

WEMBLEY STADIUM
7 P.M. SATURDAY SEPTEMBER 19TH
OFFICIAL PROGRAMME
PRICE 3/- 15p.

WORLD
SPEEDWAY
TEAM
CHAMPIONSHIP

British League Track Directory

Division One

- BELLE VUE.** Zoological Gardens, Hyde Road, Manchester 12. Saturday, 7 p.m.
- COVENTRY.** Coventry Stadium, Rugby Road, Brandon, near Coventry. Saturday, 7.30 p.m.
- CRADLEY HEATH.** Dudley Wood Road, Cradley Heath, Staffs. 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 Grounds, Skircoat Road, Halifax. Saturday, 7.30 p.m.
- KING'S LYNN.** Saddlebow Road, King's Lynn, Norfolk. Saturday, 7.45 p.m.
- LEICESTER.** Blackbird Road, Leicester. Tuesday, 7.45 p.m.
- NEWCASTLE.** Brough Park, Fossway, Byker, Newcastle upon Tyne, 6. Monday, 7.30 p.m.
- NEWPORT.** Somerton Park Stadium, Somerton Park, Newport, Mon. Friday, 7.45 p.m.
- OXFORD.** Cowley, Oxford. Thursday, 7.45 p.m.
- POOLE.** The Stadium, Wimborne Road, Poole, Dorset. Wednesday, 7.45 p.m.
- SHEFFIELD.** Owlerton Sports Stadium, Penistone Road, Sheffield, 6. Thursday, 7.45 p.m.
- SWINDON.** Abbey Stadium, Blunsdon, Swindon. Saturday, 7.30 p.m.
- WEMBLEY.** Empire Stadium, Wembley, Middx. 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

- BERWICK.** Sheffield Park, Tweedmouth, Berwick-upon-Tweed, Northumberland, Saturday, 7.00 p.m.
- BOSTON.** Boston Speedway and Sports Stadium, New Hammond Beck Road, Wyberton, Boston, Lincs. Wednesday, 7.45 p.m.
- BRADFORD.** Odsal Stadium, Bradford, Yorks. Wednesday, 7.30 p.m.
- CANTERBURY.** Kingsmead Stadium, Kingsmead Road, Canterbury, Kent. Saturday, 7.00 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, 7.30 p.m.
- DONCASTER.** Greyhound Racing Stadium, York Road, Doncaster, Yorks. Sunday, 3.30 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.
- LONG EATON.** The Stadium, Station Road, Long Eaton, Notts. Thursday, 7.30 p.m.
- PETERBOROUGH.** Alwalton Showground, Peterborough. Friday, 8.00 p.m.
- RAYLEIGH.** Rayleigh Weir Stadium, Arterial Road, Rayleigh, Essex. Saturday, 8.00 p.m.
- READING.** Reading Speedway and Greyhound Stadium, Oxford Road, Tilehurst, Reading, Berks. Monday, 7.30 p.m.
- ROCHDALE.** Athletic Ground, Milnrow Road, Rochdale, Lancs. Sunday, 2.30 p.m.
- ROMFORD.** Brooklands Stadium, Brooklands Road, Romford, Essex. Thursday, 7.45 p.m.
- TEESSIDE.** Cleveland Park Stadium, Stockton Road, Middlesbrough, Yorks. Thursday, 7.30 p.m.
- WORKINGTON.** Derwent Park, Workington, Cumberland. Friday, 7.30 p.m.

AN INTRIGUING QUESTION . . .

by Nelson Mills Baldwin

Chairman Speedway Control Board



FOR the second time, Great Britain has the honour of staging the World Team Speedway Championship Final and it is a pleasure to welcome here tonight riders from Sweden, Czechoslovakia and Poland, by coincidence the same nations as on the occasion of the first Final held at Wembley in 1968.

It is also a great pleasure to welcome the F.I.M. Steward of the Meeting, our good friend from the U.S.S.R., Mr. M. Kedrov. We hope he will enjoy his visit.

Tonight we look forward to another milestone in the splendid progress the sport of speedway is making. In Great Britain, there are now 40 speedway tracks recognised by the Control Board and no signs as yet that the potential is exhausted. This year, of course, we had the pleasure of welcoming back to the fold Wembley Lions and although as yet the Lions' roar has been somewhat muted, the re-emergence of such a famous name can only be for the good of speedway.

However, no sport can flourish unless there is a steady and regular supply of new talent and in this connection, the Junior Championship will, I am sure, do a great deal to encourage young riders. Started last year as a second-half event, the Championship has emerged this season into a full-scale competition which can stand on its own merit. Restricted to riders under 25 with no more than two

complete seasons' League and Cup experience it has not only proved a fine incentive for youngsters but also an excellent attraction for the fans.

And, speaking of fans, as a trustee of the Speedway Riders' Benevolent Fund, I think this is the time and the place to say a most sincere thank you to everyone who has contributed so generously to this worthy cause. The cruel tragedy which occurred so recently highlighted the need for such a fund and both supporters and promoters rose to the occasion. As I write, more than £7,000 has already been collected this season and we know that more is on the way. Thank you all.

Meanwhile, tonight's Final poses the intriguing question of whether or not Czechoslovakia, the "dark horses" of this year's competition, or Great Britain, can break the stranglehold which Sweden, five times winners, and Poland, four times, seem to have on this event. The only other country to win the Championship has been Britain and that on one occasion only, in 1968.

It should without doubt be a very exciting evening.

It remains for me, on behalf of the Control Board, to express thanks to the Speedway Promoters' Association, the Speedway Riders' Association and Wembley Stadium for their co-operation in staging the event—as well as the numerous other individuals and organisations who have all played their parts.

DAVE STEVENS assesses the teams and riders competing tonight

GREAT BRITAIN — a good chance

THE quickest of glances at tonight's Great Britain line up will reveal the triumphs of just two cities, separated by some 12,000 miles.

Great Britain's team is also a triumph for New Zealand, with less than a couple of dozen riders competing in regular recognised speedway, and the Boocock family.

Kiwi trio **Barry Briggs**, **Ivan Mauger** and **Ronnie Moore**, with nine World Championship titles between them, all hail from Palmerston, while Mr. and Mrs. Boocock's pride and joy **Eric**, the stand-by man for tonight's tourney, and **Nigel** both come from Wakefield.

Experiencewise Moore is the oldest member of the quintet, having travelled over to England while still a teenager to link up with Wimbledon where in 1954 he became the youngest man ever to win the World Championship. A second title came his way five years later and he collected runners-up spot in '55 and '56, gaining his third second place in 1960.

Injury forced him to retire from British speedway in the mid-'sixties but keen to have another try he emerged from retirement to rejoin Wimbledon—his only British track—in 1969 where he immediately resumed his pre-retirement role of skipper.

Briggs followed Moore into Wimbledon and later had spells with New Cross and Southampton before joining his present track, Swindon.

Four times a World Champion, there's little of any importance that B.B. has not won at some time during his sparkling career. Golden Helmet and Silver Sash match race holder, leader of winning New Zealand and Great Britain teams, you name it—Briggs has done it!

Barry played a major role in helping Great Britain annex their only previous World Team Cup victory—here at Wembley two years ago—and while he's now carving what could almost be described as a new career of motor-cycling in the United States of America (it's reckoned by many that he'll soon be rivalling David Frost on his commuting trips across the puddle) he's as keen as ever for another G.B. win tonight.

The New Zealander of the moment—indeed, the MAN of the moment as far as speedway is concerned—is newly crowned World Champion Ivan Mauger.

Ivan gave his track Belle Vue another redoubtable first in Wroclaw just a couple of weekends ago when he became the first man to win three successive World Championships after picking up a third spot in 1967. But to go back 10 years before then and it's doubtful if even his greatest fans would have predicted such a future for him.

Another to try his hand at Wimbledon, Mauger found the going much tougher than his predecessors and even the added opportunities of Sunday afternoon racing in Southern Area League circles failed to improve his status.

In those far off days he spent more Sunday afternoons riding cycle speedway for South London Rangers at the Garratt Park circuit just up the road from Wimbledon than he did on the training tracks of British speedway until finally he was written off by just about everyone.

But Ivan never wrote himself off. Determined to make the grade he packed his bags and returned to New Zealand to learn his trade all over again. A very

(continued on page 7)



To-night's Timetable

6.15 p.m. to 7.00 p.m.	The Band of the 3rd Royal Anglian Regiment (by kind permission of the Commanding Officer, Lt.-Col. K. Burch, M.B.E.). Bandmaster R. A. Bowness Smith, A.R.C.M. and the Band of the Women's Royal Army Corps (by kind permission of the Director, Women's Royal Army Corps). Director of Music Captain Z. E. Bowness Smith, A.R.C.M., W.R.A.C.
7.00 p.m. to 7.20 p.m.	Introduction and parade of the riders including presentation of commemorative tankards.
7.20 p.m. to 8.50 p.m.	World Team Championship. 16 races. There will be five-minute intervals after races 4, 8 and 12 to allow for riders taking part in consecutive races.
8.50 p.m.	Deciding races if necessary.
8.55 p.m. to 9.10 p.m.	Presentation of Championship Trophies.
9.10 p.m. to 9.25 p.m.	Marching display by the bands of the 3rd Royal Anglian Regiment and the Women's Royal Army Corps.
9.30 p.m. to 9.55 p.m.	Five races for the Moët et Chandon presentation to the Victor Ludorum.
10.00 p.m.	Presentation to the Victor Ludorum.

Times subject to adjustment.

Officials of the meetings

<i>F.I.M. Steward of the Meeting</i> ...	M. I. KEDROV
<i>F.I.M. Referee</i> ...	F. ULRYCH
<i>F.I.M. Judge-Timekeeper</i> ...	P. B. RYALL
<i>F.I.M. Measurer</i> ...	G. GREENWOOD
<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> ...	TED SEAR

Permit No. SP 187

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 for help in staging tonight's meeting.

BETTING IS STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS

ANOTHER CHAPTER WRITTEN

by PAUL PARISH

Editor "Speedway Star"

THE World Team Cup, born in 1960, has grown into speedway's second most important event. The World Championship, staged in Wroclaw, Poland, two weeks ago, remains the number one event on the sporting calendar but there can be little doubt that the Team trophy is catching up fast in the matters of prestige and public interest.

It was early in 1960 when the Polish magazine "Motor" donated a trophy to the F.I.M. to be used in the World Team Cup and a few months later the first final was staged in Gothenburg's impressive Ullevi Stadium.

First blood went to Sweden, so convincingly in fact, that the 44 points they scored in Gothenburg remains the highest World Cup total. To drop just four points was a remarkable performance and one that will be extremely difficult to surpass.

Ove Fundin and Olle Nygren both scored maximums, Rune Sormander notched 11 and Bjorn Knutsson 9. Indeed, those unbeaten scores from Fundin and Nygren represent exactly half of the maximums achieved in the previous 10 Cup Finals. Barry Briggs (Vienna, 1963) and Ivan Mauger (Wembley, 1968) are the only other full point marksmen in the Cup's history.

In the early days of the competition Britain staged her own qualifying rounds and in both 1960 and 1961 it was an England team that reached the Final. In Gothenburg, thanks to sterling work from Peter Craven, Ken McKinlay, Ron How, George White and reserve Nigel Boocock, the 30 points scored were enough to give us second place.

It was Poland's turn to play hosts in 1961 and they thoroughly avenged the rout of the previous year by taking the title with 32 points at Wroclaw. Sweden were one point behind with England third and Czechoslovakia fourth. For England

Bob Andrews joined up with Craven, McKinlay and How to help us total 21 points.

The British Commonwealth, a title since changed to Great Britain, entered the fray in 1962 with automatic entry into the final. The Czechs were at home but the Slany track showed them few home favours. They finished fourth once again, the only time a host nation has failed to win, as Sweden galloped off with the crown. Britain, now with Barry Briggs and Ronnie Moore in their ranks, were second. Moore's 10 points made him joint top scorer with Swedes Knutsson and Soren Sjosten. Poland finished in third place.

For the next three years the Cup Final was staged on neutral territory, twice in West Germany and, in 1963, in Vienna.

Relegated

Sweden won again. But their 37 points victory was almost overshadowed by a superb effort from the Czechs. They finished second with 27 points and it is interesting to note that it was the 10 points he scored that day that first brought Antonin Kasper into the limelight.

Britain, relying almost exclusively on Briggs' faultless maximum and Craven's fighting eight points, were two points behind the Czechs with Poland relegated to fourth place with seven.

Seven remains the lowest score in a World Cup Final—Poland "achieving" it in 1960 and 1963, Czechoslovakia in 1968 and the Soviet Union in 1965.

The Soviet Union, however, made a most impressive debut when they finally got the better of the Czechs in the Eastern

(continued on page 21)

HOW THEY'VE SCORED

POLAND

	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	Total
A. Wyglenda ...	—	—	—	—	8	11	11	9	2	11	52
A. Woryna ...	—	—	—	—	—	9	11	10	—	—	30
A. Pogorzelski ...	—	—	—	0	3	11	8	0	—	2	24
M. Kaiser ...	2	10	9	1	—	—	—	—	—	—	22
M. Rose ...	—	—	—	—	2	7	10	—	—	—	19
E. Jancarz ...	—	—	—	—	—	—	—	—	6	11	17
F. Kapala ...	—	6	5	—	—	—	—	—	—	—	11
H. Zyto ...	—	7	—	4	—	—	4	—	—	—	11
S. Tkocz ...	—	4	—	1	—	—	—	—	—	4	9
E. Migos ...	—	—	—	—	—	—	—	—	8	—	8
M. Polukard ...	2	5	0	—	—	—	—	—	—	—	7
Z. Podlecki ...	—	—	—	—	3	—	—	3	—	—	6
H. Glucklich ...	—	—	—	—	—	—	—	—	2	3	5
J. Maj ...	—	—	4	1	—	—	—	—	—	—	5
J. Trzeszkowski ...	—	—	—	—	—	—	—	4	—	—	4
K. Pocijkowicz ...	3	—	—	—	—	—	—	—	—	—	3
P. Waloszek ...	—	—	2	—	—	—	—	—	1	—	3
J. Malinowski ...	0	—	—	—	—	—	—	—	—	—	0
B. Rogal ...	0	—	—	—	—	—	—	—	—	—	0
											<u>236</u>



SWEDEN

	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	Total
O. Fundin ...	12	11	9	7	6	8	2	6	11	2	74
B. Knutsson ...	9	7	10	11	11	11	11	—	—	—	70
G. Nordin ...	—	—	4	6	10	6	3	11	—	—	40
R. Sormander ...	11	10	3	3	7	—	—	—	—	—	34
B. Jansson ...	—	—	—	—	—	8	—	9	7	1	25
O. Nygren ...	12	—	—	—	—	—	—	—	3	—	15
A. Michanek ...	—	—	—	—	—	—	—	—	7	7	14
S. Sjosten ...	—	—	10	—	—	—	—	—	—	2	12
P. Soderman ...	—	—	—	10	—	—	—	—	—	—	10
T. Harrysson ...	—	—	—	—	—	—	—	6	2	—	8
L. Encrona ...	—	—	—	—	—	—	4	—	—	—	4
P. T. Svensson ...	—	3	—	—	—	—	—	—	—	—	3
L. Larsson ...	—	—	—	—	—	—	2	—	—	—	2
											<u>311</u>

(continued on page 20)

THE FOREIGN LADS WELCOME WEMBLEY . . .

by Eric Linden

Leading Speedway Columnist and Commentator

THERE is something extremely comforting about staging the World Team Cup Final at Wembley, and I'm not referring to the fact that we ought to win it for the second time.

Ask two of Great Britain's greats, namely Messrs. Barry Briggs and Nigel Boocock, and they'll tell you straight off.

"No straw", they'll chorus.

Straw, in fact, almost wrecked a World Team Cup final. It was very nearly the first time a Great Britain team decided not to bother!

The year was 1965. The track was Kempton in Western Germany. And apart from the Poles, Swedes and Russians we had disasters a mile long to contend with. Like a plane delay which eventually got the team to the track on time for practise even though they hadn't slept. In said practise Nigel Boocock was throttling around flat out when he suddenly met the safety fence, which was composed of straw bales. The result was that Nigel's front end of the bike met his rear end and there was nowhere left for him to sit.

"That's it," said Nigel, fed up to his Yorkshire teeth.

His team-mates, Barry Briggs to the fore, talked him out of it and his great buddy the German star, Jo Hofmeister, turned his workshop inside out to repair the damage. So the meeting got under way, and stopped as far as Britain was concerned when Barry Briggs carved the same path through the straw that Nigel had taken earlier.

No straw, Wembley is welcome to these two.

Wembley is welcome, too, to all the foreign lads. For the strange fact is that they actually welcome World Finals there. Our lads don't ride the track as well as they do when they ride abroad. But that is on World Championships.

There has only been one World Team Cup Final at Wembley and that coincided with the first and only time we've won the trophy. Yet the foreigners still insist, "we ride Wembley better than you"!

The competition itself was founded in 1960 on an idea put forward by the Poles. The 4-team composition was designed to give smaller countries a better chance to get into the Final—after all, it is easier to find four stars than the eight usually demanded by international affairs. But the only "small" country to have benefited has been . . . Poland. They've won the title four times.

High Jumper

Sweden, only country to pull off a hat-trick of wins, have five victories in all. We won for the first—and like I said, only—time in 1968.

Two men who have done most to uphold Britain's prestige, home and abroad, against foreign opposition are Ivan Mauger and Barry Briggs. And but for Ivan's prowess as a high jumper our prestige may not have been so high.

When, last year in Poland, a race was stopped at the final bend, Barry was knee-deep in discussions about the merits of re-running it; while Sweden's Ove Fundin made it clear he wanted no part of a

(continued on page 19)



Bengt Jansson of Sweden holding off Trevor Hedge, Great Britain, as they roar into a bend.

(continued from page 2)

successful spell in Australia followed during which time he was tempted back to the U.K. with a Provincial League berth at Newcastle.

This time he really started to fly. But Newcastle were only in the Provincial League. "Can he maintain such form with the big boys?" was the question most critics wanted answering. They got their answer in 1965 with the amalgamation of the former National and Provincial Leagues.

They're still getting the answer today

... Finding the name of Nigel Boocock in the sport's record books is like looking for a needle in a haystack. Devoid of a major World Championship placing, Nigel's only "big time" mention comes with his Wills' Internationale success of 1968.

In spite of this lack of individual success there can be few people around who begrudge him his deserved ranking as England's best. Although a superb individualist on his day—and he has won plenty of top-line meetings to prove the point—Nigel has always lacked that something special when it comes to the really big occasion and it is his inspired leadership in team events for which he is

renowned.

For long the leader of England squads, Nigel will shortly be making his first trip "down under" as rider/manager of the British Lions touring team. Having already made three very successful tours to Australia, although the effects of a head injury at Leicester at the end of last season stopped him playing his full part in last winter's trip, he's well equipped to lead the Lions in defence of their Ashes.

OFFICIAL VISIT

A product of the Monday-night training schools at Bradford, Nigel later rode for Ipswich and Birmingham before linking up with his present club Coventry.

Another regular Australian tourist is Nigel's kid brother Eric, who visited as a freelance before making his first official visit in 1967/'68. Last winter he took over the captaincy in Nigel's absence and carefully steered his side into regaining the Ashes they lost the previous winter.

Eric now rides for Halifax. He moved into The Shay with the rest of his former Middlesbrough team mates when the Bears side transferred *en bloc* for the start of the 1965 campaign.

SWEDEN—international force

ALTHOUGH he quit Wembley's British League team a few weeks back vowing that he'd never again ride in England it's no surprise at all to see five times World Champion **Ove Fundin** back in action at the Empire Stadium.

Ove, who was never out of the first three in the World Championship from the time he scored his first win in 1956 until 1965, still came back after missing out in '66 to take the 1967 title and create an all-time record for the competition.

He's retired so many times now that a record of his farewell speech would almost certainly be in the Top Twenty but always he's returned and at times greater than ever. Even Ove himself will readily admit that he's seen better days but geared to the right frame of mind he's still a match for the very best in the sport. It will surprise no one if he does not reproduce that kind of form tonight . . .

His compatriots in tonight's Swedish side are all regular British League performers, **Bengt Jansson** having run Fundin to a run-off before the home of the 1967 World Championship here at Wembley was decided.

Now a leading light with Hackney, Jansson previously saw service with West Ham and Edinburgh before linking up with the Hawks and has recently been overcoming the handicap of a hand injury sustained at Coventry in the final Great Britain versus Sweden international.

It was an injury which prevented him from contesting the European Final of the World Championship and his recent run of up and down form in domestic engagements probably explains his reserve positions tonight. But with ten days between the naming of tonight's team and the actual meeting, Jansson will have had several more outings to loosen up his injured bones and on his true form there's not a stronger reserve around in tonight's line-ups.

Vying for the right to being Sweden's current number one are **Anders Michanek** and **Soren Sjosten**. Both reached this year's World Final, Michanek finishing with seven points and Sjosten with nine points, which earned him a fourth place to go with last year's third place after a run-off against Barry Briggs.

Sjosten, who's married to an English girl, rides for Belle Vue in British League competition and has only been a successful performer around the Empire Stadium while Michanek (Newcastle) has had more than a fleeting success on previous appearances.

Prior to linking up with Newcastle this year Michanek had earlier British League associations with Long Eaton, whom he joined as a virtual unknown, and Leicester.

Although he's had occasional breaks to stay in Sweden to look after his plant business in the Land of the Lakes, Sjosten has only been associated with the Aces in British speedway circles.

Not the force they were a few years back, Sweden are currently rebuilding their international force—and we should have a very good idea of how well they are doing when Great Britain travel out there for a series of five matches at the end of the month—and the kind of man they're looking to for the future is in the **Christer Lofqvist** mould.

Christer, a Division Two man back home, arrived in the U.K. for the first time to assist West Ham after the current season opened and inside one match with the Hammers he became an instant success.

International "caps" at both junior and senior level were quick to follow and as well as being the Golden Boy of Swedish speedway circles he's very much the man West Ham are pinning their hopes on for their own revival as they struggle to recapture the past glories following their tragedies at Lokeren in July.



Bandmaster and Captain Bowness Smith, the happy husband and wife who will be conducting military bands for your entertainment this evening.

MARRIED TO MUSIC

PLAYING for you tonight are two crack army bands. And, by a happy and somewhat unique coincidence, their respective conductors are husband and wife.

Captain Zara Elizabeth Bowness Smith, A.R.C.M., Director of Music, Women's Royal Army Corps, wields the baton for the lady music makers of the W.R.A.C. Band, and her husband, Mr. Robert Arthur Bowness Smith, A.R.C.M. Bandmaster of the 3rd Battalion, Royal Anglian Regiment, conducts that band.

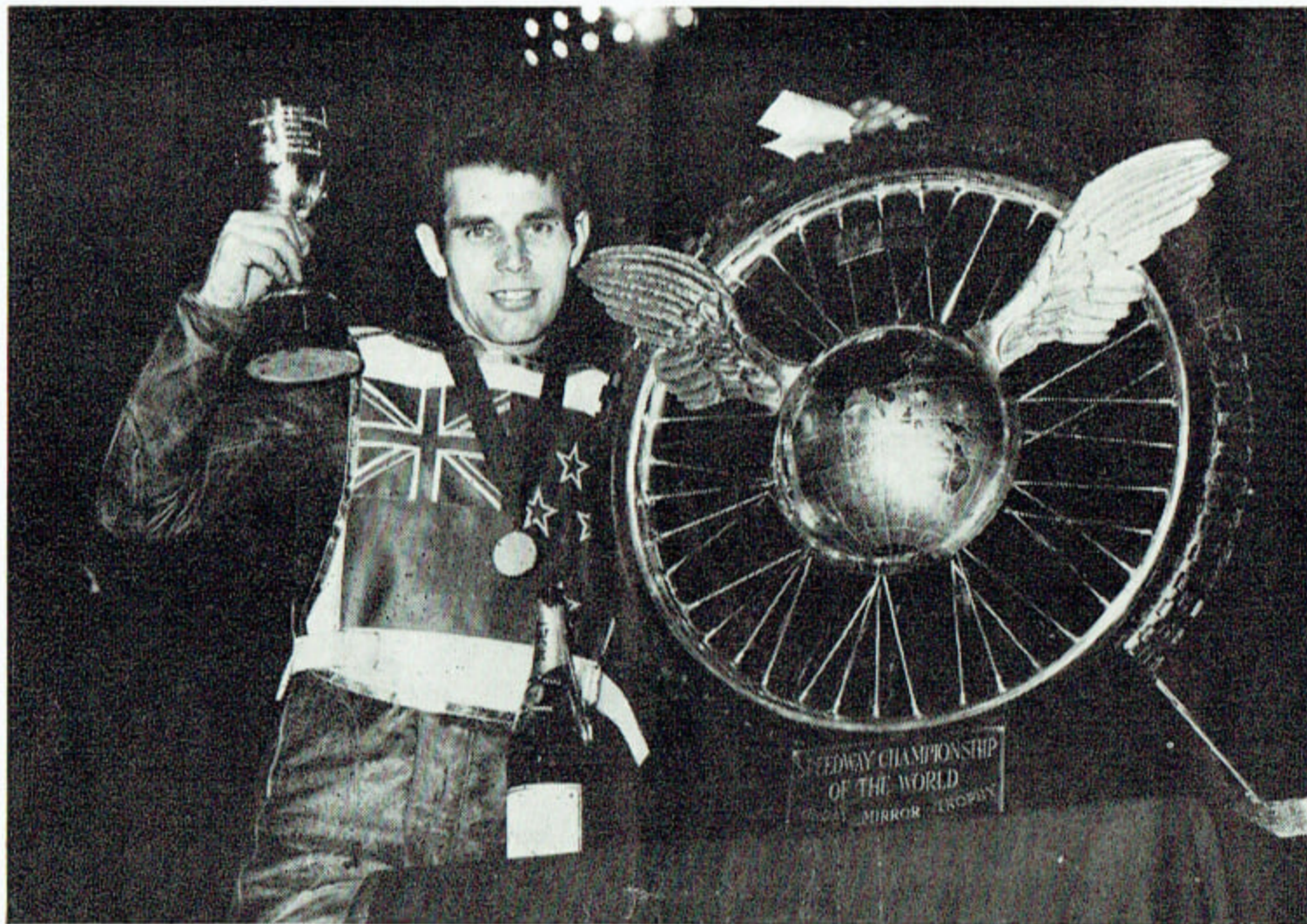
It was at Kneller Hall, the world renowned army music academy, that they met. Both were student bandmasters, deeply engrossed in the intricacies of music making—but there was also time for a flourishing romance which culminated in wedding bells at Kneller

Hall's chapel. And there was a nice personal touch at the wedding ceremony back in April last year. Instead of the usual bridal march, the famous Kneller Hall trumpeters played a fanfare composed by the musical bridegroom. They also created history by being the first two students to marry in the Kneller Hall chapel.

Both displayed musical talent in early years. Captain Bowness Smith set out on the road to musical fame when she was seven and started piano lessons.

She also sang in her church choir and later conducted a choir of her school colleagues—the "Windsor Singers"—which collected money for charity. She joined the army as a musician in 1962 and rose to her present position via

(continued on page 16)



New Zealand's Ivan Mauger with his trophy at Wembley last year after winning the world individual speedway championship. It was the second time he had taken the title.



Two heads are better than one. Nigel Boocock (left) having a quick chat with team-mate Martin Ashby in the Wembley pits.

INDIVIDUAL RIDERS' SCORES

GREAT BRITAIN:		Team Manager: Ron Greene, M.B.E.				1	2	3	4	Total
1	Ivan Mauger									
2	Barry Briggs									
3	Nigel Boocock									
4	Ronnie Moore									
(Res) 17	Eric Boocock									

POLAND:		Team Manager: Roscislaw Slowiecki				1	2	3	4	Total
5	Antoni Woryna... ..									
6	Jan Mucha									
7	Pawel Waloszk									
8	Edmund Migos									
(Res) 18	Henryk Glucklich									

CZECHOSLOVAKIA:		Team Manager: Zdenek Macek				1	2	3	4	Total
9	Zdenek Majstr									
10	Vaclav Verner									
11	Miloslav Verner									
12	Jiri Stancl									
(Res) 19	Jan Holub									

SWEDEN:		Team Manager: Arne Bergstrom				1	2	3	4	Total
13	Christer Lofqvist									
14	Ove Fundin									
15	Anders Michanek									
16	Soren Sjosten									
(Res) 20	Bengt Jansson									

KEEP UP - TO - DATE WITH TONIGHT'S SCORES

Heat	No.	Name	Remarks	Colour	Points	Progressive Scores			
						Cz	GB	P	S
1 Time	1	Ivan Mauger (GB)		R					
	6	Jan Mucha (P)		B					
	11	Miloslav Verner (Cz)		W					
	16	Soren Sjosten (S)		Y/B					
2 Time	5	Antoni Woryna (P)		R					
	2	Barry Briggs (GB)		B					
	14	Ove Fundin (S)		W					
	9	Zdenek Majstr (Cz)		Y/B					
3 Time	13	Christer Lofqvist (S)		R					
	10	Vaclav Verner (Cz)		B					
	3	Nigel Boocock (GB)		W					
	8	Edmund Migos (P)		Y/B					
4 Time	12	Jiri Stancl (Cz)		R					
	7	Pawel Waloszk (P)		B					
	15	Anders Michanek (S)		W					
	4	Ronnie Moore (GB)		Y/B					
5 Time	10	Vaclav Verner (Cz)		R					
	15	Anders Michanek (S)		B					
	1	Ivan Mauger (GB)		W					
	5	Antoni Woryna (P)		Y/B					
6 Time	13	Christer Lofqvist (S)		R					
	12	Jiri Stancl (Cz)		B					
	6	Jan Mucha (P)		W					
	2	Barry Briggs (GB)		Y/B					
7 Time	7	Pawel Waloszk (P)		R					
	3	Nigel Boocock (GB)		B					
	11	Miloslav Verner (Cz)		W					
	14	Ove Fundin (S)		Y/B					
8 Time	16	Soren Sjosten (S)		R					
	9	Zdenek Majstr (Cz)		B					
	4	Ronnie Moore (GB)		W					
	8	Edmund Migos (P)		Y/B					

Riders and riding positions identified by helmet colours:
 R=Red (inside)
 B=Blue
 W=White
 Y/B=Yellow & Back

Heat	No.	Name	Remarks	Colour	Points	Progressive Scores			
						Cz	GB	P	S
9 Time	12	Jiri Stancl (Cz)		R					
	14	Ove Fundin (S)		B					
	8	Edmund Migos (P)		W					
	1	Ivan Mauger (GB)		Y/B					
10 Time	2	Barry Briggs (GB)		R					
	7	Pawel Waloszk (P)		B					
	16	Soren Sjosten (S)		W					
	10	Vaclav Verner (Cz)		Y/B					
11 Time	6	Jan Mucha (P)		R					
	15	Anders Michanek (S)		B					
	9	Zdenek Majstr (Cz)		W					
	3	Nigel Boocock (GB)		Y/B					
12 Time	4	Ronnie Moore (GB)		R					
	5	Antoni Woryna (P)		B					
	13	Christer Lofqvist (S)		W					
	11	Miloslav Verner (Cz)		Y/B					
13 Time	8	Edmund Migos (P)		R					
	11	Miloslav Verner (Cz)		B					
	2	Barry Briggs (GB)		W					
	15	Anders Michanek (S)		Y/B					
14 Time	9	Zdenek Majstr (Cz)		R					
	1	Ivan Mauger (GB)		B					
	13	Christer Lofqvist (S)		W					
	7	Pawel Waloszk (P)		Y/B					
15 Time	3	Nigel Boocock (GB)		R					
	16	Soren Sjosten (S)		B					
	5	Antoni Woryna (P)		W					
	12	Jiri Stancl (Cz)		Y/B					
16 Time	14	Ove Fundin (S)		R					
	4	Ronnie Moore (GB)		B					
	10	Vaclav Verner (Cz)		W					
	6	Jan Mucha (P)		Y/B					

Moët et Chandon Champagne Presentation for the VICTOR LUDORUM

Riders and riding positions identified by helmet colours:—
R=Red (Inside), B=Blue, W=White, Y/B=Yellow and Black

	No.	Name	Remarks	Colour	Points	Result
Heat 1 Great Britain	1	Ivan Mauger		R		1st:
	2	Barry Briggs		B		2nd:
	3	Nigel Boocock		W		3rd:
	4	Ronnie Moore		Y/B		Time:
Heat 2 Poland	5	Antoni Woryna		R		1st:
	6	Jan Mucha		B		2nd:
	7	Pawel Waloszka		W		3rd:
	8	Edmund Migos		Y/B		Time:
Heat 3 Czechoslovakia	9	Zdenek Majstr		R		1st:
	10	Vaclav Verner		B		2nd:
	11	Miroslav Verner		W		3rd:
	12	Jiri Stancl		Y/B		Time:
Heat 4 Sweden	13	Christer Lofqvist		R		1st:
	14	Ove Fundin		B		2nd:
	15	Anders Michanek		W		3rd:
	16	Soren Sjosten		Y/B		Time:

	No.	Name	Colour
Heat 5 Final (Colours will be drawn)	Winner: Heat 1		
	Winner: Heat 2		
	Winner: Heat 3		
	Winner: Heat 4		

Victor Ludorum:
2nd:
3rd:
Time:



The British team that swept to victory when the World Team Cup Final was held at Wembley in 1968. Left to right: Martin Ashby, Ivan Mauger, Barry Briggs, Nigel Boocock, Ron Greene (team manager) and Norman Hunter (reserve).



The Swedish team that came second during the last struggle for the world team title in Britain. They are Ove Fundin, Anders Michanek, Bengt Jansson, Torbjorn Harrysson, Olle Nygren and team manager Arne Bergstrom.

Married to Music . . . (continued from page 9)

Kneller Hall and the W.R.A.C. college at Camberley. While at home with most musical instruments, Captain Bowness Smith's particular forte is the viola and french horn.

Bandmaster Bowness Smith joined up in 1954 at the age of 15 as a bandboy. He too made his musical debut at the piano when he was nine years of age. When he entered the army via the Worcestershire Regiment he was a pianist and cellist of no mean standing. Previously he blew a very mellow tenor horn for the Chard Town Brass Band and had played a cello in his school orchestra.

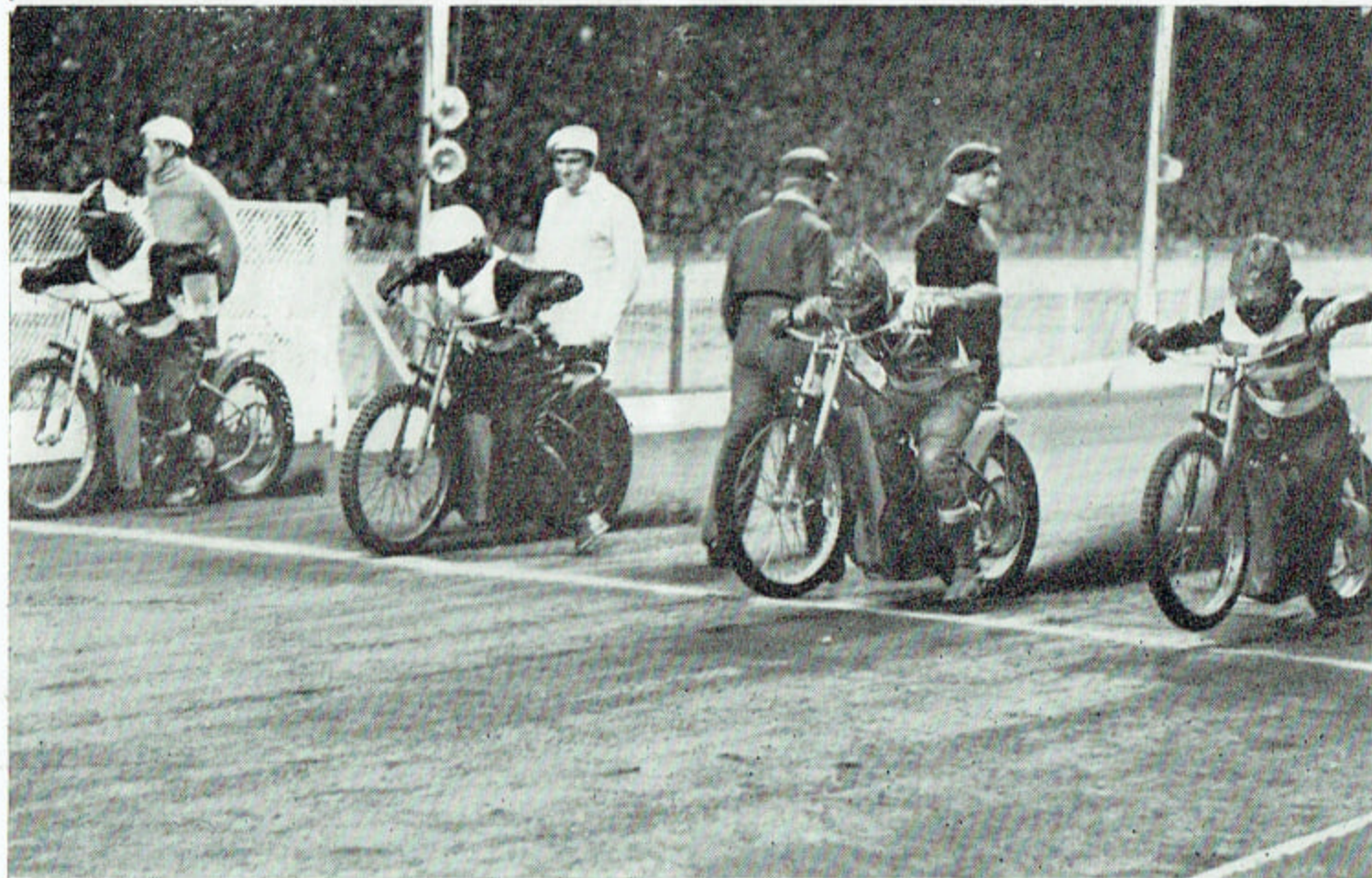
In 1955 he first went to Kneller Hall. He was then a band boy on a year's course as an oboe player and cellist. He returned to the Worcestershire Regiment with his added skills and became a fully blown bandsman at the age of 18. His band travelled to the West Indies and when they returned to U.K. he was a full corporal. Still only 20, he had mastered the

intricacies of the saxophone and clarinet.

Whilst in Germany he was promoted to substantive sergeant and ultimately recommended for a band master's course at Kneller Hall. So it was that in 1965, ten years after his first visit, he returned to those hallowed halls of music. During this three-year course he passed out top of his class and gained the coveted silver medal of the Worshipful Company of Musicians—as well as a charming wife. During his period at Kneller Hall, he was one of three student bandmasters who twice beat a panel of experts on a television musical panel game.

If their respective jobs this evening look something of a sinecure, merely gently waving the air with a nice white baton, pause to remember that arranging and scoring a piece of music that the band runs through in five minutes can call for up to seven hours work, often entailing much burning of the midnight oil.

THEY'RE OFF . . .



They're away . . . the start of one of the heats in last year's world individual finals at Wembley.

CZECHOSLOVAKIA— 'still have much to learn'

FEW people will be surprised if the Czechs finish in anything but fourth position tonight. "We still have much to learn in the world of international speedway", is their philosophy.

It's an attitude which in many ways is holding back their development for as they have already proved over the last two seasons, they are more than a match for the best that Young England can put into the field and on their day they are a match for the very best, as they proved in this year's European Final of the World Team Cup when they finished convincing round winners ahead of holders Poland, Soviet Russia and the rapidly improving East Germans.

Again, Czechoslovakia have plumped for an experienced man in the reserve berth, in British League based **Jan Holub**. Jan proved a great success with Prague touring teams to the U.K. in 1967 and '68 and linked up with Exeter last year and he's managed to retain heat-leader status ever since in what is undoubtedly the toughest speedway league competition in the world.

Czechoslovakia have gone for the men who have impressed on Division Two tracks over the past two seasons—men who have had senior league promoters falling over each other in their efforts to sign one or more of them up in recent months—youngsters who have already got their country this far in speedway's premier team event.

Like Holub, **Vaclav Verner** and **Jiri Stancl** both ride for the Ruda Hvezda club, although league racing as it's known in the U.K., Poland and Sweden is an unknown thing in Czechoslovakia.

Vaclav Verner, whose cousin **Miloslav** is also in tonight's Czech line-up, has twice toured the U.K. with Young Czechoslovakian sides and did little to make a lasting impression in 1969. This year though he was a model of consistency until he crashed and broke a wrist

in the fifth match of the Czech tour, at King's Lynn.

Until then he'd been a regular double-figure scorer, had scored a maximum at Rochdale and broke the Romford track record.

Stancl, who's just turned 20, will be the youngest competitor in tonight's meeting. The Czechs' leading second string in both '69 and this year in their clashes with Young England, he proved the only man to hold the Russians in a Continental Zone World Championship Semi-final at Pardubice in Czechoslovakia earlier this year and was one of the qualifiers for the Continental Final.

Third in this year's Continental World Championship Final, **Zdenek Majstr** is reckoned by most critics as Czecho-

(continued on page 18)



Barry Briggs, wearing his Great Britain colours, displays perfect timing and balance as he goes into the bend.

(continued from page 17)

slovakia's brightest hope for the future. A fearless type of rider his fence scraping antics have landed him in more than enough trouble on previous visits to the U.K. but once he masters this impetuosity there is little to suggest anything but a major ranking in the years to come for this Slany club man.

Miloslav Verner, a member of the Czech 1968 World Team Cup Final squad, has been a regular on all four visits by Czechoslovakian sides to the

U.K. in recent years and has shown gradual improvement each time.

Another Slany club man, Miloslav has skippered all three Young Czechoslovakian sides which have ridden against Young England in the past 18 months and has led them to victory on each occasion, by four matches to two with one draw here in the U.K. last year; by three matches to nil in Czechoslovakia in May of this year; and by four matches to three in the return series in mid-August.

POLAND—strongest challenge

REIGNING Champions Poland track five of their six World Championship finalists tonight, having made drastic changes to their side since the results from Wroclaw a fortnight ago.

Out of the reckoning went a couple of the Poles' bright young hopes for the future and in have come veteran **Pawel Waloszek** and experienced campaigner **Antoni Woryna**.

Waloszek, who had a period with Leicester in the old National League days, and still has many fans in the Midlands, finished second to Mauger in this year's Championship to give Poland their runner's-up placing in the event.

Woryna was the first man to step on the rostrum for Poland when he took third place in Sweden in 1966, a feat Edward Jancarz repeated for the Poles two years later, and again in Sweden.

Barring Great Britain's win in 1968, Poland and Sweden have had a monopoly of the World Team Cup event and this year the Poles will be out to stop another Great Britain success and at the same time equal Sweden's record five wins in the competition.

The men who'll be linking up with Waloszek and Woryna in this bid are **Edmund Migos**, **Jan Mucha** and reserve **Henryk Glucklich**.

Migos, who rides for the Stal Gorzow club where he is joint chief trainer along-

side **Andrzej Pogorzelski**, was originally down as the Polish reserve for the World Final but gained his chance of competing during the meeting to earn himself four points.

Mucha, a member of the Slask side, had a very impressive Wembley debut in last year's World Final to earn himself seven points. Reckoned to be Poland's number one of their new brigade, the task of being the man most likely to relieve Ivan Mauger of his title proved too much for him this year and he managed only six points at Wroclaw in spite of being favoured in the draw with two inside berths—his favourite position at the start.

Although they had six men seeded into the Final as host nation, qualifying was no easy job for the Poles who had to contest eight Golden Helmet meetings leading up to Wroclaw, contested in the main by the same leading 16 Polish riders.

Mucha proved the pace setter in the early rounds but slipped badly in the last meeting at Wroclaw and finally finished third overall to **Andrzej Wyglenda** and **Waloszek**.

Waloszek, another member of the Slask team, has been one of the foremost Polish riders since they first entered the international scene in the mid-fifties and as age has caught up with him so he's seemed to improve.

His Wroclaw runners-up spot was
(continued on page 22)

WEMBLEY WELCOME . . .

(continued from page 6)

re-run. Poland's Stan Tkocz meandered up to the start, prepared to ride off on his own. Then over the fence like an Olympic athlete hurtled a figure in leathers . . . Ivan Mauger was making sure nobody pulled that kind of a fast one.

Try vaulting a safety fence in athlete's gear sometimes. Then you'll appreciate Ivan's leap, clad as he was, in racing leathers. And how deeply he felt about British prestige. Barry, incidentally, won the re-run.

Big surprise to many this year was the qualifying of the Czechs, even though they were in when our last Wembley Final was staged two years back. But this year they did it with the members of the same team that did duty for them against Young England in the *Second Division* Tests only a few weeks back. Point of interest—not one of the 1968 Czech team was named originally for tonight's side.

Jan Holub, Warsaw's choice for reserve when they picked tonight's side, was in the '68 team. Miloslav Verner, named for tonight's side, was reserve then but never got a gallop.

Another point of interest. Each time the Czechs have qualified they have done so at the expense of the Russians. Which presumably explains why there are some red faces in Moscow!

Next Best

Red faces in Britain, too. They were hoping to unleash some of the Russian speedway pennants for souvenirs sales in 1968. And again this year. But like I said—no Russians. Plenty of flags, but no team.

Record score in a final—credit that to the Swedes. First time the event was staged they won it with a 44 point score. That's only four points short of a maximum.

Next best was our lot at the last Wembley, with 40 points. And considering Briggs got up from a sick bed, and Nigel Boocock put an extra layer of

Elastoplast around his broken and battered collar bone and pronounced himself cured, what chance we attack the Swedes' record with more gusto this year?

But one record will remain undefeated. It is unofficial and held by Poland's Edmund Migos. Created in 1968 when he climbed into the furthest corner of the Wembley dressing room, launched himself into space and managed two-and-a-half somersaults before vanishing into just over a foot of bath water after the match.

Amid tremendous cheers it was un-animously decided to award him an M.B.E. for the Mightiest Bath-splash Ever.



Roaring round the track tonight will be Barry Briggs, seen here perched on a makeshift seat and deep in contemplation.

HOW THEY'VE SCORED . . . (contd.)

ENGLAND/GREAT BRITAIN

	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	Total
B. Briggs ...	—	—	8	12	9	1	1	8	7	8	54
P. Craven ...	8	8	6	8	—	—	—	—	—	—	30
N. Boocock ...	1	—	—	—	3	6	4	—	10	5	29
I. Mauger ...	—	—	—	—	—	—	3	2	12	9	26
K. McKinley ...	8	4	—	—	7	7	—	—	—	—	26
M. Ashby ...	—	—	—	—	—	—	—	—	8	5	13
R. How ...	7	3	0	—	2	—	—	—	—	—	12
R. Moore ...	—	—	10	1	—	—	—	—	—	—	11
B. Andrews ...	6	—	—	—	—	—	—	—	—	—	6
G. White ...	6	—	—	—	—	—	—	—	—	—	6
E. Boocock ...	—	—	—	—	—	—	—	5	—	—	5
D. Fisher ...	—	—	—	4	—	—	—	—	—	—	4
R. Wilson ...	—	—	—	—	—	—	—	4	—	—	4
J. Gooch ...	—	—	—	—	—	3	—	—	—	—	3
N. Hunter ...	—	—	—	—	—	—	—	—	3	—	3
C. Monk ...	—	—	—	—	—	1	—	—	—	—	1
T. Betts ...	—	—	—	—	—	—	0	—	—	—	0
B. Brett ...	—	—	—	—	0	—	—	—	—	—	0
C. Maidment ...	—	—	0	—	—	—	—	—	—	—	0
C. Pratt ...	—	—	—	—	—	—	0	0	—	—	0
											233



U.S.S.R.

	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	Total
I. Plechanov ...	—	—	—	—	8	1	6	9	—	—	24
G. Kurilenko ...	—	—	—	—	8	2	—	—	—	8	18
B. Samorodov ...	—	—	—	—	3	—	10	3	—	—	16
V. Trofimov ...	—	—	—	—	—	0	6	4	—	0	10
V. Smirnov ...	—	—	—	—	—	—	—	—	—	9	9
Y. Chekranov ...	—	—	—	—	6	2	—	—	—	—	8
V. Klementiev ...	—	—	—	—	—	—	—	—	—	5	5
F. Szajnurov ...	—	—	—	—	—	—	4	1	—	—	5
G. Kadirov ...	—	—	—	—	—	—	—	2	—	—	2
V. Sokolov ...	—	—	—	—	—	2	—	—	—	—	2
Y. Dubinin ...	—	—	—	—	—	—	—	—	—	1	1
											100



CZECHOSLOVAKIA

	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	Total
L. Tomicek ...	4	7	7	5	—	—	—	—	2	—	25
A. Kasper ...	5	4	—	10	—	—	—	—	3	—	22
S. Kubicek ...	—	—	—	7	—	—	—	—	—	—	7
M. Smid ...	—	—	—	5	—	—	—	—	—	—	5
B. Slany ...	—	—	4	—	—	—	—	—	—	—	4
J. Volf ...	—	—	3	—	—	—	—	—	1	—	4
J. Machac ...	3	—	—	—	—	—	—	—	—	—	3
F. Richter ...	3	—	—	—	—	—	—	—	—	—	3
K. Prusa ...	—	—	2	—	—	—	—	—	—	—	2
B. Bartonek ...	—	1	—	—	—	—	—	—	—	—	1
J. Holub ...	—	—	—	—	—	—	—	—	1	—	1
S. Svoboda ...	—	0	—	—	—	—	—	—	—	—	0
											77

ANOTHER CHAPTER by Paul Parish

(continued from page 4)

zone semi-final in 1964. In the final at Abensberg, West Germany, the Russians collected 25 points which was enough to give them second place to Sweden's 34.

Britain, now denuded so tragically of Peter Craven and Ronnie Moore, were in third place with 21 and Poland were fourth on the 16 point mark.

Sweden's run of victories was abruptly ended at Kempton, West Germany, in 1965. The Poles were in exhilarating form that day and for the first time western racegoers saw the potential of men like Wyglenda, Woryna and Pogorzelski as Poland notched 38 points.

Crown Retained

Only the Swedes, with 33, lived with them and Britain owed much that day to the fighting qualities of McKinley and Nigel Boocock in amassing only 18 points.

So it was back to Poland and Wroclaw in 1966 where as expected the home nation retained their crown. Again it was Pogorzelski, Wyglenda and Woryna who did the damage. This time they were joined by Marian Rose, who was tragically killed in a track crash in Poland earlier this current season.

More than anything else, however, the 1966 World Cup will be remembered for the brilliant riding of Bjorn Knutsson. He totalled half of Sweden's 22 points, to record a fifth successive double figure score in the World Cup Final.

White Hot

Alas, 1966 was Britain's bad year and we scored only eight points to finish fourth for the only time in the Cup's history.

All but one of Sweden's four victories at that time had been achieved outside Scandinavia so it was not surprising that

they were white-hot favourites to win the 1967 Final, staged in Malmo.

Sweden did win but their victory was not as clear cut as many had envisaged. Gote Nordin, with a superb 11 points, was the pillar of the Swedish team and the 32 points scored were six points too much for Poland. Britain and Russia etched their own little bit of cup history by tying on 19 points for third place—the only time two sides have finished level on points in the World Cup Final.

But in 1968 Britain, and Wembley, had been allocated the final and there was definite intent on the part of the British boys to win the trophy. Such was their endeavour that skipper Barry Briggs got out of his sick bed, where he had been confined for two weeks, to lead the side.

Victory was never in doubt. Mauger, who had just won his first World title, became the fourth rider to score a World Cup maximum, Nigel Boocock netted 10 while Ashby, Briggs and reserve Norman Hunter all scored well enough to give Britain 40 points.

In Form

Sweden, brilliantly led by 11 point Ove Fundin, were second with 30 points with Poland and Czechoslovakia confined to the minor placings.

Obviously this performance whetted Britain's appetite, for while few gave them a chance in Rybnik, Poland, 12 months later for the 1969 Final, Britain made Poland fight all the way before the home nation regained the title.

Indeed, Poland's 31 points was the lowest ever gained by a winning nation. Britain were four points behind, with the Mauger, Briggs, Boocock and Ashby quartet again in form, and the Russians were third with 23 points.

So to 1970 and Wembley once again. And another chapter in World Cup history is about to be written.

(continued from page 18)

easily his best-ever performance in a major international event and more than made just about every British critic (myself included) look silly, when he was written off in the Final prelims as being too old in the tooth to be a major threat.

Waloszek has several times tasted World Team Cup success and could prove an inspired leader to his fellow countrymen tonight.

One point behind Waloszek and two behind Mauger at Wroclaw came Woryna—the quiet, pipe-smoking, steady as a rock, Rybnik man.

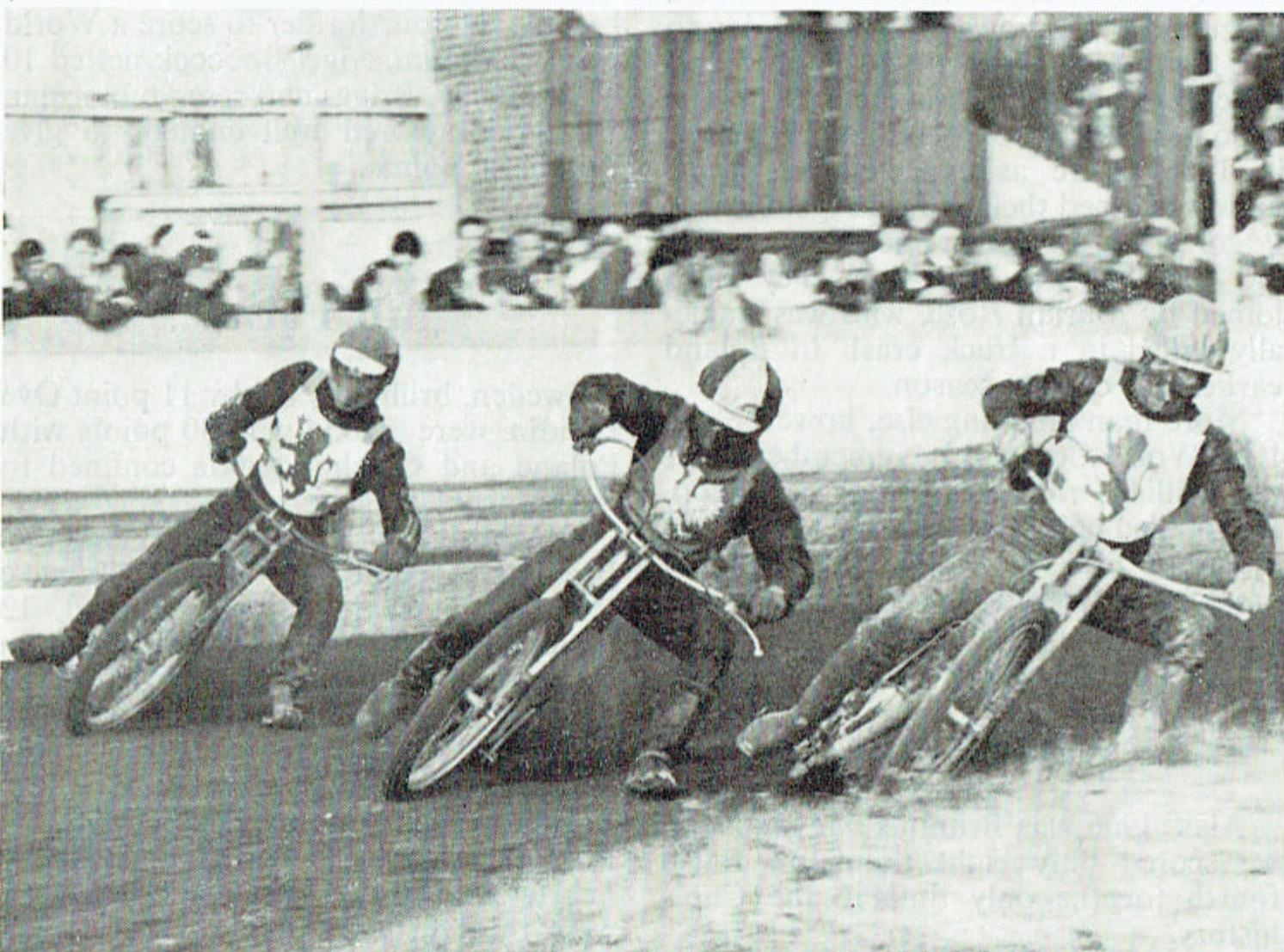
This year was his fifth World Final appearance and boasts one of the best

personal records in Polish speedway, with scores of international appearances to his credit, including leading his national side on many occasions, plus Polish Championship and Golden Helmet success.

Another regular World Team Cup performer he has until now probably been Poland's most consistent performer at Wembley, where he earned third place in the European Final in 1966.

Glucklich, who rides for Polonia made his World Final debut here at Wembley last year and gained five points. Reckoned by many to be Poland's latest "Wild Man" he was the best of their also rans at Wroclaw where he gained joint fourth place with Soren Sjosten on nine points.

DETERMINATION....!



Henryk Glucklich of Poland is the filling in this sandwich! Team mates Trevor Betts (left) and Eric Boocock are determined to keep him out of the lead in this inter-club tussle.



Arms, legs and handlebars! Anders Michanek of Sweden, keeps Trevor Hedge, Great Britain, neatly astern as they heel over into the bend.

Additional Races to decide Ties

Heat	No.	Name	Colour	Points	Progressive Scores			
					Cz	GB	P	S
17 Time	1		R					
	2		B					
	3		W					
	4		Y/B					
18 Time	1		R					
	2		B					
	3		W					
	4		Y/B					
19 Time	1		R					
	2		B					
	3		W					
	4		Y/B					

R=Red, B=Blue, W=White, Y/B=Yellow & Black.

Pictures in this Programme by Alf Weedon

PAST WINNERS OF THE WORLD TEAM CUP

1960	at Gothenburg, Sweden							
	Sweden	44	England	30	Czechoslovakia	15	Poland	7
1961	at Wroclaw, Poland							
	Poland	32	Sweden	31	England	21	Czechoslovakia	12
1962	at Slany, Czechoslovakia							
	Sweden	36	Gt. Britain	24	Poland	20	Czechoslovakia	16
1963	at Vienna, Austria							
	Sweden	37	Czechoslovakia	27	Gt. Britain	25	Poland	7
1964	at Abensberg, West Germany							
	Sweden	34	Russia	25	Gt. Britain	21	Poland	16
1965	at Kempten, West Germany							
	Poland	38	Sweden	33	Gt. Britain	18	Russia	7
1966	at Wroclaw, Poland							
	Poland	40	Russia	26	Sweden	22	Gt. Britain	8
1967	at Malmo, Sweden							
	Sweden	32	Poland	26	Gt. Britain	19	Russia	19
1968	at Wembley, England							
	Gt. Britain	40	Sweden	30	Poland	19	Czechoslovakia	7
1969	at Rybnik, Poland							
	Poland	31	Gt. Britain	27	U.S.S.R.	23	Sweden	12



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