

WORLD SPEEDWAY CHAMPIONSHIP

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NORDIC - BRITISH

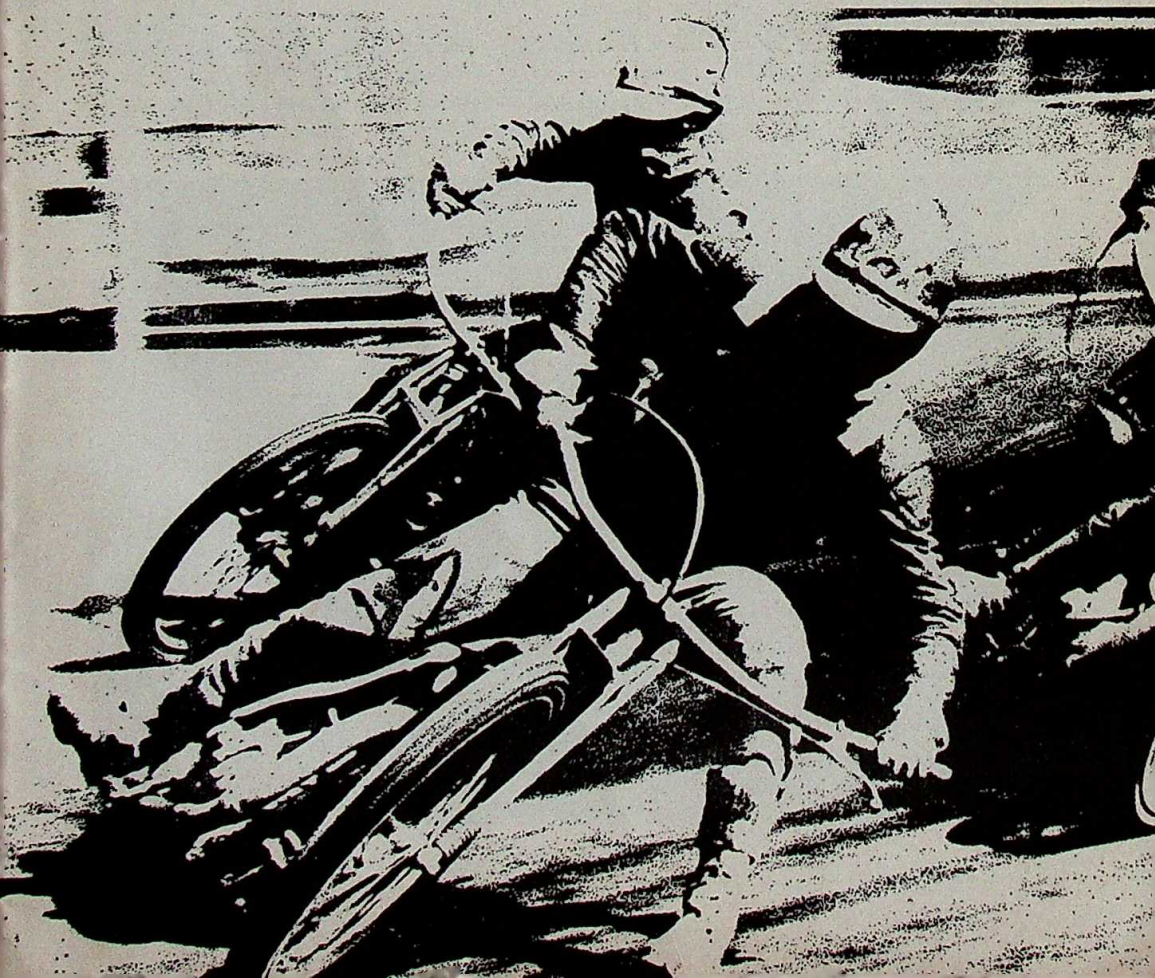
FINAL

OWLERTON STADIUM

SHEFFIELD 6

THURSDAY JULY 14th 7.45 pm

OFFICIAL SOUVENIR PROGRAMME 2s





Two champions hard to beat for consistency. In action above—Barry Briggs, of New Zealand, who took the World title in 1964, 1958 and 1957, was runner-up in 1962 and third in 1963, 1959 and 1955. Below—Swedish ace Ove Fundin, winner in 1963, 1961, 1960 and 1956, twice runner-up and three times placed third.



SPEEDWAY STARS ON PARADE

By Nelson Mills Baldwin

Chairman Speedway Control Board



TONIGHT'S Nordic British Final here at Sheffield gives Northern fans a chance to see the cream of the current speedway "scene" in action on their long trail to the coveted World Championship.

It is fitting that a city such as Sheffield, which has been a stronghold of speedway in recent years, should be given this opportunity at a time when the sport is enjoying one of its strongest periods since the immediate post-war boom.

May I pay tribute to all those who have played such a big and important part in making this great sport what it is today?

The British League—with 18 teams throughout the country—is a strong and highly competitive organisation. Credit here is due to the General Council and Management Committee of the Speedway Promoters' Association, under the Chairmanship of Mr. Mike Parker, with Mr. Dave Stevens as Secretary. Nor must we forget the Speedway Riders' Association under the Chairmanship of Mr. Jack Biggs, with Mr. Ray Cresp as Secretary.

Amongst this splendid atmosphere of enthusiasm on the home front, what a great pleasure it is for me to welcome tonight our friends from Scandinavia. Our British contingent will have to be at their best in stemming the tide of these overseas competitors. To them all, I wish good luck and good racing.

At this point I must mention, with very great regret, the death last month of Mr. Jack Whittaker, a colleague of mine on the Speedway Control Board and a well-known and popular figure in this part of the country. Mr. Whittaker was a Vice-President of the Auto-Cycle Union, a member of its Competitions Committee, a past President of the Bradford and District Motor Club and a past President of the Yorkshire Centre of the A.C.U. Mr. Whittaker gave enormous contribution to the sport of speedway, and his services to the Control Board will be greatly missed.

Finally I would like to thank, on behalf of the Control Board, all of you who have made tonight's event possible here at Owlerton. In particular, of course, there are our old friends of the Sunday Mirror, sponsors of the Championship. Not to be forgotten are the riders and promoters and the scores of back-room boys who have worked so hard behind the scenes.

So on with the racing. May the weather be fine, and may you—the spectator—enjoy the evening's sport as much as the riders are sure to enjoy taking part.



To-night's time-table

- 6.30 p.m. Music by the Carlton Main Frickly Colliery Band. Music Director: Jack Atherton.
Interval.
- 7.30 p.m. Parade of riders.
- 7.45 p.m. Racing commences.

Officials of the meeting

<i>F.I.M. Steward</i>	...	...	...	...	N. E. DIXON, O.B.E.
<i>Clerk of the Course</i>	...	...	...	...	D. H. DELAMONT
<i>A.C.U. Referee</i>	...	...	...	...	A. E. HUMPHREY
<i>A.C.U. Timekeeper</i>	...	...	...	...	C. AUDREY
<i>Start Line Marshal</i>	...	...	...	...	N. S. LEE
<i>Machine Examiner</i>	...	...	...	...	S. JENKINS
<i>Announcer</i>	...	...	...	...	J. LONGDEN
<i>Medical Officer</i>	...	...	...	...	DR. ADAMSON
<i>First Aid</i>	...	...	...	...	ST. JOHN AMBULANCE BRIGADE

Speedway Track Licence No. 66/7. Held under the Regulations of the Speedway Control Board. A.C.U. Permit No. 1367.

Official Track Measurement is 400 yards (Track Record 67.6 secs.—Clive Featherby, 13th August, 1964).

The Speedway Control Board gratefully acknowledges *The Sunday Mirror*—sponsors of tonight's meeting; County Speedway Limited (Managing Director Frank Varey)—Stadium arrangements etc.: Oliver Langton, Esq.—1904 Rolls-Royce; James Smith, Esq.—1907 Rolls-Royce; Denis Flather, Esq.—1913 Rolls-Royce; Messrs. E. W. Hatfield Ltd.—Triumph Cars.

BETTING IS STRICTLY PROHIBITED AT ALL SPEEDWAY MEETINGS



Ivan Mauger



Brian Brett



Mike Broadbanks



Nigel Boocock



Barry Briggs



Ken McKinlay

Wimbledon Battle For Big Title Chance To-night

WHAT a battle it has been for home-based riders to reach tonight's Nordic-British Final of the World Speedway Championship.

British Champion Barry Briggs, of Swindon, led the qualifiers for the semi-final stages of the British Section with 43 points from his qualifying round meetings.

But the real battle was for the more lowly positions. Four men—John Dews (Sheffield), Ronnie Genz (Poole), George Hunter (Edinburgh) and Roy Trigg (Hackney)—all scored 30 points—yet there were only two places left in the semi-finals.

Hunter and Trigg got the nod by virtue of their higher number of heat wins in the qualifying rounds.

So—it was on to the semi-finals: at Cradley Heath on June 13, Halifax June 15; and the British Final at Wimbledon on June 27.

Sixteen riders took part in each of the semi-finals with the winners receiving £30 cheques from the *Sunday Mirror*, sponsors of the championship, the runners-up £15 and the third-placed riders £5.

The top eight at Cradley Heath and Halifax went forward to Wimbledon.

And what a battle the semi-finals proved to be.

Top speedway columnist, Don Clarke, summed-up Cradley Heath like this:

"What dog-fights these semi-finals turned out to be. The Cradley Heath clash was a dream. Trevor Hedge (Wimbledon) and Colin Pratt (Hackney) had to fight out a run-off for first (£30) and second (£15) prize-money. Another four riders, Mike Broadbanks, Eric Boocock, Norman Hunter and Dave Younghusband, also had to go

to a decider before the third cheque was handed over."

Incidentally, Hedge and Pratt each had twelve points, the four who fought it out for third place eleven apiece—and famous names, Nigel Boocock (Coventry) and Ken McKinlay (West Ham) just managed to scramble into the final despite clocking ten points.

The weatherman nearly cast a damper upon the Halifax semi-final, a torrential downpour during Heat 7 making conditions treacherous to say the least.

It didn't seem to deter that three-time World Champion, Barry Briggs. He finished with maximum points to make his place in the British final certain.

But it was still a close struggle. Ron Mountford (Coventry) also got a maximum and Jimmy Gooch (Oxford), Brian Brett (Swindon), Peter Moore (King's Lynn) and Roy Trigg (Hackney) all notched ten. So once again there was a re-run for the third place cheque—Moore turning out to be the winner.

The other qualifiers for the big night at Wimbledon were Newcastle's Ivan Mauger and Edinburgh's George Hunter, both of whom had nine points.

For close competition you could hardly beat that.

However, sixteen into eight doesn't go by any standard of arithmetic—and only eight British riders could go forward from Wimbledon to tonight's Nordic-British final. Just who were the lucky (or rather, deserving) riders to do battle with the Scandinavian aces you will find on our centre pages.

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Enclosures
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*All above include basic admission to race, 2 days
practice, parking and souvenir programme.*

Paddock 20s. extra

Programme

- 06.30 hrs. Gates open.
11.30 hrs. 20-lap GUARDS TROPHY
 Unlimited Sports Racing Car
 event.
12.30 hrs. 20-lap PETER ENGLAND
 Trophy Race for Group 5 Saloon
 Cars.
13.15 hrs. Lunch interval and display.
15.00 hrs. RAC BRITISH GRAND PRIX
 for the new 3-litre Formula 1 over
 80 laps.
18.00 hrs. Chris Barber's Jazz Band.

Tickets from Brands Hatch Circuit Ltd., Fawkham, Kent.



SHEFFIELD SAGA

By

REG WHITTAKER

Speedway Correspondent "Sheffield Star"



SHEFFIELD Speedway has had many ups and downs since the Sport was first introduced to the City at Owlerton Stadium in 1929.

Thousands of pounds were lost over the years as several promoters unsuccessfully tried to keep interest alive.

It was not until Frank Varey took over the reins again in 1960 that things began to prosper.

The former England star, who during his 18 years as a prominent member of the Belle Vue side rode on almost every circuit in the world, is still in command of a thriving track, and holds the record as the longest serving promoter of Speedway racing at Owlerton Stadium.

The first move to bring Dirt Track Racing, as it was known at the outset, to Sheffield was the calling of a meeting in Manchester during August, 1928.

The outcome was that Mr. J. B. Sneath, a Sheffield businessman, was asked to find suitable land for the laying of a track.

Eventually some waste ground was obtained on the present Owlerton Stadium site, and preparatory work was started.

The first Dirt Track meeting was held under the direction of Mr. Edgar Hart, a Manchester businessman, at Easter, 1929, with Mr. Sneath as Manager.

A year later, however, Mr. Hart surprisingly sold out to Belle Vue, but after two years under their direction, despite every effort to make it a success, the venture went bankrupt.

An immediate £1,000 joint effort came from Mr. Michael Gleeson, a Sheffield Building Contractor, and Mr. Bernard Meggitt, of Mansfield, to take

over the affairs. This was accepted, and the Dirt Track circuit was moved inside to make room for a Greyhound track to be laid on the outside of the Arena.

When the two different sports started to function there was no crash fence between the two tracks, only a white line separating them.

Messrs. Gleeson and Meggitt, however, only managed to keep Dirt Track racing going for one season, and in 1934 the new Sheffield promoter was Westy Westwood. Despite Westy's great enterprise his reign only lasted from Easter to July.

In February of the following year Alec Dovenor was appointed as the first full-time manager of Sheffield Speedway. He was a tip-top man and highly regarded in the country's Motor Cycle sport, but after 12 months Sheffield again closed its doors.

The year 1939 saw what looked like being the beginning of the greatest era of Speedway Racing in the Steel city. The man who promised, and looked like succeeding, in putting Sheffield right into the forefront, Australian Bluey Wilkinson, took over.

Having won great renown by winning the World Championship the previous year, Bluey really began to make things hum. Crowds increased tremendously as Bluey built up such a fine side that Sheffield looked set to win National League Div. II honours, but the outbreak of War in September dashed their hopes.

I remember Bluey saying "cheerio" to me in January 1940 before returning to his native land to try and do his bit for

sheffield saga

the war effort. "Reg" he said "I promise you that when this job is over we shall have the best team in the world at Sheffield".

I am sure that Bluey, one of the nicest fellows in the sport I have ever met, was most sincere in his remarks, and would have gone to every conceivable length to achieve his aim.

Sad to relate Bluey Wilkinson never came back, for he was killed while riding his motor cycle on the road in Australia, and so the sport, and Sheffield Speedway in particular, lost a great man, who would undoubtedly have taken the Tigers right to the forefront.

Riders who wore the Sheffield colours in the early years included Dusty Haigh, Dusty Jenkins, Eric Blain, Tommy Allott, W. E. "Gus" Platts, Jack Berber, Austin Humphries, Freddy Hatton, and Cliff Watson.

"Gus" Platts and Jack Berber were firm friends, but deadly rivals on the track, and their match races—almost every-week affairs—were the highlights and aroused great interest.

stalwart

Tommy Allott is an old Sheffield stalwart, who served Sheffield exceedingly well at different periods during his career, and although he retired several years ago he is still one of the Tigers staunchest supporters. At one period, just after the last war, Tommy and his younger brother Guy, were both members of the Sheffield team.

Tommy had the distinction of qualifying for the World Championship Final held at Wembley Stadium in 1946, but engine trouble denied him the chance of getting high among the scorers.

Other popular Tigers just before World War Two included such Star riders as Squib Burton, Bronco Dixon, Ernie Evans and Billy Lamont.

Many other famous riders from other tracks, whose names will bring back pleasant memories to the older followers, graced the Owlerton circuit before the War. They included Colin Watson, George Greenwood, Colin Stewart, Harry Whit-

field, Vic Huxley, Arthur Franklyn, Lionel Von Praag, Eric Langton, Tiger Lewis, Max Grosskreutz, Jack Parker, and of course, Bluey Wilkinson and Frank Varey.

Sheffield was quick off the mark to re-introduce Speedway racing at Owlerton Stadium after the cessation of hostilities, three meetings being run by the then manager of the Belle Vue team, Miss A. S. Hart—no relation to Mr. Edgar Hart—and Frank Varey.

As was general throughout the country, as the servicemen and their families were able to get back to something like a normal life, Speedway flourished in Sheffield, so much so that in the following year Miss Hart and Frank Varey entered a team in the new Northern League, and had the satisfaction of steering it to the runners-up position.

tigers

This success was repeated in the National League Division 2 the following season.

However, Frank Varey had ideas of his own, and he sold out his interests in Sheffield Speedway to Miss Hart, and took over at Edinburgh. A year later he again linked up with the shrewd Belle Vue manager at Sheffield, while also continuing to manage the Monarchs at Meadowbank.

In season 1948 Sheffield finished fourth in Division 2 of the National League, and an improvement the following year saw them as runners-up to Bristol.

Then in 1950 Miss Hart decided to make several changes. She transferred several of the riders, including Tommy Allott, and Tommy Bateman to other tracks, and re-named the team "The Tars".

Attendances slumped rapidly, and enthusiasm dropped to almost rock bottom, making it quite clear that Miss Hart had made a very bad mistake, so much so that in September she switched the name back to "Tigers".

Big financial losses followed, causing her to pull out of Sheffield, and Frank Varey was joined by his former Belle Vue team mate, Eric Langton, as joint promoter. Eric was not happy on the

sheffield saga

administrative side of the sport, and resigned, leaving Frank Varey to finish the season alone.

Prominent Tigers in those early post-war years, in addition to Tommy Allott, included Australian Jack Bibby, Bruce Semmens, Tommy Bateman, Guy Allott, and the brothers Len and Stan Williams.

A new directorate was formed in 1951 with Frank Varey as a member of the Board, and manager of the team.

By that time, however, the post-war boom in Speedway was over and midway through the season, Sheffield were compelled to withdraw from the National League Division 2 owing to lack of support.

At that time many were of the opinion that Speedway racing would never be resumed in the City, but events proved otherwise.

Sheffield re-opened in 1960, with Frank Varey again at the helm, and is now firmly established in the new British League after several seasons in the Provincial League.

the best

Sheffield may not have a world beating team at the moment, but Frank Varey and his supporters have every reason to feel proud of their Tigers.

Once again being captained by Jack Kitchen, nephew of another former England star, Bill Kitchen, the team is unquestionably the best that Sheffield have had for years, and given good fortune they are certain to grow in strength, and at long last bring a major honour to the City.

In Billy Bales they have a rider of vast experience, who despite his years can still serve up some of the form that brought him fame and fortune with Norwich.

John Dews, a Belle Vue product, is capable of holding his own against the best, while ex-Cradley Heath rider, John Hart, who moved to Owlerton this season, is proving a valuable asset.

But the rider who is capturing the hearts of supporters is 22-year-old Bob Paulson.

Two years ago Bob was a raw novice, but one night he took part in a race with other novices before Sheffield's match to decide the number seven spot in the team. He finished first, and then gradually made the position his own. Last season he managed to earn a full team place, and towards the end of the campaign was showing that he had the capabilities of making a fine rider.

new star

This season he has really blossomed out, and after causing quite a stir in the British Qualifying stage of the World Championship at Wimbledon was invited to compete in the Internationale at Wimbledon by the Dons' promoter, Mr. Ronnie Green. Unfortunately, due to lack of experience the event proved too big an occasion for him, and he only succeeded in scoring odd points.

There is no doubt that in Bob Paulson, Frank Varey has a rider who, given good luck and good fortune, will develop into one of the best England has produced in the post-war years.

Another Sheffield prospect is Arnold Haley, who is oozing with enthusiasm, grit and guts. He too could turn out to be a real "find" by the Sheffield promoter.

Eric Hockaday, another ex-Cradley Heath rider, who joined the Tigers after the start of the present season is fighting hard to regain his lost form, and if he succeeds will prove another valuable addition to the Sheffield team.

In addition to being proud of their riders, Sheffield fans are equally proud of their track.

Without exception every rider who has ridden on the Owlerton circuit since 1960 has had nothing but praise for it. This is a fitting tribute to the hard work put in by Frank Varey every day of the week during the season, come hail, rain or snow.

The track record for the four laps of the 400 yard circuit is held by Clive Featherby, who, while riding for Sheffield in a match on August 13th, 1964 clocked 67.6 seconds.

If the weather and conditions are ideal tonight there is every chance that one or more of the 16 competing stars will establish a new record.

RIDERS' INDIVIDUAL SCORE CHART

The Score Chart has been put here for your convenience. It is suggested that when you transfer the scores it would simplify matters to refer to the riders by number and not by name.

RIDERS	1st	2nd	3rd	4th	5th	TOTAL	RIDERS	1st	2nd	3rd	4th	5th	TOTAL	RIDERS	1st	2nd	3rd	4th	5th	TOTAL
1. B. CHRISTIANSEN							7. K. MCKINLAY	...						13. S. HARRFELDT	...					
2. T. NYGARD	...						8. N. BOOCOCK	...						14. B. BRIGGS	...					
3. O. OLSEN	...						9. J. FAAFENG	...						15. C. PRATT	...					
4. K. LAHTINEN	...						10. P. WISSING	...						16. N. POULSEN	...					
5. M. BROADBANKS							11. I. MAUGER	...						17. E. BOOCOCK	...					
6. B. BRETT	...						12. G. HUNTER	...						18. P. AULIE	...					



1966 SPEEDWAY CHAMPIONSHIP OF THE WORLD NORDIC-BRITISH FINAL

Points are awarded: 3—1st; 2—2nd; 1—3rd. Individual Score Chart above.

Riders' starting positions are indicated by their helmet colours. Red number 1 position, Blue No. 2, White No. 3, and Yellow number 4, counting from the inside.



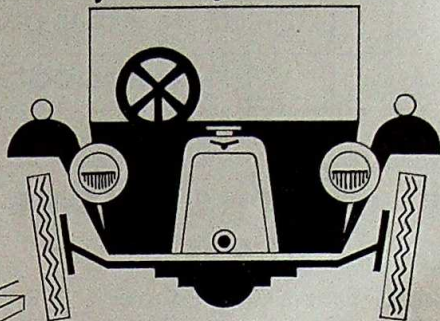
Event	Helmet Colour	RIDERS	Result	Event	Helmet Colour	RIDERS	Result	Event	Helmet Colour	RIDERS	Result
1st Race	1 Red 2 Blue 3 White 4 Yellow	Borge Christiansen (D.K.) Thorbjorn Nygard (N.) Ole Olsen (D.K.) Kalevi Lahtinen (S.F.)	1st 2nd 3rd Time	8th Race	4 Red 8 Blue 12 White 16 Yellow	Kalevi Lahtinen (S.F.) Nigel Boocock (ENG.) George Hunter (SCOT.) Niels Poulsen (N.)	1st 2nd 3rd Time	15th Race	16 Red 3 Blue 10 White 5 Yellow	Niels Poulsen (N.) Ole Olsen (D.K.) Poul Wissing (D.K.) Mike Broadbanks (ENG.)	1st 2nd 3rd Time
2nd Race	5 Red 7 Blue 6 White 8 Yellow	Mike Broadbanks (ENG.) Ken McKinlay (SCOT.) Brian Brett (ENG.) Nigel Boocock (ENG.)	1st 2nd 3rd Time	9th Race	6 Red 16 Blue 1 White 11 Yellow	Brian Brett (ENG.) Niels Poulsen (N.) Borge Christiansen (D.K.) Ivan Mauger (ENG.)	1st 2nd 3rd Time	16th Race	9 Red 6 Blue 4 White 15 Yellow	Johnny Faafeng (N.) Brian Brett (ENG.) Kalevi Lahtinen (S.F.) Colin Pratt (ENG.)	1st 2nd 3rd Time
3rd Race	10 Red 11 Blue 9 White 12 Yellow	Poul Wissing (D.K.) Ivan Mauger (ENG.) Johnny Faafeng (N.) George Hunter (SCOT.)	1st 2nd 3rd Time	10th Race	12 Red 5 Blue 15 White 2 Yellow	George Hunter (SCOT.) Mike Broadbanks (ENG.) Colin Pratt (ENG.) Thorbjorn Nygard (N.)	1st 2nd 3rd Time	17th Race	1 Red 8 Blue 15 White 10 Yellow	Borge Christiansen (D.K.) Nigel Boocock (ENG.) Colin Pratt (ENG.) Poul Wissing (D.K.)	1st 2nd 3rd Time
4th Race	15 Red 14 Blue 16 White 13 Yellow	Colin Pratt (ENG.) Barry Briggs (N.Z.) Niels Poulsen (N.) Sverre Harrfeldt (N.)	1st 2nd 3rd Time	11th Race	8 Red 9 Blue 3 White 14 Yellow	Nigel Boocock (ENG.) Johnny Faafeng (N.) Ole Olsen (D.K.) Barry Briggs (N.Z.)	1st 2nd 3rd Time	18th Race	9 Red 2 Blue 7 White 16 Yellow	Johnny Faafeng (N.) Thorbjorn Nygard (N.) Ken McKinlay (SCOT.) Niels Poulsen (N.)	1st 2nd 3rd Time
5th Race	13 Red 1 Blue 5 White 9 Yellow	Sverre Harrfeldt (N.) Borge Christiansen (D.K.) Mike Broadbanks (ENG.) Johnny Faafeng (N.)	1st 2nd 3rd Time	12th Race	13 Red 4 Blue 10 White 7 Yellow	Sverre Harrfeldt (N.) Kalevi Lahtinen (S.F.) Poul Wissing (D.K.) Ken McKinlay (SCOT.)	1st 2nd 3rd Time	19th Race	3 Red 12 Blue 13 White 6 Yellow	Ole Olsen (D.K.) George Hunter (SCOT.) Sverre Harrfeldt (N.) Brian Brett (ENG.)	1st 2nd 3rd Time
6th Race	14 Red 10 Blue 2 White 6 Yellow	Barry Briggs (N.Z.) Poul Wissing (D.K.) Thorbjorn Nygard (N.) Brian Brett (ENG.)	1st 2nd 3rd Time	13th Race	7 Red 12 Blue 14 White 1 Yellow	Ken McKinlay (SCOT.) George Hunter (SCOT.) Barry Briggs (N.Z.) Borge Christiansen (D.K.)	1st 2nd 3rd Time	20th Race	5 Red 14 Blue 11 White 4 Yellow	Mike Broadbanks (ENG.) Barry Briggs (N.Z.) Ivan Mauger (ENG.) Kalevi Lahtinen (S.F.)	1st 2nd 3rd Time
7th Race	11 Red 15 Blue 7 White 3 Yellow	Ivan Mauger (ENG.) Colin Pratt (ENG.) Ken McKinlay (SCOT.) Ole Olsen (D.K.)	1st 2nd 3rd Time	14th Race	2 Red 13 Blue 8 White 11 Yellow	Thorbjorn Nygard (N.) Sverre Harrfeldt (N.) Nigel Boocock (ENG.) Ivan Mauger (ENG.)	1st 2nd 3rd Time	*21st Race	Red Blue White Yellow		1st 2nd 3rd Time
THE DRAW FOR THE HEATS AND STARTING POSITIONS WAS MADE BY THE F.I.M.								†22nd Race	Red Blue White Yellow		1st 2nd 3rd Time

* To be run only if two or more riders tie for first place.

† To be run only if two or more riders tie for second or third place.



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MEET THE RIDERS

By Paul Parish—Editor *Speedway Star* and News and Dave Stevens

ALL roads lead to Wembley! That's a long-established catch phrase in speedway when the *Sunday Mirror* sponsored World Championship comes around each year.

And it's absolutely true as far as the Nordic/British Final of the World Championship is concerned.

This Sheffield staged meeting is the last before the European Final at Wembley on Saturday, September 3, and going forward from Sheffield will be eight riders, to join the leading eight scorers from the recently-staged Continental Final at Slany (Czechoslovakia).

Not only are the competitors fighting out for a European Final place either. They are also after the big *Sunday Mirror* cash prizes which go to the leading three riders in this meeting; top man gets £100, the runner-up £50, and third-placed man £30.

Fighting it out for these eight places will be the leading eight scorers from the British Final and the top eight from the Nordic Final. Let's take a quick look at the 16 competitors now . . .

BARRY BRIGGS (New Zealand)

There's little can be said about this man that hasn't been said already! World Champion in 1957 and '58 and again in 1964, Barry recently completed a hat-trick of British Championship wins in taking this year's event with 12 points.

Current holder of the Golden Helmet match race championship, he also recently held the Silver Sash title too and as far as individual events go—he's won most of them in his time, this year having already won the Midland Riders' Championship and the Alan Memorial Trophy. First

rode for Wimbledon and later had spells with New Cross and Southampton before joining his present club, Swindon.

IVAN MAUGER (New Zealand)

Runner-up in this year's British Final, the Nordic/British Final is Ivan's furthest progress to date in World Championship events. A junior with Wimbledon in the late 50's, Mauger just couldn't make the grade and returned home to Kiwi-land, coming back to England in 1963 where he set the former Provincial League alight with some sparkling performances for Newcastle—still his present track.

For long a holder of the PL's Silver Sash, Ivan's World Championship progress last year was halted by injury but he's fighting fit now and determined to earn a Gothenberg place for himself. Recently announced as a Great Britain team man for Poland.

COLIN PRATT (England)

The surprise of the British Final in finishing up third-placed, the stylish Hackney skipper is coming along fine at the moment and a regular double-figure scorer for the Hawks. A product of the famous Rye House training track, Colin had spells with Poole and Southampton before joining up with Stoke where he really started to make the cinders fly.

Joined his present track when Stoke closed down through redevelopment and has been a leading light in the side ever since. So far, the really big honours have eluded Pratt, but they can't be far away now. Had a good run in the Silver Sash competition at the end of '65.



George Casey, genial Sports Editor of the Sunday Mirror, sponsors of the World Championship, seems to be taking great care with the 'fit' as he presents the Golden Helmet of speedway to the popular Swedish star and former World Champion, Ove Fundin.

meet the riders

GEORGE HUNTER (Scotland)

Fast becoming one of Scotland's greatest home-produced riders, Hunter has spent all his racing career with Edinburgh, really coming to the fore in last year's British League when he was selected for several of the Great Britain teams against the U.S.S.R. and unsuccessfully challenged Barry Briggs for the Golden Helmet.

This year he has been experiencing some difficulties in getting around away tracks but he's still done enough to represent Scotland in all four of their Internationals against Scotland and will almost certainly come up for G.B. consideration when Poland visit these shores in July.

MIKE BROADBANKS (England)

Another product from Rye House, Mike later operated the training school himself before moving away from the area to be near his present track, Swindon.

A spectacular rider, Mike really sets the tracks alight and with his red leathers

he's earned for himself the nickname of The Red Devil. Several times a World Finalist and a regular in England and Great Britain teams, Mike has also toured Australia on several occasions, winning the Australian Championship out there in 1962.

NIGEL BOOCOCK (England)

Another spectacular merchant with coloured leathers, Nigel's known as Little Boy Blue to Coventry fans in particular and speedway in general. A recent Golden Helmet challenger, Nigel has been attached to Bradford, Ipswich and Birmingham before joining up with the Bees where he now plays an important role developing junior talent in after-match practice sessions.

Another regular World Finalist and an automatic choice for Great Britain and England teams. Against Russia he led England in all five matches; and is due to trek around Poland with the Great Britain team in July.

BRIAN BRETT (England)

Top Englishman in last year's World Final, Pommy is the third Rye House

produced rider in the meeting, having spells with Southampton and Swindon prior to his present track, Newcastle. He retired from speedway at the end of 1964 but the '65 season was only a few weeks old when he was talked into joining the Diamonds and is now one of their sparkling assets.

A rider who loves the wide-open spaces, Brett gets them in both senses, for outside of speedway he's a window cleaner . . . whilst on the track he loves scraping the safety fence.

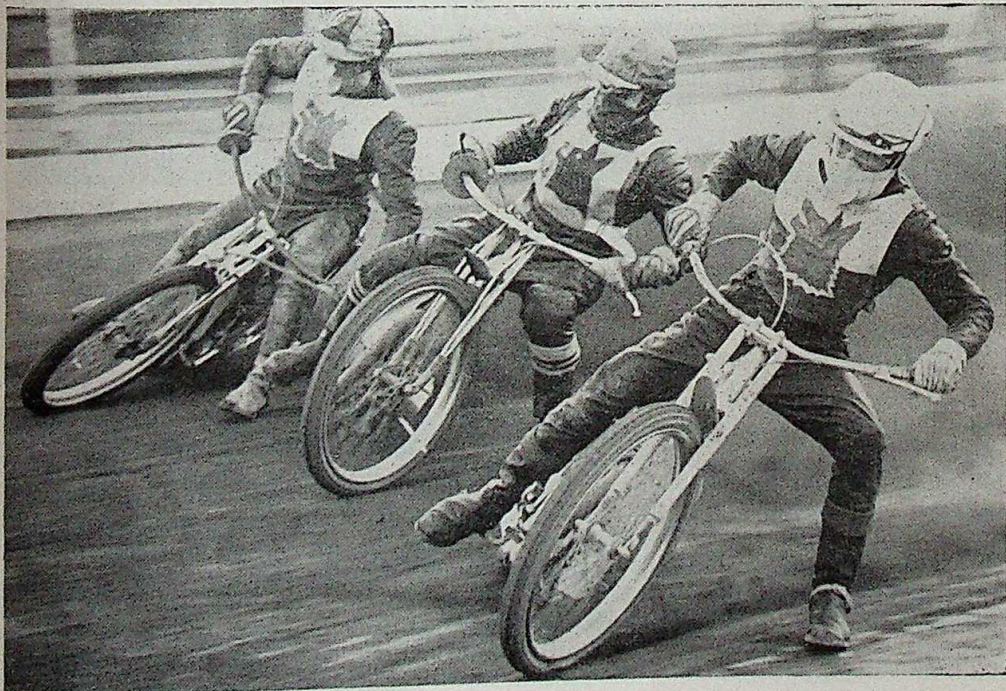
KEN MCKINLAY (Scotland)

The original Hurri-Ken, McKinlay started his speedway career on the Army tracks of Germany, joining Glasgow (White City) on demob, and later moving via Leicester and Coventry to West Ham, whom he led to the triple championship of British League, Knock-out Cup and London Cup in 1965.

Another regular World Finalist with a great string of international caps and World Team Cup appearances, McKinlay is also an ace tuner and in addition to looking after his own machine is also responsible for those of many of his other competitors on the track.

KALEVI LAHTINEN (Finland)

Since the great Timo Laine has concentrated more or less full time on sand track racing Lahtinen has become the top speedway rider from Finland. First won the Finnish National Championship in 1960 and repeated the success last year. Kalevi was the top qualifier from Finland, Norway and Denmark for this meeting. Has built up a big reputation in Scandinavia and is a regular performer on the speedways and sand tracks in West Germany. Reached the Nordic Final last year when he scored four points and has been a regular in Finland's World Cup team for several years.



Action at Wolverhampton. But two of the three Wolves are not from the Midlands but from Scandinavia. Alf Weedon took the shot when the home-based Wolves were fighting it out against the Swedish tourists, Vargana Wolves.

meet the riders

OLE OLSEN (Denmark)

When Arne Pander came to England and Kurt Pedersen joined the ranks of the sand trackers, speedway in Denmark had a lean time. Olsen is a relative newcomer to the big time of speedway and this will be his biggest meeting to date. He scored 13 points in the qualifying round meeting. In last year's Danish Championships Olsen finished second with 13 points behind Erik Kastebo who is a surprise non-qualifier for the Nordic/British Final. Rode for Denmark against Norway recently.

SVERRE HARRFELDT (Norway)

Without doubt Sverre is the man who will provide the biggest challenge to the British riders in this meeting. Harrfeldt burst into the limelight after winning both long and short track titles in Norway in 1962. Joined Wimbledon in 1963 as a replacement for Ronnie Moore and reached the World Final where he scored 10 points. Was eliminated from the 1964 World Championship when he injured a shoulder during the Nordic Final in Denmark and was put out of last year's hunt when a mix-up in dates sent him to the European Final in Czechoslovakia a day late. Joined West Ham in 1965 and has already shown a strong liking for Sheffield's so-smooth Owlerton circuit. Sverre had a hernia operation at the beginning of this season and scored 12 points in his comeback meeting to qualify for tonight's meeting.

POUL WISSING (Denmark)

Poul Wissing is one of the new wave of Danish riders who are trying to breach the gap left by Pander and Pedersen. Failed to get into the top eight of last year's Danish Championships, though he has been riding for several seasons. Has improved considerably in the early months of this season and his 12 points in qualifying for this meeting must rank as his most outstanding performance to date. In company with most of the other Scandinavian entrants for the Nordic/British Final Wissing is also a sand track racing exponent.

MATTI OLIN (Finland)

Currently ranked number two of the regular speedway performers in Finland behind Lahtinen. Matti has been a regular on the speedway front in Finland for a number of years and has made several appearances for his country in International meetings and in the World Team Cup matches. Rides regularly in meetings in Germany on both long and short tracks. Borge Christiansen (Denmark) rides tonight as Olin is indisposed.

NILS PAULSEN (Norway)

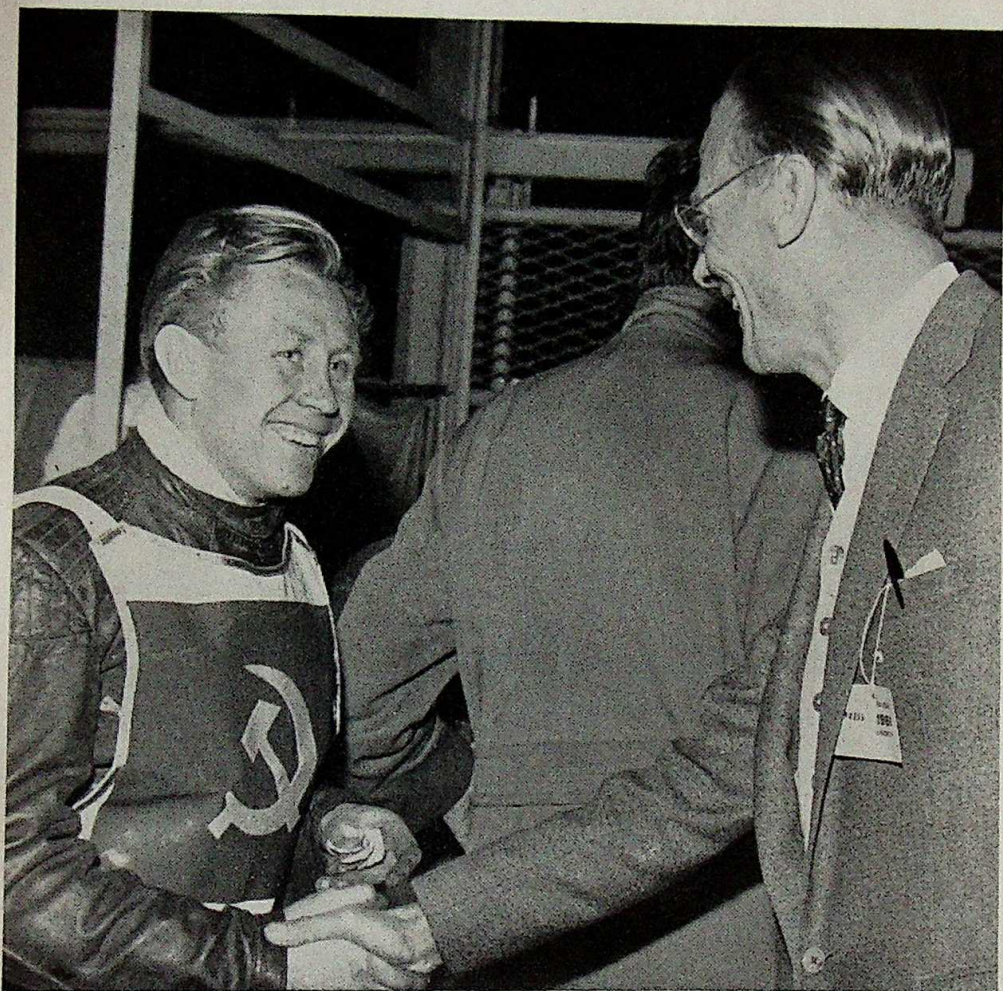
Paulsen was to Glasgow last year what Faafeng is this year. Had a most successful season with the Tigers, despite a series of nasty injuries that stunted his scoring power. Opted not to return to British speedway this year. Now a regular in the Norwegian International line-up and was another who represented his country against Denmark recently. Scored eight points, the same as Faafeng, in qualifying for tonight's meeting.

JOHNY FAAFENG (Norway)

Blond, smiling Johnny Faafeng has made a big impression with speed fans in Glasgow since joining the White City Tigers soon after the beginning of the season. Faafeng finished third in last year's Norwegian Championships and in doing so beat some of the more renowned Norwegian riders. This is his first Nordic Final appearance and the first season in which he has been considered for Norwegian International Honours. Made his debut for his country in the recent International with Denmark.

TORBJORN NYGAARD (Norway)

Fourth member of the Norwegian contingent, Torbjorn Nygaard has moved up into the top flight of riders in his country over the last two years. Nygaard has gone one better than last year when he qualified as first reserve for the Nordic Final, which was held at his home track of Skien near Oslo. Nygaard, who has represented his country in internationals, had one ride in that meeting and scored one point.



Don Clarke, erudite speedway columnist of the Sunday Mirror, beams happily at the dynamic Russian ace, Igor Plechanov, the very successful 'spark plug' of the Soviet team touring Britain this summer.

SIX POINTS YOU SHOULD KNOW . . .

When the green light is showing at the Starting Gate, the riders are under Starter's orders and must be ready to start from that moment.

If a rider's engine stalls at the Start, he can be pushed for thirty yards in order to re-start his engine and keep him in the race.

If a rider falls and anyone touches him or his machine, he is automatically excluded.

Speedway motor-cycles have no brakes and the only way a rider can suddenly stop—say to avoid a fallen rider—is to lay-down his machine deliberately. This is often done.

The track surface thrown back by a rear wheel can scour the skin of a following rider's face if he is not adequately protected.

All riders must wear leather riding suits, approved crash helmets, gloves, knee-length boots and non-splinterable goggles while racing.

Make a Date . . .

for your next meetings to

Owlerton Stadium

July 21st

Sheffield .v. HACKNEY WICK

British League

July 28th

Sheffield .v. HALIFAX

Northern Cup

August 4th

GREAT BRITAIN .v. POLAND

All Meetings Start 7.45 p.m.

PAST WINNERS OF THE WORLD SPEEDWAY CHAMPIONSHIP

1936—Lionel Van Praag (Australia) 1, Eric Langton (England) 2, “Bluey” Wilkinson (Australia) 3.

1937—Jack Milne (U.S.A.) 1, Wilbur Lamoreaux (U.S.A.) 2, Cordy Milne (U.S.A.) 3.

1938—“Bluey” Wilkinson (Australia) 1, Jack Milne (U.S.A.) 2, Wilbur Lamoreaux (U.S.A.) 3.

1949—Tommy Price (England) 1, Jack Parker (England) 2, Louis Lawson (England) 3.

1950—Fred Williams (Wales) 1, Wally Green (England) 2, Graham Warren (Australia) 3.

1951—Jack Young (Australia) 1, Split Waterman (England) 2, Jack Biggs (Australia) 3.

1952—Jack Young (Australia) 1, Fred Williams (Wales) 2, Bob Oakley (England) 3.

1953—Fred Williams (Wales) 1, Split Waterman (England) 2, Geoff Mardon (New Zealand) 3.

1954—Ronnie Moore (New Zealand) 1, Brian Crutcher (England) 2, Olle Nygren (Sweden) 3.

1955—Peter Craven (England) 1, Ronnie Moore (New Zealand) 2, Barry Briggs (New Zealand) 3.

1956—Ove Fundin (Sweden) 1, Ronnie Moore (New Zealand) 2, Arthur Forrest (England) 3.

1957—Barry Briggs (New Zealand), 1, Ove Fundin (Sweden) 2, Peter Craven (England) 3.

1958—Barry Briggs (New Zealand) 1, Ove Fundin (Sweden) 2, Aub Lawson (Australia) 3.

1959—Ronnie Moore (New Zealand) 1, Ove Fundin (Sweden) 2, Barry Briggs (New Zealand) 3.

1960—Ove Fundin (Sweden) 1, Ronnie Moore (New Zealand) 2, Peter Craven (England) 3.

1961—Ove Fundin (Sweden) 1, Bjorn Knutsson (Sweden) 2, Gote Nordin (Sweden) 3.

1962—Peter Craven (England) 1, Barry Briggs (New Zealand) 2, Ove Fundin (Sweden) 3.

1963—Ove Fundin (Sweden) 1, Bjorn Knutsson (Sweden) 2, Barry Briggs (New Zealand) 3.

1964—Barry Briggs (New Zealand) 1, Igor Plechanov (U.S.S.R.) 2, Ove Fundin (Sweden) 3.

1965—Bjorn Knutsson (Sweden) 1, Igor Plechanov (U.S.S.R.) 2, Ove Fundin (Sweden) 3.



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