wide. Its net sales are in excess of £91 million annually.

In this country it directly employs 50,000 staff annually from 70 offices, and is thus one of Britain's biggest employers. Its 15,000 clients include virtually all of *The Times* 'Top 1,000' companies.

In 1975, MANPOWER INC. was acquired by the Parker Pen Company, whose sales for the last fiscal year exceeded £80 million.

MANPOWER contracts have ranged from catering for local councils, to designing a North Sea oil rig, from electing test cells for jet engines, to cleaning hospitals, university colleges, shopping precincts, schools, factory maintenance and stock taking, computer analysis, electrical/mechanical engineering and design. Within these services covering industrial, commercial, technical and skilled projects.

For more information about MANPOWER, please contact 20 Queen's Road, Reading. Tel 55888, or your local office at Farnborough, Swindon and High Wycombe.



Michael Lee—King's Lynn and England

Still only 19, Michael has the big occasion temperament as he has proved by winning the British Championship for the past two years. Must have been disappointed with his performance in this year's World Final, especially when one considers that he finished fourth in his first ever appearance the previous year.



Jim McMillan—Wolves and Scotland

The first-ever track record holder at Smallmead, when it opened a few years ago. Jim has been around the speedway circuit for a good many years. He has, always been one of the consistent sort and recently won a highly prized individual event at down-the-road Swindon, so don't be surprised if he is in the 1-2-3.



Kai Neimi—White City and Finland

Settled very quickly on his adoption to British speedway and has proved to be something of a king-pin in last year's Rebels championship winning team. Although he may not be a spectacular sort of rider, is always liable to do something and unsettle a few of the more established stars.



Bruce Penhall—Cradley and America

Another who has quickly settled into British speedway following his move from the American circuit. Goodlooking Bruce has firmly set his sights on winning the World Championship and become only the second American to win the title, but missed out this year when he failed to qualify from his round of the championship. Is doing very well with Cradley this year.



Billy Sanders—Ipswich and Australia

A real surprise omission from the World Final, Sanders has been having something of an indifferent season for the Witches since being promoted to number one over John Louis. In fact by previous year's comparisons, it hasn't been too good for the entire East Anglian team.



Malcolm Simmons—Poole and England

Skipper of the England World Team Cup side, Super-Simon could be said to have been the most consistent rider in the World Final, finishing with five second places, but they weren't enough to secure him a place in the final 1-2-3. He had previously stated that this year could be his final one in speedway, but as the World title escaped him, the chances are that he will continue to ride next season in search of that title.

First, £100
Second, £60
Third, £40

MANPOWER '78

10th Season
29th Meeting

Penalty for tape-breaking: handicap, 20 yards.

Riders identified by helmet colours—Red, Blue, White, Yellow/Black.

Helmet colours also indicate starting positions: Red—No. 1, Blue—No. 2,

White—No. 3, Yellow and Black—No. 4, counting from the inside berth.

4 LAPS CLUTCH START Winner decided on Race Points: 1st 3, 2nd 2, and 3rd 1 pt.

No.	Rider/Club	1	2	3	4	5	Total
1	Bob Kilby (Swindon, England)	2		1	3		
2	Malc Simmons (Poole, England)	1		2			
3	Jiri Stancel (Coventry, Czech)		1	2			
4	Finn Thomsen (Hackney, Denmark)	3	2		3		
5	Peter Collins (Belle Vue, England)	2	3	3	2		
6	Jimmy McMillan (Wolves, Scotland)		2	2	2		
7	Kai Neimi (White City, Finland)	1	3	2	1		
8	John Davis (Reading, England)	3	3	3	3	3	
9	Michael Lee (Kings Lynn, England)	2	2				
10	Billy Sanders (Ipswich, Australia)	3	3	3	3	1	
11	Dave Jessup (Reading, England)		2	3	2		
12	Martin Ashby (Swindon, England)	1					
13	Bruce Penhall (Cradley, USA)	1	1	1	1		
14	Gordon Kennett (White City, England)	2	1	1	2		
15	Phil Crump (Bristol, Australia)			1	1	2	
16	Marek Cieslak (White City, Poland)						
Rs.	Bernie Leigh (Reading, England)	3	1		1		
Rs.	Doug Underwood (Reading, Australia)						
Rs.	Bob Humphries (Reading, Australia)						

Heat No.	Helmet No. Colour	Rider	Substitute/Remarks	Points
1	1 R	Bob Kilby (England)		3
61.1	2 B	Malcolm Simmons (England)		1
	3 W	Jiri Stancel (Czech)	GRESHAM	
Time	4 Y/B	Finn Thomsen (Denmark)		3
2	5 R	Peter Collins (England)		2
60.4	7 B	Kai Neimi (Finland)		1
	6 W	Jimmy McMillan (Scotland)		
Time	8 Y/B	John Davis (England)		3
3	10 R	Billy Sanders (Australia)		3
60.8	11 B	Dave Jessup (England)		2
	9 W	Michael Lee (England)		2
Time	12 Y/B	Martin Ashby (England)		1
4	15 R	Phil Crump (Australia)		
61.9	14 B	Gordon Kennett (England)		2
	16 W	Marek Cieslak (Poland)	LEIGH	3
Time	13 Y/B	Bruce Penhall (USA)		1
5	13 R	Bruce Penhall (USA)		1
60.00	1 B	Bob Kilby (England)		3
	5 W	Peter Collins (England)		3
Time	9 Y/B	Michael Lee (England)		2
6	14 R	Gordon Kennett (England)		1
60.8	10 B	Billy Sanders (Australia)		3
	2 W	Malcolm Simmons (England)		
Time	6 Y/B	Jimmy McMillan (Scotland)		2

The first 4 race winners to receive champagne sponsored by 'Overdrive', our Associated Specialist Company.

Heat No.	Helmet No. Colour	Rider	Substitute/Remarks	Points
7	11 R	Dave Jessup (England)		2
60.9	15 B	Phil Crump (Australia)		
	7 W	Kai Neimi (Finland)		3
Time	3 Y/B	Jiri Stancel (Czech)	GRESHAM	1
8	4 R	Finn Thomsen (Denmark)		3
61.2	8 B	John Davis (England)		3
	12 W	Martin Ashby (England)		
Time	16 Y/B	Marek Cieslak (Poland)	LEIGH	1
9	6 R	Jimmy McMillan (Scotland)		2
60.6	16 B	Marek Cieslak (Poland)	LEIGH	
	1 W	Bob Kilby (England)		1
Time	11 Y/B	Dave Jessup (England)		3
10	12 R	Martin Ashby (England)		
60.7	5 B	Peter Collins (England)		3
	15 W	Phil Crump (Australia)		1
Time	2 Y/B	Malcolm Simmons (England)		2
11	8 R	John Davis (England)		3
61.6	9 B	Michael Lee (England)		
	3 W	Jiri Stancel (Czech)	GRESHAM	2
Time	14 Y/B	Gordon Kennett (England)		1
12	13 R	Bruce Penhall (USA)		1
61.4	4 B	Finn Thomsen (Denmark)		
	10 W	Billy Sanders (Australia)		3
Time	7 Y/B	Kai Neimi (Finland)		2

INTERVAL

13	7 R	Kai Neimi (Finland)		1
62.3	12 B	Martin Ashby (England)		
	14 W	Gordon Kennett (England)		2
Time	1 Y/B	Bob Kilby (England)		3
14	2 R	Malcolm Simmons (England)	UNDERWOOD	
61.8	13 B	Bruce Penhall (USA)		1
	8 W	John Davis (England)		3
Time	11 Y/B	Dave Jessup (England)		2
15	16 R	Marek Cieslak (Poland)		1
61.1	3 B	Jiri Stancel (Czech)	GRESHAM	
	10 W	Billy Sanders (Australia)		3
Time	5 Y/B	Peter Collins (England)		2
16	9 R	Michael Lee (England)	UNDERWOOD	
62.6	6 B	Jimmy McMillan (Scotland)		2
	4 W	Finn Thomsen (Denmark)		3
Time	15 Y/B	Phil Crump (Australia)		1
17	1 R	Bob Kilby (England)		
61.7	8 B	John Davis (England)		3
	15 W	Phil Crump (Australia)		3
Time	10 Y/B	Billy Sanders (Australia)		1
18	9 R	Michael Lee (England)		
	2 B	Malcolm Simmons (England)		
	7 W	Kai Neimi (Finland)		
Time	16 Y/B	Marek Cieslak (Poland)	LEIGH	
19	3 R	Jiri Stancel (Czech)	GRESHAM	
	12 B	Martin Ashby (England)		
	13 W	Bruce Penhall (USA)		
Time	6 Y/B	Jimmy McMillan (Scotland)		
20	5 R	Peter Collins (England)		
	14 B	Gordon Kennett (England)		
	11 W	Dave Jessup (England)		
Time	4 Y/B	Finn Thomsen (Denmark)		

Presentation of Prizes by Hugh van Zwanenberg, and Joe Awome (Commonwealth Games Heavyweight Gold Medalist Boxer). Silverware prizes presented by Manpower, Reading, plus special prize for the winner of a car radio presented by Penta Reading Ltd.

TIE-BREAKER, in the event of a tie for first place.

21	R	.....	.....	.....
	B	.....	.....	.....
	W	.....	.....	.....
Time	Y/B	.....	.....	.....

TIE-BREAKER, in the event of a tie for second or third places.

22	R	.....	.....	.....
	B	.....	.....	.....
	W	.....	.....	.....
Time	Y/B	.....	.....	.....



Jiri Stancel—Coventry and Czechoslovakia

He appeared in his fourth World Final earlier this month, but didn't really trouble the big boys. Probably a little unfortunate that he didn't join a British team earlier in his career, for Jiri is now holding down a middle order position with the championship chasing Coventry Bees. Is unlikely to be on the winners' rostrum at the end of the proceedings tonight, but could cause a few upsets.

Gordon Kennett—White City and England

Second in the World Final this year—what a way to celebrate your birthday—Gordon seems to have overcome all his mechanical problems that dogged him throughout the early part of the season. An England international, he was surprisingly dropped by his country earlier this season, but has now been restored to the line-up.



Dave Jessup—Reading and England

So unlucky in this year's World Final, when a pushrod broke and cost him the championship. A consistent, to say the least, rider, Dave Jessup has become a firm favourite with the Reading fans since his move from Leicester Lions a couple of years back.



John Davis—Reading and England

Dogged by misfortune in many of the major meetings this season, John Davis is keen to do well in tonight's meeting. He was unluckily eliminated from this year's World Final at the British Championship stage. Has something to prove and tonight could be the night he comes good.



Martin Ashby—Swindon and England

Long-time stalwart with the Swindon Robins, Martin has won plenty of England calls over the years and has shown his liking for the Smallmead track. Last year he spent much of the season side-lined because of a serious injury, but is now back in tip-top form and could be in the shake-up at the end of tonight's proceedings.



Marek Cieslak—White City and Poland

A real surprise packet last season. Marek proved to be one of the biggest influences behind White City's League Championship win last season. However, he has not been having a good spell this year and his name has been linked with the Racers.

Peter Collins—Belle Vue and England

What can you say about the flying ace that hasn't already been said? A former World Champion, but sensationally eliminated from this year's event because someone had tampered with his engines, Peter is always after the big individual events.



Phil Crump—Bristol and Australia

Phil was another of the surprise non-qualifiers for the World Final, but that should best be forgotten for he has a liking for the Smallmead track and when with Newport a couple of years back, he helped his side to a memorable Spring Gold Cup Final win over the Racers. A real flier and if his machines are in perfect pitch he could be in the hunt.

Jan Andersson—Swindon and Sweden

Another of the Swedish stars to follow in the footsteps of Ove Fundin and Anders Michanek. Made his first-ever appearance in the World Finals this year, when helped out by his Swindon team-mate Martin Ashby, but didn't really show his true potential. Rated by many as a very fine prospect for future World titles.



STOP PRESS—Jan Andersson not available to ride tonight. Replaced by Bob Kilby (Swindon)

The World Champions

On 2nd September 1978, before a 92,000 Wembley crowd, Coventry's Danish star Ole Olsen became the thirty-third holder of the World Speedway title in the sport's Golden Jubilee year.

So let us take a brief trip down memory lane and have a look at the other holders of speedway's greatest award.

The Championship of the World was born in 1936 and initially was run with a bonus points system on much the same lines as our present Grand Prix event. Indeed, speedway's first world champ, Australian Lionel Van Praag, won the title with 14 points, although his fellow Australian Bluey Wilkinson of West Ham had won all his races on the night and secured a 15 point maximum. The following year, 1937 saw the system retained with Jack Milne of the U.S.A. and New Cross winning, riding unbeaten for 15 points which with his bonus points gave him an overall total of 28 points. This was the year that the 'Yanks' swept the board, with Wilbur Lamoreaux of Wimbledon finishing runner-up and Cordy Milne of Hackney in third spot. 1938 at last saw the unlucky Bluey Wilkinson successful (he didn't appear in 1937 due to injury) when he emerged as a worthy winner with 14 points with the 1937 Champion Jack Milne as runner up.

So to 1939, but the final was never held, due to the declaration of war some four days before the final was due to take place.

After the hostilities had ceased in 1945, a further four years was to pass before the World Final, as such, was to be held. In 1949 in the first post war World Final (without the bonus system) it was England's Tommy Price riding on his home track, Wembley, who emerged as the victor with a fine 15 point maximum. The next year, 1950, saw another Wembley rider successful when Welshman Fred Williams was a surprise winner with 14 points. In a final, where Birmingham's Graham Warren was the hot favourite, Fred rode sensibly and with great skill, and when Warren fell in heat 10 actually chasing Fred, the title was the young man's from Port Talbot. 1951 was a little bit of Speedway history, when Edinburgh's Jack Young became the first second division rider to take the title after a run off involving 'Split' Waterman and an unlucky Jack Biggs, both of Harringay.

1952 and Australian Jack Young, now of West Ham, created a little bit more history by becoming the first man to retain the title by winning it for a second time. This time with a 14 point score. So to 1953, and with everyone in speedway wondering if Jack could perform the hat trick, it was Fred Williams who took his second title. The 1954 World Championship was interesting on two counts. Firstly the reigning champion Fred Williams failed to qualify, and secondly it marked the debut of a young Swede by name Ove Fundin, who was in later years to both dominate and change the face of the Speedway World Championship. The eventual winner was Ronnie Moore of New Zealand with a fine 15 points. Oh yes, another debutant was a certain Barry Briggs who was in the future to take a great interest in the destination of the Title. 1955, and at last a new white hope for England when Belle Vue's Peter Craven took the winner's spot. The following year 1956 saw wee Peter seeded direct into the final, but this time he bowed to the fiery Ove Fundin of Sweden and Norwich who mounted the winner's rostrum with a 13 point total.

1957 saw Fundin in a run off for the title with Barry Briggs, with Wimbledon ace Barry a worthy winner. Incidentally with league speedway no longer taking place at the Empire Stadium it could be said that at last Wembley was really a neutral track. 1958 and the mighty Briggo retained his title with 15 points brilliantly earned with his old adversary Fundin as runner up.

1959 saw Ronnie Moore pick up his second title with a perfect display of riding for 15 points. Briggo who had retired for practically the whole season and remained in New Zealand, flew in a few weeks before to defend his title, but had to settle for third spot.

1960 and Ove Fundin picks up his second World Title after a three man run off with Ronnie Moore and Peter Craven. All three had tied with 14 points.

1961 and the Final moves to Malmo, Sweden—it had to happen of course after Fundin's double. But the slim blond Swede makes it three, and a one, two, three for Sweden with Bjorn Knutsson and Gote Nordin following Fundin, who scores 14 points. 1962, back at Wembley, and Peter Craven picks up his second title from Briggs with Fundin third after a run off.

So to 1963 and another Fundin victory at Wembley with 14 points and a fourth title. An interesting factor was the debut of Russian Boris Samorodov who at one stage was in with a real title chance.

The Final was back in Sweden for 1964 at Gothenburg, the Ullevi Stadium, and it's Barry Briggs, now riding for Swindon, who is successful with a 15 point maximum on a real sticky dog of a track. Interesting runner up is the Russian Igor Plechanov. 1965 and its the turn of the stylish Swede Bjorn Knutsson to take the title at Wembley. Briggo is a hot favourite but can only finish fourth. Igor Plechanov is again runner up.

On now to 1966 and back to the Ullevi Stadium, Gothenburg, where Briggo again wins on Swedish soil and equals Fundin's record of four World Titles. Barry also creates his own bit of history by becoming the first rider to win the title on a ESO machine. 1967—the 'kidology' final. Ove Fundin comes out of semi-retirement to assist Belle Vue in the British league, and gives the impression that he's not interested in the Final—back again at Wembley. But after 20 heats Fundin and Bengt Jansson are tied on 14 points and Fundin walks away with a record fifth title.

The years 1968, 1969 and 1970 are dominated by one man—Ivan Mauger. The often controversial New Zealander becomes the first man in Speedway to have a hat trick of World Title wins, and he does it at three different venues—Gothenburg, Wembley and Wroclaw, Poland. So the mighty Mauger's triple crown is won in Poland, which now is established as another World Final venue.

1971 sees a new champion from a new nation as the great Dane Ole Olsen writes his name in the record books, with a 15 point maximum. The venue is Gothenburg, Mauger is runner up. The Russian Vladimir Gordeev, placed fifth is later disqualified for using a banned additive to his fuel.

1972 and it's that man Mauger again as the New Zealand giant adds a fourth World Title to his name. Barry Briggs, after a fine opening win, crashes and is taken to hospital with serious hand injuries.

1973 and another new name and nation appears in the World Championship history books. Jerzy Szczakiel of Poland wins at Katowice, Poland, defeating Mauger in a run off. Jerzy, perhaps the World Champ who has provoked the most controversy has now faded from the speedway scene and never really lived up to his World Title success.

1974, and a storming win by Anders Michanek, taking a break from British League racing. Mich scores a smooth 15 point maximum in front of his home nation fans in Gothenburg. Mauger is runner up.

1975 and the great Dane Ole Olsen does it again. Wembley is the venue and it's Ole's second title. Michanek is runner up with John Louis third.

So to 1976 and British hearts rejoice as Peter Collins wins in Katowice Slaski Stadium, Poland. It's Peter's first World Title success, Malc Simmons of Poole and England is second, making it a memorable final for Great Britain's fans. 1977, and on a rain soaked circuit in Gothenburg, Ivan Mauger takes his fifth title. Peter Collins rides with terrible injuries following a track accident, and darn near wins the Title, but the pain from his injury restricts him. The conditions defeat Ole Olsen, so Mauger making the most of his opportunities adds another title to his name, and equals Fundin's five title record.

And now we are back to where we began, 1978, Wembley Stadium and Ole Olsen's third title. In a pre-match interview, the great Dane says he doesn't necessarily want good luck, just the bad to leave him be. And so it does, but it attacks Reading's Dave Jessup with a vengeance for the 'Racer' is yards in the lead in heat 3 when he suffers machine trouble. A win there would have given David 14 points and the crown—but there's always next year



1977 MANPOWER. Left to right: Gordon Kennett (2nd), Mr Hugh van Zwanenberg (Director), Finn Thomsen (Winner), Miss Manpower 1977, and Ole Olsen (3rd)

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Racers v Ipswich

Gulf British League

(John Louis, Billy Sanders, Kevin Jolly and Tony Davey, etc)

Monday October 2nd, 7.30 p.m.

Racers v Bristol

Gulf British League

(Phil Crump, Steve Gresham, Tormod Langli, Bruce Cribb, Nigel Boocock, etc)

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Reading Speedway Fixtures 1978

MARCH				F A				JUNE				F A			
Sat.	18	Swindon	CH	A	38	39		F.	30	Hackney	GSGC	A	40	38	
F.	24	Birmingham	GBL	H	45	33		JULY							
Sat.	25	Coventry	GBL	A	24	54		M.	3	Hackney	GBL	H	53	24	
M.	27	Ipswich	GSGC	H	30	48		Th.	6	Ipswich	GBL	A	38	39	
W.	29	Birmingham	GBL	A	37	41		M.	10	Belle Vue	GBL	H	35	43	
F.	31	Hackney	GSGC	A	Rain off			M.	17	Jubilee Trophy		H	M Lee		
APRIL								Tu.	18	Leicester	GBL	A	38	40	
M.	3	Hackney	GSGC	H	44	34		M.	24	Coventry	GBL	H	38	40	
Th.	6	Ipswich	GSGC	A	32	46		M.	31	Swindon	GBL	H	Post.		
Sat.	8	King's Lynn	GSGC	A	32	46		AUGUST							
M.	10	4-T. Tourn. (Wimbledon: Bristol: Poole)		H	W'don			F.	3	Hackney	GBL	A	43	35	
M.	17	King's Lynn	GSGC	H	39	39		M.	7	Cradley Heath	GBL	H	Post.		
Th.	20	Wimbledon	GBL	A	22	56		Sat.	12	Cradley Heath	GBL	A	38	40	
M.	24	Wimbledon	GBL	H	40	38		M.	14	Halifax	GBL	H	46	32	
W.	26	Poole	GBL	A	Rain off			M.	21	Wolverhampton	GBL	H	43	35	
Sat.	29	Halifax	GBL	A	20	58		M.	28	Exeter, 11 a.m.	GBL	A	25	53	
MAY								M.	28	Exeter, 7.30 p.m.	GBL	H	40	37	
M.	1	Halifax	GBL	H	Aband			SEPTEMBER							
F.	5	Hackney	GSGC	A	Rain off			M.	4	Leicester	GBL	H	43	35	
M.	8	Nulli Secundus		H	PCollins			Sun.	10	Rye House	4TT	A	Hackney		
M.	15	World Champ:/Grand Prix (Qual. Rnd)		H	Kennett			M.	11	King's Lynn	GBL	H	43	35	
Sun.	21	U.K. Qual. Rnd. Team Champ.		H	England			F.	15	Wolverhampton	GBL	A			
M.	22	White City	GBL	H	34	43		Sat.	16	Swindon	CH	A			
Sat.	27	Belle Vue	GBL	A	32	46		M.	18	Manpower Trophy		H			
M.	29	Poole, 11 a.m.	GBL	H	38	40		M.	25	Ipswich	GBL	H			
Tu.	30	White City	GBL	A	36	42		OCTOBER							
W.	31	Hull	GBL	A	33	44		M.	2	Bristol	GBL	H			
JUNE								F.	6	Bristol	GBL	A			
M.	5	Cradley Heath	KOC	H	37	41		M.	9	Swindon	GBL	H			
Th.	8	Sheffield	GBL	A	34	44		Sat.	14	King's Lynn	GBL	A			
Sat.	10	Cradley Heath	KOC	A	40	38		M.	16	Geoff Curtis Memorial		H			
M.	12	Sheffield	GBL	H	42	36		M.	23	Cradley Heath		H			
W.	14	Poole	GBL	A	37	41		M.	30	Open		H			
Sat.	17	Swindon	GBL	A	38	40		KEY:							
M.	19	Golden Wonder Fours		H	B'Vue			CH Challenge							
M.	26	Hull	GBL	H	39	39		GBL Gulf British League							
								GSGC Gauntlet Spring Gold Cup							
								KOC Knock-out Cup							