

# Halifax Speedway

ON BEHALF OF THE B.S.P.A.  
PRESENTS

**Sunday, April 27th  
at 6.00 p.m.**

**SUNDAY**  
***Mirror***

SPONSORED

## **World Speedway Championship Quarter Final**



**SPECIAL OFFICIAL SOUVENIR PROGRAMME 25p**  
**16th Season Betting Strictly Prohibited Meeting 6**



# HALIFAX SPEEDWAY DUKES 80

# DUKES DEBATE 80

## NORTHERN SPEEDWAYS LTD. HALIFAX SPEEDWAY

THE SHAY GROUNDS - HALIFAX  
TEL: 62201 (Race Day Only)

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*PROMOTED ON BEHALF OF  
NORTHERN SPEEDWAYS LTD.  
BY ERIC BOOTHROYD*

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PIT MARSHALL:	A. FERNYHOUGH
COLOUR MARSHALL:	P. G. BUSTARD
TIMEKEEPER:	D. ADAMS
STATISTICIAN:	T. WARREN

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MEDICAL OFFICER AND  
ST. JOHNS AMBULANCE BRIGADE  
IN ATTENDANCE

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MEETINGS LICENSED AND HELD  
UNDER SPEEDWAY CONTROL BOARD LTD.  
REGULATIONS

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LICENCE NUMBER: 80/22  
TRACK LENGTH: 400 YDS. (366 METRES)  
4 LAP TRACK RECORD: 63.6 SECS  
HELD BY: PETER COLLINS  
ESTABLISHED: AUGUST 27th, 1979

Good Evening Everyone.

Welcome to the Shay tonight to see 16 British riders endeavouring to progress along the World Speedway Championship road, which means of course for 1980 September 5th in Gothenburg Sweden, whether or not any one of tonight's competitors manage to reach that final goal remains to be seen, but we can try to help them on their way by cheering their efforts.

Next Saturday we revert to our usual Saturday night and we have our hardest task of the season when we take on double British League Champions Coventry, originally our visitors were to be Leicester, but we were asked by the B.S.P.A. to change the fixture because of complications with the Test Match at Cradley Heath, I agreed to this providing that Kenny Carter was released from the reserve berth in the England team so that he could be in the Dukes team against Coventry, we need the strongest team possible to take on the Champions, it should certainly be a cracker of a match so don't miss it.

For any of you newcomers to the Shay we have four sales kiosks positioned around the stadium and have some very nice items for sale especially a good line in sew on badges, so why not take a look.

We were all very sorry to hear of the death last weekend of Mr. Nelson Mills-Baldwin, Chairman of the Speedway Control Board since the inception of the present British League in 1965, our sympathies go out to his family and his colleagues at the S.C.B.

Our Polish rider Piotr Pyszny finally arrived and rode last Saturday against Poole, he had a quiet start, which was really understandable after being on the road for three days, but I feel that he will be a very capable rider when he has had chance to settle in.

Enjoy tonight, see you here against the Bees next Saturday.

UP THE DUKES - ERIC.



OUR NEXT GREAT MEETING HERE AT THE SHAY

**SATURDAY, MAY 3rd at 7.30 p.m.**

**BRITISH LEAGUE**

with OUR DYNAMIC DUKES

versus THE LEAGUE CHAMPIONS in 1978 & 1979

**HALIFAX v. COVENTRY**

with IAN — KENNY — CRAIG — MICK — PIOTR — MERV

**TAKING ON THE MIGHTY BEES**

with OLE OLSEN — MITCH SHIRRA — ALAN MOLYNEAUX

ALF BUSK — TOMMY KNUDSEN — KEVIN HAWKINS — ETC.

*BRING YOUR TRANQUILISERS FOR THIS ONE*

**By PETER ROYSTON, Sports Editor of the Bradford Telegraph & Argus**

In the first season of the new decade, British Speedway stands at the crossroads. And the big question is: will the powers that be point the sport in the right direction. Like most other spectator sports, speedway is facing difficult times in the 1980's. Important issues have to be faced and crucial decisions have to be taken if the sport is to be kept on an even keel.

Yes there are problems, some of speedway's own making and some not. But let's say right here at the start that British track fans have a great deal to be thankful for. They follow genuine family sport, unaffected by the mindless hooliganism which mars soccer. Speedway provides marvellous entertainment for thousands each week. Virtually all the world's best riders compete in British League, which is by far the best organised and most competitive in the world. For sheer quality, quantity and variety of events, British speedway is unbeatable.

But will it always remain so? Will all the work that's gone into establishing speedway as a major attraction be thrown away in the difficult times ahead? The foundations of current day speedway were firmly laid in the 1960's when the inter-league squabbling was ended and the British League formed in 1965, to be followed by the Second Division in 1968.

The 1970's will probably be best remembered as the time when expenses increased enormously — for spectators, riders and promoters alike. The introduction of four-valve engines in the mid 1970's revolutionised the mechanical side, but it also greatly increased riders costs — but where was the benefit for the fans on the terraces? I cannot believe that the four-valve engine has added anything to the sport's entertainment value, and it might even have taken something away.

Whatever happens in the 1980's, it seems certain that speedway's problems will centre on the financial state. With costs rising, spectators will be harder to attract, and of course, rising expenses will lead to increased admission charges. The net result is that all spectator sports might well have to be satisfied with smaller attendances than they have become used to.

Some sports have been rescued from their financial worries by massive injections of sponsorship cash. Sponsors already play a part in speedway, of course, with backing for various competitions, individual riders, and even complete teams, as in the case of Hull. But the sport has never really attracted a really big benefactor — certainly nothing to compare with the sort of money that now flows into county cricket championship and cup competitions. That's a pity, because speedway — a family sport with a respectable image — has much to offer sponsors.



The seventies also marked the emergence of the United States and Denmark as major speedway nations. The Americans were a force before the 1939-45 war, but it is only in the last half dozen years that they have re-emerged on the world stage. Now, inevitably, they are seeking to take their turn at staging the world final and subject to FIM approval, the 1982 world final will go to the United States, and the 1983 even to West Germany.

That leaves Britain with an even smaller bit of the cherry and after next year's world final at Wembley, it could be in the very late 1980's before Britain stages the event again, for other countries, notably Australia, New Zealand and Denmark can put forward strong cases for holding the final.

That is a financial blow to British tracks, many of whom have relied heavily on the pay-out from world finals at Wembley. Britain had the final to itself until 1960, and after that Wembley alternated with Sweden until the East Europeans claimed the right to stage the sport's premier event in Poland once every three years. Even then, the British fan did not miss out completely, for trips to the final in Gothenburg and Katowice were possible for many. But finals in the United States and Down Under will certainly be beyond the means of most.

With Sweden's decline as a major force, there may no longer be a good case for continuing to hold the final in Gothenburg, but Denmark, with a strong international set-up and ideal facilities at Vojens, must have a strong claim. So too, has New Zealand, a country which has claimed the world title 12 times since 1954 through Ivan Mauger (six times), Barry Briggs (four) and Ronnie Moore (twice). Moore incidentally was born in Tasmania but all his speedway links were with New Zealand.

So with the world final likely to be run in Britain no more often than every five years at the most, a big gap is left in the British calendar. Unlike soccer, Rugby League and Cricket, which have their big cup finals every season, speedway has no genuine climax to the season, apart from the world final. And if that is being run on the other side of the world, it's hardly something for British fans to look forward to.

The Grand Prix which has been running for several years, has not really captured the interest of the British fans and is certainly no substitute for the world final. There is perhaps scope for developing the ever popular British League riders championship into a more prestigious event. But it would have to be switched from Belle Vue to Wembley and that would be a big gamble because it would then have to pull in a crowd three times bigger than it does at the moment to make it into a big paying proposition. At any rate, it is surely a matter of urgency for the authorities to get together to devise a big crowd-pulling, money-spinning end-of-season event.

Another disturbing feature of the domestic scene these days is the dire shortage of British riders and the ever increasing dominion of the British League by riders from overseas. Mike Parker, new chairman of the BSPA, is on record as saying he would like to see an all-British league competition. Not everyone would agree. After all, foreign riders have been part and parcel of the British scene ever since the sport's earliest days and they have added colour to our racing, many serving league teams loyally and with distinction for many years.

But there has to be a limit and when the British League is 70 per cent staffed by overseas riders, as it is at the moment, there is surely cause for concern about our own prospects at international level. Whether foreign riders are here in increasing numbers because fewer British riders are being produced, or whether fewer British riders are being produced because promoters are importing more and more foreign riders is open to argument. But the fact is that Britain's performance at international level will suffer severely unless this country concentrates more on producing riders of its own. And once our international performance sags, its effect will be felt right through the sport in this country.

The Second Division was formed as a training ground, as a means of developing and supplying riders the British League teams and it nurtured a magnificent crop of talented young men in the early 70's — Peter Collins, Dave Jessup, John Louis, and Gordon Kennett among them. Now, as the National League, it is a competition in its own right, and that's just how it should be.

But what is worrying is that the National League has become a competitor of the British League, hanging on to promising youngsters who could become top class men in senior league sides if they would only move up. But more and more young riders are opting to stay in the lower division, preferring to be big fish in a relatively small pond. That's a great pity, for no one likes to see talent not being developed to its limits. There must be something wrong with a set-up which makes it more profitable for a rider to operate in the lower league than to aim for the top.

And the irony of the situation is that while many British born riders cannot be persuaded to move out of the National League, riders from all over the world are being recruited in the British League. And they are using the razor sharp competition it provides to improve their own international prospects, and presumably being paid good money while they are doing it. Somehow, it doesn't make sense.

Yes, British speedway still has a lot going for it, but everyone concerned for its welfare will have a hard time keeping it on the right track through the 1980's.



## SUPPORTERS NOTES.

Hi Folks!

Tonight may I welcome on behalf of the Supporters Committee the many supporters who are visiting the Shay for the first time. Hope you all enjoy your night's speedway.

Also may I welcome Piotr Pyszny to the Dukes, let's hope he settles down and enjoys his stay here in Yorkshire.

The Forecast last week was won by Mr. Reedham with the Nos. 19-25, the response was a little better so we will continue to run the forecast in the hope that in the next few weeks it gets better.

The Film Show will hopefully be shown in May or early June but we are still awaiting details.

Forthcoming coach trips (if there is enough support) will be to Wimbledon - May 5th, Eastbourne - May 11th, and Hull on Tuesday May 13th. Booking at the Supporters Kiosk at the rear of the main stand.

That's all for now — Roy.

### HALIFAX DUKES AVERAGES 1980 — By TERRY WARREN

(All Matches B.L. and Challenge up to and Including 19th April)

HOME	Matches	Rides	Pts.	B.Pts.	Total	C.M.A.
KENNY CARTER	5	22	49	3	52	9.45
IAN CARTWRIGHT	5	22	46	6	52	9.45
CRAIG PENDLEBURY	5	22	38	7	45	8.18
TORMOD LANGLI	2	8	14	1	15	7.50
MERV JANKE	5	19	27	5	32	6.74
MICK McKEON	5	22	31	4	35	6.36
ALAN STANSFIELD	4	5	6	1	7	5.60
PIOTR PYSZNY	1	4	2	1	3	3.00
IAN WESTWELL	2	4	1	0	1	1.00

#### AWAY

KENNY CARTER	4	20	44	1	45	9.00
TORMOD LANGLI	2	9	15	2	17	7.56
IAN CARTWRIGHT	4	18	32	1	33	7.33
MICK McKEON	2	9	11	1	12	5.33
CRAIG PENDLEBURY	4	15	16	3	19	5.07
MERV JANKE	4	16	16	2	18	4.50
ALAN STANSFIELD	1	4	3	0	3	3.00
IAN WESTWELL	4	11	5	2	7	2.55
PAUL SHEARD	1	2	0	0	0	0.00

#### TOTAL

KENNY CARTER	9	42	93	4	97	9.24
IAN CARTWRIGHT	9	40	78	7	85	8.50
TORMOD LANGLI	4	17	29	3	32	7.53
CRAIG PENDLEBURY	9	37	54	10	64	6.92
MICK McKEON	7	31	42	5	47	6.06
MERV JANKE	9	35	43	7	50	5.71
ALAN STANSFIELD	5	9	9	1	10	4.44
PIOTR PYSZNY	1	4	2	1	3	3.00
IAN WESTWELL	6	15	6	2	8	2.13
PAUL SHEARD	1	2	0	0	0	0.00

### COCKHILL MOTORS SNOWBALL

	Finals	Pts.
KENNY CARTER	4	10
IAN CARTWRIGHT	4	6
CRAIG PENDLEBURY	3	4
MERV JANKE	2	3
TORMOD LANGLI	2	3
MICK McKEON	3	1

(Up to and including 19th April, 1980)

### PADDOCK MOTORS JUNIOR S/BALL

	Rides	Pts.
IAN WESTWELL	4	11
KENNY YOUNG	7	11
PAUL SHEARD	5	9
ALAN STANSFIELD	5	7
HARRY POL	2	2
RUSS WILLIAMSON	1	2
DAVE MITCHELL	1	1

(Up to and including 19th April, 1980)



# SUNDAY MIRROR SPONSORED WORLD CHAMPIONSHIP QUARTER FINAL

Tonight's Referee: V. R. J. HARRIS

Riders Identified by helmet colours: Red, Blue, White, Yellow/Black Winner decided on Race Points: 1st-3pts; 2nd-2pts; 3rd-1pt.

## RIDERS' INDIVIDUAL SCORE CHART

	1	2	3	4	5	6	Total		1	2	3	4	5	6	Total
1 Dave Morton	1	1	1	1	1	1	6	9	Peter Prinsloo	2	2	1	1	1	7
2 Derek Richardson	2	0	1	1	1	1	6	10	Paul Woods	1	1	1	1	1	5
3 Nigel Flatman	0	1	1	1	1	1	5	11	Andy Hines	0	1	0	1	1	3
4 Rob Hollingworth	1	1	1	1	1	0	5	12	Bob Garrad	1	0	1	1	1	4
5 Dave Kennett	2	0	1	0	1	1	5	13	David Gagen	1	1	1	1	1	5
6 Nicky Allott	1	1	1	1	0	0	4	14	Mike Lanham	1	1	1	1	1	5
7 Dave Perks	1	1	1	1	1	0	5	15	Kevin Hawkins	2	1	1	1	1	6
8 Melvin Taylor	1	1	0	1	0	0	3	16	Ian Clark	1	1	1	1	1	5
Kenny Young (Res.)								Paul Sheard (Res.)							

HEAT	RIDER	Starting Pos.	Helmet Colour	Points scored	Substitute or Remarks
1 Time	1 Dave Morton	1	Wolves	Red	
	2 Derek Richardson	2	Newcastle	Blue	
	3 Nigel Flatman	3	P/Borough	White	
	4 Rob Hollingworth	4	Boston	Y./B.	
2 Time	5 Dave Kennett	1	Eastbourne	Red	
	7 Dave Perks	2	Oxford	Blue	
	6 Nicky Allott	3	Sheffield	White	
	8 Melvin Taylor	4	K/Lynn	Y./B.	
3 Time	10 Paul Woods	1	Crayford	Red	
	11 Andy Hines	2	P/Borough	Blue	
	9 Peter Prinsloo	3	Poole	White	
	12 Bob Garrad	4	Rye House	Y./B.	
4 Time	15 Kevin Hawkins	1	Coventry	Red	
	14 Mike Lanham	2	Ipswich	Blue	
	16 Ian Clark	3	Leicester	White	
	13 David Gagen	4	Boston	Y./B.	
5 Time	13 David Gagen	1	Boston	Red	
	1 Dave Morton	2	Wolves	Blue	
	5 Dave Kennett	3	Eastbourne	White	
	9 Peter Prinsloo	4	Poole	Y./B.	
6 Time	14 Mike Lanham	1	Ipswich	Red	
	10 Paul Woods	2	Crayford	Blue	
	2 Derek Richardson	3	Newcastle	White	
	6 Nicky Allott	4	Sheffield	Y./B.	
7 Time	11 Andy Hines	1	P/Borough	Red	
	15 Kevin Hawkins	2	Coventry	Blue	
	7 Dave Perks	3	Oxford	White	
	3 Nigel Flatman	4	P/Borough	Y./B.	
8 Time	4 Rob Hollingworth	1	Boston	Red	
	8 Melvin Taylor	2	K/Lynn	Blue	
	12 Bob Garrad	3	Rye House	White	
	16 Ian Clark	4	Leicester	Y./B.	
9 Time	6 Nicky Allott	1	Sheffield	Red	
	16 Ian Clark	2	Leicester	Blue	
	1 Dave Morton	3	Wolves	White	
	11 Andy Hines	4	P/Borough	Y./B.	

HEAT	RIDER	Starting Pos.	Helmet Colour	Points scored	Substitute or Remarks
10 Time	12 Bob Garrad	1	Rye House	Red	
	5 Dave Kennett	2	Eastbourne	Blue	
	15 Kevin Hawkins	3	Coventry	White	
	2 Derek Richardson	4	Newcastle	Y./B.	
11 Time	8 Melvin Taylor	1	K/Lynn	Red	
	9 Peter Prinsloo	2	Poole	Blue	
	3 Nigel Flatman	3	P/Borough	White	
	14 Mike Lanham	4	Ipswich	Y./B.	
12 Time	13 David Gagen	1	Boston	Red	
	4 Rob Hollingworth	2	Boston	Blue	
	10 Paul Woods	3	Crayford	White	
	7 Dave Perks	4	Oxford	Y./B.	

## INTERVAL

Records played supplied by: SCENE & HEARD of Halifax

13 Time	7 Dave Perks	1	Oxford	Red	
	12 Bob Garrad	2	Rye House	Blue	
	14 Mike Lanham	3	Ipswich	White	
	1 Dave Morton (Res.)	4	Wolves	Y./B.	
14 Time	Derek Richardson	1	Newcastle	Red	
	13 David Gagen	2	Boston	Blue	
	8 Melvin Taylor	3	K/Lynn	White	
	11 Andy Hines	4	P/Borough	Y./B.	
15 Time	16 Ian Clark	1	Leicester	Red	
	3 Nigel Flatman	2	P/Borough	Blue	
	10 Paul Woods	3	Crayford	White	
	5 Dave Kennett	4	Eastbourne	Y./B.	
16 Time	9 Peter Prinsloo	1	Poole	Red	
	6 Nicky Allott	2	Sheffield	Blue	
	4 Rob Hollingworth	3	Boston	White	
	15 Kevin Hawkins	4	Coventry	Y./B.	
17 Time	1 Dave Morton	1	Wolves	Red	
	8 Melvin Taylor	2	K/Lynn	Blue	
	15 Kevin Hawkins	3	Coventry	White	
	10 Paul Woods	4	Crayford	Y./B.	
18 Time	9 Peter Prinsloo	1	Poole	Red	
	2 Derek Richardson	2	Newcastle	Blue	
	7 Dave Perks	3	Oxford	White	
	16 Ian Clark	4	Leicester	Y./B.	
19 Time	3 Nigel Flatman	1	P/Borough	Red	
	12 Bob Garrad	2	Rye House	Blue	
	13 David Gagen	3	Boston	White	
	6 Nicky Allott	4	Sheffield	Y./B.	
20 Time	5 Dave Kennett	1	Eastbourne	Red	
	14 Mike Lanham	2	Ipswich	Blue	
	11 Andy Hines	3	P/Borough	White	
	4 Rob Hollingworth	4	Boston	Y./B.	

## IN CASE OF A RUN OFF FOR MEDALS

21 Time	P. PRINSLOO	Red	
	B. GARRAD	Blue	
	D. GAGEN	White	
		Y./B.	



*TONIGHT'S WINNER RECEIVES THE GOLD MEDAL  
SECOND SILVER MEDAL  
AND THIRD BRONZE MEDAL*

**KEITH FISHER — SUNDAY MIRROR**

It seems only yesterday, that Ivan Mauger illuminated a Polish evening to record his sixth world championship win.

Mauger's stunning success last September in Katowice, just a few weeks before his fortieth birthday will long be cherished as one of speedways magic moments.

Now the world championship wheel spins round again. Here, tonight, is the beginning of that long, often prickly path to fame and fortune. A route embroidered with all the emotions for the eventual victor and vanquished.

This year's world championship flag flies mightily over the impressive Ullevi Stadium in Gothenburg, Sweden. There, on Friday, September 5th, sixteen of the world's greatest riders will assemble for an unforgettable climax to the 1980 speedway season.

In between, of course, are squeezed the various qualifying tournaments that lead directly to that heady night's activity.

The Sunday Mirror has stood side by side with speedway's premier event since 1958 — this year is no different. The Sunday Mirror is proud to lend its name to ALL the big world championship qualifying rounds right through to the star spangled International Final at London's White City on August, 3rd.

We start here. So give the lads an extra big cheer as those first, important tapes go up.

There's an awful lot of action to be soaked up between now and September 5th — and we wouldn't miss it for the world.

**WORLD TEAM CHAMPIONSHIPS  
at KINGS LYNN**

*SUNDAY, MAY 18th at 3.15 p.m.*

**TICKETS NOW ON SALE AT THE SPEEDWAY OFFICE**

**ADULTS £2.50, CHILDREN £1.00**



## THE HALIFAX CONNECTION WITH THE BIG NIGHT

Tonight's British Quarter Final stage of the World Championship will be the second step for the sixteen competing riders on the long hard road to a place in the 1980 World Final which this year takes place in Gothenburg, Sweden. A World Final is a magical occasion in which very few riders are fortunate enough to participate let alone win. This year Ian Cartwright and Kenny Carter carry Halifax's hopes of a World Final appearance, the Dukes pair being seeded direct to the British Semi-Finals next month.

Tonight I would like to take a look at the World Final experiences of just three riders with Halifax connections. Eric Boothroyd, born and bred in Halifax, sampled a World Final nine years before joining the Dukes when the British League was formed in 1965. Arthur Forrest made his name riding for the Halifax side in the old National League, before joining Odsal (Bradford) and qualified for five World Finals. The last of the trio, Eric Boocock, was the only rider to ride in a World Final while currently engaged with the Dukes.

The season of 1952 saw the first of our trio Arthur Forrest qualify for the first time. After a steady and tentative start which brought him only two points from his first three rides, a fine win and a second place in his last race brought his points total to seven and a joint 8th place. The champion that year was Australian Jack Young retaining the title he had won the previous year. The following year Arthur again qualified and in repeating his last years score again finished in joint eighth position. Freddie Williams took the title that year with 14 points. Arthur made it a hat-trick of appearances in 1954 and lined up at Wembley as one of England's hopes of the Championship, but a very disappointing Forrest finished with only five points. Ronnie Moore with a 15 point maximum gave New Zealand their first title win. Another 7 point score in the 1955 final saw Arthur again finish well down the scoring chart, but he did keep up his record of scoring at least one heat win in each of his finals. The winner that year was Peter Craven of Belle Vue and England with 13 points.

The World Final of 1956 saw a change of race night from the then traditional Thursday staging to a Saturday. Arthur made it 5 finals in a row and this year was joined by our current promoter here at Halifax, Eric Boothroyd, who was then riding for Birmingham. Both riders started well and after three rides both were well in contention, Eric opened with a second place and then a win over eventual runner-up Ronnie Moore. Just two more points from his remaining rides and Eric finished in 10th place with 7 points. This was to be Arthur's last World Final appearance and he certainly ended on a high note, scoring consistently throughout and went into his last ride with 9 points knowing that a win would put him in a run-off situation for first place. In that final race were Barry Briggs also on 9 points, Ove Fundin with 10 points and Eric Boothroyd. Fundin won the race and the World Title for the first time, but Arthur was second in that last heat in front of Briggs and his 11 point score equalled that of Peter Craven, just one short of Ronnie Moore. In the run-off Arthur beat Craven and took third place in his last World Final.

The next World Final of interest to our Halifax trio was 1967 when Eric Boocock qualified for the first time. It was staged at Wembley and Halifax and England hopes were high when Eric made a dream start by winning his first race in fine style. Another six points were added and Eric finished joint sixth along with Sweden's Anders Michanek who also scored 9 points. It was an excellent World Final debut for Eric, but it proved to be his best score, for in his next two appearances he had very disappointing results. Ove Fundin triumphed again to make a record five World Titles.

Gothenburg in 1971 saw Eric lining up for his second Final and after his first two rides he was pointless. He made a lightning start to win Heat 9 from Soren Sjosten and brother Nigel Boocock, but with just one third place in his remaining two rides Eric finished in joint 11th place with 4 points. Ole Olsen had his first title win with a maximum 15 points.

The following year the final was back at Wembley and so was Eric, a repeat of his 1967 first race win was not to be. He crashed at the first bend in his very first race and was excluded. This disaster was followed by three pointless rides and Eric finished with two points gained in his last outing with a second place behind Olsen, passing Russian riders Alex Pavlov and Valeri Gordeev in the process. Ivan Mauger beat Bernt Persson in a run-off for first place to win his fourth World Title.



# HALIFAX SPEEDWAY FIXTURES — 1980 SEASON

## British League

KEY: NT Northern Trophy : BL British League : SC Speedway Star Cup : CH Challenge  
 GP Grand Prix World Championship : YC Yorkshire Cup : IL4TT Inter-League Four Team Tournament  
 KOC Knockout Cup : IND Individual : NL National League Pairs Champs. : WBC Warburtons Challenge  
 ALL HOME MATCHES COMMENCE 7.30 p.m. (\*11.30) (\*\*6.00)

			F	A
S. Mar.	22 - Belle Vue	NT	A	35 42
W. Mar.	26 - Hull	NT	A	41 37
S. Mar.	29 - Birmingham	BL	H	44 34
S. Apr.	5 - Sheffield	NT	H	47 36
M. Apr.	7 - Belle Vue	NT	H	41 36
Th. Apr.	10 - Sheffield	NT	A	44 34
S. Apr.	12 - Hull	NT	H	40 38
Th. Apr.	17 - Ipswich	BL	A	22 56
S. Apr.	19 - Poole	BL	H	42 36
M. Apr.	21 - Reading	KOC	A	
Th. Apr.	24 Cradley	CH	A	
S. Apr.	26 - Kings Lynn	BL	A	
Su. Apr.	27 - **¼ Final Q./Rd.	GP	H	
S. May	3 - Coventry	BL	H	
M. May	5 - Wimbledon	BL	A	
S. May	10 - W/Hampton	BL	H	
Su. May	11 - Eastbourne	BL	A	
Tu. May	13 - Hull	BL	A	
S. May	17 - Kings Lynn	BL	H	
S. May	24 - Belle Vue	BL	A	
M. May	26 - Sheffield	CH	H	
S. May	31 - Reading	KOC	H	
T. June	3 - Leicester	BL	A	
S. June	7 - Wimbledon	BL	H	
Th. June	12 - Sheffield	IL4TT	A	
S. June	14 - Hx. Sheff. Hull. Ber.	IL4TT	H	
Su. June	15 - Berwick	IL4TT	A	
W. June	18 - Hull	IL4TT	A	
S. June	21 - Swindon	BL	H	
S. June	28 - Dews Trophy	IND	H	

			F	A
S. July	5 - Hull	BL	H	
S. July	12 - Reserved	KOC	H	
S. July	19 - Coventry	BL	A	
S. July	19 - N/L Pairs Champs.	NL	H	
W. July	23 - Poole	BL	A	
S. July	26 - Belle Vue	BL	H	
F. Aug.	1 - Hackney	BL	A	
S. Aug.	2 - Leicester	BL	H	
S. Aug.	9 - Hackney	BL	H	
S. Aug.	16 - Sheffield	BL	H	
M. Aug.	18 - Reading	BL	A	
S. Aug.	23 - Swindon	BL	A	
M. Aug.	25 - B/Vue (Aft.)	CH	A	
M. Aug.	25 - B/Vue (Evn.)	WBC	H	
S. Aug.	30 - Reading	BL	H	
F. Sept.	5 - W/Hampton	BL	A	
S. Sept.	6 - Eastbourne	BL	H	
S. Sept.	13 - Rsvd. Open		H	
S. Sept.	20 - Ipswich	BL	H	
M. Sept.	22 - Birmingham	BL	A	
Th. Sept.	25 - Sheffield	BL	A	
S. Sept.	27 - Rsvd. Open		H	
S. Oct.	4 - Cradley Heath	BL	A	
Su. Oct.	5 - **C/Heath	BL	H	
S. Oct.	11 - Hull	YC	H	
W. Oct.	15 - Hull	YC	A	
Su. Oct.	19 - **Atmn. Classic	IND	H	
S. Oct.	25 - Northern Fours - Belle Vue, Hull	Hx.,	She ff.,	H

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## CARTER'S TIMELY BOOST

By Gordon Sampson  
Deputy Sports Editor, Halifax 'Evening Courier'

Kenny Carter looks like becoming the first Halifax-born rider to establish himself as a regular international since the British League began. Many speedway teams contain riders imported from other areas or from abroad, so it is always pleasing to see a local lad come good, as 19 year old Carter has done. And his selection for two of the first three Tests against America is yet another indication that he is here to stay at the top, but he must make sure that those machine problems are ironed out to do so.

If he proves himself at international level, he will no doubt be a future choice for the World Team Cup side, which contains only four men. For although John Louis is recalled to lead England at the age of 38 and 34 year old Malcolm Simmons is back in the series against America, England's long term hopes depend on the development of young riders in the Carter mould.

The new slim-look Peter Collins also gets chance to prove that he means business again in this series. He is after the World title again and is more determined this season than he has been for some time after apparently losing some motivation.

John Davis was upset at losing his World Team Cup place, but he, too, can push his claims in this series. He started off the season on the right note by winning the Daily Express spring classic at Wimbledon, where the first Test is staged next Thursday.

Other matches follow at Cradley next Saturday, from which Carter has been released to ride in the Dukes home league match against league champions Coventry, Hull on Wednesday May 7th, Poole on Wednesday May 14th, and Swindon on Saturday May 24th. And if these matches are a success, they could lead to regular series here and in the States if American promoters are willing to put them on and pay the costs of taking the team over. An American trip would give added incentive to the English lads, who now seem to have lost the Australian tours following the 7-0 whitewash by the Lions on their last tour two winters ago. It would be something new in the States, although the World Champions Troupe raced there. Whether such a gamble would pay off would depend on how Stateside promoters handled things.

It's welcome back to the Shay tonight to Dave Morton, the Wolverhampton flyer who has been so unlucky with injuries in recent times. On three occasions, he nearly came to the Shay, but the deals could not be done as no rider exchange could be worked out. But he certainly knows how to ride the Shay and not only should he be among the eight qualifiers for the semi-finals tonight but also one of the contenders for the medals for the first three.

Morton has not had the successes of brother Chris, but that is hardly surprising as he has twice broken a leg when looking set for big things. Nevertheless, he is a young England and full international and is determined to make his mark at individual and team level again.

Peter Prinsloo is another who likes the Shay circuit which he proved again last week and was a regular visitor last season. This Zimbabwean is a popular performer and interested Halifax when Exeter pulled out of the British League but he preferred to stay in the South, joining Poole for a £7,000 fee.

Derek Richardson, after riding for Glasgow, elected to stay in the National League with Newcastle this year, although he had the choice of staying at Belle Vue as a full-time rider. If his present form is maintained, the Mirfield lad will surely move up next year. He will be hoping for better luck tonight, for on his last Shay visit he received a head injury in a spill in the Daily Mirror Four-Team-Tournament last October. He rode in the opening meeting against the Dukes at Belle Vue on March 22nd, scoring eight and two bonus points, showing that he is capable of riding in the British League. Ipswich's Mike Lanham rode in the 1979 British final at Coventry.

Nicky Allott has ridden at the Shay several times for Sheffield and is hard to pass if he makes the gate. Nigel Flatman won the Best Pairs Tournament in Perth with Kenny Carter and is one of the men to watch. Dave Perks is another who likes the Shay track, scoring 13 and one bonus from six rides in the Speedway Star Cup Semi-Final for Cradley Heath last autumn. Mel Taylor is another fine prospect and with British League hopefuls like Ian Clark in the line-up, it should be an exciting night's racing.

The top eight tonight, join the seeded 24 in the semi-finals at Poole and Sheffield and know that a top eight place in one of those meetings means a British Final appearance.

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