Vol. 7. No. 8. OFFICIAL PROGRAMME JU

BROUGH PARK STADIUM, NEWCASTLE UPON TYNE



Speedway Championship of the World

SPONSORED BY THE SUNDAY MIRROR

MONDAY, MAY 15th, 1967

at 7.30 p.m.

Newcastle Speedway

BROUGH PARK STADIUM - BYKER - NEWCASTLE UPON TYNE Tel. Track 656144 (Race Day Only) Office - Manchester Moss Side 3559

OFFICIALS:

Promoter-MIKE PARKER Co-Promoter-Eddie Glennon A.C.U. Referee-DR. JAMESON Announcer-BARRY WALLACE Medical Officer—Dr. Coulthard Clerk of Course-T. GRAHAM SNR.

Team Manager—EDDIE GLENNON Start Marshall-F. GARDNER Colour Marshall-G. TIGHE Pit Marshall—I. STEPHENSON Machine Examiner—REX DIXON A.C.U. Timekeeper-MRS. D. MILLER

ST. JOHN AMBULANCE BRIGADE IN ATTENDANCE

Track Licence 67/18 A.C.U. Permit SP.55 Meetings held under the Speedway Regulations of the Speedway Control Board Official Track Measurement 361 yards Track Record - Ivan Mauger (Newcastle) 71.0 secs. 9th May, 1966.

NEWS and VIEWS Hello Folks -

To lose two league points at home is a minor disaster in Speedway, and I will not pretend I am not terribly

disappointed after last week's result.

disappointed after last week's result.

Disappointed, but not dismayed, for although I could hardly recognise the riders in black and white last week on the track, I know in my heart that despite their obvious mistakes and lack of points they were trying their best. I still think we have a team to be proud of and I think future results will prove me right. I know we haven't got three recognised heat leaders, but other teams haven't got our all round strength. got our all round strength.

All round strength which will be increased now by the return of Mike. He is riding his rounds of the World Championship and will go into the team again next Monday.

I must go on record now after having tried it and say that I do not agree with the new ruling of having your top three scorers strictly limited to riding at positions 1, 3 and 5. I think it took some of the heart out of Russ when he found himself at number 5. We all know Pete is a heat leader under normal circumstances and because he is off form for a couple of meetings it caused unnecessary team changes in my opinion which contributed to our poor showing.

Anyhow let us forget what happened. I've had words with the team and am confident they will go all out to wipe the slate clean as soon as possible.

With Ole already through to the Nordic Final to be held at Selskov in June let's keep our fingers crossed and hope that after this week is over we have some more DIAMONDS through to the next stage of the World Championship.

The handicap racing in the second half is proving very popular with you fans, and I intend to continue this. However, I think we have yet to find exactly the right format for these races and also how to decide the fairest handicaps. So you will notice slight changes week to week, each one designed to improve the spectacle and give incentive to the youngsters.

So it's on with tonight's big event with our sincere thanks to the sponsor, The Sunday Mirror, who have doubled the 'pot of gold' this year to make this event the richest motor-Cheerio, MIKE.

PHOTOGRAPHS—The sole rights to all photographs taken at this Speedway are the property of the Newcastle Speedway, and no photographs may be taken, sold, published or be offered for publication without their consent.

Evening Chronicle SPEEDWAY SPECIAL

The Country's Leading Speedway Paper, Facts and Pictures Galore, Price 4d. from Sellers

1967 WORLD SPEEDWAY CHAMPIONSHIP SPONSORED BY THE SUNDAY MIRROR

By DON CLARKE

Sixteen riders, from 101 British entrants, go out to race tonight with their eyes firmly fixed on the £1,000 bonanza that awaits the man who wins the World Crown, at Wembley Stadium, on September 16.

Top prize to the World Champion last year was £500. Now the Sunday Mirror double their top award - the highest individual prize in motorcycle sport. Second man will

receive £250 and the third £100.

The Sunday Mirror will also award £200, £100, and £50 to the first three men in the

British Final, which will be decided at West Ham, on August 15.

Before a rider can stretch out his hands for these pots of gold, he will have to battle through these preliminary rounds, and qualify as one of the thirty-two semi-finalists at Wimbledon and Sheffield, on July 13.

From the two semi-finals sixteen top points scorers go forward to the British Final,

where the six highest scorers qualify for Wembley's World Championship Final.

Sounds tough? It is!

Continental rivals also compete for ten places at Wembley.

Their preliminary rounds are now under way. Only sixteen men qualify for the European Final at Wroclaw, Poland, on August 27.

Eight riders for this meeting will come from the Nordic Final (involving riders from

Denmark, Finland, Norway and Sweden), scheduled for Esbjerg, Denmark, on June 4.

The other eight competitors will emerge from the Continental Final (involving all other European and Iron Curtain countries) at Kempton, West Germany, on August 20. I said it was tough. And keen rivalry awaits the sixteen riders who battle tonight for World Championship honours.

Rest assured. No quarter will be given. None will be asked for!

8th May, 1967

Dear Mr. Parker.

In the programme for Monday 1st May you printed a letter signed "Your Loyal Ashington Supporters." This literally took the form of a mild telling off of our team for not acknowledging these supporters at away meetings. These people state that they stand near

the starting gate at these meetings and cheer the lads on by singing and chanting.

Our own group of loyal supporters also travel to these meetings and we always get a wave from all the team as they line up for the introductions. We also have this same procedure at home meetings both during the racing and in the Association Bar afterwards, as you no doubt know, having spoken to us on quite a few occasions. We would like to say that we have never yet heard these supporters from Ashington either singing or chanting at home or away. We wish, therefore, to challenge them to a chanting and singing battle at Brough Park with yourself as judge, if they will accept this challenge we will hold the match on any date which you would care to name.

We are,

Yours faithfully,

THE ONE AND ONLY, ORIGINAL BROUGH PARK STARTING GATE CHOIR 35 signatures affixed to original"

NEXT MONDAY MAY 22nd

at 7.30 p.m.

BRITISH LEAGUE MATCH

NEWCASTLE v. OXFORD (Cheetahs)

Starring THE DIAMONDS, plus that other Great Dane ARNE PANDER, and ROY TRIGG, LEO McAULIFFE, Etc.

PLUS MORE TERRIFIC HANDICAP RACING

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

Speedway Championship of the World

SPONSORED BY THE SUNDAY MIRROR (QUALIFYING ROUND)

Riders identified by helmet colours—Red, Blue, White and Yellow/Black
4 LAPS CLUTCH START. Winner decided on Race Points: 1st-3, 2nd-2 and 3rd-1 point.

No.	Rider	Track	1	2	3	4	5	Total
1	Mike Watkin	Newcastle						
2	Goog Allan	Newcastle						
3	Bert Harkins	Edinburgh						
4	Ivan Mauger	Newcastle	1					
5	Dave Hardy	Belle Vue						
6	George Hunter	Edinburgh						
7	Bob Paulson	She ffield						
8	Bill Landells	Edinburgh						
9	John Hart	She ffield		100				A Val
10	Dave Gifford	Newcastle	South and provide					
11	Peter Moore	Kings Lynn						
12	Peter Kelly	Newcastle						
13	John Dews	She ffield						
14	Sandor Levai	Belle Vue						
15	Bob Kilby	Swindon						Date of the
16	Willie Templeton	Glasgow						
Res.	Allan Butterfield	Newcastle						
Res.	Alan Paynter	Newcastle						

Heat No.	Rider	Substitute	Col.	Grid	Position	Points
1	Mike Watkin Goog Allan Bert Harkins		R B W	1 2 3		
Time	Ivan Mauger		Y/B	4		
2	Dave Hardy George Hunter Bob Paulson		R B W	1 3 2	***************************************	
Time	Bill Landells		Y/B	4		
3	John Hart Dave Gifford Peter Moore		R B W	3 1 2		
Time	Peter Kelly		Y/B	4		
4	John Dews Sandor Levai Bob Kilby		R B W	4 2 1		
Time	Willie Templeton		Y/B	3		
5	Mike Watkin Dave Hardy John Hart		R B W	2 3 4		
Time	John Dews	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Y/B	1		
6	Goog Allan George Hunter Dave Gifford		R B W	3 4		
Time	Sandor Levai		Y/B	2		
7	Bert Harkins Bob Paulson Peter Moore		R	4 3		
Time	Bob Kilby		W Y/B	1 2		

8	Ivan Mauger Bill Landells Peter Kelly		RB	1 2		
Time	Willie Templeton		Y/B	3 4		
9	Mike Watkin George Hunter Peter Moore		R B W	3		
Time	Willie Templeton		Y/B	4 2		
10	Goog Allan Dave Hardy Peter Kelly		R B	4 2		
Time	Bob Kilby		Y/B	1 3		-
		INTERV	AL			
11	Bert Harkins Bill Landells		R	3		
***************************************	John Hart		B W	1 2		
Time	Sandor Levai		Y/B	4		
12	Ivan Mauger Bob Paulson		R	2 4		
	Dave Gifford	***************************************	B W	3		
Time	John Dews		Y/B	1		
13	Mike Watkin Bob Paulson		R B	4		
	Peter Kelly		W	2		
Time	Sandor Levai		Y/B	3	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
14	Goog Allan Bill Landells		R B	1 3		
	Peter Moore	***************************************	W	4	***************************************	-
Time	John Dews		Y/B	2	***************************************	
15	Bert Harkins Dave Hardy		R B	2 4		
	Dave Gifford		W	3		
Time	Willie Templeton		Y/B	1	,	
16	Ivan Mauger George Hunter		R B	3 2		
TC:	John Hart		W	1		
Time	Bob Kilby		Y/B	4		
17	Mike Watkin Bill Landells		R B	1 2		
Time	Dave Gifford		W	4		
Time	Bob Kilby		Y/B	3		
18	Goog Allan Bob Paulson		RB	2 3		
Time	John Hart		W	1		
Time	Willie Templeton		Y/B	4		
19	Bert Harkins George Hunter		RB	1 4		
Time	Peter Kelly		W	2 3		
Time	John Dews		Y/B			
20	Ivan Mauger Dave Hardy		R B	4		
Time	Peter Moore		W Y/B	3 2		
-	Sandor Levai		1/B			
Run Off	If Necessary		R			
		-	B			
			Y/B			
				1000		



Seeing Speedway

with EDDIE GLENNON

GOOD EVENING—So I was wrong, and the Halifax DUKES really made a meal of our lads last Monday. Let's be honest, the team rode like a lot of old women, and had the skipper not notched 4 wins in the 4 rides he finished in we would have been in much more serious trouble.

That is how it goes sometimes, your luck deserts you, and when you are 8 points down after only two heats on your own track the writing is on the wall. For once our lads were caught napping by the better team on the night.

I say on the night deliberately because, whilst not

I say on the night deliberately because, whilst not making excuses, I don't really think the DUKES are a match for us if we were both on form. However, they were on form when it mattered most, when league points were at stake. This means we must now go all out to pick up some

more away points to compensate for this lapse by the DIAMONDS.

This task is now made easier with the return to fitness of Mike. The lads know we must now be that bit more ruthless in picking the best team possible from the available riders. Who drops out to make room for Mike next week? Well that is something we must give a lot of thought to, for we certainly cannot tolerate another defeat like last week's.

Incidently it was thanks to Mike that Ivan got the points he did last week, for when Ivan blew a hole in his piston in his first ride Mike was there to loan his bike for the rest of

the meeting.

Tonight the boys must forget their disappointment and get down to the task of getting the necessary points to qualify for the semi-finals of the World Championship. Roughly a third of all competing riders go through so it is not unreasonable to expect a couple of our lads to get through. They will need to feel you are still behind them and I hope you are in good voice tonight.

It is significant that our next away match is – at Halifax on June 3rd. Believe me when I say we will be going there with the intention of getting those points back. We have always done well at The Shay and I feel the lads will be doubly keen to regain their reputation.

Next Monday we have the Oxford CHEETAHS here with the rider most admired by Ole, Arne Pander. With Roy Trigg to back him we are in for another tough battle, one I think the DIAMONDS will enjoy winning.

See you all next Monday, EDDIE G.

COMING TO THIS STADIUM

Note the date - Monday, May 29th

THE FANTASTIC, DEATH-DEFYING MOTOR-CYCLE STUNT TEAM

"THE CYCLO-MANIACS"

A full half-hour show IN ADDITION to our normal programme — Tell your friends — even if they hate Speedway they'll love this show

SUPPORTERS' ASSOCIATION NEWS BULLETIN No. 8

Hello again,

Have you booked your seat on the coaches for the "revenge match" yet? You haven't - then go along to the Diamond Mine Kiosks tonight. For when Saturday, June 3rd comes around we would like to see more DIAMONDS supporters at Halifax than DUKES fans! Then all of you who watched the DUKES steal those two points last Monday can see them lose them back to us. Don't forget the DIAMONDS accumulated six falls and one engine failure last Monday and those sort of nights don't happen twice!

The fare is only 15/- to members and 17/6 to non-members, so book up right away

and let's have a real invasion of Halifax by DIAMOND fans.

Talking about the Kiosks reminds me to tell you about the Association Car Badge. This is a badge which can be fixed to a bumper bar or radiator and is a magnificent piece of craftsmanship. At the moment we have had only a sample made - the finished product will be in chrome and black and white enamel and will cost £1 only. Because of the skilled work involved in making these badges, we will only be able to obtain a supply if sufficient are ordered in advance, so pop along to the Kiosk nearest the Pits where the sample is held.

Also on sale at both Kiosks are new photographs of OLE, IVAN and Goog, the 1967 Fixture Lists at 6d. each, and a new monthly magazine Speedway Argus which sells at 1/9d.

This magazine is mainly pictorial and the photos in it are all originals.

Please remember too that very soon we have a Friday meeting here at Brough when the return match against Exeter is presented. That means we'll have a speedway bonanza at Brough with three meetings in eight days, followed closely by a speedway weekend, i.e. the trip to Halifax, and the next day the FORUM.

Sunday June 4th is the Forum date when you can make things hot for the panel

which will include a certain well-known referee! See you later, LINDA.

LOOKING BACK AT TONIGHT'S VISITORS

World Championship rounds have always appealed to me because of the every-manfor-himself atmosphere in the racing. The visiting riders in tonight's round have all put up fighting performances at Brough in the past, so let us take a look back at them.

It's not so long ago that we saw a very promising debut by Belle Vue's Dave Hardy. For a lad who has only been riding for a matter of weeks anyway he showed up pretty well -

let's see if he has improved some more tonight.

John Dews, of Sheffield, always goes well here and is a welcome visitor anytime for me. Remember his 11 points out of a team total of 21 when he guested for Belle Vue in last season's final match. His team-mate of that night Sandor Levai is also here, and in the match above fought hard for his 6 points. Sandor also had a useful 5 points in this season's British League match here.

From Edinburgh we welcome the reigning Scottish Champion, Bill Landells, whose win in that event has caused such a sensation. He was here just a couple of weeks ago guesting

for King's Lynn and turned in 7 points to be second top scorer for the Stars.

George Hunter on form is capable of beating anyone, and we've seen him at Brough at his best and also below par. We saw a fighting display for 10 points in Scotland's thrashing here last October, then the very next week George pulled out of the Olympique after one ride with motor trouble.

I always regard Bert Harkins as a crowd-pleaser because he's there fighting for four laps even though his points return doesn't always show it -e.g. 3 rides for Scotland here in

the 5th Test mentioned above brought 0 points.

Willie Templeton of the DIAMONDS? – Well, that's how it was for one night when Speedway was reborn on Tyneside on May 22nd, 1961. Guesting for us against Wolverhampton he notched 9 paid 10. Last time Willie rode here was in that Test match again and he scored 6. Trouble was they were six 3rd places with the English boys ahead of him each time - must be some sort of record.

Bob Paulson, one of the sensations of last year, got, believe it or not, 0 points from 4 rides in last years opening meeting, and though the TIGERS rode twice more at Brough

last year, Bob didn't. So he's pretty much of an unknown quantity tonight.

John Hart first rode here in 1961 with Cradley Heath and notched 8 points in a Northern League match. His more recent appearances here haven't brought much success at all -2 points in 4 rides, 0 points in 4, and 3 points in 5.

Peter Moore, the man with the reputation of being Speedway's fastest gater, has

been here just once - last year with Kings Lynn and a fine 12 points he got. Last, but by no means least, my danger-man of tonight – Bob Kilby from Swindon. 8 points, paid 11 in last year's British League match here. He's going from strength to strength BARRY. this season too. Must be in the first three tonight!

THE TOP OF THE POPS

All records played at this meeting are supplied by Messrs. JEAVONS of Percy Street, Newcastle, and can be obtained either there or at their branches.

Pit Whispers

Ole arrived back in Manchester last Sunday full of joy - the reason being that not only had he qualified for the Nordic Final for the second year running (no mean feat for a rider who has very little experience), but he had also beaten Bjorn Knuttson and Kurt Petersson on his own track at Haderslev. The Nordic Final is at Selskov again so he is in with a reasonable chance of qualifying for the European Final in Wroclaw.

The Royal Signals Stunt team last year rode a bike through a wall of balsa-wood

bricks - quite tricky really, it could put the rider off and cause him to lose control.

We know a bloke who will drive a bike through a wall built of solid 9" house bricks! Not only that he will then ride it through a plate glass window made of 24 oz. glass. Oh we forgot,

he takes his shirt off first!

You would think that would make him satisfied wouldn't you? Not this fellow, he's a sadist, and conceited, and just to prove it he's likely to want to tie someone by the ankle to the back of his bike, ride up a ramp and drag him through fire. Oh we forgot again, he only does this after a warm up jump over 18 or so idiots who are willing to lie on the track in

We can see you don't really believe all this do you? You think we are exaggerating. Tell you what then, we'll bring him to Brough on May 29th, and if anyone doubts us or thinks its easy, we'll let him try the same after making a will and signing an accident release indemnifying us against claims.

By the way, Bert Dearman is the bloke's name, he comes from the Smoke and calls his team The Cyclo-Maniacs, we mean, he must be crazy to even brag about it, let alone do it.

It seems that there is a lot of trouble with the pistons in the ESO engines. With Ivan's last week it made three that have blown a hole in them. Maybe this is just a bad batch which has been produced, we certainly hope so after all the lads are now converts to the Czech engine.

Russ was left out of the World Championship draw due to a clerical error in our office when declaring our riders. We sincerely hope that by the time you read this the fault will

have been rectified and that we can tell you which rounds he is in.

Terry Shearer was complaining last Monday that his front wheel was not biting properly in the turns and slipping away from him. I'm not surprised, he goes in so hard. I would be the last to discourage him however for once he does learn to turn his confounded machine he will take some catching. Our biggest problem with new riders is to get them to go in hard and it makes quite a change to have this problem.

Poor old Pete having to contend with his lost form, he has also had a run of motor troubles. Last Monday after just overhauling his motor in readiness for the two matches he stripped a cylinder bolt in his first ride. This is what happened to Chris Julians when Cradley were here, but unlike Cradley we had a spare engine and six other bikes to help out.

Allan is busy decorating at the moment in readiness for the Big Day. Seems the house he has bought was all painted in dark colours and it is taking a lot of paint and effort to brighten it up. Perhaps he should have engaged Pete in his other capacity as a Master

Barry's notes on the night's visitors are proving popular, they certainly are full of interesting facts. Barry goes to great lengths to check his facts and has a vast collection of programmes from way back to help him.

OBITUARY

It is with deep regret that we learn of the passing of one of Newcastle's most

popular ex-Diamonds, GIL GOLDFINCH.

Gil was one of the gentlemen of Speedway who gave pleasure to all of us with his immaculate riding. He leaves a widow, Doris, and four children, to whom we extend our deepest sympathy.

TRAVEL WITH . . .

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