



**WORLD  
SPEEDWAY  
CHAMPIONSHIP  
FINAL**



**Sponsored by the  
Sunday Mirror  
WEMBLEY STADIUM  
Saturday September 13th.**

Official Souvenir Programme 3s



World Speedway Champion Ivan Mauger receives his award as the first 19-VAT-69 Sportsman of the Year from Major R. Nicholls, of VAT 69, at Belle Vue. Watching are Mr. R. T. Talbot, Deputy Managing Director of Belle Vue, and Mr. J. McNulty, of the Speedway Control Board.

Len Went, known to sportswriters all over the world as the Press Officer at Wembley Stadium, has been at most of the championship finals of the post-war period. A former speedway editor and correspondent himself, he here recalls some of the great nights and great riders who have thrilled the crowds as they battled for speedway's supreme honour . . .

## "a slight touch of cramp"



THE year was 1936 and Wembley, as always, was attracting hundreds of thousands to its varied sporting attractions. Arsenal had won the F.A. Cup, Jack Petersen had beaten Len Harvey for the British and Empire heavyweight boxing championship and England had defeated Australia 65-43 in a speedway Test match. England's win, apparently, was mainly due to a comparatively unknown named George Newton of New Cross. Riding for England for the first time, he was top scorer of the match with 16 points. In one race, it is reported, Newton had the audacity to ride handlebar to handlebar with the redoubtable Vic Huxley!

Yes, this was Wembley 1936. But one more important event was to come along later that year. On Thursday, September 10, before an estimated 75,000 wildly excited fans, the first ever Speedway Championship of the World was to take place at the famous twin-towered Stadium.

The sixteen finalists arrived at Wembley each with bonus marks awarded from two preliminary rounds. That great Australian rider, Bluey Wilkinson, swept the board on the night but he didn't get his hands on the Trophy.

When the points were totted up it was found that Lionel Van Praag and Eric Langton were level. So a run-off was necessary and Van Praag became the first-ever World champion.

Bluey Wilkinson whom, I suspect, some people still regard as the greatest rider of all time, deservedly won the "blue riband" two years later when he pipped the two Americans, Jack Milne and Wilbur Lamoreaux. A master on the track, it was indeed a tragedy when he lost his life in a road motor cycle accident in Australia.

By the way, the Milne brothers, Jack and Cordy, finished first and third respectively in the 1937 Final and, just to make it a grand slam for "Uncle Sam", Wilbur Lamoreaux sneaked into second spot.

Apart from making a big impact on British circuits the Milne brothers did something else. They were responsible, to a large extent, for the introduction of the foot-forward style of riding. Characters like Phil Bishop and Oliver Hart could never master the technique. And I am sure they had no wish to!

Two men have dominated post-war Finals, namely the swash-buckling Swede, Ove Fundin, and that slow-

talking but fast-moving Kiwi, Barry Briggs.

Their World Final achievements make spectacular reading. Red-headed Ove has been champion five times, runner-up three times and third three times.

Briggs is not far behind. Champion four times, runner-up twice and third three times.

Fundin's greatest Final win? For me it was in 1963. A couple of hours before racing he hobbled into the pits with the aid of a walking stick, apologising for what he described as "a slight touch of cramp". Then he made a request to see the doctor so that a troublesome right shoulder could be strapped up.

Finally, it all came out in the wash!

Fundin rode that night with three broken bones in the right foot—legacy of a crash in the Gothenburg European Final two weeks earlier—and a badly strained shoulder suffered whilst practising at Wembley three days before the Final!

Ove, the complete tactician, played it all down and zipped through his five races as if he didn't have a care on his one sound shoulder. Admittedly he was beaten in one race but, when he received the Sunday Mirror Trophy from comedian Charlie Drake, Ove cracked: "Do you mind if I take the Cup with my left hand, my right's a bit sore." What a champion!

Twice Fundin has figured in "deciders" to clinch the crown. This slender man with nerves of steel, thought the dice was loaded against him when he was drawn in 2 grid in the run-off for the 1960 Final. Inside him was the dynamic broadsider, the late Peter Craven, while Ronnie Moore occupied the outside berth.

Reasoned Fundin, perhaps with some justification, "They'll probably want to make a sandwich out of me". So he decided to throw caution to the wind—a lightning break and one helluva dash for the first bend. The record book shows that he made it!

Two years ago Fundin figured in a run-off with his fellow-countryman, Bengt Jansson but here, I believe, Jansson was virtually beaten before he left the pits. As early as heat 2 Fundin had



*Ove Fundin, who scored the greatest of his championship wins in 1963 — when he rode to victory despite broken bones in his foot.*

handed out a ten length's licking to Jansson and, psychologically, the heat was well and truly on for Bengt.

The run-off presented no difficulties, so a fifth notch was added to the Fundin championship belt.

Mind you, the Swede has not always had it all his own way in these vital Final "deciders". Look at 1957, for instance. He and Briggs, tied with 14 points apiece, and it looked "odds on" for Fundin when he was a couple of lengths clear on the third lap.

Then it happened. Fundin drifted a shade too wide and, in a split second, was spinning like a top. Briggs, meanwhile, thundered through and met the chequered flag while his opponent was still trying to free a leg trapped beneath the safety fence!

At the time, some experts considered that Briggs did not have the big match temperament. They were soon to change their minds because twelve months later the Kiwi kid returned to Wembley and "cleaned-up" with a fifteen points maximum. Yes, Briggs is a champion's champion as his World victories abroad in 1964 and 1966 emphasise.

The Aussies may have pioneered the cinder sport but oddly enough, they haven't produced a World-beater for seventeen years. Their last champion? The unflappable Jack Young who, for my money, was one of the all-time greats. If my memory isn't playing tricks, I recollect that at one time, he rode in 25 successive Second Division League matches without dropping a point. Beat that!

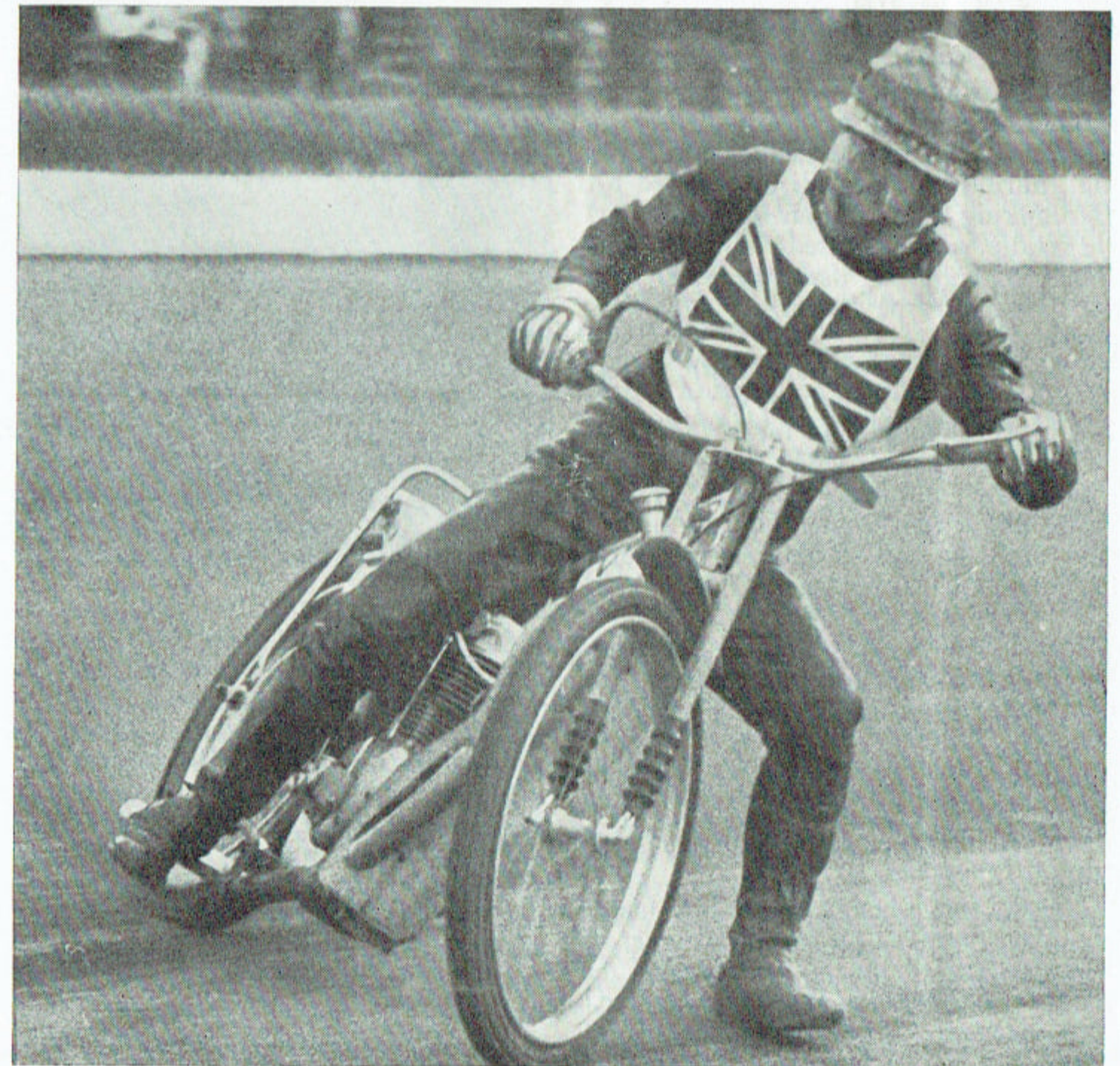
Jack had an almost "arm-chair" style on the track but it was Split Waterman and Jack Biggs in the hot "seat" when it came to a three-cornered run-off to decide the 1951 championship.

Poker-faced Jack, a great family man, was back at Wembley the following

year and in no time had spread-eagled the field with his skilful riding. But Youngie was not really contented leaving his family behind in Adelaide each British season, hence his early retirement from U.K. tracks.

The most popular champion? Could be that dare-devil Tasmanian, Ronnie Moore. He received tremendous ovations following his title wins in 1954 and 1959. This former wall-of-death rider, quite capable of "turning a bike on a tanner", rode in his first World final nineteen years ago at the tender age of seventeen. That night he scored seven points—three more than Vic Duggan!

He was only 21 when he lapped up



*The reigning champion in action: New Zealand's Ivan Mauger who took the title in 1968 after finishing third to Ove Fundin and Bengt Jansson the previous year. Can Mauger do it again? asks Len Went.*  
(Photo by Alf Weedon)

the 1954 crown. He did it in style too, the full bag of 15 points, despite the nagging disability of riding with a leg support. Five years elapsed before he was back in No. 1 spot on the tractor—again a maximum score.

Another “dual” champion was, of course, pint-sized Peter Craven who cut them all down to size to lift the 1955 title. And this little man, with perhaps the biggest fighting heart in speedway, produced more fireworks and thrills galore to clinch another home victory in 1962. The last Englishman to win the world crown, his skill and sportsmanship will never be forgotten.

Of course, Peter wasn't the first Englishman to win the title. That honour went to Tommy Price who made full use of his Wembley know-how to out-fox Jack Parker in the 1949 event.

Then it was the turn of another Wembley star, Freddie Williams. This prolific scorer, from Port Talbot in Wales, was so excited in the 1950 Final that, during the interval, he pleaded for “No talking”—even from his mechanic!

Freddie also stormed home in the 1953 Final and he used the £500 winner's cheque to pay for a honeymoon in South Africa!

English and Commonwealth riders have no happy memories of the 1965 Final. Total eclipse, in fact.

Bjorn Knutsson gave them all the “Bear-hug”, although he didn't exactly shape like a World champion in his first ride. Here he had to play second fiddle to his fellow countryman, Bengt Jansson.

But it was merely a temporary setback. Bjorn disposed of Fundin in his next race, after that, it was all plain sailing.

Russia's Igor Plechanov proved himself a “Master of Sport” in this Final when he outfoxed Fundin in a special run-off for second spot.

Briggs, the reigning champion, had a shocking night by his standards—yet he was the best of the homesters with ten points. Afterwards Barry commented: “No excuses — the best man won,” which just about sums up that Final of four years ago.

Now the stage is set for another epic Championship Final. Can the brilliant



*The popular Russian rider Igor Plechanov really proved himself a Master of Sport in the 1965 Final, recalls Len Went. Bjorn Knutsson won but in the run-off for second place. Plechanov completely outfoxed the redoubtable Ove Fundin. The Russian star, who was also runner-up in 1964, will be missed tonight but not by the home riders who already face a strong enough challenge from the ten top stars to emerge from the Continental final three weeks ago,*

*(Photo by Alf Weedon)*

Kiwi, Ivan Mauger, repeat his 1968 Gothenburg success or will a new name be added to the imposing list of “Champions of the World”?

We shall soon know!

# What ever happened to the English ?

By DON CLARKE

Speedway Columnist of the Sunday Mirror

**G**AD, sir! I know that Englishmen are renowned throughout the world for their fortitude and stiff upper-lip attitude when confronted by even the most adverse conditions.

But I have just been reminded of a frightening fact that is liable to make even the most stout-hearted Englishman shudder.

It is (Steady, chaps!) that since the World Championship was inaugurated in 1936 only TWO ENGLISHMEN have climbed on the winner's rostrum.

Perhaps the most staggering fact to emerge from this rather pitiful history is that although speedway started on the mud flats in Australia (I think it was east of the Black Stump) in the late twenties, it is England who developed the sport to its present day world-wide popularity.

We have to go back quite a while to discover that it was in 1949 that Wembley's Tommy Price (riding on his own track) first won the crown for England, and that six years elapsed before little Peter Craven, of Belle Vue, was responsible for the Union Jack being hoisted over the winner's rostrum.

We then had to wait another seven years before little Craven pushed Barry Briggs and Ove Fundin into second and third places to again win the title in 1962.

Since then the World title has been shared between Sweden's Ove Fundin and Bjorn Knutsson and New Zealand's Barry Briggs and Ivan Mauger. All of them worthy winners.

But the most demoralising fact is that since Craven won the World Final in 1962 not one Englishman has been capable of even filling a second or third place in subsequent Finals.

Now, as we enter the twenty-fifth World Championship challenge—eyes will be centred on England's two representatives—Coventry's Nigel Boocock and Howard Cole, of King's Lynn.

How do they feel about our dismal World Championship record. What are their feelings about clashing with the cream of world speedway?

Let us first take a look at Nigel Boocock, the man who will be considered to be England's main hope.

Born thirty-one-years ago, this dour, gritty little Yorkshireman has all the courage of an English bulldog. No one can ever accuse Boocock of not being a trier.

Supreme when riding in Test matches, World Team Cup matches, and collecting cheques right left and centre in World Championship preliminaries, luck always

*continued on page 16*

**Congratulations**  
**to**  
**IVAN MAUGER**  
**the**  
**19 VAI 69**  
**Speedway Sportsman**  
**of the Year**



Winners in other sports to date are:

**Cricket (Bowling):** Mike Procter **Rugby League:** Bill Francis  
**Flat Racing:** Geoff Lewis **Motor Racing:** Jackie Stewart  
**Show Jumping:** Alan Oliver **Tennis:** Lesley Bowrey, Fred Stolle



### To-night's Timetable

- |                              |   |
|------------------------------|---|
| 6.15 p.m.<br>to<br>7.00 p.m. | The Band of Her Majesty's Royal Marines (Plymouth) (by kind permission of Major-General A. P. Willasey-Willsey, M.B.E., Group Commander, Royal Marines, Plymouth Group).<br>Director of Music: Captain A. E. Pottle, R.M. |
| 7.00 p.m.<br>to<br>7.15 p.m. | Introduction and parade of the riders including presentation of commemorative medals.   |
| 7.15 p.m.<br>to<br>8.00 p.m. | First ten races.  |
| 8.00 p.m.<br>to<br>8.15 p.m. | Interval. Marching display by the Band of the Royal Marines.  |
| 8.15 p.m.<br>to<br>9.00 p.m. | Second ten races.   |
| 9.05 p.m.                    | Deciding races if necessary.  |
| 9.10 p.m.                    | Presentation of awards.   |

*Times subject to adjustment.*

### Officials of the meeting

<i>F.I.M. Steward of the Meeting</i> ...	EMIL VORSTER
<i>A.C.U. Referee</i> ...	C. H. TELLING
<i>A.C.U. Judge-Timekeeper</i> ...	P. B. RYALL
<i>A.C.U. Measurer</i> ...	F. A. LOWE
<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
<i>Announcer</i> ...	E. SEAR

Permit No. SP 458

Length of track 378 yards

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.

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

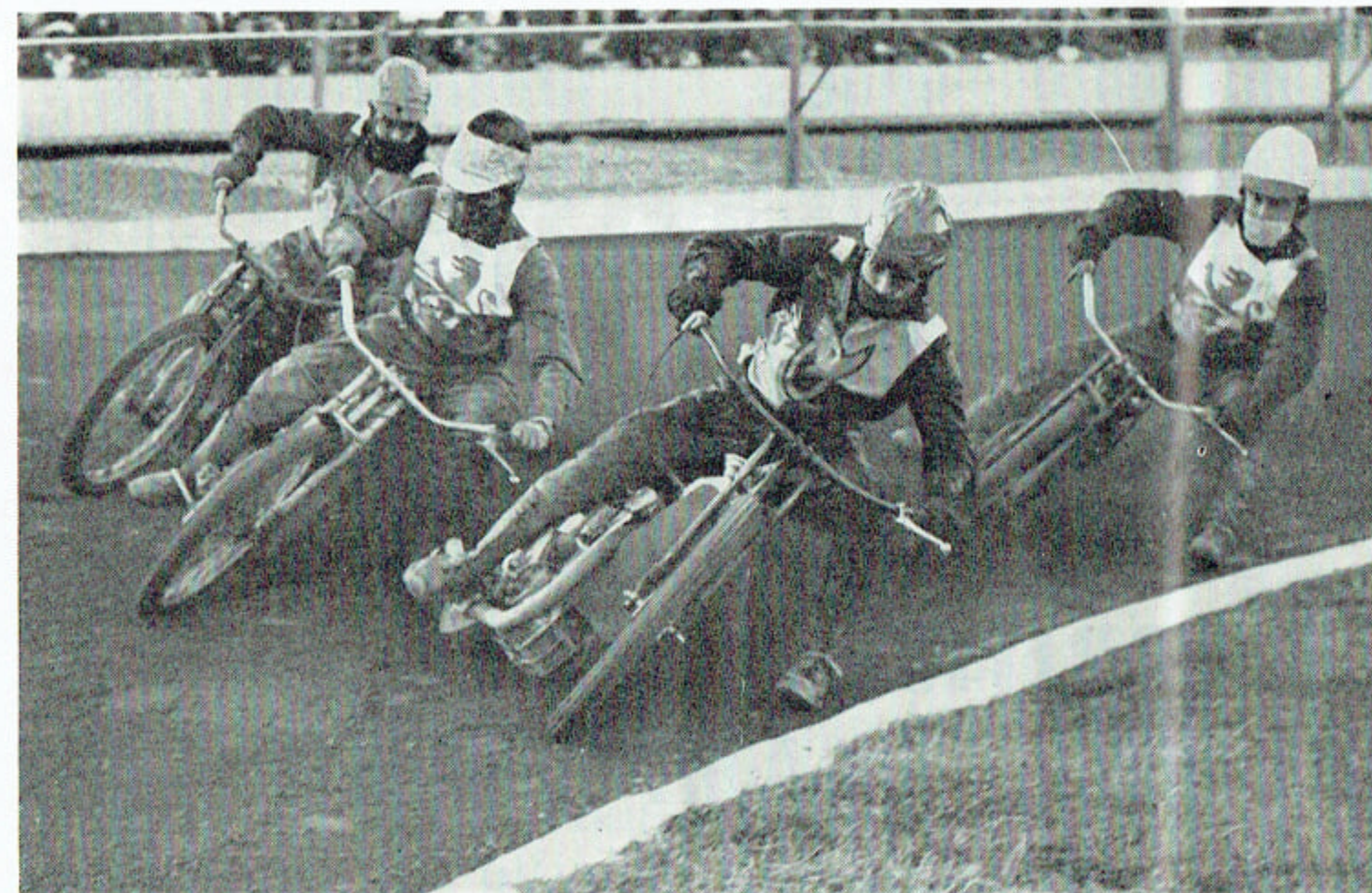
# 1969 Speedway Champion

Points are awarded: 3—1st; 2—2nd;

Riders' starting positions are indicated by their helmet colours. Red num from th

## RIDERS' INDIVIDU

Riders	1st	2nd	3rd	4th	5th	Total	Riders	1st
1. T. HARRYSSON ...							7. O. FUNDIN ...	
2. N. BOOCOCK ...							8. H. GLUCKLICH ...	
3. J. MUCHA ...							9. H. HOLMQVIST ...	
4. A. WYGLENDA ...							10. H. COLE ...	
5. S. SJOSTEN ...							11. I. MAUGER ...	
6. E. JANCARZ ...							12. V. KLEMENTIEV ...	



How good is your memory? Here's an action picture to test even the most ardent of speedway enthusiasts and historians. No prizes—but you can check on how good you are by turning to Page 14.

## THE SPEEDWAY CONTROL BOARD

THE sport of speedway racing is controlled by the Speedway Control Board, comprising two representatives of the Royal Automobile Club and two of the Auto-Cycle Union. The present members of the Board are:

Chairman: Nelson Mills Baldwin

Norman E. Dixon, OBE    D. H. Delamont    K. E. Shierson  
Secretary: J. B. Izod                      Manager: John McNulty

The day-to-day business of organising League racing is in the hands of the Management Committee of the Speedway Promoters Association:

Chairman: Mike Parker

Vice-Chairman: R. W. Greene, MBE

C. R. Foot                      R. A. V. Fearman                      C. E. Ochiltree

Secretary: Dave Stevens

The Second Division has its own Management Committee comprising R. A. V. Fearman (Chairman), W. H. Bridgett, J. Fearnley, W. Mawdsley and R. Wilson.

Heat	No.	Name	Substitute	Colour	Points	Remarks
1 Time	1	Torbjorn Harrysson (S)		R	2	
	2	Nigel Boocock (E)		B	3	
	3	Jan Mucha (P)		W	1	
	4	Andrzej Wyglenda (P)		Y		
2 Time	5	Sören Sjösten (S)		R	3	
	6	Edward Jancarz		B	1	
	7	Ove Fundin		W	2	
	8	Henryk Glucklich (P)		Y		
3 Time	10	Howard Cole (E)		R	1	
	11	Ivan Mauger (NZ)		B	3	
	9	Hasse Holmqvist (S)		W	2	
	12	Vladimir Klementiev (USSR)		Y		
4 Time	15	Ronnie Moore (NZ)		R	2	
	14	Andrzej Pogorzelski (P)		B		
	16	Barry Briggs (NZ)		W	3	
	13	Ken McKinlay (Scot.)		Y	1	
5* Time	13	Ken McKinlay (Scot.)		R	3	
	1	Torbjorn Harrysson (S)		B	2	
	5	Sören Sjösten (S)		W		
	9	Hasse Holmqvist (S)		Y	1	
6 Time	14	Andrzej Pogorzelski (P)		R	3	
	10	Howard Cole (E)		B		
	2	Nigel Boocock (E)		W	2	
	6	Edward Jancarz (P)		Y	1	

# The Stars of the British League

will gather at

## BELLE VUE, MANCHESTER

on *SATURDAY, OCTOBER 18*

for the

# BRITISH LEAGUE RIDERS' CHAMPIONSHIP

Why not get up a party and make a great day out in Manchester? Visit the Zoological Gardens during the day; the Speedway in the evening (a 7 p.m. start, remember) and round off the day at the Fun-fair.

### FOR SCORE CHARTS

Please tear across dotted line and remove top portion of page.

KEEP photographs on reverse for your scrapbook.

# DIVISION TWO RIDERS' CHAMPIONSHIP FINAL

## HACKNEY STADIUM

Waterden Road, Stratford, London, E.15

**FRIDAY, SEPTEMBER 26 at 8 p.m.**

See the top rider from every Division Two track competing for the League's foremost individual event.

Tickets now being reserved:

**6s. and 8s. (Children: 3s. and 4s.)**

Ticket reservations and details of transport to this event available from all Division Two tracks.

Heat	No.	Name	Substitute	Colour	Points	Remarks
7 Time	11	Ivan Mauger (NZ)		R	3	
	15	Ronnie Moore (NZ)		B	1	
	7	Ove Fundin (S)		W	2	
	3	Jan Mucha (P)		Y		
8 Time	4	Andrzej Wyglenda (P)		R	1	
	8	Henryk Glucklich (P)		B		
	12	Vladimir Klementiev (USSR)		W	3	
	16	Barry Briggs (NZ)		Y	2	
9* Time	6	Edward Jancarz (P)		R	1	
	16	Barry Briggs (NZ)		B	2	
	1	Torbjorn Harrysson (S)		W		
	11	Ivan Mauger (NZ)		Y	3	
10 Time	12	Vladimir Klementiev (USSR)		R		
	5	Sören Sjösten (S)		B	2	
	15	Ronnie Moore (NZ)		W	1	
	2	Nigel Boocock (E)		Y	3	

### INTERVAL

Heat	No.	Name	Substitute	Colour	Points	Remarks
11 Time	8	Henryk Glucklich (P)		R		
	9	Hasse Holmqvist (S)		B	3	
	3	Jan Mucha (P)		W	2	
	14	Andrzej Pogorzelski (P)		Y	1	

Heat	No.	Name	Substitute	Colour	Points	Remarks
12 Time	13	Ken McKinlay (Scot.)		R	3	
	4	Andrzej Wyglenda (P)		B	1	
	10	Howard Cole (E)		W		
	7	Ove Fundin (S)		Y	2	
13* Time	7	Ove Fundin (S)		R	3	
	12	Vladimir Klementiev (USSR)		B		
	14	Andrzej Pogorzelski (P)		W	2	
	1	Torbjorn Harrysson (S)		Y	1	
14 Time	2	Nigel Boocock (E)		R	1	
	13	Ken McKinlay (Scot.)		B		
	8	Henryk Glucklich (P)		W		
	11	Ivan Mauger (NZ)		Y		
15 Time	16	Barry Briggs (NZ)		R		
	3	Jan Mucha (P)		B		
	10	Howard Cole (E)		W		
	5	Sören Sjösten (S)		Y		
16 Time	9	Hasse Holmqvist (S)		R	2	
	6	Edward Jancarz (P)		B		
	4	Andrzej Wyglenda (P)		W		
	15	Ronnie Moore (NZ)		Y		
17* Time	1	Torbjorn Harrysson (S)		R	2	
	8	Henryk Glucklich (P)		B		
	15	Ronnie Moore (NZ)		W	1	
	10	Howard Cole (E)		Y		



Emil Vorster, Europe's "Mr. Speedway", congratulates Barry Briggs. Looking on are Don Clarke and George Casey, speedway columnist and Sports Editor respectively of the "Sunday Mirror". Answer to Page 11 quiz: Harringay v. Wembley, 1950; Fred Pawson, George Wilks, Vic Duggan and Bill Kitchen (our machine examiner tonight).

Heat	No.	Name	Substitute	Colour	Points	Remarks
18 Time	9	Hasse Holmqvist (S)		R	2	
	2	Nigel Boocock (E)		B	1	
	7	Ove Fundin (S)		W		
	16	Barry Briggs (NZ)		Y	3	
19 Time	3	Jan Mucha (P)		R	2	
	12	Vladimir Klementiev (USSR)		B	1	
	13	Ken McKinlay (Scot.)		W	0	
	6	Edward Jancarz (P)		Y	3	
20 Time	5	Sören Sjösten (S)		R	3	
	14	Andrzej Pogorzelski (P)		B	1	
	11	Ivan Mauger (NZ)		W	2	
	4	Andrzej Wyglenda (P)		Y		

\*There will be a short pause before these races.

**ADDITIONAL RACES TO DECIDE TIES**

21 Time				R		
				B		
				W		
22 Time				Y		
				R		
				B		
				W		
				Y		

# Ship of the World — Final

1—3rd. Individual Score Chart above.

per 1 position, Blue No. 2, White No. 3, and Yellow number 4, counting the inside.

## INDIVIDUAL SCORE CHART

2nd	3rd	4th	5th	Total	Riders	1st	2nd	3rd	4th	5th	Total
					13. K. McKINLAY ...						
					14. A. POGORZELSKI ...						
					15. R. MOORE ...						
					16. B. BRIGGS ...						
					17. A. HALEY ...						
					18. Z. PODLECKI ...						

## TONIGHT'S FINALISTS

No.	Rider	Country/Track
1	TORBJORN HARRYSSON ...	Sweden
2	NIGEL BOOCOCK ...	England and Coventry
3	JAN MUCHA ...	Poland
4	ANDRZEJ WYGLENDA ...	Poland
5	SOREN SJOSTEN ...	Sweden and Belle Vue
6	EDWARD JANCARZ ...	Poland
7	OVE FUNDIN ...	Sweden
8	HENRYK GLUCKLICH ...	Poland
9	HASSE HOLMQVIST ...	Sweden
10	HOWARD COLE ...	England and King's Lynn
11	IVAN MAUGER ...	New Zealand and Belle Vue
12	VLADIMIR KLEMENTIEV ...	U.S.S.R.
13	KEN McKINLAY ...	Scotland and West Ham
14	ANDRZEJ POGORZELSKI ...	Poland
15	RONNIE MOORE ...	New Zealand and Wimbledon
16	BARRY BRIGGS ...	New Zealand and Swindon
<i>Reserves</i>		
17	ARNOLD HALEY ...	England and Sheffield
18	ZBIGNIEW PODLECKI ...	Poland





Howard Cole

appears to desert Boocock on World Final nights.

Says Boocock: "I have experienced the devil's own luck on my Final nights. It's always been machine trouble. But this year I am determined that lack of power will not be an excuse for my failures.

"In the past I have also been plagued by injuries on the vital night, but I never put these forward as an excuse for failing to get into the top three places.

"Pain is an exaggeration of the mind. With a bit of will power it is always possible to ignore it."

That will give you some idea of Boocock's courage.

I can also remember when Boocock, as a seventeen-year-old Ossett Grammar schoolboy, received his first "get well" cards from his classmates when he crashed whilst racing for the Odsal club.

His injuries, which included a broken jaw, broken nose and head injuries, kept him unconscious for seven days.

You may think that for a seventeen-year-old lad to take such a pasting so early in his career would have soured him of the sport.

But not Boocock, who has gallantly taken the rough and smooth in his stride.

Boocock may appear to be philosophical about his past World Final failures. But this is a mask that he wears.

He told me: "People used to criticise Ove Fundin because he moped and even shed tears when he didn't win. That isn't bad sportsmanship. I feel the same as Fundin, but don't show my feelings like he does."

Tonight Boocock will be out to win speedway's premier honour. And if any man can break England's dismal run of failures Boocock is the man to do it.

With Boocock as England's number one contender, what about Howard Cole, who also carries English colours tonight?

Although born in Cardiff twenty-five years ago, Cole stoutly claims he is one hundred per cent English because, as he puts it "I only lived there until I was two months old. Then my parents moved back to England".

So strong are Cole's ties to the Old Country that he is hotly pursuing a rumourmonger who has been putting it about that he has taken out New Zealand naturalisation papers.

Says Howard: "Because I have raced in New Zealand for the past three winters, and won the New Zealand Championship in which Ronnie Moore also took part, some clot is putting it around that I have become a New Zealander."

The fact that Cole has burst upon this year's World Final like a bombshell has also given some people the idea that he is a newcomer to the sport. He isn't.

It has taken him eight years of hard

slogging to reach his first World Final.

He started his career, like compatriot Boocock, as a seventeen-year-old grammar schoolboy who was so apprehensive about the reactions of his Headmaster and Mother when he started with Wolverhampton that he rode under the pseudonym of "Kid Bodie" and continued to do so whilst with Stoke and Long Eaton.

After five years with these Midland tracks, Cole packed up the sport following the closure of Long Eaton and for a time worked for an auctioneer and estate agent in Hereford where part of his job was auctioneering birds at Hereford poultry market.

Then he made a comeback with Cradley Heath in 1966, and decided that at the age of twenty-three he was a bit too old to continue under the fictitious name of Kid Bodie.

Howard explains: "Besides, the name Kid Bodie didn't bring me much luck. It sounded like a cowboy's name, and I certainly lived up to it by continually bouncing off safety fences."

Since reverting to his real name, and joining King's Lynn, Cole has stayed out of trouble—particularly in the injury stakes.

So after eight years of hard grafting,

Howard Cole in action during the British Final



Cole tonight faces his supreme test. What are his feelings?

He says: "This year I've hit the jackpot having reached my first semi-final, British Final and World Final. Nobody gave me a dog's chance in the preliminary rounds, and I don't suppose many people give me a chance in tonight's Final."

"But as nobody expects me to get any points, I shan't go into the Final with any preconceived ideas that I have a reputation to uphold.

"That doesn't mean I shan't be out there to win. I'm not frightened by the reputations of the big boys. If I can get out of the starting gate before them it will be they who will have to catch me."

Well, there it is. These are the two Englishmen who carry England's hopes tonight. These are the two men who can do something to adjust England's dismal World Final record.

How will they fare against the cream of speedway, which will include four world champions in Ivan Mauger, Barry Briggs, Ronnie Moore and Ove Fundin?

Perhaps I can supply the answer to their problem by quoting a popular saying that my old Grandpappy used to expound when talking of champions.

He was always firmly convinced that the cream of today is the cheese of tomorrow!



Ken McKinlay

## Dave Stevens writes on **BRITAIN'S HOPES**

**T**HIS year's British Final sent forward two former World Champions in Barry Briggs and Ronnie Moore, together with reigning Champion Ivan Mauger to contest tonight's classic meeting; a World Championship Final which has every indication of being the most keenly-contested yet staged.

Back for another attempt at the World Crown come Nigel Boocock and Ken McKinlay; whilst making their World Final debut are Howard Cole and Arnold Haley.

Cole was an infant when he first tasted speedway and in his very early years was the mascot at Cradley Heath. With his father long established as a leading speedway mechanic in the Midlands it was little wonder that Howard, too, should want to take up speedway after his "trials" with Cradley Heath but when he did he used the name Kid Bodie and not until lining up with Cradley Heath's British League team in 1966 did he revert back to Howard Cole.

The change did the trick for Howard for from being just an average rider in his Provincial League days with Long Eaton, Stoke and Wolverhampton, he began to show the form which has earned him a Wembley place tonight.

In 1967 Cole switched to his present club, King's Lynn, and he has been a regular scorer with the Stars ever since.

Tonight's other Wembley newcomer Arnold Haley will be in the wings just awaiting his chance should for any reason one of the British Zone qualifiers not be able to compete.

A one-track man, Haley had four matches with Sheffield in their first season of British League racing in 1965 and has since been a regular in Tigers' teams. He missed three matches in 1966 but at the time of writing he's had a 100 per cent. record since the commencement of the '67 season, finishing third in the Tigers' averages in 1967 and again last year—a position he still occupies in the current averages.

A product of Sheffield training sessions and second-half racing, Haley has made steady progress on to the International scene and recent Great Britain and England "caps" mark him down as a regular big-timer in the years to come.

Briggs, Mauger and Moore on the other hand have been tasting the "big-time" for many years now and only the legendary Ove Fundin has a better run of World Championship success than Briggs, who's won the title on four occasions—1957, '58, '64 and '66. Briggs also boasts the enviable record of never having missed a World Final since first qualifying in 1954, and during that time he's never been out of the top six.

Moore has two previous Championship successes to his credit from 1954 and '59 whilst Mauger's one success to date came from last year's trip to Gothenburg.

All three come from New Zealand and played a big part in the recent series versus England.

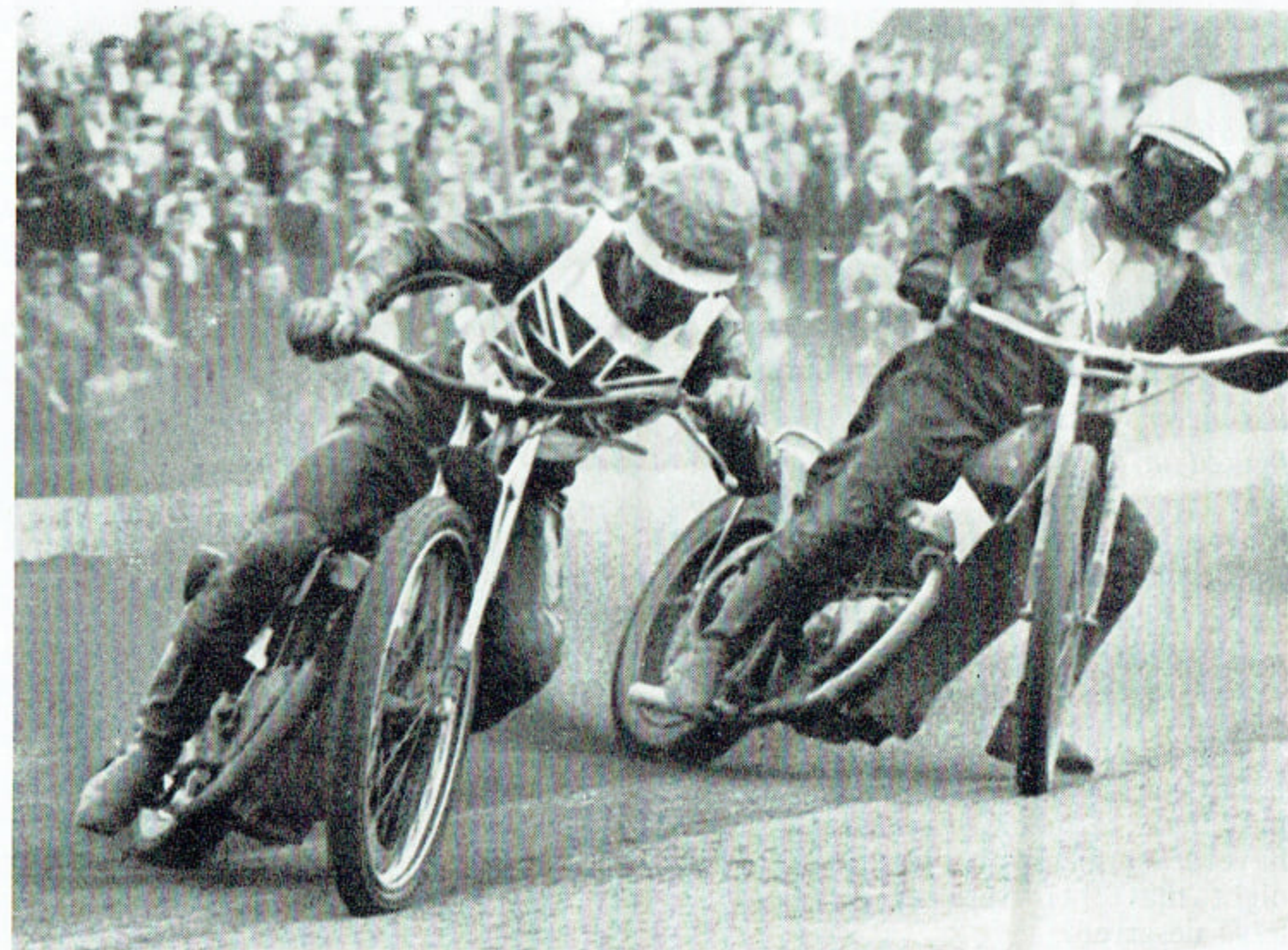
This trio of New Zealanders certainly present a formidable challenge to the

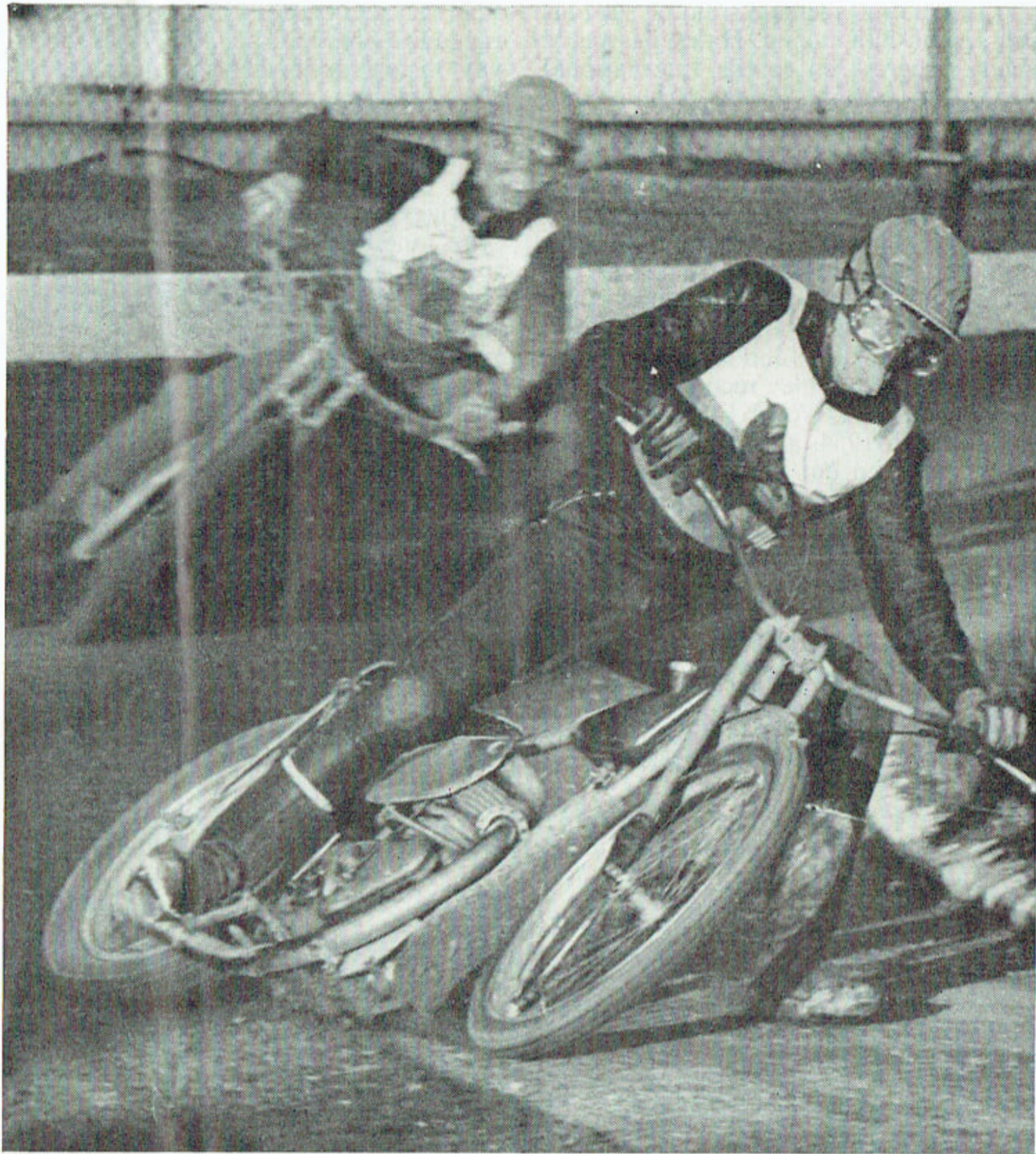
other 13 competitors in tonight's meeting and tracing back through their speedway history there are an amazing run of coincidences. All three started their British careers with Wimbledon following earlier initial rides in their home town of Christchurch, New Zealand.

Briggs was later attached to New Cross and Southampton before linking up with present track Swindon whilst Mauger failed to make the grade and returned home to lick his wounds before making a British comeback with Newcastle in their Provincial League days since when he's developed into a truly outstanding rival to Briggs. Moore is another one-track man, having retired from Wimbledon after a serious injury to concentrate on his family business in New Zealand.

Last winter Mauger made the move from Newcastle to Belle Vue and at the same time Moore decided on another try at British speedway; returning to the home of his former glories at Plough Lane. Whilst Mauger continued the '69 season where he left off in 1968

*It's all systems go in this Alf Weedon shot of a battle for the lead between England's Nigel Boocock and Waloszek of Poland, in a World Championship European Final.*





*Former World Champion Barry Briggs in a familiar position - out in front. Briggs has never missed a World Final since he first qualified in 1954 and has always figured in the first six.*

Moore found the going tough to start with, although the regular competition of British League racing is enabling him to find much of his old dash, and there's bound to be a big welcome for him when he takes to the track tonight.

Whilst Boocock and McKinlay have both been regular World Finalists in the past these former Coventry team mates have never met with the success on the night that their services to speedway have deserved.

The automatic choice for England captaincy these days, Boocock, commenced in speedway via second-halves at his local track Bradford and later had spells with Birmingham and Ipswich before linking up with the Bees whilst Scotsman McKinlay arrived at West Ham via Coventry, Leicester and Glasgow, where he started his career at the White City.

Having had a look at the British

competitors let us now have a run through the '69 campaign and see just how they reached Wembley.

Barry Briggs qualified for the British Semi-finals with 44 points, beaten only by Charlie Monk at Glasgow. In the Leicester Semi-final Briggs dropped a point to Arnold Haley but still won the round, and swept to his fifth British Final success with a maximum 15 points at West Ham.

Nigel Boocock undertook his three qualifying rounds on successive nights, gaining a point each time out with 13 at Sheffield (where he was beaten by Jim Airey and Haley); 14 at Wolverhampton (where James Bond took a point off him); and a 15-point maximum at Coventry. Back at Sheffield for his Semi-final he scored 11 points and clinched runners-up spot in the British Final after a run-off with Ronnie Moore when both riders scored 13 points.

Following 10 points at Coatbridge; a round-winning 14 at Wimbledon (where beaten by Trevor Hedge); and another 10 at Newport, Moore had to return to Leicester for a run-off to decide a reserve spot at West Ham with Haley after both had scored 7 points in the Semi-final but injuries to Norman Hunter and Reg Luckhurst eventually gave both another World Final chance which they

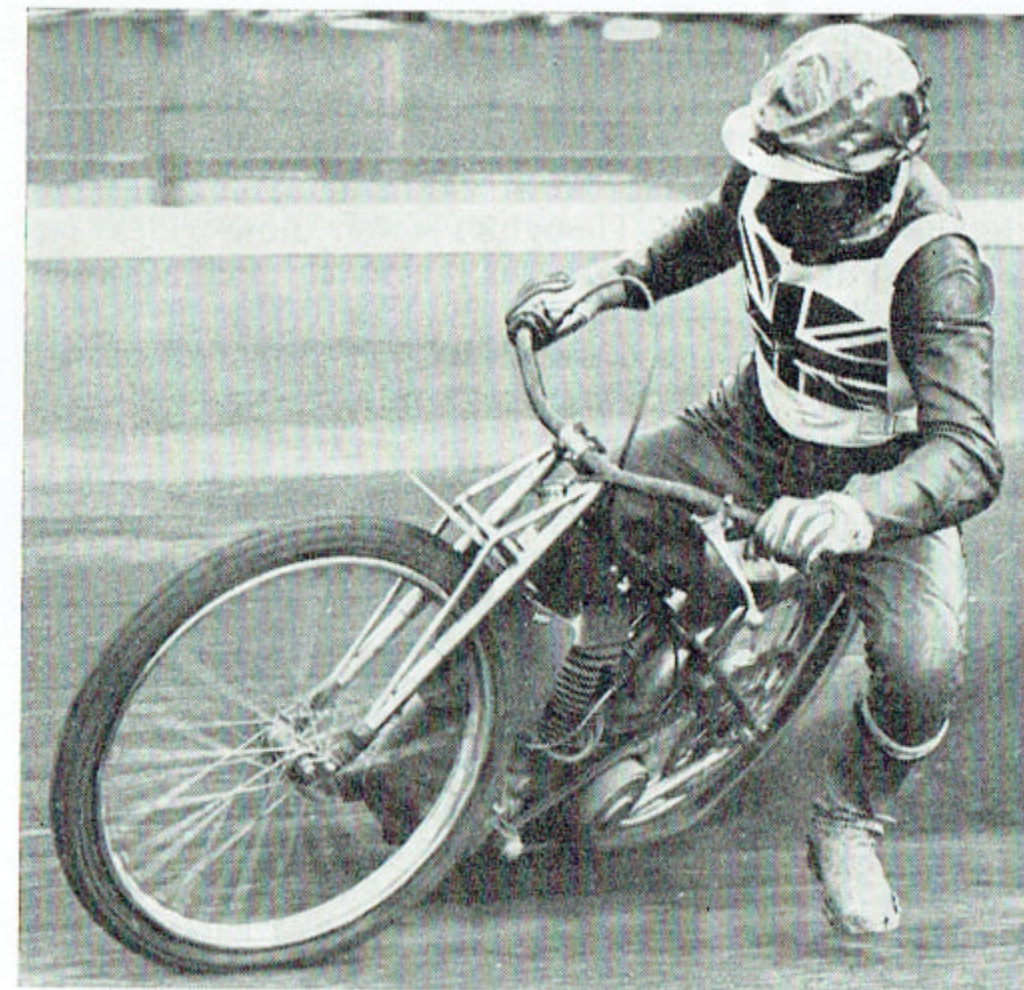
seized with open arms.

Ivan Mauger dropped a point to Geoff Mudge at Poole and the following night collected only 12 points at Wimbledon although gaining a maximum 15 at Belle Vue before going on to win the Sheffield Semi-Final with 14 points after a run-off with Ray Wilson, who had earlier given Mauger his only defeat of the night.

Ken McKinlay started off with a couple of 12-point scores at Exeter and West Ham before collecting nine more at Oxford and just made the British Final (where he scored 11 points) with a 7-point score at Sheffield's Semi-final.

Howard Cole opened his account with 10 at Exeter which he followed up with a baker's dozen at Leicester and 12 at King's Lynn for an aggregate 35, progressing to West Ham with 8 points from Leicester and reaching Wembley with a hard-fought 9 British Final points.

Haley just scraped into the Semi-final stage from 8 at Poole; a round-winning 14 at Sheffield and 10 at Swindon. His Semi-final exploits have already been recalled, whilst at West Ham he had to beat Eric Boocock and Garry Middleton after all three had scored 8 points to ensure his place at Wembley tonight.



*The camera 'halts' Nigel Boocock who qualified for tonight's final by outstanding performances on three successive nights: 13 points at Sheffield; 14 at Wolverhampton; and a 15-point maximum at Coventry. Can he give a repeat performance at Wembley?*

# CONTINENTAL CHALLENGE

By Paul Parish  
Editor of Speedway Star & News

Soren Sjosten



THE domination of European speedway by Sweden and Poland was never more obvious than in the European Final at Olching, West Germany last month. It amounted to virtually an out and out battle for the 10 Wembley places between seven Swedes and seven Poles. And sandwiched in the middle of them were one Norwegian, Reidar Eide, and one Russian, Valeri Klementiev.

Who were the successful riders? Let me introduce them to you.

Nordic Champion for the last two years has been **Torbjorn Harrysson**. The diminutive Harrysson took the world speedway scene by storm in 1966 when, in his first year of top class competition, he reached the World Final and finished fifth. Harrysson was fifth in last year's World Final but his only previous appearance at Wembley was in the 1968 World Cup. Harrysson rides for Vargarna in Sweden and rode for Newport in the British League in 1968.

There are fewer Swedes actively involved in British speedway this year but one who remains is **Soren Sjosten** who has helped Belle Vue of Manchester to a high placing in this season's British League Championship. Sjosten appeared in the 1962 and 1965 World Finals: both here at Wembley, and now rides for Masarna in Swedish League speedway.

The legendary **Ove Fundin** scarcely needs any introduction to Wembley World Final crowds. This will be his fifteenth World Final, a total exceeded only by Barry Briggs, and he has won

the title on a record five occasions, in 1956, 1960, 1961, 1963 and 1967. All but his 1961 victory were achieved at Wembley, a track he always rides extremely well. Fundin, who rides for Kaparna in Sweden, has, in the past, been attached to Norwich, Long Eaton and Belle Vue in this country.

**Hasse Holmqvist** made his World Final debut in Gothenburg last year. A member of the Masarna team in Sweden, Hasse rode for Wolverhampton in 1968. One of the younger Swedish riders Holmqvist has now become part and parcel of their international squad.

Cradley Heath supporters will be here in force to watch their Swedish rider **Bernt Persson** tackle his third World Final. Persson qualified for his first World tilt two years ago and reached the last 16 at Gothenburg last September. Though Persson now rides for Cradley he has previously been attached to Edinburgh and Coatbridge in British League speedway. Persson has moved from Vargarna to Indianerna in Sweden this year.

In the 1967 World Final Ove Fundin was forced to a run-off before he collected top honours. Man who did it was **Bengt Jansson**, the pacy Getingarna rider. Jansson was fourth in the 1965 World Final and that was his only other final appearance. He rides for Getingarna in Sweden and though not engaged in Britain this season has ridden in the past for Edinburgh, West Ham and Hackney.

It's a fifth try at World Championship success for **Peo Soderman**, the experi-

enced Vargarna rider. Peo has been near the top of the Swedish speedway tree now for well over 10 years and rode for Coventry as long ago as 1956.

Norwegian hopes rest with **Reidar Eide**, who has now taken over the mantle of Norway's top rider since the unfortunate injuries to Sverre Harrfeldt a year ago. Eide first appeared in Britain, riding for Edinburgh in 1966. Since then he, in common with the other Edinburgh riders, has switched to Coatbridge. Eide made his first World Final appearance in Gothenburg 12 months ago.

Shock man of the competition this year has been **Valeri Klementiev** from the Soviet Union. With the more famous Igor Plechanov and Boris Samorodov now out of the picture and Gennady Kurilenko only qualifying for the European Final as reserve Klementiev has thrust his way to speedway's biggest night of the season at the first attempt. And to prove that it was no fluke Klementiev scored a maximum against the Poles, Czechs and East Germans in a qualifying round for the World Team Cup.

**Antoni Woryna** became the first Polish rider to reach the top three in a World Final when he finished behind Barry Briggs and Sverre Harrfeldt. The stylish Woryna is this year's Continental Champion and has appeared in every World Final since 1965. Woryna has been the most successful of the Poles in this country and proved his worth at Wembley by finishing third in the 1966 European Final on this track.

**Edward Jancarz** repeated Woryna's third place World Final performance when he followed Ivan Mauger and Briggs on to the winner's rostrum in Gothenburg last year. Jancarz was in World Championship Speedway pro his first season of full scale international competition and had already impressed as being a steady rider when the Poles had toured Britain earlier in the year. Shaped up well in the World Team Cup here last September.

Since **Andrzej Wyglenda** won the hearts of western speedway observers with a tremendous display of tenacity in the 1964 World Final his thrilling style has made a great favourite in this

country. He is a former Polish Champion and has appeared in three World Championship Finals. But Wyglenda has never been at his best around the Wembley track.



Andrzej Wyglenda

Young **Henryk Glucklich** has proved his liking for British tracks. In last year's Polish touring team he was an instant success and rode well with limited opportunities from the reserve slot in the World Team Cup last September. Glucklich is one of Poland's high hopes for the future and this will be his maiden World Final appearance.

**Zbigniew Podlecki** shocked the speedway world when he won the 1964 European Final with a maximum. Unfortunately he didn't live up to that promise a couple of months later in his first and only previous World Final. Since then the dashing Podlecki has had a succession of injuries which have kept him out of the saddle for long periods and sapped his confidence. Podlecki has ridden for Poland in touring matches in this country.

One of the least known of the Poles in this country is **Jan Mucha**, appearing in his first World Final. In Poland he has been constantly well up in the ranking lists with creditable performances in National Championships and Polish Golden Helmet meeting.

It's a return to the international rankings this season for three times World Finalist **Andrzej Pogorzelski**. Pogo disappeared from the big time last season but has been recalled this year with a great deal of success. Pogorzelski has visited Britain with Polish touring teams and he is another of the Poles with a thrilling style.

# WINNERS OF THE WORLD INDIVIDUAL 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.
- 1967—Ove Fundin (Sweden) 1, Bengt Jansson (Sweden) 2, Ivan Mauger (New Zealand) 3.
- 1968—Ivan Mauger (New Zealand) 1, Barry Briggs (New Zealand) 2, Edward Jancarz (Poland) 3.

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# GO BRITISH LEAGUE RACING

## Division One

- BELLE VUE.** Zoological Gardens, Hyde Road, Manchester 12. Saturday, 7 p.m.
- COATBRIDGE.** Albion Rovers F.C. Main Street, Coatbridge. Saturday, 7.30 p.m.
- COVENTRY.** Coventry Stadium, Rugby Road, Brandon, near Coventry, CV8 3GL. Saturday, 7.30 p.m.
- CRADLEY HEATH.** Dudley Wood Road, Cradley Heath, Worcs. Saturday, 7.30 p.m.
- EXETER.** County Ground Stadium, Church Road, St. Thomas, Exeter. Monday, 7.30 p.m.
- GLASGOW.** Hampden Park, Mount Florida, Glasgow, S.1. Friday, 7.30 p.m.
- HACKNEY.** Waterden Road, London, E.15. Friday, 8 p.m.
- HALIFAX.** The Shay, Halifax. Saturday, 7.30 p.m.
- KING'S LYNN.** Saddlebow Road, King's Lynn. Saturday, 7.45 p.m.
- LEICESTER.** Blackbird Road, Leicester. Tuesday, 7.45 p.m.
- NEWCASTLE.** Brough Park, Fossway, By Newcastle upon Tyne 6. Monday, 7.30 p.m.
- NEWPORT.** Somerton Park Stadium, Somerton Park, Newport, Mon. Friday, 7.30 p.m.
- OXFORD.** Cowley, Oxford. Thursday, 7.45 p.m.
- POOLE.** The Stadium, Wimborne Road, Poole. Wednesday, 7.45 p.m.
- SHEFFIELD.** Owlerton Sports Stadium, Penistone Road, Sheffield, S6 2DE. Thursday, 7.45 p.m.
- SWINDON.** Abbey Stadium, Blunsdon, Swindon. Saturday, 7.30 p.m.
- WEST HAM.** West Ham Stadium, Prince Regent Lane, London, E.16. 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.

## Division Two

- BELLE VUE II.** Zoological Gardens, Hyde Road, Manchester 12. Wednesday, 7.30 p.m.
- BERWICK.** Shielfield Park, Tweedmouth, Berwick-upon-Tweed, Northumberland. Saturday, 7.30 p.m.
- CANTERBURY.** Kingsmead Stadium, Kingsmead Road, Canterbury, Kent. Saturday, 7 p.m.
- CRAYFORD.** Crayford and Bexley Heath Stadium, London Road, Crayford, Kent. Wednesday, 7.45 p.m.
- CREWE.** Crewe Speedway Stadium, L.M.R. Sports Ground, Earle Street, Crewe, Cheshire. Monday, 7.15 p.m.
- DONCASTER.** Greyhound Racing Stadium, York Road, Doncaster, Yorks. Sunday, 3 p.m.
- EASTBOURNE.** Arlington Stadium, Arlington Road, Hailsham, Nr. Eastbourne, Sussex. Sunday, 3.30 p.m.
- IPSWICH.** Foxhall Heath Stadium, Foxhall Heath, Ipswich, Suffolk. Thursday, 7.45 p.m.
- KING'S LYNN II.** The Stadium, Saddlebow Road, King's Lynn, Norfolk. Sunday, 4 p.m.
- LONG EATON.** The Stadium, Station Road, Long Eaton, Notts. Thursday, 7.30 p.m.
- MIDDLESBROUGH.** Cleveland Park Stadium, Stockton Road, Middlesbrough, Yorks. Thursday, 7.30 p.m.
- NELSON.** Seed Hill Stadium, Carr Road, Nelson, Lancs. Saturday, 7.30 p.m.
- PLYMOUTH.** Pennycross Sports Stadium, Ham Drive, Pennycross, Plymouth, Devon. Friday, 7.45 p.m.
- RAYLEIGH.** Rayleigh Weir Stadium, Arterial Road, Rayleigh, Essex. Saturday, 8 p.m.
- READING.** Reading Greyhound Stadium, Oxford Road, Tilehurst, Reading, Berks. Monday, 7.30 p.m.
- ROMFORD.** Brooklands Stadium, Brooklands Road, Romford, Essex. Thursday, 7.45 p.m.

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