

SUNBRITE WORLD SPEEDWAY

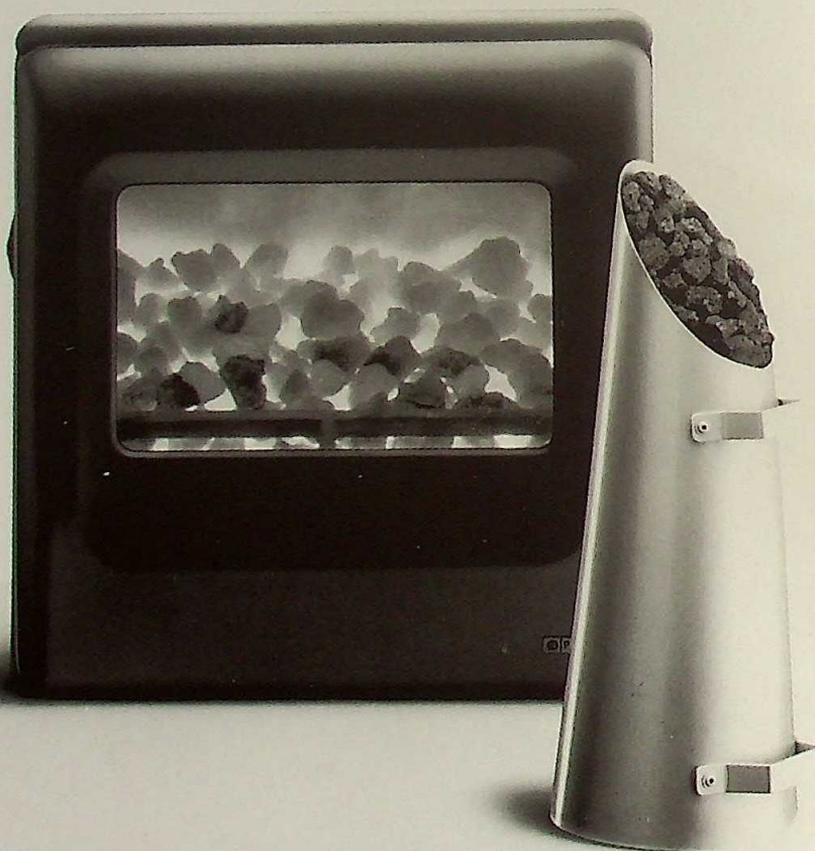
INTERCONTINENTAL FINAL

ODSAL STADIUM BRADFORD

SUNDAY 13 AUGUST 1989

PROGRAMME £1.00

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INTERCONTINENTAL FINAL
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ODSAL STADIUM
 BRADFORD
 WEST YORKSHIRE

SUNDAY
 13 AUGUST 1989
 3.00 PM



TODAY'S OFFICIALS

FIM Steward L. Pospisil (OeAMTC)
 FIM Referee N. Ringström (SVEMO)
 Clerk of the Course F. D. Ebdon (SCB)
 Judge-Timekeeper J. D. Homer (SCB)
 Technical Steward R. J. Sullivan (SCB)
 Machine Examiner E. Argall
 Asst. Clerk of the Course P. Morgan
 Chief Pits Marshall J. Moorhouse
 Start Marshall A. Darley
 Track Co-ordinator E. Boothroyd
 Secretary of the meeting R. W. Bracher
 Announcer J. Skelly
 Presenter P. York

Medical Officers

Drs. Whittaker, Hyland and Barnes
 St. John Ambulance Brigade in attendance

Today's meeting held under the regulations of the
 Speedway Control Board Ltd. and the sporting code of
 the FIM.

SCB Track Licence No. 89/07
 FIM Track Licence No. 229
 Meeting Inscription No. 40/14

ODSAL TRACK INFORMATION

Length of Lap 338 Metres
 Width of Straights 10.5 Metres
 Width of Bends 14.5 Metres
 Race Length 4 Laps

TRACK RECORD

Tommy Knudsen (Coventry)
59.1 Secs
 Established Saturday
 28 June 1986
 League Cup - Bradford V's
 Coventry. Heat 1



Kelly Moran (USA)
59.1 Secs
 Equalled Sunday 5th July 1987
 World Championship Overseas
 final. Heat 4

The views expressed by contributors to this match
 magazine are not necessarily those of the management
 of Bradford Speedway

Many people regard today's Sunbrite Inter-Continental Final as potentially the best speedway meeting in the World this year.

Once again CPL have sponsored all the UK rounds of the World Championship from the Homefire British Final. This is our first event of the Season featuring the Danes and we welcome Erik, Hans and their compatriots to the Sunbrite Inter-Continental Final. Their plush and professionalism adds to the flair of the Americans and the determination of the British to give the prospect of a fascinating final.

We at CPL are delighted that so many of our sponsored riders are through. Jeremy Doncaster, Mitch Shirra, Kelvin Tatum, Simon Wigg and reserve Martin Dugard will be battling to win the Inter-Continental Crown.

Congratulations to Kelvin for leading the Sunbrite Lions to victory over the Americans in the recent Sunbrite Test Series.

Today will be a much harder task for the English lads with all the riders fighting for those precious points that put them on the road to Munich.

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B S P A MESSAGE

Today's Inter-Continental Final comes under the Sponsorship of "COAL PRODUCTS LTD" and under their "SUNBRITE" product. We take this opportunity to welcome all the staff of C·P·L and their guests and hope that they enjoy their afternoon here at Odsal.

We in British Speedway have been fortunate to have the backing of C·P·L for the past five years as our major England Team sponsors, and giving their product names to our big prestigious meetings such as today. We had the "HOMEFIRE" British Final, the "ANCIT" Commonwealth Final, the "HOMEFIRE" Overseas Final and today it's the turn of "SUNBRITE" with the World Team Championship Final to come, again here at Odsal on Sunday, September 17th. I would like to express our thanks to C·P·L (especially John Taylor, Ross Jones and Ron Baker) I know you will give them a very warm reception when they come out to present the trophies and souvenirs today.

We here at Bradford are becoming renowned for our excellent meeting presentations, so I am sure that today will be no exception. A lot of hard work goes into the promoting of speedway here at Odsal, it is our aim to be the best. It's a nice feeling when people from other tracks comment favourably on the way things are done here. Of course in the end it is all about speedway so what happens between the white line and the fence is the main criteria, and again no effort is spared here at Odsal to give the riders a track they can race on. This we will endeavour to do. When you stop to think about track preparation, it's not so easy to get right as

people may think. For instance, it should have plenty of loose shale on to hold the water to stop it from getting dusty (this is a problem with hot afternoon meetings) but it must not be too deep or it spoils the racing. If it is too wet then the riders get filled in and cannot see after the first bend. If there is no dirt on the surface it gets very slick and all you get is follow-your-leader racing - the riders race close but cannot pass. If it is too dry you get clouds of dust and no grip for the tyres, you can go on and on. If you get it too good then it is so fast that the winners are doing times on or very near the track record which again cuts out the chances of overtaking.

The above is just to give you all a little food for thought on track preparation. Many people criticise tracks not knowing the problems associated with getting it right, so having said all this let's hope that we get it right today.

Today's meeting is the last big chance for the competing riders to make it to the World Final, it's a big honour to get there. Considering the many years that speedway has been running and the thousands of riders who have competed throughout the World, it is a very small percentage who have actually ridden in a World Final and even a much smaller percentage of those have actually become World Champion, it is more than likely that one of today's competitors goes on to become the 1989 World Champion. So, let's wish them all Good Luck in their endeavours.

Eric Boothroyd

Vice-Chairman BSPA British League
and Co-Promoter at Bradford

RESTAGING DATES

If today's Inter-Continental Final has to be postponed for any reason, the restaging dates are:

Monday, 14th August 1989 : 7.30 pm

OR

Tuesday, 15th August 1989 : 7.30 pm



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DESTINATION MUNICH

The goal of all riders this afternoon is the Final of the 1989 Speedway World Championship. The eleven top scoring competitors will qualify for that final with the remaining five qualifying through the Continental Final which is being staged at Debrecan in Hungary also this afternoon.

For only the second time in the history of the sport is the individual World Final being hosted by West Germany. In 1983 it was held in Norden in the far north of the country at a stadium which at the time attracted a lot of criticism for its lack of facilities. The Final that year incidentally was won by the West German racer and home favourite Egon Muller.

For 1989 the FIM once again allocated West Germany the individual final, but this time the choice of venue should please everyone. The biggest event on the speedway calendar will be staged at the spectacular Olympic Stadium in Munich. As it's name suggests the stadium was built for the 1974 Olympic Games and holds 70,000 people seated with the majority under cover. It is not a regular speedway venue, in fact

it is the home ground of the famous Bayern Munich soccer club, so a racing circuit has had to be specifically designed and built at the Olympic Stadium.

A dress rehearsal meeting was staged at the Olympic Stadium several weeks ago and the new circuit which incidentally is built over the athletics track, brought criticism from many of the participating riders including Hans Nielsen, Kelvin Tatum and current world champion Erik Gundersen. The general feeling was that the corners were too square and in an attempt to combat the problem the West German authorities are to widen the track by about two feet.

If you plan to travel to Munich I hope your particular favourite makes it through this afternoon and don't forget the next world final takes place here at Odsal on Sunday 17 September. The occasion is the World Team Cup Final and will involve Great Britain, Denmark USA and the winner of Group A which involves Sweden, Australia, Czechoslovakia and West Germany.



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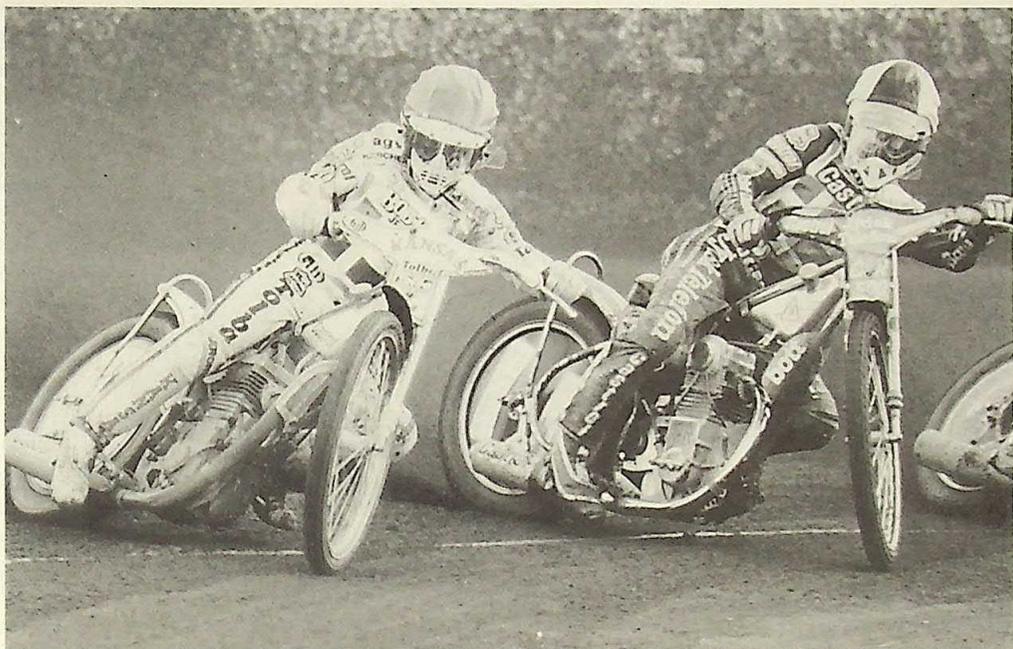
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World Final Action 1988 Erik Gundersen leads Hans Nielsen.

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Bradford now has its own official telephone information line, which will keep you informed about everything going on at the track. It is run by 'Telecom Supercall Sport' which is a division of Telecom that provides lines to such soccer clubs as Manchester United and City, Liverpool, Aston Villa, Wolves, Coventry City and Swindon, as well as over 70 others. County Cricket is covered too, with live commentary from the matches, as well as test matches. There is also a full Racing service, a Basketball line, Hockey line and a service to American Football supporters - and now individual Speedway lines including one for Bradford.

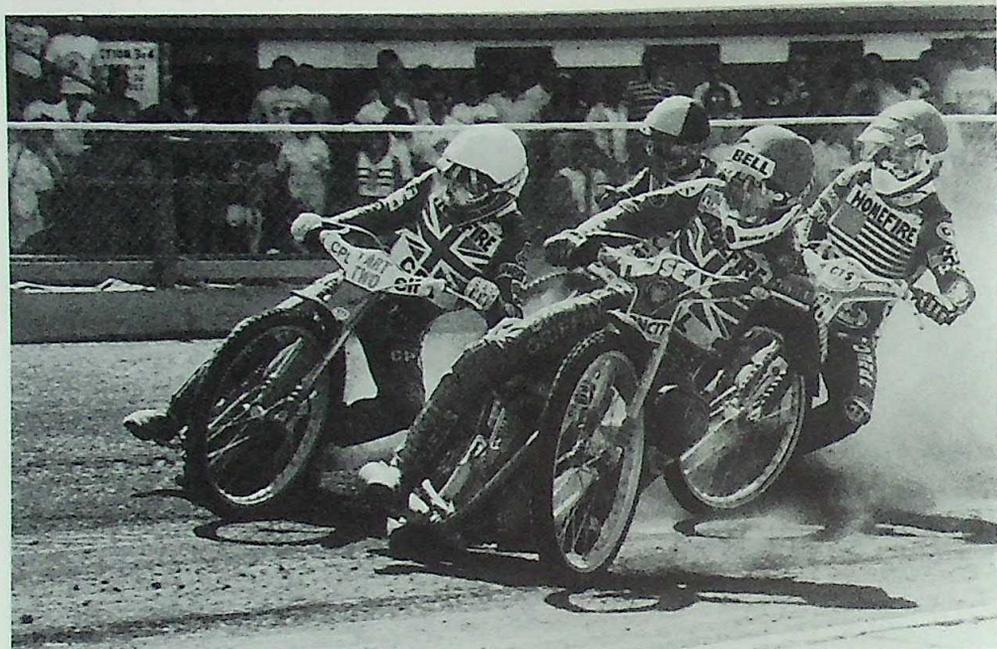
The line will be changed every day - there will be the latest news on fixtures, team information and a personality interview. Every night the lines will be updated with the results of all meetings held in the British League that day or evening, and the following morning there will be a full report of Bradford's meeting.

A very important feature of the service will be the chance to check out the meeting if the weather is bad. If there is any doubt about any meeting involving Bradford - Home or Away - there will be a constant update on the situation put on the line right up to the time of the start - so a quick call can instantly tell you whether or not to travel.

With all the latest official news from the track about signings, team places and future meetings together with daily chats with the riders and managers, it all adds up to give you the best possible service designed to keep you in touch with Bradford.

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SUNBRITE INTERCONTINENTAL FINAL



Homefire Overseas Final 1989 Kelvin Tatum, Simon Wigg and Sam Ermolenko.



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ROYSTON'S ROUND-UP

The Intercontinental final is the latest of many big sporting occasions which have graced Odsal in the last 55 years.

Since the huge bowl was opened in September 1934, millions have passed through its turnstiles to watch a wide variety of events. They've mainly come to see Rugby League, speedway, and in recent times, stock car racing. But this is a genuine multi-sport stadium and its menu over the years has also included soccer, tennis, cricket, basketball, show jumping, harness racing, cycling, American football and even a religious festival.

Anyone here for the first time is bound to be impressed by the place. It's been almost my second home for 40 odd years now, yet I never cease to marvel at the view from the edge of the bowl. And, like many other regulars here, I often ponder what might have been. Over the years there's often been talk of turning Odsal into the Wembley of the North. More than that I'm sure that had the right money been spent at the right time, the dream of making it the biggest and best stadium in Britain could have been fulfilled.

Unfortunately Odsal has for long been starved of cash and, in these days of council cuts and sell-offs, it's hard to see its undoubted potential being realised in the near future. Indeed, in recent years there's even been talk of filling it in, or of selling it to private enterprise.

Whatever the future holds for the old place, it carries a bowlfull of memories for many speedway fans. Odsal was right in the forefront of the sport's boom years just after the last war when thousands turned out every Saturday night to cheer on the Odsal Boomerangs. Alec Statham, Oliver Hart, Ron Clarke, Eddie Rigg and Joe Abbott were the early heroes, all still fondly remembered by many Bradfordians who haven't been to a speedway meeting for years.

Later came Arthur Forrest, Arthur Wright and Jack Hughes. But speedway, like the cinema, suffered from the spread of television in the 1950s and crowds declined, though

Odsal managed to soldier on until the track's closure in 1960. There was a revival in 1970, when the exploits of Gary Peterson, Alan Knapkin, and Sid Sheldrick pulled in the crowds. It gave us a brief taste of the good old days, but again the fans drifted away, and the final meeting of the 1975 season was the last for nearly ten years.

But the finest speedway hour was still to come. When racing was barred from Wembley, Odsal was chosen to stage the 1985 world final and a new and exciting era in the stadium's speedway story began. It has proved a splendid venue, not only for many international meetings, but for league racing as well since the Dukes moved in from the Shay three years ago. It might not be the smartest stadium in the world. But it still has one big asset - an excellent racing circuit. It's a worthy setting for one of speedway's biggest events.

Peter Royston

Telegraph & Argus Speedway Reporter

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INTERCONTINENTAL FINALS OF THE PAST

THE WINNERS

1975 GOTHENBURG, SWEDEN
IVAN MAUGER · 14 POINTS

1980 WHITE CITY
ENGLAND
CHRIS MORTON
12 POINTS

1985 VETLANDA, SWEDEN
SHAWN MORAN · 14 POINTS

1976 WEMBLEY, ENGLAND
PETER COLLINS · 12 POINTS

1981 VOJENS, DENMARK
BRUCE PENHALL · 15 POINTS

1986 BRADFORD
ENGLAND
ERIK GUNDERSEN · 15 POINTS

1977 WHITE CITY
ENGLAND
PETER COLLINS · 15 POINTS

1982 VETLANDA
SWEDEN
LES COLLINS · 12 POINTS

1987
VOJENS, DENMARK
ERIK GUNDERSEN
13 POINTS

1978 FREDERICIA
DENMARK
OLE OLSEN · 13 POINTS

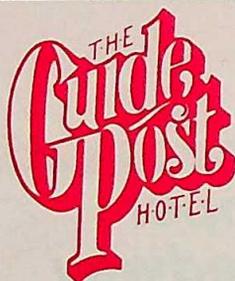
1983
WHITE CITY
ENGLAND
HANS NIELSEN
14 POINTS

1988 VETLANDA
SWEDEN
JAN O. PEDERSEN
14 POINTS

1979 WHITE CITY, ENGLAND
MICHAEL LEE · 14 POINTS

1984 VOJENS
DENMARK
SHAWN MORAN
13 POINTS

1989 BRADFORD
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INTERCONTINENTAL FINAL REFLECTIONS

"Intercontinental Final" has something of a resounding ring, doesn't it? It sounds important. It is important. In the series of elimination rounds leading up to the World Championship Final itself it is **THE** most important round. It brings together the best riders from three Continents (hence Intercontinental) and invariably produces the strongest field of any of the World Championship rounds – stronger even than the Final itself.

And yet in the history of the World Championship this is a comparatively recent event. The first Intercontinental Final was held in 1975. Before that year, from 1965 to 1974, it was known as the European Final. Ivan Mauger, the all-time great World Champion from New Zealand won the European final four times so perhaps it was his dominance that led to a change of title.

But is it the right title? And in this era when new names are emerging from Europe, is it really a stronger field than the Final? And, if we're asking questions, how many more "Intercontinental Finals" will we see 'before, perhaps, the system is changed?

Is it the right title I asked? The first Final in the annual series to be truly intercontinental is the Commonwealth Final but because that event only involves Commonwealth riders from two Continents, only the really pedantic person would quibble. But the Overseas Final involves three Continents and doesn't get the "Intercontinental" title. Indeed the Intercontinental Final itself only involves the same three Continents. But then, what's in a name: (Somebody else asked that question but I can't remember where or when.)

What about the strength of the field, then? Is the Intercontinental Final, as has so often been said, stronger in its line-up than the World Final itself? The argument is that historically the five places allocated in the World Final to the European qualifiers (and now we're back to titles again because the majority of qualifiers for the Intercontinental Final are Europeans and the European qualifiers come from the Continental Final!) inevitably go to riders whose standards are lower and whose abilities do not come up to the standards and abilities of the Intercontinental Final qualifiers. The latter come from stronger leagues, have better equipment and greater ability (so the argument goes) than the Europeans.

How many World Champions have come from the Continental Final as opposed to the Intercontinental Final? You'll find the full statistical history elsewhere in the programme but the fact is that only two World Champions have come from the Continental Finals in all the history of the event. Perhaps that tends to prove the argument.

Who were they? Jerzy Szsakiel (who?) from Poland in 1973 and Egon Muller from West Germany in 1983. Muller was, of course, a world class rider with experience in the British League, even though many will still argue that the Norden track was prepared with nothing but a Muller victory in mind. But who had heard of Szsakiel before his sensational victory over Ivan Mauger in 1973 and who has heard of him since?

So the facts tend to prove the argument. But will it continue to be so? Enter the FIM (and regular readers of my column in the Bradford programme week by week will be amazed that the FIM has not raised its head already). Earlier this year Mr Gunther Sorber, the West German representative, an experienced FIM Steward with many World Championship events as a referee behind him, suggested that the time was coming when the present method of qualification for the World Final could be changed.

Let's accept fairly and squarely that the majority of Speedway fans and thinkers about the sport in this country

have felt for a long time that a World Final in which five "no-hopers" were guaranteed places at the expense of far better riders was not truly a World Championship. How could it be unless the riders of lesser ability had proved their case by qualifying through victory over better riders? To take an insular analogy, it would be like seeding five National League riders to the British Final instead of insisting that they qualify.

Mr Sorber feels, and I think quite rightly, that standards in other parts of Europe are now beginning to reach the standards set by the strongest Speedway League of all, the British League. Locally, in Bradford, we have been vastly impressed and delighted by the abilities of Hungarian Antal Kosco. Reading have the Italian Armando Castagna an important and high-scoring member of their side, and both Kosco and Castagna have already qualified for this year's Continental Final. Another Italian, Armando dal Chiele rides at Kings Lynn. (He is already out of this year's Championship.) And the Eastern Europeans are now showing some anxiety to include their top riders in British League teams.

So, perhaps not next year but maybe the year after that, if all goes smoothly, we may actually see a situation where the Intercontinental Final as such no longer exists. Could we even begin to see (as I have argued for some years) the top 32 riders in the world, after completion of National and International qualifying rounds being drawn out of a hat into two true Semi-finals with either riders to qualify from each semi-final?

Of course we have to wait and hope. In the meantime we have this year the happy position that almost all the world's best riders are here at Odsal to contest the Intercontinental Final. I say "almost" because there are always problems along the way. Who would have expected England's Chris Morton not to reach the British Final? Injury has again ruled out Kelly Moran of the USA, a rider who on normal form would be capable of taking on any other rider in the world. The long-standing argument surrounding Mitch Shirra does not need to be aired here and Shawn Moran who might have been expected to be an automatic World Final qualifier had problems with the authorities following allegations of alcohol abuse in a World Long-track event and has been banned from all World Championship Speedway this year. The two riders who have shared the World Championship between them for the last five years are both here and no-one will bet against their qualification today.

This, then, is the most important of the World Championship qualifying events. And yet how many times have we seen riders in the Intercontinental Final not riding to win, but riding to finish in a specific place (maybe second, third, fourth) because they have seen the draw for the World Final itself and know which riding number in the World Final will give them the best advantage? No-one can really blame the riders for this. The World Championship is their target. But what about the fans who pay good money to see this meeting? They don't pay to see riders racing to finish second, they pay to see riders racing to win. Anything less is cheating the public. A strong plea, then, to the FIM for the future. If you make the World Final draw before the qualifying rounds are completed, for goodness sake please keep it secret. That way the fans can see riders racing to win and there can't be even the faintest suspicion that the right qualifying place is more important than the title **INTERCONTINENTAL CHAMPION!**

John Skelly
Speedway Correspondent
BBC Radio Leeds



John Jorgensen 1 (Denmark)

One of five Danish riders on view this afternoon John will be striving to reach his second individual world final having taken part in last season's Vojens meeting. Somewhat overawed by the occasion he finished with a mere three points when he was capable of much better. John who is a cousin of Jan O. Pedersen was born and bred in the same part of Denmark and raced in the junior leagues with Pedersen. Birmingham signed him at the start of the 1982 season and John was more than happy to be in the same team as fellow countryman Hans Nielsen, then making a big impression in British speedway. With the closure of the Perry Bar Stadium, speedway was lost to Birmingham and John spent the 1984 season on loan to midland rivals Coventry. He was transferred to Brandon outright the following year and has been with the Bees ever since. He was an important cog in the Coventry points machine which won the league and cup in recent seasons and his pairing with race partner Rick Miller won countless heats for the Bees. Internationally John has been in and out of Denmark's team but he was part of the successful squad which retained the World Team Cup in Los Angeles last September.

Qualification for today's meeting was gained thanks to a run-off win for the final qualifying places after John, Olli Tyrvaainen and Erik Stenlund had all scored 8 points during the Nordic Final in Tampere, Finland.

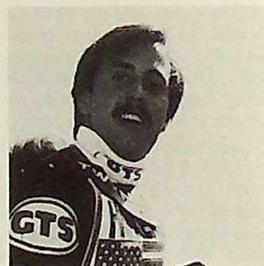


2 Ronnie Correy (USA)

A relative newcomer to the rigours of Sunbrite British League racing, Ronnie left his native California in 1987 and joined Wolverhampton. He has settled down well with the Dianetic Wolves and only a series of injuries has held up his development and progress. Ronnie's qualification for this afternoon's penultimate stage of the World Championships, was the result of a third place in the Overseas Final at Coventry when he beat Great Britain's Simon Wigg after both men had tied on 11 points. He is usually at his best on the smaller tracks such as his home circuit at Monmore Green or the likes of Belle Vue. His form here at Odsal has been very inconsistent but he does appear to have some very fast machinery



at the moment - witness his fastest winning time of the year at Coventry during the Overseas final. Early season mechanical problems were blamed for his low scores which saw him drop to reserve in the Wolverhampton line up and since that time Ronnie has now been able to lift himself to second place in the averages behind Sam Ermolenko. He has never been as far along the world championship route before. Unfortunately, his career has been punctuated by a series of injuries and the latest put in jeopardy his appearance here this afternoon. He broke his wrist in a heat four spill during the second test match between England and USA at Belle Vue but extensive treatment by the latest laser technology and specialised work by speedway doctor Carlo Biagi should ensure his Intercontinental debut today.



Mitch Shirra 3 (New Zealand)



One of the most experienced riders in today's meeting, Mitch has been New Zealand's top star for several years now. He has dominated Australasian speedway since Ivan Mauger's retirement and although never reaching the individual heights that his fellow Kiwis achieved, Mitch has nevertheless left his mark on the world speedway scene. Born in Auckland in September 1958 he first came to England in 1975 and raced in the National League for Coatbridge and for British league Coventry. The following season he moved full time to the midland club where Ole Olsen was a big influence and he stayed with the Bees until the end of the 1982 campaign. Reading was his next club and with the exception of a one-season loan to Swindon it is with the Racers that he has spent the last six years. In the intervening seasons Mitch established himself as one of the most consistent heat leaders on the British League scene. Internationally he has won the New Zealand Championship on numerous occasions, he was Overseas Champion in 1987 a title he won here at Odsal. He was third in the 1984 staging of the World Best Pairs with Ivan Mauger in fact Mitch lost a run off to Hans Nielsen as the Danes claimed runner-up position behind England. Perhaps the highlight of Mitch's career came in 1979 when he helped New Zealand to win the World Team Cup. This afternoon he attempts to reach his third individual World Final and indeed it will be a major shock if he fails to make it especially here at Odsal where he always rides well. Away from the speedway Mitch is an expert jet ski racer and he competes in major events all over Europe.



4 Olli Tyrvainen (Finland)

Internationally it is true to say that Olli Tyrvainen has for many years been in the shadow of Finland's most successful rider Kai Niemi. However this season he now carries his country's only hopes of World Championship survival. Although a rider of great experience (he has raced in every speedway country) Olli is a surprise qualifier for this afternoon's Inter Continental Final. He claimed the last qualifying place in the Nordic Final by virtue of a run-off with Denmark's John Jorgensen and Erik Stenlund of Sweden.

Olli is 29 years old and was born in Varkaus, Finland, his first experience of British League racing came in the 1981 season when he joined Eastbourne. It proved to be a very difficult baptism into the rigours of British League speedway and although showing a lot of promise he ended the season with an average of under three points a match. He was not asked to return the following season but after a long battle with the Department of Employment the Eastbourne management were able to include him in their 1984 team plans. A 5 point average was the result of a hard season at the Sussex track. Some four years elapsed before his name was seen in a British League programme again. He raced in 31 fixtures for the Bradford Dukes in 1988, and the experience gained on the Odsal track will hold him in good stead today. If Olli does qualify for Munich it will be his debut individual final but he has tasted world final atmosphere before when in 1987 he partnered Kai Niemi in the World Pairs Final. The Finnish due were sixth that afternoon on the Pardubice track in Czechoslovakia a circuit that Olli names as his favourite.



Alan Grahame 5 (Great Britain)



Alan won many admirers with his difficult fight against Hodgkins disease over recent years. It is a battle he has thoughtfully won and now on the speedway front he is riding as well as ever. Now 35 years of age Alan has a wealth of speedway experience behind him but surprisingly he has never qualified outright for a World Final. Although he has ridden in one! If that seems a contradiction in terms, let me explain. In 1984

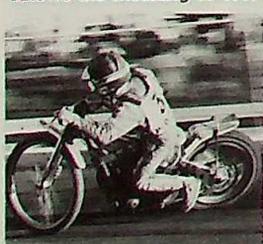
the final was staged at the magnificent Ullevi Stadium in Gothenberg, Sweden. Alan was there as the qualified reserve and programmed at number seventeen. With no track reserves available the referee allowed Alan to take injured Vaclav Verner's last two races. He came out in heat 16 and won it ahead of Kai Nierni, Shawn Moran and Jan Andersson. He was in action in the next heat but despite passing Billy Sanders had to be content with second place behind Kelly Moran. Five points from two rides was an excellent start to anyone's World Final night, unfortunately the two outings were the extent of Alan's big night and he was left to ponder what might have been if he had been in the line-up from the start. This season he is on the brink of another final, just five rides away from Munich and he is determined not to slip up this time.

The majority of Alan's domestic speedway has been as a member of the Cradley Heath team whom he joined in 1978. Before that he spent three seasons with Birmingham and with the exception of a one season loan to Swindon in 1986 all of Alan's home tracks have been in the midlands which suited him fine because he was born and bred in the 'second city'. Over the years he had proved to be an excellent 'team' man his team riding exploits with Collins-Cross and Pedersen proving to be match winners for the Heathens on numerous occasions. Alan is always in great demand as a guest rider because he displays the same 'Cradley determination' for whichever club employs him. Earlier this season he registered an 18 point maximum at Kings Lynn as a guest for the home 'Stars' it was a display that sank the visitors - Bradford.



6 Jan O. Pedersen (Denmark)

Another of the 'super-Danes', Jan O. was born in Middelfart, Denmark on 9 November 1962. He is the current Intercontinental Champion having won the title at Sweden's Vetlanda track last season. That was the springboard to his third world final appearance and making it a 1 - 2 - 3 for Denmark, Jan O. finished in third spot behind Gundersen and Nielsen on the big day. In 1986 he finished as runner-up to Nielsen in the individual final and now he carries the tag of 'always the bridesmaid - never the bride'. That could well change this year because Jan O. has been in tremendous scoring form for his British club Cradley Heath and his domestic racing has been bettered by few riders in 1989. He is a true crowd pleaser in every sense, never knows the meaning of 'lost' until the chequered flag falls and races for the full four laps. He invariably finds



drive from the track where other riders cannot. An inspirational team member and destined to be known as one of the world's best liked speedway riders. With the exception of the 1984 season which he spent on loan to Sheffield, Jan O. has been with the Cradley Heath Heathens since 1983. Linking with world champion Erik Gundersen to form a formidable points scoring spearhead for Cradley they are the main reason that the Midlands club currently lead the Sunbrite British League. Ironically, Jan was injured during a World Final warm-up at the Olympic Stadium, Munich a month ago and will be hoping for better fortune when the real thing comes around. First of all he has to overcome this afternoon's hurdle, but who would bet against him retaining the Intercontinental title?

Simon Wigg 7 (Great Britain)



Simon arrives at Odsal this afternoon as current British and Commonwealth Champion. He narrowly failed to make it a hat-trick of titles when one bad ride relegated him to fourth place in last month's Overseas Final at Coventry. Along with Kelvin Tatum, Simon must be England's best hope of world title honours. He has fast bikes and his form at this high level remains constant. He has of course already tasted success at a World Final when in 1985 he won the World Long Track Championship at Korskro, Denmark.

Simon was born in Aylesbury, and from an early age was interested in motor cycles. He made great strides on the grass track and long track scene and even claimed the British 500cc Grass Track Championship. He tried his hand at speedway in 1979 and the following year signed for National League, Weymouth. He stayed with the South coast club for two seasons and became the hottest property in the National League with several British League promoters falling over themselves to tempt him into a contract. He eventually joined league champions Cradley Heath and since that time has had spells with Oxford and Hackney before rejoining Oxford at the start of last season and with whom he still competes in the Sunbrite British League. For the last two years Simon has been skipper of the English national side but during the close season this responsible position was handed to Kelvin Tatum. In recent months Simon has been in the middle of controversy when a clash of dates involving England matches and Continental speedway and grasstrack fixtures resulted in Simon requesting permission to miss the England matches. This was granted by national team bosses Eric Boocock and Colin Pratt, who also decided that 'Wiggy' would not be selected for any England representation for the remainder of the 1989 season! Qualification today will ensure a third world final appearance.



8 Troy Butler (Australia)

When Troy beat his Oxford team-mate Martin Dugard in the run-off at the Overseas Final at Coventry back in June, it was to determine who would be the qualified reserve for this afternoon's meeting. He thought then all he would have to do would be turn up, go on the parade and then watch the meeting. However, Sam Ermolenko's withdrawal through injury has re-opened the door for the likeable Aussie and he now has a great chance of giving Australia it's first World finalist since 1984.

Troy was born in Melbourne and is one of four brothers. He will be 22 years of age next month and started his racing on the big Australian tracks as soon as he left school. It was in his home country that he caught the eye of Hans Nielsen and Simon Wigg who had no hesitation in recommending their Oxford club to sign the promising Australian newcomer. So in 1985 Troy travelled over to England and duly took his place in the



'Cheetahs' line-up. they went on to win the league and the 'Speedway Star' Knockout, but Troy would be the first to admit his role in their success was minimal. It was a learning season after all and he managed only one score of over five points throughout the campaign. He gained valuable National League experience over the next few years on loan to Milton Keynes. During this period he won the National League Riders Championship with a 15 point maximum and probably more significantly he claimed the Australian Championship.

Australian speedway is enjoying a welcome resurgence in fortunes thanks to the likes of Glenn Doyle, Mick Poole, Leigh Adams and of course Stephen Davies who is reserve this afternoon. Troy leads the 'Kangaroo' assault on the individual world championship. He is currently enjoying his best season in the sport back at Sunbrite British League club Oxford and it would be no surprise to see him finish on a top eleven qualifying place this afternoon.

SUNBRITE INTERCONTINENTAL FINAL

INDIVIDUAL SPEEDWAY WORLD CHAMPIONSHIP SUNBRITE INTERCONTINENTAL FINAL ODSAL STADIUM SUNDAY 13th AUGUST 1989 INDIVIDUAL SCORE CHART

No	Rider	Country	1	2	3	4	5	Tot	Pos
1	JOHN JORGENSEN	Denmark							
2	RONNIE CORREY	USA							
3	MITCH SHIRRA	New Zealand							
4	OLLI TYRVAINEN	Finland							
5	ALAN GRAHAME	Great Britain							
6	JAN O. PEDERSEN	Denmark							
7	SIMON WIGG	Great Britain							
8	TROY BUTLER	Australia							
9	ANDY GRAHAME	Great Britain							
10	ANDY SMITH	Great Britain							
11	PETER RAVN	Denmark							
12	KELVIN TATUM	Great Britain							
13	HANS NIELSEN	Denmark							
14	ERIK GUNDERSEN	Denmark							
15	TONY OLSSON	Sweden							
16	JEREMY DONCASTER	Great Britain							

Reserves

17	ERIK STENLUND	Sweden							
18	MARTIN DUGARD	Great Britain							

Track Reserves

WHAT THE SCORE CHART TELLS YOU: Riders will wear the number indicated far left of the score chart on the back of their race-jackets throughout the meeting and these numbers are indicated in the heat details that follow under the heading number. Should any rider withdraw before completing his first race then his place will be taken by the reserve (No. 17 or 18). All riders shall have five rides and score 3 points for a win, 2 points for a second place, 1 point for third place and 0 points for fourth or if they fail to finish. Starting positions are indicated by helmet colours - red (inside), blue (lane two), white (lane three), yellow (outside). Reserves numbered 17 and 18 can take over all the programmed rides of any rider who withdraws before the end of his first race and in that case can qualify for the next stage. Once all riders have completed one ride local track reserves will be used and their points do not count in final placings.

Heat	No	Col	Rider	Replacement	Remark	Pts	Time
1	1	R	JOHN JORGENSEN				
	2	B	RONNIE CORREY				
	3	W	MITCH SHIRRA				
	4	Y	OLLI TYRVAINEN				
2	5	R	ALAN GRAHAME				
	7	B	SIMON WIGG				
	6	W	JAN O. PEDERSEN				
3	8	Y	TROY BUTLER				
	10	R	ANDY SMITH				
	11	B	PETER RAVN				
4	9	W	ANDY GRAHAME				
	12	Y	KELVIN TATUM				
	15	R	TONY OLSSON				
	14	B	ERIK GUNDERSEN				
5	16	W	JEREMY DONCASTER				
	13	Y	HANS NIELSEN				
	13	R	HANS NIELSEN				
5	1	B	JOHN JORGENSEN				
	5	W	ALAN GRAHAME				
	9	Y	ANDY GRAHAME				

Heat	No	Col	Rider	Replacement	Remark	Pts	Time
6	14	R	ERIK GUNDERSEN				
	10	B	ANDY SMITH				
	2	W	RONNIE CORREY				
	6	Y	JAN O. PEDERSEN				
7	11	R	PETER RAVN				
	15	B	TONY OLSSON				
	7	W	SIMON WIGG				
	3	Y	MITCH SHIRRA				
8	4	R	OLLI TYRVAINEN				
	8	B	TROY BUTLER				
	12	R	KELVIN TATUM				
	16	B	JEREMY DONCASTER				
9	6	W	JAN O. PEDERSEN				
	16	Y	JEREMY DONCASTER				
	1	W	JOHN JORGENSEN				
10	11	Y	PETER RAVN				
	12	R	KELVIN TATUM				
	5	B	ALAN GRAHAME				
	15	W	TONY OLSSON				
11	2	Y	RONNIE CORREY				
	8	R	TROY BUTLER				
	9	B	ANDY GRAHAME				
12	3	W	MITCH SHIRRA				
	14	Y	ERIK GUNDERSEN				
	13	R	HANS NIELSEN				
	4	B	OLLI TYRVAINEN				
12	10	W	ANDY SMITH				
	7	Y	SIMON WIGG				

I · N · T · E · R · V · A · L I · N · T · E · R · V · A · L I · N · T · E · R · V · A · L

13	7	R	SIMON WIGG				
	12	B	KELVIN TATUM				
	14	W	ERIK GUNDERSEN				
	1	Y	JOHN JORGENSEN				
14	2	R	RONNIE CORREY				
	13	B	HANS NIELSEN				
	8	W	TROY BUTLER				
15	11	Y	PETER RAVN				
	16	R	JEREMY DONCASTER				
	3	B	MITCH SHIRRA				
	10	W	ANDY SMITH				
16	5	Y	ALAN GRAHAME				
	9	R	ANDY GRAHAME				
	6	B	JAN O. PEDERSEN				
17	4	W	OLLI TYRVAINEN				
	15	Y	TONY OLSSON				
	1	R	JOHN JORGENSEN				
	8	B	TROY BUTLER				
18	15	W	TONY OLSSON				
	10	Y	ANDY SMITH				
	9	R	ANDY GRAHAME				
19	2	B	RONNIE CORREY				
	7	W	SIMON WIGG				
	16	Y	JEREMY DONCASTER				
	3	R	MITCH SHIRRA				
20	12	B	KELVIN TATUM				
	13	W	HANS NIELSEN				
	6	Y	JAN O. PEDERSEN				
20	5	R	ALAN GRAHAME				
	14	B	ERIK GUNDERSEN				
	11	W	PETER RAVN				
	4	Y	OLLI TYRVAINEN				

THE RUN OFFS

In the event of a tie on points for any of the first three places or for the eleventh qualifying or reserve positions there shall be a run off between the riders involved. Starting positions will be drawn by ballot.

RUN OFF for Eleventh Qualifying or Reserve place for the World Individual Final				
No.	Col	Riders	Pts	Time
	R			
	B			
	W			
	Y			
RUN OFF for Third Place (to determine medal and trophy)				
	R			
	B			
	W			
	Y			
RUN OFF for First and Second Place (to determine Inter-Continental Champion)				
	R			
	B			
	W			
	Y			

PRESENTATIONS

The trophies and awards will be presented to the 1989 Intercontinental Champion. The runner-up and the third placed rider by Mr John Taylor the Commercial Director of Coal Products Limited.

THE FIM OFFICIALS

No stranger to Odsal is today's meeting steward Mr L. Pospisil. The experienced Austrian official filled a similar role for the 1985 staging of the Overseas Final here at Bradford. Mr Pospisil who is now semi-retired lives in Vienna and is arguably the longest serving member of the FIM track racing commission.

The referee for this afternoons Intercontinental Final is Mr N. Ringström who, over the past decade, has become one of Sweden's most travelled officials. He has had the responsibility of refereeing many major motor cycle events in each of the speedway nations of Europe. Mr Ringström hails from Huddinge in central Sweden so it's a warm welcome to both officials after their long journey to West Yorkshire.

ACKNOWLEDGEMENTS

Thanks go to the respective Tug Of War teams representing Bradford Police and Bradford Fire Service.

Pre meeting and interval entertainment by the Dewsbury Rose Majorettes

Parade vehicles courtesy of Barons Garages and Cockhill Motors Halifax.

Uniforms supplied by Sandroy. Flowers by Bradford Parks Dept.

Today's programme designed and edited by Terry Warren (Bradford Speedway)

Contributors: John Skelly (BBC Radio Leeds), Mike Shaw (Huddersfield Examiner),

Peter Royston (Bradford Telegraph and Argus), Doug Adams and Chris Cooper

(Pennine FM and Classic Gold Radio) and Eric Boothroyd (BSPA).

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Special thanks from the management of Bradford Speedway to Bradford Council for all their hard work in the build-up to this afternoon's meeting, especially to assistant stadium manager Mr. Eugene Egan and his staff.

Of course no meeting here at Odsal is staged without the help of our band of enthusiastic helpers who, rain or shine, turn up to do the hundred-and-one jobs necessary in making Odsal Stadium the number one venue in British Speedway. Thanks as ever go to each and every one of them.

Lastly, but certainly not least, many thanks to **COAL PRODUCTS LIMITED** for their continued support of this great sport of speedway. There may be a few problems in speedway at the moment but it is still the best sport in the world and long may **COAL PRODUCTS LIMITED** be associated with it.

SHAW'S SPOTLIGHT

One man who is not taking anything for granted in his preparations for today's Inter-Continental Final is the defending world champion, Erik Gundersen.

Erik, 29, winner of speedway's world crown in 1984 and 1985 as well as last year, knows only too well the perils of complacency.

And, even though all but five of the 16 riders go through to the Munich final, the tiny Dane's planning is as stringent as ever.

"It might sound easy to get through with 11 qualifying, but it's still an important meeting where you can't leave anything to chance," he said.

"I am taking it very seriously. Obviously, my first aim is to qualify for the final. But if I'm in a position to win or get a place on the rostrum then I'll go for it."

Erik is warm in his praise of Odsal and the way speedway is being promoted here.

"I've always liked Odsal and the promoters are doing a good job. The place is usually immaculate and I'm sure we're going to have a cracking meeting."

In a glittering career 1984 saw Erik pull off a unique clean sweep by adding winner's medals in the world longtrack championship, world pairs and world team cup to his individual speedway triumph.

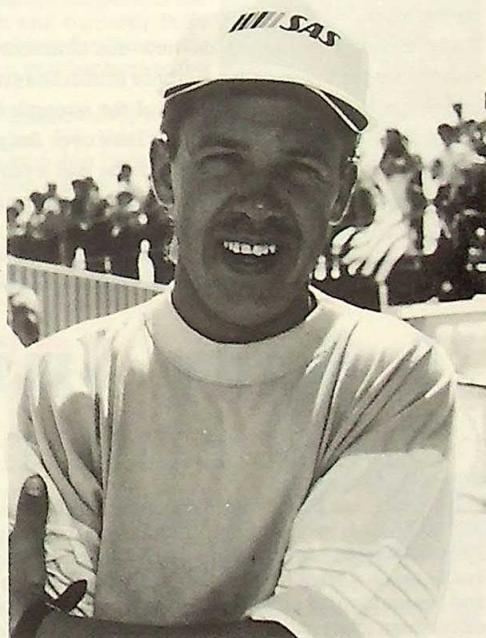
And those who were here at the Odsal bowl in 1985 will not need reminding of how he snatched the world title in a dramatic run-off with fellow Dane Hans Nielsen and American Sam Ermolenko.

Erik has already had a taste of the specially-laid track in Munich's Olympic Stadium, which will stage this year's final.

After finishing runner-up to Nielsen in an open meeting there a few weeks ago he said the circuit rode better and better as the meeting wore on.

"I'm very impressed with the whole set-up, but the track is really too tight coming out of the corners. You need two more metres at least," he said.

Mike Shaw
Speedway Correspondent
Huddersfield Examiner



Erik Gundersen



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TODAY'S COMPETITORS

Andy Grahame 9 (Great Britain)



Along with elder brother Alan, Andy has his sights set on the big day at Munich in September, but in all honesty must be classed as one of the underdogs this afternoon. Andy currently rides for Oxford in the Sunbrite British League but in a career that goes back to 1976 has had spells with Wolverhampton, Brimingham and Milton Keynes.

He was British Champion in 1982 and came within a whisker of repeating the feat two years later but had to be satisfied with runner up behind Kenny Carter. Andy has yet to race in a World Final but did travel to Los Angeles in 1982 as the qualified reserve without ever turning a wheel on the track.

Andy is one of five riders on view this afternoon who have had spells at reserve for their respective Sunbrite British League club during the present campaign. Perhaps that is a sign of the strength of the league. His form at Odsal is up and down with scores here over the past four seasons ranging from 2 to 13. On his last appearance he had a tally of 5 points from 5 rides and clearly Andy will have to improve on that form if he is to gain a qualifying spot this afternoon.



10 Andy Smith (Great Britian)

Local interest is maintained with Andy Smith in today's line-up because he currently rides with the Bradford Dukes in the Sunbrite British League. A Belle Vue asset, Andy is on a 12 month loan deal to the Odsal club and he has been an instant hit with the fans here because of his all out racing style and 'never say die' outlook. The York born rider joined the famous Belle Vue club in 1982 after receiving offers from many other tracks. He had enjoyed a lot of success in grass track circles and still competes in many major events. Of course Andy's early exploits with the Aces was on the old, Hyde Road track. A venue sadly no longer with us. His 'harum-scarum' style landed him in trouble from time to time and



he has had his fair share of injuries. With the demise of the Hyde Road Stadium Andy switched with the Aces to their new race track which had been built at the Greyhound Stadium just up the road. It was a much smaller circuit and although he took a little time to adapt to it he says that the one season at the Racecourse did him the world of good and made him a better rider. There is no doubting that he is a much more mature speedway racer these days and has high hopes of making his World Final debut in Munich. This will be Andy's second Inter-Continental Final appearance, his first was in 1985, but a crash on the Vetlanda track ended his hopes then. All Bradford fans will be hoping for better fortune for him this time and are confident he will battle his way through to Munich. He has claimed the last qualifying place in the last three championship meetings and would settle for the same here at Odsal.



Peter Ravn 11 (Denmark)



Hoping to qualify for his first individual world final this afternoon is 27 year old Peter Ravn who hails from Bogense in central Denmark. In fact, Peter has been part of a world final parade before but only as the non-riding reserve in the 1983 staging at Norden in West Germany. With the final back in West Germany this year it is as good a time as any for him to go one step further and be a full part of Munich's big day. Peter's first taste of British League racing came in 1981 when the then Belle Vue manager Eric Boocock drafted him into the Aces squad, he ended his debut English season with an average fractionally over five points a match. The following year he claimed third place in the European Junior Championship at Pocking West Germany behind winner Antonin Kasper and runner-up Mark Courtney. Peter has had more than his share of injuries over the years, including broken legs, ankles and a shoulder, all of which have resulted in him missing vital parts of the season for his British clubs Cradley, Wolverhampton and currently Belle Vue. On the international front he is now an automatic choice for Denmark's test match squad and his points contribution has been a vital back-up to the Danes' top super stars.

One of the sport's true professionals, Peter is always immaculately turned out and his bikes are some of the fastest in the league. He does all the maintenance and tuning himself and breakdowns are very few because of that. He is the current holder of the Coventry track record, a track he names as one of his favourites. Until recently the racing circuit here at Odsal was well down Peters favourite list for a variety of reasons. However this season on his visits with Belle Vue he has looked much happier and will be quietly confident of going through to Munich and a place in the full line-up there.



12 Kelvin Tatum (Great Britain)

Captain of the England Sunbrite Lions, Kelvin Tatum is one of this country's most consistent scorers at international level. This afternoon he should qualify for what will be his third individual world final, indeed it will be a major shock if he fails to do so. However, Kelvin well remembers the 1987 staging of the Overseas Final on this track when he failed to make the qualifying cut and went out of the championship. He is determined not to make the same mistakes today and has high hopes of bettering his third place in the 1986 World Final.

Born in Epsom, Surrey in February 1964 Kelvin's first introduction to speedway came at the Wimbledon Stadium, London, during the 1982 season. Indeed he raced for the Dons in two National League campaigns

before signing for Coventry in 1985. He is today number one and captain of the Bees and although having a somewhat subdued domestic season still heads the Coventry averages. Kelvin is a former British and Commonwealth Champion, but this seasons World Championship route has seen him score 12 points and second place in the British Final at the Commonwealth Final he scored 9 points and to qualify for this afternoon's meeting he finished runner-up on 12 points in the Overseas Final. In past seasons former World number one Barry Briggs has been at Kelvin's side in the pits offering help and advice and this year he has been joined by Tommy Knudsen. The Danish star is out of speedway this season due to a back injury sustained during the winter in Australia and has been maintaining Kelvin's motors. Knudsen is the joint Odsal track record holder so knows what's required to find the quickest way around Bradford.



Hans Nielsen 13 (Denmark)



Born in Broust on December 26 1959 Hans, like so many of his fellow countrymen, first made his mark on speedway in the junior leagues of Denmark. In 1976 he won the Danish Junior Championship and the following year decided to come over to Britain when he joined Wolverhampton. Right from the off people began to sit up and take notice of the 17 year old newcomer who was winning races from the back. One of his early matches for Wolverhampton was at Halifax and although on the night mechanical problems left his score down, West Yorkshire speedway fans realised then that Hans Nielsen was a man going places. Soon the rest of the country were talking about him and his track exploits. He was dubbed the next Ole Olsen and that was praise indeed. In the intervening years Hans has gone from strength to strength, some people view him as the best speedway rider the world has known. One of his challengers for that particular title is New Zealand ace Ivan Mauger, who in previous seasons would have been part of the Nielsen pit crew at important World Championship events such as the Intercontinental Final this afternoon. But this season the Nielsen - Mauger linkup has been broken and Hans will go it alone without the psychological help of the legendary Kiwi. To list Hans' achievements statistically would take up more space than is available here, but just to pinpoint some of his major title wins; starting with Individual World Champion 1986 and 1987, World Pairs Champion 1979, 1986, 1987 and 1988. Denmark have been World Team Cup champions on no fewer than 8 times and Hans has been a member of the squad on each occasion. Nordic Champion 5 times and Danish National Champion 3 times. Hans has reached every Individual World Final since 1980 and this afternoon will be hoping to qualify for his ninth successive final appearance.

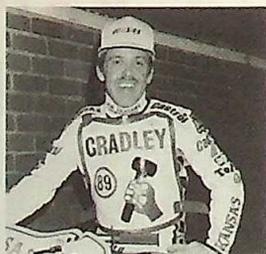


14 Erik Gundersen (Denmark)

The current World Individual Champion Erik, made it World Title number three last year by defeating Hans Nielsen in a run-off in front of their home crowd at Vojens in Denmark. He holds a quite unique record, for in 1985 he won all four major world speedway titles - the Individual, Pairs, Team and Long Track. It was a feat no-one had achieved before or since. On the international front Erik has done it all and won it all at some time or another. An ultra professional he has over the years mastered the art of fast starting, such an essential gift in today's speedway scene. Perhaps his achilles heel is the inability to pass riders from the back. However, this theory was torn to pieces on this track back in 1985 when he passed both Hans Nielsen and American Sam Ernoenko to win a run-off for the World title.

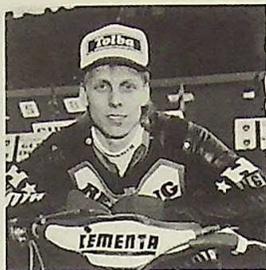


Erik first came to England in 1978 for trials with Cradley Heath whom he joined the following season. He has been with them ever since and last year enjoyed a very successful Testimonial Season with the West Midlands club. In his debut season for Cradley Erik found himself in exciting company with Bruce Penhall and Bobby Schwartz as team mates. He has always acknowledged the help and advice given to him by former World number one Penhall and obviously some of the American's magic rubbed off onto Erik. Esbjerg on Denmark's West Coast is where Erik was born and brought up and it was a proud day indeed for him when he won the individual crown on his home soil last year, in what was Denmark's first staging of the sport's most important event. That final was Erik's sixth appearance and it will be a major shock if he fails to qualify for his seventh here at Odsal this afternoon.



TODAY'S COMPETITORS

Tony Olsson 15 (Sweden)



After the recent upsurge in Swedish talent it is a surprise to find that Tony Olsson is left alone to grace Sweden's colours on the World Championship route to Munich. The more fancied men in the shape of Jimmy Nilsson and Per Jonsson failed to overcome the Nordic Final hurdle in Tampere, Finland.

Tony however (despite a last place in one outing) made it through to today's penultimate stage with relative ease. To reach this afternoon's Intercontinental Final is Tony's best performance yet in the World Championships and in many people's view this will be where his final dream comes to an end. But do not write off this talented Swede too easily, his form for Reading this term has not been inspired in fact for some time he has been at reserve for the Racers. However, he has in the past had some very good meetings here at Odsal when his form at other away tracks has been poor and any of his 15 opponents here this afternoon who underestimate him will regret it. Tony is one of a small band of British League riders who use the JAWA engines. The Czechoslovakian manufactured power unit has fallen from grace over the past decade but the blonde Swedish racer will use them at Odsal this afternoon.



16 Jeremy Doncaster (Great Britain)

One of the unsung heroes of British Speedway, Jeremy has over the past few years been one of this country's most consistent performers and yet he has grabbed very few headlines. He is another rider whose interest in motor cycles began with grass track racing, but was tempted into speedway by then Ipswich boss John Berry, who signed him for the Witches in 1982. That same year Jeremy won the European Grass Track Championship to add to his British title. He was the mainstay of the Suffolk club until their sudden withdrawal from British League racing, and with just a matter of weeks before the start of the present campaign he linked with Reading. He currently leads the Racers average table and his past performances at Odsal suggest he should qualify with ease for what will be his second individual world final. A regular double figure scorer on his visits to Bradford, he scored a full maximum for Ipswich in 1987. The same year he claimed runner-up spot in the Overseas Final here at Odsal. In many people's view he should have partnered Kelvin Tatum in the recent World Pairs final and no doubt when Munich comes around he will make his presence felt.



IN RESERVE



Erik Stenlund 17 (Sweden)

Ex World Ice Speedway champion Erik races for Stockholm in the Swedish Elite league. He failed to qualify outright for today's meeting after losing a run-off in the Nordic Final. Erik has had spells of racing in the British League with Poole and Swindon. In fact his last appearance here at Odsal was with the Wiltshire club during last season and on that occasion he registered a paid maximum!

Martin Dugard 18 (Great Britain)

Young fast-rising England star who is having an excellent season with his Sunbrite British League club Oxford. Sadly fortunes have not exactly smiled on Martin during the current World Championship run. Falls, exclusions and breakdowns have all hampered his progress and at most of the world championship events he has made a last gasp qualification. Indeed his appearance here this afternoon only comes because of Sam Ermolenko's demise, but Martin's day will come if not this season then there will be others for the very talented 20 year old from Sussex.



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Home Fire British Final 1989 Left to Right: Alan Grahame, Simon Wigg, Kelvin Tatum.

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SUNBRITE BRITISH LEAGUE

THE PREMIER LEAGUE IN WORLD SPEEDWAY

BELLE VUE The Racecourse, Kirkmanshulme Lane, Manchester.

Race Day Friday 7.30pm.

Team: Chris Morton (England) Capt, Gary Hicks (USA), Kelly Moran (USA), Shawn Moran (USA), Peter Ravn (Denmark), Joseph Screen (England), Carl Stonehewer (England).

BRADFORD Odsal Stadium, Bradford.

Race Day Saturday 7.30 pm.

Team: Neil Evitts (England) Capt, Glenn Doyle (Australia), Michael Graves (England), Antal Kocso (Hungary), Henrik Kristensen (Denmark), Andy Smith (England), Paul Thorp (England).

COVENTRY Coventry Stadium, Rugby Road, Brandon, Near Coventry.

Race Day Saturday 7.30 pm.

Team: Kelvin Tatum (England) Capt, Andy Hackett (England), John Jorgensen (Denmark), Roman Matousek (Czechoslovakia) Rick Miller (USA), Kai Niemi (Finland), Sean Wilson (England).

CRADLEY HEATH Cradley Heath Stadium, Dudley Wood Road, Dudley.

Race Day Saturday 7.30 pm.

Team: Erik Gundersen (Denmark) Capt, John Bostin (England), Simon Cross (England), Alan Grahame (England), Greg Hancock (USA), Gert Handberg (Denmark), Jan O. Pedersen (Denmark).

KINGS LYNN Speedway Stadium, Saddlebow Road, Kings Lynn.

Race Day Saturday 7.30 pm.

Team: Richard Knight (England) Capt, Stephen Davies (Australia), Armando Dal Chiele (Italy), Allan Johansen (Denmark), Lance King (USA), Dennis Loftqvist (Sweden), Adrian Stevens (England).

OXFORD Oxford Stadium, Sandy Lane, Cowley, Oxford.

Race Day Friday 7.30 pm.

Team: Hans Nielsen (Denmark) Capt., Troy Butler (Australia), Marvyn Cox (England), Martin Dugard (England), Paul Dugard (England), Andy Grahame (England), Simon Wigg (England).

READING: Reading Stadium, Bennett Road, Smallmead, Reading.

Race Day Monday 7.30 pm.

Team: Mitch Shirra (New Zealand) Capt, Carl Blackbird (England), Armando Castagna (Italy), Jeremy Doncaster (England), Malcolm Holloway (England), David Mullett (England), Tony Olsson (Sweden).

SWINDON Abbey Stadium, Blunsdon, Near Swindon.

Race Day Saturday 7.30 pm.

Jimmy Nilsen (Sweden) Capt, Gary Chessell (England), John Davis (England), Brian Karger (Denmark), Peter Nahlin (Sweden), Andrew Silver (England), David Smart (England).

WOLVERHAMPTON Ladbroke Stadium, Monmore Green, Wolverhampton.

Race Day Monday 7.30 pm.

Team: Sam Ermolenko (USA) Capt, Neil Collins (England), Ronnie Correy (USA), Graham Jones (England), Andy Phillips, (England), Robert Pfetzing (USA), Jan Staechmann (Denmark).

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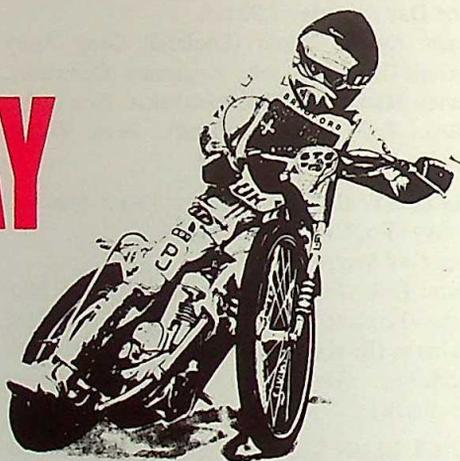
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ON THE RADIO

We have been "Press Ganged". No, we haven't been forced into the Navy, as the old term suggested. We have been told to welcome the "Gang" of pressmen who will be with us today.

Quite a crowd of media-men are with us on this very important speedway occasion, the last stage for today's competitors ahead of this year's World Individual Speedway Championships, and our task is made doubly difficult in case we miss out on some of the well known writers-columnists and photographers gathered together and all doing their own pieces for the media in their own fashion.

It is with great pleasure that we welcome our colleagues headed by probably the 'senior man', hope he will forgive us for giving him that title. Take a bow Mr Dick Bott of the Sunday Express. Alongside him, complete with pipe, is Andrew Edwards (Motor Cycle News) and their Staff Photographer John Hipkiss, Andrew always has a 'slant' on the sport in the weekly edition. Philip Rising hard-working editor of the Speedway Star is here accompanied by Richard Clark (he's the one without a hairdresser who has difficulty getting into speedway stadiums when outside London). Speedway Mail International is represented by Editor Tony McDonald and probably John Bolle as well. (Who both love Indian curry and the Bradford prices in particular).

John Gaisford (Oxford Mail) will have plenty to write about with 4 riders carrying the flag for his local side, whilst Bruce Grainger will be following the attentions of Kelvin Tatum on a freelance basis, he will no doubt be discussing things over with Barry Alcock of the Coventry Evening Telegraph.

Tom Johnson of the Wolverhampton Express and Star normally writes on the fortunes of the Wolves and Heathens, so he will be kept busy, as will Rob Bishop from the Birmingham Mail.

Another freelance writer for the Speedway Star is Bob Radford of Telemark and Reading, Swindon or anyone else who will listen in that part of the country. Closer to home Johnathan Boulton will accompany Ian Charles from the Bolton Evening News as Phil Jones reports for the Manchester Evening News and if there is an extra flag flying around the Odsal Bowl today it's because Frank Maclean has joined us from the Belle Vue press box. (Frank is Liverpool Chads number one reporter as well).

Piccadilly Radio (Always on the Up Date) are represented by News and Sport Editor John Pickford whilst Tony Millard will be keeping Radio 2 Listeners informed during the course of events.

Taking pictures alongside Odsal regular photographer Russell Taylor will be Mike Patrick and Ken Carpenter and all these media men receive regular press releases from the BSPA P.R.O. Peter Oakes who also organises the Speedway Club Call 'phone in service. Doubtless there will be many foreign press men with us, mostly from Denmark because other media men from over the Channel will be at Debrecen (Hungary) watching the Continental Final today. Add to that the regular 'locals' whom we have mentioned in previous programmes, it gives you some idea of how highly the media count today's meeting.

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Home favourite Bradford Dukes rider Andy Smith, seen here leading Martin Dugard during the Overseas Final at Coventry.

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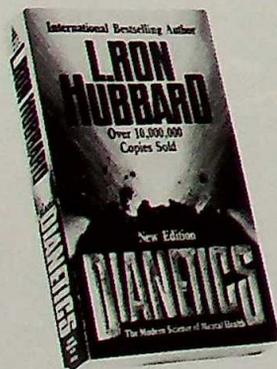
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THE ROUTE TO ODSAL

AUSTRALIAN FINAL, NEWCASTLE NEW SOUTH WALES

Glenn Doyle 13, Stephen Davies 12, Jamie Faggil, Mick Poole 11, Steve Regeling 11, Phil Crump 10, Graig Boyce 10, **Troy Butler** 7, Leigh Adams 6, Glen Baxter 6, Craig Hodgson 6, Glyn Taylor 6, Chris Watson 5, Mark Fiora 3, Shane Parker 2, Tony Primmer 1, Brian Nixon 0.

NEW ZEALAND FINAL, WESTERN SPRINGS

Larry Ross 15, Gary Allan 14, Mark Thorpe 12, Nathen Murray 12, Stephen Rose 10, Craig Wilkie 9, John Roberts 8, Justin Monk 7, Mark Jamieson 6, Greg Fisher 6, David Claydon 6, Rex Brosnan 5, Richard Davidson 3, Bradley Stockton 3, Darren Hopewell 2, Scott Mitchell 1, Geoff Tomkins 1.

HOMEFIRE BRITISH FINAL, COVENTRY

Simon Wigg 14, Kelvin Tatum 12, Alan Grahame 12, Les Collins 11, Andy Phillips 10, **Andy Grahame** 7, Martin Dugard 7, Neil Collins 7, **Jeremy Doncaster** 7, **Andy Smith** 7, Neil Evitts 6, John Davis 5, Mark Courtney 5, Graham Jones 4, Andrew Silver 4, Marvyn Cox 2.

DANISH FINAL, VOJENS

Erik Gundersen 14, Jan O. Pedersen 14, Brian Karger 14, **Hans Nielsen** 12, **John Jorgensen** 11 **Peter Ravn** 9, Allan Johansen 9, Ole Hansen 7, Kurt Arnfred 7, Jan Staechmann 6, Per Soorensen 5, Jan Jacobsen 3, John Eskildsen 3, Henrik Kristensen 3, Henry Nielsen 2, Tor Hansen 0.

AMERICAN FINAL, LONG BEACH

Sam Ermolenko 19, Shawn Moran 19, **Ronnie Correy** 19, Lance King 17, Rick Miller 16, Bobby Schwartz 14, Mike Faria 14, Gary Hicks 12, Bart Bast 12, Billy Hamill 10, Greg Hancock 7, Louis Kosseauth 7, Alan Christian 7, Eddie Castro 7, Steve Lucero 5, Brad Oxley 5, Jim Sisemore 3, Shawn Venables 1, Scott Brown 1, John Keheo 1.

Note the American Final was contested by 20 riders. 5 riders per heat with the scoring 4 - 3 - 2 - 1 - 0.

THE NORDIC FINAL, TAMPERE, FINLAND

Hans Nielsen 14, Jan O. Pedersen 14, **Erik Gundersen** 12, **Peter Ravn** 10, **Tony Olsson** 9, **John Jorgensen** 8, **Olli Tyrvaainen** 8, Erik Stenlund 8, Michael Blixt 7, Kai Niemi 7, Lars Gunnestad 6, Per Jonsson 6, Brian Karger 5, Jimmy Nilsen 4, Peter Karlsson 2, Arno Svendsson 1.

ANCIT COMMONWEALTH FINAL

Simon Wigg 13, **Mitch Shirra** 12, Neil Collins 12, **Andy Grahame** 9, **Kelvin Tatum** 9, **Jeremy Doncaster** 8, Stephen Davies 8, **Troy Butler** 8, **Andy Smith** 8, Andy Phillips 7, Martin Dugard 7, **Alan Grahame** 7, Les Collins 6, Gary Allan 5, Glenn Doyle 0, Darren Wilson 0.

HOMEFIRE OVERSEAS FINAL, COVENTRY

Sam Ermolenko 13, **Kelvin Tatum** 12, **Ronnie Correy** 11, **Simon Wigg** 11, **Alan Grahame** 9, **Mitch Shirra** 9, **Andy Grahame** 8, **Jeremy Doncaster** 8, **Andy Smith**, **Troy Butler** 6, Martin Dugard 6, Stephen Davies 5, Lance King 5, Rick Miller 4, Neil Collins 4, Andy Phillips 1.



Ancit Commonwealth Final Left to Right: Mitch Shirra, Simon Wigg, Neil Collins

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Coventry Winner: Simon Wigg

Ancit Commonwealth Final

Belle Vue Winner: Simon Wigg

Homefire Overseas Final

Coventry Winner: Sam Ermolenko

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Sunbrite Lions v USA

Swindon England 75 - USA 32

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Commonwealth Final, Overseas Final

Ancit Commonwealth Final, Re-staging of Meeting

Overseas Final, B.L.R.C

Homefire Overseas Final, Re-staging of Meeting

Inter-Continental Final, B.L.R.C.

Sunbrite Inter-Continental Final,

Re-Staging of Meeting,

World Team Championship, B.L.R.C

Sunbrite World Team Championship

Re-staging of Meeting, B.L.R.C

B.L.R.C., re-staging of Meeting



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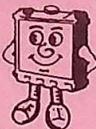
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