

COVENTRY



League
Champions



7th
MEETING



32nd
SEASON

SATURDAY, 28th APRIL, 1979 at 7.30 p.m.

★ Qualifying Round Meeting ★

“Sunday Mirror” 1979

**WORLD SPEEDWAY CHAMPIONSHIP
and BERGER GRAND PRIX**

(In Association with the “Daily Mirror”)

Official Programme • 15p

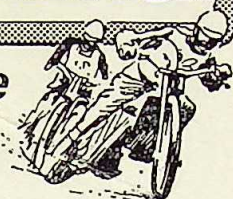
Ⓢ Betting Strictly Prohibited Ⓢ

SPEEDWAY



TALKING TIME..

Around the Hive



WE'VE been asked "What *does* this 50-point ruling really mean? National League don't appear to have it - is it necessary?"

In answering, we'd first have to say "It certainly means a whole lot of problems for teams trying to stay competitive!"

It means a team must not start the season with a declared Seven riders whose aggregated averages exceed 50 points.

It means a team must not bring another rider into the team in place of one of the declared Seven - whether for loss of form, absence, injury even - if the replacement rider takes the total above 50 points.

It means whilst a team can grow to beyond 50 points with a declared Seven, any change must be contained within 50 points.

A team growing to 52 points therefore with a 3-point average rider unavailable would have six riders only. Because the nett 49-point average wouldn't permit them a replacement: There is no such thing as a 1-point rider under Rider Control.

It means Rider Control is operative throughout the season and based entirely on Race Points averages - which in cases are misleading.

Team Points for instance throw up false figures. A side achieving a match heat 3-3 with a race winner, is chalked up with 3 points in Rider Control ratings for that race. But the side that didn't provide the race winner is chalked up with 4 points - three and an additional team point!

These sort of anomalies can determine whether or not a team can stay in with a title winning chance, and we believe has aided in making a too-finely restrictive Rider Control operation.

In any case should overall averages (where in some cases Home Track advantage can make a mockery of race points totals) be the Be-all and End-all of speedway contest?

Teams have got to be able to think of Winning once a competition commences; not be thinking Are we going to suffer, Be penalised, punished, in effect for being Successful?

Thankfully the establishment period for new season averages has now been reached and everyone can get on with full dedica-

tion for the rest of the season - hampered only by a bloc on new introductions and the added bloc on full recall facilities for loanees to National League.

WELCOME TONIGHT to "Sunday Mirror" and "Daily Mirror" management and sports writers, and to executives of the Berger Company who jointly sponsor the UK Qualifying Round Meetings of the World Championship and the Speedway Grand Prix.

Graham Baker writes in the programme of the Grand Prix and we hear too from sports minded and keenly interested Berger. Our "Speed Scene" provides detail of the Championship's 1979 route.

We hope our guests all enjoy a memorable evening of combined Championship and Grand Prix racing with us.

Charles Ochiltree

Victim of a car break-in that left him without suitcases full of luggage for himself Ula and young Jacob last Saturday night - Ole who had stayed overnight at a City Centre Hotel preparatory to driving up to Manchester next day to engage in the Alan Wilkinson Benefit meeting.

Police investigation and interviews on Sunday morning meant that Ole, who was using a Rented Car from Hertz for the trip, was still in Coventry less than 45 minutes before Belle Vue's scheduled start.

Welcome tonight to Graham Doughty and our Good Friends from the Trustee Savings Bank who join us with a Guest List of Journalists from Speedway, Local and National Press and Publications.

TSB have arranged the get-together to launch the forthcoming TSB Midland Cup competition.

"Bees" are the Holders of the area team Championship Cup, so Brandon was a natural venue for the TSB occasion.

Coventry Speedway Supporters Association.
178 G. LESTER, is tonight's Prize Voucher Winner.

Coventry Speedway

Promoter: Charles Ochiltree (in Association with Midland Sports Stadiums Limited); Coventry Stadium
Rugby Road, Brandon, Nr. Coventry. Phone: Wolston 2395-7 (0203-54-2395)

— Officials —

A.C.U. Referee:

C. E. A. Todd

S.C.B. Timekeeper:

P. Todd

Clerk of the Course: G. Snooks

Team Manager: Peter Adams

Track Manager: Phil Storey

Announcer: Peter Morrish

Machine Examiner: A. Croome

Starting Marshal: N. Keightley

Pit Marshal: Albert Croome

Colour Marshal: Mark Jessup

Medical Officers:

Drs. J. O'Brien, P. Kenyon

St. John Ambulance Brigade

(South Warwicks) in attendance

Mascot: David Owen

Track Length: 350 metres

Track Record: (4 laps. Clutch

Start) 61.6 secs. Ole Olsen

(Coventry) 22.7.78

Fastest Time since record:

62.2 secs. Mitch Shirra

(Coventry) 22.7.78

Fastest Time this Season:

63.4 secs. Mitch Shirra

(Coventry) 14; 16.4.79

Held under the Regulations of

the Speedway Control Board

Track Licence No. 25/79

PROGRAMME OF EVENTS

7th MEETING (32nd SEASON) SATURDAY, 28th APRIL, 1979

Graham Baker

writes about the
Berger-Daily Mirror Grand Prix

The Grand Prix lives! And, indeed, Britain's top individual speedway tournament has emerged from a troubled close season stronger and more vibrant than ever.

It's four years now since the **Daily Mirror** introduced the Grand Prix with a novel method of points scoring that gave an alternative to the straight-forward knock-out principle of world championship racing.

Immediately, the tournament caught the imagination of the public and the top riders in the world.

Already Peter Collins, Ole Olsen and Chris Morton have won the Grand Prix title following three dramatic Finals at White City. This season the Final switches to Wimbledon on August 23rd.

But at one stage during the close season the future of the Grand Prix was most uncertain. Our joint sponsors Volkswagen withdrew after two years.

Happily, the situation was saved when the leading paint manufacturers Berger decided to fill the vacant sponsorship of the Grand Prix.

Already Berger back soccer's Isthmian League. This is their first speedway venture and we are delighted to welcome them as co-sponsors of the renamed **Berger-Daily Mirror Grand Prix**.

The name has changed. But the thrills are the same. And the format that gives the Grand Prix a unique flavour is unaltered.

Putting it simply, the Grand Prix system makes every race count - and yet it allows riders to repair the damage of an occasional slip up or temporary loss of form.

Riders from every Gulf British League club will be involved in three qualifying rounds each. First place in each qualifier

will score ten points, second will get nine down to one for tenth.

After totting up the qualifying round points the top sixteen will go through to the Grand Prix Final. Their qualifying points will count towards the Final total.

But even the lowest qualifiers can win overall with a brilliant display at Wimbledon - as Belle Vue's Morton proved last season.

Their qualifying scores will be added to the Final premium points of 50 for first, 45 for second down to five for tenth.

It sounds complicated, I know - but it is the fairest possible way of deciding the top overall rider of the season.

I'm looking forward to the action - and I know that our friends from Berger share the sentiment. I hope you all feel the same way.

Graham Baker

WORLD FINAL TRIP

If you are considering going to the World Speedway Final in Poland on 2nd September the Coventry Speedway Supporters Association are handling bookings for Warner Sports Railtour.

Full details are available from the COSSA Kiosk in Speed Square, but briefly, you will depart Pool Meadow on Friday, 31st August, travel by rail to Dover, ferry to Ostend where the special train will be waiting. Arrival back in England is on Tuesday evening.

Cost is around £87.00, plus Stadium Ticket and Visa, which includes a sleeping berth on the train and a meal in Poland after the Final.

Notice

RESERVED DATE

Wednesday, 2nd May, 7.30 p.m.

This date will only be used should tonight's Qualifying Round Meeting require re-staging.

Notice

PROGRAMME OF EVENTS

7th MEETING (32nd SEASON) SATURDAY, 28th APRIL, 1979

★ Qualifying Round Meeting ★

“Sunday Mirror” 1979

WORLD SPEEDWAY CHAMPIONSHIP and BERGER GRAND PRIX

(In association with the “Daily Mirror”)

Raced over 20 Heats, each of Four laps, from Clutch Start. Event decided on Race Points: 1st—3
2nd—2, 3rd—1. Riders are identified by Helmet Colours. Keep the Score Chart on Page 5. Track Grading
takes place twice before Heats marked * in order to provide rest period for riders engaged in consecutive heats.
Starting Grids: 1—Red, 2—Blue, 3—White, 4—Yellow and Black.

Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
1	1 John Davis		Red		1st	
Time	2 Mitch Shirra		Blue		2nd	
	3 Peter Prinsloo		White		3rd	
.....	4 Pip Lamb		Y & B		4th	
2	5 Joe Owen		Red		1st	
Time	7 Alan Molyneux		Blue		2nd	
	6 Alf Busk		White		3rd	
.....	8 Danny Kennedy		Y & B		4th	
3	10 Alan Emerson		Red		1st	
Time	11 Ila Teromaa		Blue		2nd	
	9 Dave Perks		White		3rd	
.....	12 Ole Olsen		Y & B		4th	
4	15 Nicky Allott		Red		1st	
Time	14 Mick Hines		Blue		2nd	
	16 Larry Ross		White		3rd	
.....	13 Mike Farrell		Y & B		4th	
5*	13 Mike Farrell		Red		1st	
Time	1 John Davis		Blue		2nd	
	5 Joe Owen		White		3rd	
.....	9 Dave Perks		Y & B		4th	
6	14 Mick Hines		Red		1st	
Time	10 Alan Emerson		Blue		2nd	
	2 Mitch Shirra		White		3rd	
.....	6 Alf Busk		Y & B		4th	
7	11 Ila Teromaa		Red		1st	
Time	15 Nicky Allott		Blue		2nd	
	7 Alan Molyneux		White		3rd	
.....	3 Peter Prinsloo		Y & B		4th	
8	4 Pip Lamb		Red		1st	
Time	8 Danny Kennedy		Blue		2nd	
	12 Ole Olsen		White		3rd	
.....	16 Larry Ross		Y & B		4th	
9*	6 Alf Busk		Red		1st	
Time	16 Larry Ross		Blue		2nd	
	1 John Davis		White		3rd	
.....	11 Ila Teromaa		Y & B		4th	
10	12 Ole Olsen		Red		1st	
Time	5 Joe Owen		Blue		2nd	
	15 Nicky Allott		White		3rd	
.....	2 Mitch Shirra		Y & B		4th	

* * INTERVAL After Heat 12 — Time for Refreshment at Buffet or Bar

Heat	RIDERS	Substitute	Helmet Colours	Points Scored by Riders	Result	Remarks
11	8 Danny Kennedy		Red		1st	
Time	9 Dave Perks		Blue		2nd	
	3 Peter Prinsloo		White		3rd	
.....	14 Mick Hines		Y & B		4th	
12	13 Mike Farrell		Red		1st	
Time	4 Pip Lamb		Blue		2nd	
	10 Alan Emerson		White		3rd	
.....	7 Alan Molyneux		Y & B		4th	
13**	7 Alan Molyneux		Red		1st	
Time	12 Ole Olsen		Blue		2nd	
	14 Mick Hines		White		3rd	
.....	1 John Davis		Y & B		4th	
14	2 Mitch Shirra		Red		1st	
Time	13 Mike Farrell		Blue		2nd	
	8 Danny Kennedy		White		3rd	
.....	11 Ila Teromaa		Y & B		4th	
15	16 Larry Ross		Red		1st	
Time	3 Peter Prinsloo		Blue		2nd	
	10 Alan Emerson		White		3rd	
.....	5 Joe Owen		Y & B		4th	
16	9 Dave Perks		Red		1st	
Time	6 Alf Busk		Blue		2nd	
	4 Pip Lamb		White		3rd	
.....	15 Nicky Allott		Y & B		4th	
17*	1 John Davis		Red		1st	
Time	8 Danny Kennedy		Blue		2nd	
	15 Nicky Allott		White		3rd	
.....	10 Alan Emerson		Y & B		4th	
18	9 Dave Perks		Red		1st	
Time	2 Mitch Shirra		Blue		2nd	
	7 Alan Molyneux		White		3rd	
.....	16 Larry Ross		Y & B		4th	
19	3 Peter Prinsloo		Red		1st	
Time	12 Ole Olsen		Blue		2nd	
	13 Mike Farrell		White		3rd	
.....	6 Alf Busk		Y & B		4th	
20	5 Joe Owen		Red		1st	
	14 Mick Hines		Blue		2nd	
	11 Ila Teromaa		White		3rd	
.....	4 Pip Lamb		Y & B		4th	

INDIVIDUAL SCORE CHART

RIDERS	1	2	3	4	5	Tot.	RIDERS	1	2	3	4	5	Tot.
1. J. Davis (Reading)							10. A. Emerson (Work)						
2. M. Shirra (Cov)							11. I. Teromaa (Leic)						
3. P. Prinsloo (Exeter)							12. O. Olsen (Cov)						
4. P. Lamb (Oxford)							13. M. Farrell (Leic)						
5. J. Owen (Hull)							14. M. Hines (M'dhall)						
6. A. Busk (Cov)							15. N. Allott (Sheffield)						
7. A. Molyneux (Cov)							16. L. Ross (Wimb)						
8. D. Kennedy (Poole)							17. G. Gug'Imi (Cov)(R)						
9. D. Perks (Nottingham)							18. K. Hawkins (Cov)(R)						

A MESSAGE from BERGER

Sponsors of the Grand Prix

Berger, who announced their sponsorship of the Speedway Grand Prix earlier this month, are one of Britain's largest paint makers.

Already well known for our sponsorship of the Berger Isthmian League, the South of England's leading soccer league, our backing of the Grand Prix is another association between our company and the pursuit of sporting excellence.

Although we are best known to the public for our decorative paints - Magicote, Colorizer and, in trade circles, Brolac, we have also shown - in our recent television commercials - that we supply paint for virtually every industry in Britain.

All four British car makers use Berger paints and finishing materials. If you have your car repaired or resprayed after an accident, chances are it will be done with our refinishing paints. Every civil aircraft made in Britain has Berger sealants in its structure - even Concorde, where Berger materials seal the cabin and the wings.

Oil rigs, refineries, bridges, food packaging, printing inks, oil tankers, luxury liners, office machines, Matchbox toys - all these products and thousands more benefit from paints and coatings, special resins or adhesives supplied by us.

In Britain we have eight manufacturing and distribution Sites, employ 2,800 people and are the largest Company in the World-wide Berger Group.

We at Berger, look forward to this year's Speedway season with interest and excitement. The qualifying heats and final of the Berger Grand Prix will, we hope, be one of the leading attractions in this year's sporting calendar and we know that it will attract your support and provide a real test of international top riders' skills.

SPEED SCENE

RETROSPECT SPOT: 28 April-9 May

Looking at a slightly longer period this week.

Thirty Years Ago: 'Bees' crashed 16½-67½ at the ultra tight, tricky Bristol (Knowle) circuit and lost 32-50 at home to Sheffield the following night.

Sheffield's Bruce Semmens lowered the Brandon track record, winning heat three in 76.0 seconds.

Twenty Years Ago: Coventry were given permission to use a guest rider for the first half of the season, following the non-return of Jack Young.

Belle Vue's Peter Craven scored 13 points for Coventry in Bees' 49-41 victory at Oxford - and a maximum against Coventry just 48 hours later when Aces beat Bees 52-32 in Manchester.

Promising Kiwi junior Ivan Mauger stated he would not be rejoining Wimbledon that year but hoped to return in 1960. (In fact, Mauger did not return to this country until 1963, when he signed for Newcastle in the Provincial League).

Ten Years Ago: Bees were beaten 32-46 at Coatbridge, and lost Tom Ridley (broken thigh) and Roger Hill (broken ankle) also. Ridley in fact, never raced again.

Unbeaten in his first four rides, Nigel Boocock's machine failed whilst well clear in his fifth M.R.C. Qualifying Round race at Coventry. Leicester's Ray Wilson therefore finished as top scorer with 14 points.

ON AND ON TO CHORZOW:

Each year it seems, the Road to the World Individual Final becomes longer and tougher.

1979 is no exception, with an additional qualifying stage facing British entrants.

Five Preliminary Rounds have already been held on National League circuits (the Rye House staging was switched to Hackney because of track damage) and the leading scorers from those rounds now join the British League riders who contest the Qualifying Rounds at each of the 18 senior circuits.

The top 32 British Riders will contest the Semi-Finals at Leicester (22nd May) and Poole (23rd May) with the top eight from each meeting moving to the British Final at Brandon on 20th June.

As in previous years top foreign riders will also take part in the Qualifying Round stage as these meetings will also decide the finalists for the Speedway Grand Prix, to be held at Wimbledon on 23rd August.

Ten riders will qualify from Brandon to be joined by the already determined six Australasian qualifiers in the new Commonwealth Final at White City on 1st July.

The top nine scorers from White City return there on 5th August, to be joined by the two American qualifiers (Schwartz and Bast) and five Scandinavian qualifiers, in the Inter-Continental Final.

Subject to confirmation, 9 riders will qualify from White City to Poland, to be joined by just three Poles and four European qualifiers.

And that, briefly, is the Britisher's 1979 "Road to Poland."

Dave Robottom

Pete's Team Topics

Channel Shipping beware! That's the message I felt inclined to pass on to the unsuspecting Harbourmaster at Poole last week since Gary Guglielmi and Mitch Shirra decided to stay over following our League encounter in Dorset to get in a spot of water-ski-ing no less. Bondi Beach is one thing, but Poole Harbour on a wet Thursday is something very different, and if they returned from there with frostbite, I wouldn't be at all surprised!

Gary in fact, not pleased with his form thus far this season, has now taken delivery of a brand new Jawa engine. That will make five of our septet now running on the Czechoslovakian machine, and I think the engine will suit Gary, providing it has no adverse effect on his gating.

Alan Molyneux was saving his strength in last Saturday's match against Cradley. It seems that his Sunday was taken up with the laying of sixty-three paving slabs in his back garden to form a path to the famous Molyneux shrubbery! There are no shrubs yet incidentally, but he's working on it.

Gulf British League rider turned security guard—that's Kevin Hawkins these days. Our young reserve was travelling home from a meeting the other week when he suffered a puncture in one of his trailer wheels. No problem thought he as the spare was quickly produced, but guess what. That's right, the spare was as flat as a pancake. So, as Kevin's mechanic shot along the country lanes in search of an air hose, our new addition was left to snatch an hour's sleep alongside the bike on the trailer. The Coventry Speedway Supporters Club

annual dinner dance at the De Vere Hotel was, as usual, a splendid affair very much enjoyed by all who attended. Most of the riders had departed before the finish in order to prepare for the visit of Cradley with a reasonable night's sleep, but the after dinner speeches had one or two of them sweating! Young Tommy Knudsen got the shock of his life when I asked him to say a few words, and when we met in the foyer later, he said "Don't ever do that again please". Mitch said that his heart was beating so strongly he felt sure that the audience could actually see it, and Alf Busk thought that he was going to faint when it came to his turn!

Unfortunately, the week-end was marred when Ole Olsen made the Sunday morning discovery of a car break-in which saw him robbed of many personal belongings, amongst them several pieces of Italian porcelain which he had purchased in Coventry on the Saturday. Yet another reminder that no matter how well things may be going, the idiotic community faction can always bring you to earth with a bump.

Peter Adams

Public Address System. Due it is believed, to dampness having penetrated the underground cabling around the track perimeter during the winter, loss of volume at peak output is being experienced.

Our PA Engineers are working on this; need totally dry conditions to isolate and locate so they can correct. Tests indicate short-circuiting is occurring, but each of the twenty operative sections have to be checked individually.

We are sorry for the inconvenience to patrons and hopefully the Engineers will by tonight have traced the fault areas and restored output to normal levels.

Next Saturday, 5th May at 7.30

"BEES" at HALIFAX GBL

Here at Brandon:

Brisca, Formula 1 Stock Car Racing

**ELLIOTTS CAR ACCESSORIES
TROPHY TOURNAMENT**

Saturday, 12th May at 7.30

"BEES" v EASTBOURNE "EAGLES"

"Bees" 1979 Fixtures List and Results

Date	Venue	Event	Fixture	Result	Date	Venue	Event	Fixture
MARCH					July cont			
Sat 17	H	EMB	Leicester	Snowed off	Fri 20	A	GBL	Hackney
Tue 20	A	EMB	Leicester	W45-33	Sat 21	H	GBL	Halifax
Sat 24	H	GBL	Wimbledon	W34-24	Mon 23	A	GBL	Exeter
Sat 31	H	GBL	Reading	W43-35	Thur 26	A	GBL	Ipswich
APRIL					Sat 28	H	GBL	Belle Vue
Fri 6	A	MRC	Wolverhampton SF	O.Olsen	AUGUST			
Sat 7	H	CR	British Airways	S.Smith	Wed 1	H	MC	Crad. or Wolv. SF
Sat 7	A	GBL	Swindon	W41-37	Sat 4	H	CR	M&B M.D.Champ.
Tue 10	A	MRC	Leicester SF	G.Bouchard	Sat 4	A	GBL	Kings Lynn
Sat 14	H	GBL	Kings Lynn	W45-33	Mon 6	A	GBL	Birmingham
Mon 16	H	GBL	Swindon	W43-35	Thur 9	A	GBL	Sheffield
Wed 18	A	GBL	Hull	L27-51	Sat 11	H	GBL	Birmingham
Sat 21	H	GBL	Cradley	W42-36	Fri 17	A	GBL	Eastbourne
Wed 25	A	GBL	Poole		Sat 18	H	4TT	Strongbow Fours
Sat 28	H	WCh	Qual. Rd.		Sat 25	H	GBL	Sheffield
MAY					Mon 27	H	—	Open Date
Wed 2	H	—	Reserved		SEPTEMBER			
Sat 5	H	CR	Elliott Access		Sat 1	H	CR	Rugby Autocar
Sat 5	A	GBL	Halifax		Sat 1	A	CH	Cradley
Sat 12	H	GBL	Eastbourne		Sat 8	H	GBL	Hackney
Mon 14	A	4TT	Birmingham		Mon 10	A	GBL	Reading
Tue 15	A	4TT	Leicester		Wed 12	H	Int.	Brandonapolis
Wed 16	H	MRC	Final		Sat 15	H	GBL	Poole
Sat 19	H	4TT	Birm/Leic/P'boro		Sat 22	H	GBL	Exeter
Sat 26	H	GBL	Wolverhampton		Fri 28	A	GBL	Wolverhampton
Mon 28	H	—	Open Date		Sat 29	H	MC	Reserved
JUNE					OCTOBER			
Fri 1	A	4TT	Peterborough		Sat 6	H	CR	British Airways
Sat 2	H	CR	Daily Mirror GP		Sat 6	A	CH	Belle Vue
Sat 2	A	GBL	Cradley		Sat 13	H	—	Open Date
Sat 9	H	GBL	Ipswich		Sat 20	A	BLRC	Belle Vue
Tue 12	A	GBL	Leicester		Sat 27	H	—	Reserved
Fri 15	A	KO	Poole		NOVEMBER			
Sat 16	H	KO	Poole		Sat 3	H	CR	M.V.D.A. Gala
Wed 20	H	WCh	British Final		(Subject to Alteration)			
Sat 23	H	GBL	Leicester		Start Time: All Home Meetings at 7.30 p.m.			
Thur 28	A	GBL	Wimbledon		Abbreviations: GBL Gulf British League; CH Challenge: EMB East Midlands Bowl; Int International: MC Midland Cup; MRC Midland Riders Championship; KO Knock-out-Cup; GP Grand Prix; WCh World Championship; 4TT Four Team Tournament; Res Reserved Date.			
Sat 30	H	—	Open Date		CR Car Racing: Start Time 7.15 p.m.			
JULY								
Wed 4	H	Int.	Eng v Den.					
Sat 7	H	CR	Hertz Cars					
Sat 7	A	GBL	Belle Vue					
Sat 14	H	GBL	Hull					

DAILY Mirror

First and best for Speedway

Follow the action with Graham Baker

