

**Sunday
Mirror**

7.30 p.m.
WEDNESDAY
JUNE 4th, 1980

**WORLD COVENTRY
SPEEDWAY
CHAMPIONSHIP
BRITISH FINAL**

**SOUVENIR
PROGRAMME
30p**



Peter Oakes looks at the Coronation of

Dave Jessup has been around for so long that it's easy to dismiss him as a veteran.

Yet he's still in his twenties, and only now approaching his peak.

He comes into tonight's British Final of the Sunday Mirror World Championship as the man they all have to beat if someone else is to be saluted as the 1980 British Champion.

His form this year has lifted him high into the superstar bracket. Maximums have rolled off for his British League club King's Lynn.

He was England's top scorer in the recent test series against America....he streaked three points clear in his British semi-final at Sheffield when the only point he dropped was to Stars' team-mate Mike Lee in his last ride when it didn't matter....he outpaced an all-star field to win the £1,250 first prize in the recent Embassy Internationale.

And he's earned the fulsome praise of England coach Eric Boocock who admits: "DJ is the best rider in Britain at the moment. His injury was one of the major reasons we didn't win the series against America."

The faith of the new England management team of Boocock and Ian Thomas is amply illustrated by Dave's selection to represent his country in next week-end's World Pairs semi-final.

For Jessup it has been a long, sometimes painful, struggle to the top. He was throttling a speedway machine around the West Ham bowl when he was only fifteen. Thrown into Eastbourne's National League side days after his sixteenth birthday. Applauded as the National League Riders' Champion in 1970.

Then followed a long, long spell in which he became speedway's Nearly Man. Runner-up twice in the Junior Championship of the British Isles; four times on the rostrum in the British Final; and almost England's second World Champion of the seventies when only an engine failure in his first outing stood between him and the 1978 World title.

Yet that inexpensive but costly mishap was the turning point of his career.

He admits: "I was always there or thereabouts but my performance in that World Final at Wembley turned it for me. People had said that I could do it but I wasn't sure that I believed them. I began to believe that it

wasn't going to happen for me.

"I knew I could beat the best on the night anywhere in the world — but not when it came to the big meetings. I felt that on an occasion like the World Final it was a different story. But at Wembley I proved to myself I would beat them when it mattered and that was something of a turning point in my own outlook."

A more settled home life — for the first years of his marriage DJ was constantly moving house — has also helped.

He says: "I've always been a family man but we moved house every two years as we moved up the market and could afford something better. Now we are settled in a three-bedroomed bungalow just outside Rochester. It's got a two-car garage which I use as a workshop and during the winter I built a swimming pool.

"Now everything is the way we like it — so I'm spending more time on my equipment and perhaps that has helped. Weslake provide me with all the equipment I need and their agent Trevor Hedge looks after the engines so I just look after the bikes.

"I seem to have more time to do that now and I'm not stopping as often as I did. I'm also far more confident that I was in my own ability.

"I won a lot when I was very young and that should have given me confidence but a couple of nasty injuries didn't help. In 1974 I spent three months out with a nasty leg injury that has never really healed and then more recently I broke my ankle on a trials bike and that is permanently stiff.

"It took me a while to get over those things — but now my career is brighter than it has ever been."

This was shown in his recent comprehensive Embassy Internationale victory at Wimbledon where his superb gating helped

A NEW BRITISH KING!

him to a smooth 15-point maximum.

And that's the sort of display he will be hoping to repeat tonight....to give him the British Championship as the ideal launching pad for a serious challenge on the 1980 World title.

Dave's past British Championship record makes impressive reading — but a closer inspection also reflects what might have been.

He finished third in 1974 — "that was something of performance because it came early in my career," he then after a couple of years out of the reckoning he 1977. Again in 1978. And third last year.

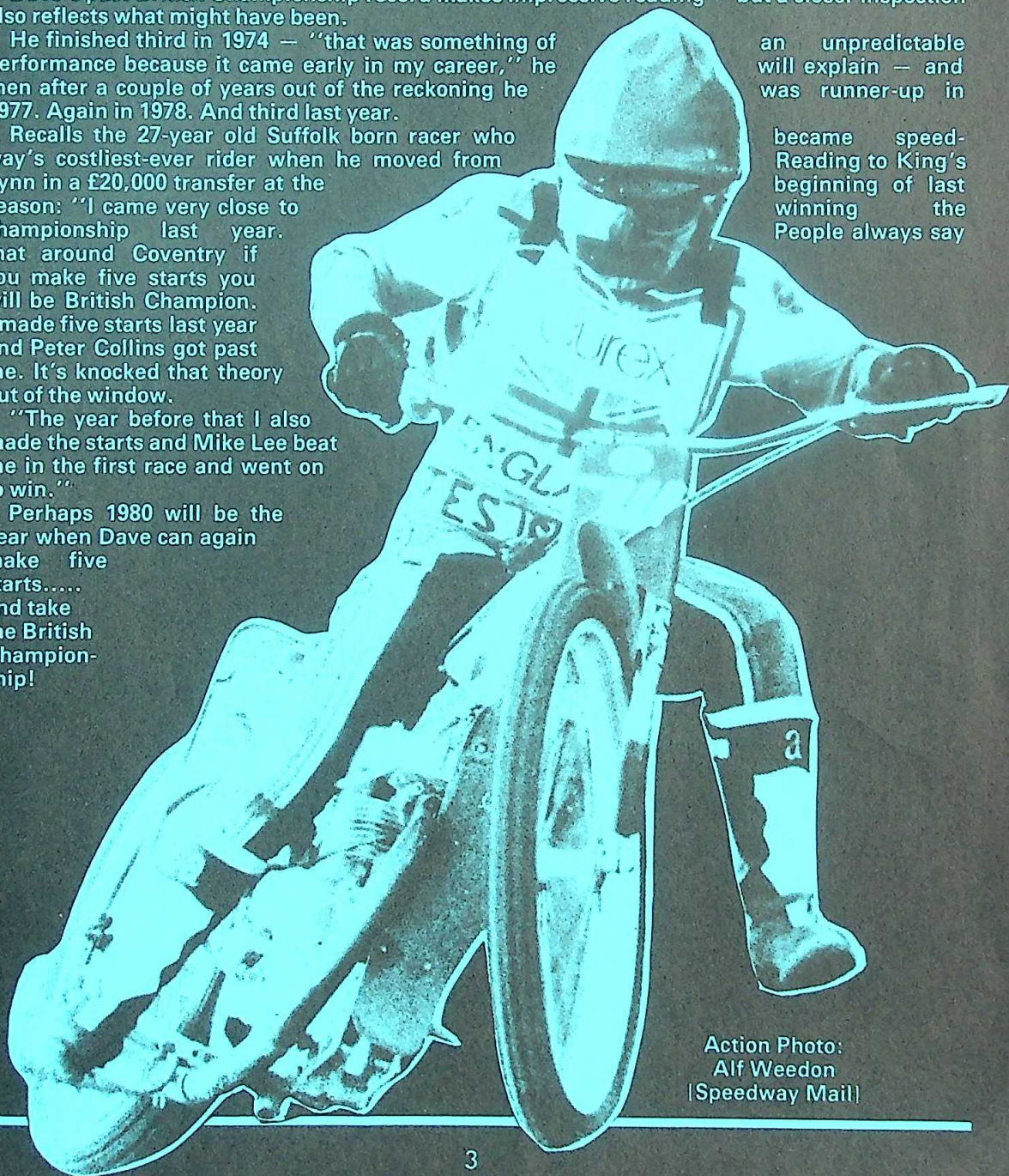
Recalls the 27-year old Suffolk born racer who way's costliest-ever rider when he moved from Lynn in a £20,000 transfer at the season: "I came very close to championship last year. that around Coventry if you make five starts you will be British Champion. I made five starts last year and Peter Collins got past me. It's knocked that theory out of the window.

"The year before that I also made the starts and Mike Lee beat me in the first race and went on to win."

Perhaps 1980 will be the year when Dave can again make five starts..... and take the British Championship!

an unpredictable will explain — and was runner-up in

became speed-Reading to King's beginning of last winning the People always say



Action Photo:
Alf Weedon
[Speedway Mail]

Sunday Mirror

1980

WORLD SPEEDWAY

CHAMPIONSHIP

BRITISH FINAL

Coventry Stadium
Rugby Road, Brandon,
Nr. Coventry

Tel: Wolston 542395

Meeting organised by Mr. Charles Ochiltree (in association with Midland Sports Stadiums Limited) on behalf of the British Speedway Promoters' Association and the Speedway Control Board.

Betting is strictly prohibited at any speedway meeting.

TRACK OFFICIALS

Clerk of the Course

Graham Snooks

Track Manager Phil Storey

Announcer Peter Morrish

Machine Examiner

Albert Croome

Starting Marshal

Norman Keightley

Pit Marshal Albert Croome

Colour Marshal Mark Jessup

Medical Officer

Dr. Peter Kenyon

Coventry Team Manager

Peter Adams

Coventry Mascot David Owen

St. John Ambulance Brigade [South Warwicks] in attendance. Speedway Control Board regulations apply. Track Licence No. 25/79R.

This meeting is held under the 1980 Speedway Regulations and Supplementary Regulations Appendix G [as amended]



Keith Fisher writes...

It doesn't really need me to say. But should any doubting Thomas or silly billy still wish to gauge the esteem in which the British Final is held by our track stars, then they should simply soak in and savour these words.

MALCOLM SIMMONS (British Champion, 1976): "It was all a dream — I went into the bar at Coventry after winning the title and just felt like a million dollars."

MICHAEL LEE (at 19, the youngest ever British Champion in 1977, he won it again in 1978): "It was such an important step for me — it was marvellous winning such a coveted title so early in my career. Anyway, it has such a nice ring to it."

PETER COLLINS (British Champion, 1979): "It was the only title that had eluded me so, naturally, winning meant the world to me."

There are even many people — critics, supporters and riders alike — who would go as far as saying that British Final night at spick and span Brandon Stadium is their 'Highlight of the year.'

Certainly only the World Championship Final itself — with its sudden death, drama and buzz of expectancy — can match it in my experience.

Perhaps the atmosphere that surrounds Coventry can be best explained in that it provides supporters — the lifeblood of speedway — with the chance to cheer our own. Nothing, of course, is more healthy.

And surely, tonight, we need to hoist the flag higher than ever. Prove that British Speedway can pick itself up and dust itself down after defeat against the United States in what has been one of the most absorbing, most exciting test series ever staged in this country.

Defeat was no disgrace. Far from it.

It is in adversity that mistakes can be corrected; that attitudes and resolutions can be forged and fortified; that the way ahead can be planned even more clearly.

British speedway has suffered for years a delusion that, simply because it houses the fiercest, most competitive league system in the world, it had a right to invincibility on the circuits around the globe.

The fact that so many leading figures in speedway realise just what a nonsense that was can only strengthen the fight back to the top. It is why tonight's British Final can go a long way to opening people's eyes as to the real strength of our speedway.

It is not just about a few daring individuals — and in Peter Collins, Michael Lee and Dave Jessup etc. etc. we are not short in that department.

No. It is about our ability in numbers. Quality AND quantity. That is something we can be truly proud of.

At stake, tonight, are ten qualifying places in the Commonwealth Final on June 29 — another hurdle in the race for speedway's golden night, the World Final in Gothenberg on Friday, September 5.

It is left for me to bid you a warm welcome to Brandon.

The Sunday Mirror is always delighted to be here on what is a very special night for us and British speedway.

I hope you enjoy it as much as we do.



TONIGHT'S MATCH MAGAZINE was prepared by Sportsdata, 1, Piermont Place, Dawlish, Devon, and printed by Duplex Litho Press Ltd., 22, Quay Terrace, Newton Abbot, Devon.

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All facts and figures used in this match magazine are courtesy of the 1980 Daily Mirror Speedway Yearbook.

All records played at this stadium are courtesy of HMV [Records] Ltd., 24-25, Hertford Street, Coventry.

TALKING TIME with Charles Ochiltree



THE STAGE is reached tonight in the World Championship where everyone begins to sit up and take notice.

Not simply the British backing of interest and support.

But Foreign Federations and their competitors.

Because this is the stage where not merely are the Aussies and New Zealanders looking at their immediate Commonwealth opposition, but the rest, the Scandinavians, West Europeans, Americans, scan the scene of successes and shock eliminations and what it means in terms of Inter-continental Final competition.

For who progresses tonight assuredly can hold the key to Gothenberg prospects at Wimbledon and subsequently White City.

Already there are some familiar names missing — Malcolm Simmons, Doug Wyer, Steve Bastable.

And some surprise qualifications from the younger brigade — Mel Taylor, Kevin Jolly, Mike Lanham.

Indicative presumably of the fact that the main strength of our East Anglian clubs is "home" talent, is the accomplishment of the region — just two tracks — providing the

biggest number of finalists from any area ... six!

A look at the club level of qualifiers shows that the region with the smallest number of finalists — two — is in fact the area with the largest number of tracks ... the Midlands, with six!

British hopes at Gothenberg very much must be considered as resting in the progress of successful World Team Cup members — Peter Collins, Chris Morton, Dave Jessup, Michael Lee and skipper John Louis.

Three of them, PC, Michael Lee and John Louis have savoured British Championship triumphs already. Shall we see a repeat from one of them, or shall we see a new name? Maybe Dave Jessup, or Chris Morton?

Whatever, whoever, there is certainly a hat trick of benefits to chase, with the British Championship, World Championship Commonwealth qualification, and the super added prize money awards once more so generously donated by speedway's greatest Fleet Street friends, the "Sunday Mirror".

The British Final remains very much more than a qualification stage along the long, hard route that Britain's

entrants have to follow to eventually have the chance of lining up in the World Final itself.

It is the chance of true and lasting glory on the national scene that comes but once or twice for most, when they are at the peak of their riding careers.

Champions are always remembered.

Even if memories fade, that illustrious roll of honour will always point to a crowning national triumph. Always record a pinnacle of achievement.

WE WELCOME among our guests this evening "Sunday Mirror" Sports Editor Tony Smith, Promotions Assistant Manager of the "Mirror" Group, John Lewsey, "Mirror" columnists Keith Fisher, Graham Baker and John Huxley.

All fellows to whom our sport owes a debt for their continued great interest and productions; putting our sport before millions of readers daily and increasing our prestige accordingly.

Their personal enjoyment of speedway is our sport's good fortune; their ready co-operation in promotions an invaluable asset.

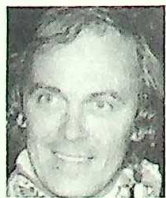
Charles Ochiltree

TONIGHT'S TRACK DATA.....AND BOARD OF CONTROL GUESTS

The referee this evening is FIM-official Mr. Arthur Mellors of Yate, Gloucestershire, and the timekeeper is Mr. Peter Morrish. Also in attendance is Engine and fuel measurer Ernie Woods, A-C.U.

The length of the Coventry track is 350 metres and the four lap clutch start track record stands at 61.5 seconds and is jointly held by Commonwealth Champion Michael Lee [King's Lynn] who set up the record during the second heat of the 1979 British Final on June 20, and equalled by former World Champion Ole Olsen in the opening heat of Coventry's British League match with Poole on April 12.

We welcome this evening Speedway Control Board member Mr. Gerard Flewett, Board Manager Dick Bracher and former managers Mr. John McNulty and Mr. Harry Louis who accompany Management Committee members of the British Speedway Promoters' Association in attending this 1980 British Final.



WHO'S WHO

Bobby Beaton is odd man out in more ways than one in tonight's British Final of the Sunday Mirror World Championship. He's not only the sole Scottish rider in the field.... he is also the only finalist who didn't begin his speedway career riding with a National League track.

As you look through the biographical details of tonight's eighteen qualifiers it is plain the vital role that the junior league has played in recent seasons.

All but Beaton had their first taste of competitive league racing with a National League outfit, and for some that was in the quite recent past.

First-time finalist Melvyn Taylor, for example, was riding regularly with Mildenhall less than a year ago and even Mike Lee, twice a British Champion and always on the Brandon rostrum, was performing prodigious deeds at the NL centres only five years ago.

Reg Wilson and Dave Jessup, who have ridden together in England test sides, were rivals way back in 1969 — when DJ wore Eastbourne's colours and the gritty Yorkshireman was on loan to Doncaster from his parent club Sheffield.

Since then a whole succession of English stars have been discovered and encouraged in the National League — from John Louis, probably the rider who made the most immediate impact when switching from one league to the other, to Peter Collins.

Others, on the fringe of a British Final baptism tonight, are still attached to National League tracks — the names of Paul Woods, Nigel Flatman and Bobby Garrad spring readily to mind — and there is little doubt that tonight's British Final could signal the end of an era.

Gone, before too long, will be the days when the British Final was dominated by riders who have learnt all the tricks of their trade in the fiercely competitive British League.

Instead the likelihood is that in future you will be able to scan through the background of the finalists and discover all have come through the now accepted proving ground of the future England.

To emphasise the value of National League experience the biographical details in this Who's Who at Brandon lists the career records of all the eighteen qualifiers in all league and cup matches in both spheres.

All career records were up to the opening of the 1980 season and in riding order tonight's competitors are:-

1. KEVIN GUY JOLLY [Ipswich]

Born at Eye, Suffolk, January 29, 1958.

One of a long string of youngsters who began their racing career at National League Mildenhall and who learnt the trade at West Row. Spent two seasons with the Fen Tigers before embarking on a full-time British League career with Ipswich. Celebrated his first England cap against Australasia at Hull in August, 1978, and performed creditably with a paid seven points from his six programmed rides. Won a further three England caps last summer, including a tour of Poland. Making his British Final debut, having reached the semi-finals last season.

Career Record: National League, Mildenhall 1975-76 (62-266-403-45-448-6.74), British League, Ipswich, 1976-79, (131-499-653-113-766-6.14).

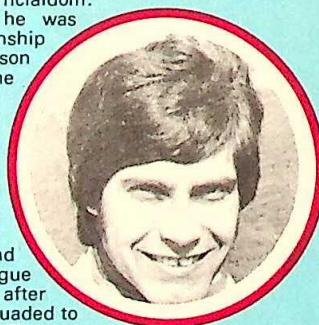


2. PETRUS JOHANNES [PETER] PRINSLOO [Poole]

Born at Gwelo, Zimbabwe, August 29, 1949. Tonight's first British Final appearance is the culmination of a long, hard battle for recognition from officialdom.

Because of his birthplace he was barred from World Championship competition until last season when he was eliminated in the qualifying round stage. Universally recognised as Zimbabwe's best-ever speedway star — he was virtually undefeated in the old Rhodesian Championship — he first came to Britain in 1971 when he rode for British League Wembley and on loan to National League Ipswich. Returned to Africa after only one season but was persuaded to make a British comeback by Exeter in 1976. Moved to his current club Poole in a £6,000 transfer at the beginning of the year after the British League closure of the Devon club. The move has boosted his career and he is now established as a heat leader with the Pirates.

Career Record: National League, Ipswich, 1971 (15-51-59-8-



67 - 5.25); British League, Wembley, 1971, Exeter, 1976-79 (160-574-710-127-837-5.83).

3. MICHAEL WILLIAM LANHAM [Ipswich]

Born at Ipswich, Suffolk, August 2, 1951. Eyebrows are

raised practically every season when he qualifies for the British Final — tonight is his third such appearance in four years — but he normally seems to reserve his best form for World Championship events. He rode six times for England at National League level but has yet to be considered at senior level. Discovered through Ipswich's training scheme he has been contracted to his home-town club since 1972 although he spent three seasons on loan to National League tracks West Ham and Birmingham. Gutsy little rider who has played an integral part in Ipswich's superb start to the 1980 season which has taken them back to the top of the league.

Career Record: National League, West Ham, 1972, Birmingham 1972-74 (103-419-690-88-778-7.43); British League, Ipswich, 1972-79 (221-853-975-219-1194-5.60).



4. DAVID JOHN JESSUP [King's Lynn]

Born at Ipswich, Suffolk, March 7, 1953. In-form rider of the 1980 season having finished top of the England averages in the series against America and also having won the recent 1980 Embassy Internationale. In his second season at King's Lynn after a £20,000 transfer from Reading at the beginning of 1979. Began riding as a schoolboy at West Ham and since then has ridden for Eastbourne (1969-70), Wembley (1970-71), Leicester (1972-75) as well as Reading and King's Lynn. Has qualified for three World Finals, his best placing being fourth at Wembley in the 1978 Golden Jubilee Championship. Regular member of England test sides he



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has recently recovered from injury.

Career record: National League, Eastbourne, 1969-70 (61-259-486-36-522-8.06); British League, West Ham, 1969, Wembley, 1970-71, Leicester, 1972-75, Reading, 1976-78, King's Lynn, 1979 (328-1396-3141 ½ -119-3260 ½ -9.34).

5. PETER SPENCER COLLINS (Belle Vue)

Born at Urmston, Manchester, March 24, 1954. Will partner Dave Jessup in next week's World Pairs Championship. Comes to Brandon as the reigning British Champion, having won the title for the first time last summer. Became only England's third post-war World Champion when he won the crown in 1976, the fourth of his World Final appearances. First rode for National League Rochdale in 1971 and is celebrating his tenth season at Belle Vue with a 1980 testimonial. Also collected gold medals for England in four World Team Cup Finals and the 1977 World Pairs Final.

Career Record: National League, Rochdale, 1971 (30-140-323-20-343-9.80); British League, Belle Vue, 1971-79 (304-1269-3058-125-3183-10.03).

6. ROBERT [BOBBY] BEATON (Hull)

Born Blantyre, Lanarkshire, Scotland, May 14, 1952. Shares the somewhat dubious distinction of having reached the British Final within days of being nominated as the Hull number eight as the Yorkshire track wrestled with the problems of tracking a side whose combined average was under 50 points. Making his first British Final appearance despite many good World Championship performances. Vies with Jim McMillan for unofficial ranking as Scottish number one. Rode in all but one of Hull's British League matches last season, taking his overall points tally in league and cup matches to more than 3,000. Automatic choice for Scotland in recent internationals, having collected 18 caps for his country in test combat.

Career Record: British League, Glasgow, 1968-72, Coatbridge, 1973, Hull, 1974-79 (403-1674-2754 ½ -278-3032 ½ -7.25).

7. MELVYN ROY TAYLOR (Mildenhall)

Born at West Row, Suffolk, April 26, 1961. Set up a new National League transfer record when King's Lynn paid out £15,000 for his services at the beginning of the season after he had been placed on the Mildenhall transfer list at his own request. Spent several seasons riding during the interval at West Row while still at school before making his public debut in 1977 as soon as he was old enough to hold a competitive licence. Struggled to hold down a team place initially but by 1978 claimed a regular team berth with the Fen Tigers, helping them to last season's title. Joined British League Reading on a loan basis in 1978 but opted to spend his full-time senior career at King's Lynn. Has three caps for England at National League level.

Career Record: National League, Mildenhall, 1977-79 (98-386-716-67-783-8.11); British League, Reading, 1978-79 (45-167-176-45-221-5.29).

8. PHILIP DAVID COLLINS (Cradley Heath)

Born at Partington, near Manchester, June 2, 1960. Third of the Collins family to make his name in speedway — and reckoned to be an even brighter prospect than brother Peter by some critics. Hit the headlines in 1978 when Cradley Heath promoter Dan McCormick paid £13,000 to buy his services from National League Ellesmere Port. Was reserve for the 1978 British Final but did not get an opportunity to ride so is making his debut this evening. Forced his way into international reckoning in the winter of 1978-79 when he toured Australia with the English Lions. Also rode in the recent series against America and is a former British Junior Champion, like elder brothers Peter and Les. Flamboyant and spectacular racer who has shown tremendous improvement at Cradley Heath.

Career Record: National League, Ellesmere Port, 1976-78 (100-443-739 ½ -85-824 ½ -7.44); British League, Cradley Heath, 1978-79 (62-264-412-61-473-7.17).

...and their British Final Record

1. KEVIN JOLLY (Ipswich) — No previous appearances.
2. PETER PRINSLOO (Poole) — No previous appearances.
3. MIKE LANHAM (Ipswich) — Two appearances. 1976: 3 points, fourteenth; 1979, 1 point, fifteenth.
4. DAVE JESSUP (King's Lynn) — Seven appearances. 1972: 7 points, ninth; 1974: 11 points, third; 1975: 6 points, ninth; 1976: 10 points, sixth; 1977: 13 points, second; 1978: 12 points, second; 1979: 12 points, third.
5. PETER COLLINS (Belle Vue) — Seven appearances. 1972: 3 points, fourteenth; 1973: 12 points, third; 1974: 8 points, eighth; 1975: 13 points, second; 1976: 12 points, fourth; 1978: 6 points, tenth; 1979: 15 points, first.

6. BOBBY BEATON (Hull) — No previous appearances.
7. MELVYN TAYLOR (King's Lynn) — No previous appearances.
8. PHIL COLLINS (Cradley Heath) — No previous appearances.

The British Final record statistics used in this match magazine relate solely to those appearances as qualified British Finalists and do not relate to any appearances riders may have made as local track reserves.

WHO'S WHO

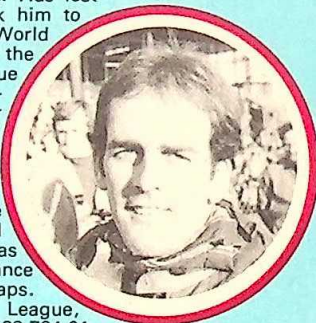
9. CHRISTOPHER JOHN MORTON [Belle Vue]

Born Davyhulme, Manchester, July 22, 1956. Burst into prominence with a vengeance this season with stirring test displays against America that saw him selected for England's successful World Team Cup side for the first time in his career. Has added a new dimension to his riding this year and is probably the most exciting crowd-pleaser on current form. Asked for a winter transfer from his only British League club Belle Vue but eventually agreed to stay at Hyde Road, with startling results. Reached last season's Commonwealth Final in his search for a second World Final appearance. Been riding for Belle Vue since 1973, having chalked up more than 250 league and cup appearances for the Manchester club. Career Record: National League, Ellesmere Port, 1973 (22-91-128-15-143-6-29); British League, Belle Vue, 1973-79 (245-1017-2154 ½ -133-2287 ½ -9.00).



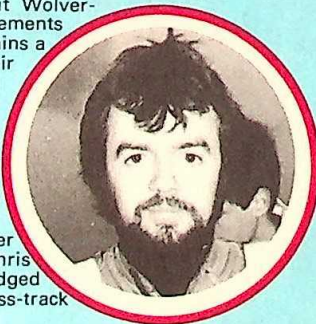
10. GORDON WILLIAM KENNETT [Eastbourne]

Born Bromley, Kent, September 2, 1953. Deeply disappointed to be overlooked by the England selectors, for both the World Team Cup and the five-match series against America — and no doubt anxious to prove them wrong with a successful display tonight. Has lost some of the edge that took him to second place in the 1978 World Final, but remains one of the most consistent British League scorers in the land. Captaining Eastbourne in their second season in the top league, having spent his first three league seasons with the Eagles when they were National League competitors. Former World Pairs Champion (1978) he has one World Final appearance behind him and 44 England caps. Career Record: National League, Eastbourne, 1970-72 (92-428-784-91-875-8.18); British League, Wimbledon, 1970, Oxford, 1972-75, White City, 1976-78, Eastbourne, 1979 (263-1160-2447-126-2573-8.87).



11. DAVID JAMES MORTON [Wolverhampton]

Born Eccles, near Manchester, September 24, 1953. Most sought after British League rider during the winter months as injury reduced his effective overall season average and he looked an ideal signing. But Wolverhampton resisted all inducements to part with him and he remains a valuable member of their current line-up. Has been somewhat injury prone in recent seasons and missed many honours because of this. Actually qualified for last season's British Final after winning the Poole semi-final but was ruled out because of injury. Elder brother of Belle Vue's Chris Morton and an acknowledged expert on the European grass-track circuits.



Career Record: National League, Crewe, 1971-74 (90-368-678 ½ -65-743 ½ -8.08); British League, Hackney, 1973-77, Wolverhampton, 1978-79 (163-694-1386-48-1434-8.27).

12. JOHN CHARLES LOUIS [Ipswich]

Born Ipswich, Suffolk, June 14, 1941. Celebrates his 39th birthday in ten days time — in a season in which he has been re-instated not only to the English test side but as his country's captain. Has had a splendid career at the top level which includes four World Final appearances but now is riding as enthusiastically as ever and must rank among the favourites to become 1980 British Champion. Last won this title in 1975 with a five-ride maximum. Making his eighth British Championship appearance — the most experienced rider in the field — he celebrated his 50th England cap during the recent series against America and was an ever-present in all five tests. Seriously considered retiring during the winter but persuaded to carry on leading Ipswich and has never regretted that change of heart.



Career Record: National League 1970-71 (73-318-777-22-799-10.05); British League, Ipswich, 1972-79 (300-1290-3099-107-3206-9.94).

13. JOHN HARRY DAVIS [Reading]

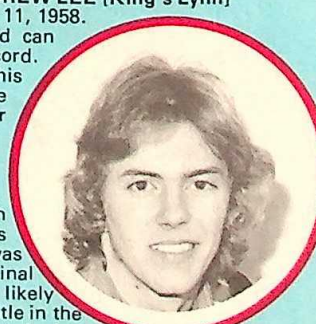
Born Oxford, November 10, 1954. Comes into tonight's British Final under the handicap of a series of injuries sustained in a team match at Leicester last month. Has made several attempts to ride since then but has usually had to withdraw before completing all his programmed rides. Suffering from arm, shoulder and hip injuries. Was hoping to ride for his club Reading against Sheffield last Monday but is certain to attempt to qualify for the Commonwealth Final from tonight's meeting.



Career Record: National League, Peterborough, 1971-73 (82-320-617 ½ -33 ½ -651-8.14); British League, Poole, 1971, Oxford, 1971-75, Reading, 1975-79 (251-1006-2007-97-2104-8.37).

14. MICHAEL ANDREW LEE [King's Lynn]

Born Cambridge, December 11, 1958. No other rider in the world can match his British Final record. He made his debut at this stage in 1977 and won the title. He came back a year later and won it again. And last year in his third appearance he finished runner-up to Peter Collins. And it's not only the British Championship that has brought rewards as he was third in last year's World Final and seems the most likely newcomer to take the world title in the eighties. Lanky and personable he is the



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youngest skipper in the British League having taken over as King's Lynn captain last season. Has now settled his differences that saw him miss several meetings last year. Career Record: National League: Boston, 1975 (39-162-352-14-366-9.04); British League, King's Lynn, 1975-79 (182-772-1833-54-1887-9.78).

15. REGINALD WILSON [Sheffield]

Born Grenoside, near Sheffield, Yorkshire, January 28, 1948. You don't get a more reliable clubman than Reg Wilson — a rider who has been at Sheffield since 1969. Despite consistent scoring at British League level he has never gone beyond the British Final even though he makes his fifth appearance at this stage tonight. His best performance was a nine point tally in 1977 but he will be hoping to go one stage further this evening. Topped the Sheffield averages for the first time last season and is currently heading that way again this term. At one-time a regular winter tripper to Australia with the English Lions. Career Record: National League, Doncaster, 1969, Workington, 1970, Hull, 1971 (64-286-560-34-594-8.31); British League, Sheffield, 1969-79 (286-1183-2296-164-2460-8.32).



16. IAN THOMPSON CARTWRIGHT [Halifax]

Born Crayke, Yorkshire, July 25, 1954. Celebrated his first-ever British Final qualification in the most unlikely manner — by injuring his hand in a week-end grass-track accident. He is, however, expected to be fit to ride this evening. Also hit the headlines earlier this season when the BBC TV programme Blue Peter chose him as the subject of a feature in which they followed him both as a speedway rider and as a successful businessman in the family furniture making concern. Was one of England's heroes in last season's tests against Australasia and Denmark but



has slipped out of the international reckoning this term. Has been at Halifax since 1974 — his only British League track.

Career Record: National League, Crewe, 1973-74 (65-240-299-50-349-5.82); British League: Halifax, 1974-79 (179-755-1203-130-1333-7.06).

17. ALAN WILLIAM GRAHAME [Cradley Heath]

Born at Birmingham, February 5, 1954. Incredibly for the second successive season he lost a run-off against Ipswich's Mike Lanham for the sixteenth British Final position so will come to Brandon as one of the two competition reserves! Took over as Cradley Heath's number two last season but a series of early season mechanical letdowns which knocked his confidence has seen him drop to reserve this year. Actually rode in last season's British Final, scoring three points. Capped ten times by England.

Career Record: National League, Birmingham, 1973-75 (60-216-339-45-384-7.11); British League, Swindon, 1975, Birmingham, 1976-77, Cradley Heath 1978-79 (138-611-1044-98-1142-7.48).



18. LES COLLINS [Leicester]

Born at Partington, near Manchester, May 24, 1958. The third of the Collins clan to join the pre-meeting parade tonight although initially his role is that of reserve only. Figured in one of the major transfer moves of the winter, joining rejuvenated Leicester now under the control of Martin Rogers. It was a move that has benefitted him enormously as he has taken on the extra responsibility and emerged as one of the most improved points scorers of 1980. Eliminated at the British semi-final stage last year he won a three-rider run-off to grab the eighteenth place tonight. Career Record: National League, Crewe, 1975, Stoke, 1976 (71-296-517-49-566-7.64); British League, Belle Vue, 1975-79 (126-526-883-129-1012-7.69).



...and their British Final Record

9. **CHRIS MORTON** (Belle Vue) — Five appearances. 1975: 5 points, thirteenth; 1976: 13 points, second; 1977: 9 points, sixth; 1978: 10 points, sixth; 1979: 6 points, eleventh.
10. **GORDON KENNETT** (Eastbourne) — Four appearances. 1975: 6 points, eighth; 1977: 8 points, eighth; 1978: 10 points, fourth; 1979: 7 points, eighth.
11. **DAVE MORTON** (Wolverhampton) — Three appearances. 1975: 3 points, thirteenth; 1976: 4 points, twelfth; 1978: 3 points, sixteenth.
12. **JOHN LOUIS** (Ipswich) — Eight appearances. 1972: 11 points, fourth; 1973: 7 points, ninth; 1974: 8 points, ninth; 1975: 15 points, first; 1976: 11 points, fifth; 1977: 6 points, eleventh; 1978: 3 points, fifteenth; 1979: 6 points, tenth.
13. **JOHN DAVIS** (Reading) — Four appearances. 1976: 5 points, eleventh; 1977: 10 points, fourth; 1978: 8 points, eighth; 1979: 11 points, fourth.
14. **MICHAEL LEE** (King's Lynn) — Three appearances. 1977: 14 points, first; 1978: 14 points, first; 1979: 14 points, second.
15. **REG WILSON** (Sheffield) — Four appearances. 1974: 4 points, fourteenth; 1976: 3 points, fifteenth; 1978: 6 points, eleventh; 1979: 6 points, twelfth.
16. **IAN CARTWRIGHT** (Halifax) — No previous appearances.
17. **ALAN GRAHAME** (Cradley Heath) — Two appearances. 1978: 4 points, thirteenth; 1979: 3 points, fourteenth.
18. **LES COLLINS** (Leicester) — One appearance. 1978: 7 points, ninth.

SUNDAY MIRROR World Speedway Championship British Final

Coventry Stadium, Coventry, Wednesday, June 4th, 1980

No	Rider	Track	S/F	WFA	1	2	3	4	5	Total	Pos
1	KEVIN JOLLY	Ipswich	P	0	2	0	1	0	1	4	
2	PETER PRINSLOO	Poole	S	0	1	0	2	1	0	4	
3	MIKE LANHAM	Ipswich	P	0	0	0	0	0	0	0	
4	DAVE JESSUP	King's Lynn	S	3	3	3	3	3	3	15	
5	PETER COLLINS	Belle Vue	P	6	3	3	0	3	1	10	
6	BOBBY BEATON	Hull	S	0	0	1	3	0	2	6	
7	MELVYN TAYLOR	King's Lynn	P	0	2	1	F	2	2	7	
8	PHIL COLLINS	Cradley Heath	S	0	1	2	2	3	3	11	
9	CHRIS MORTON	Belle Vue	S	1	0	1	1	2	3	7	
10	GORDON KENNETT	Eastbourne	P	1	2	2	2	2	2	10	
11	DAVE MORTON	Wolverhampton	S	0	1	3	EX	0	0	4	
12	JOHN LOUIS	Ipswich	P	4	3	1	3	1	1	9	
13	JOHN DAVIS	Reading	P	*	EF	2	1	2	3	8	
14	MICHAEL LEE	King's Lynn	S	3	3	3	3	3	2	14	
15	REG WILSON	Sheffield	P	0	2	2	1	1	0	6	
16	IAN CARTWRIGHT	Halifax	S	0	1	0	2	1	1	5	
17	ALAN GRAHAME	Cradley Heath	P	0							
18	LES COLLINS	Leicester	S	0							
19	DAVID GAGEN										
20	ROBERT HOWLINGWORTH										

WHAT THE SCORE-CHART TELLS YOU

Riders will wear the number indicated on the far left of the above score-chart on the back of their race-jackets throughout the meeting and these numbers are indicated throughout the heat details that follow. The column headed S/F shows from which semi-final the rider qualified. Should any rider withdraw before completing his first race then his place will be taken by the reserve who qualified from the SAME semi-final. The figures under the column WFA indicate previous World Final appearances with riders who have qualified as reserve BUT not ridden denoted by *.

All riders shall have five rides and will score 3 points for a win; 2 points for a second place; 1 point for a third and no points for fourth place or if they do not finish a race. The ten riders with the highest total of points after twenty races will qualify for the Commonwealth Final of the Sunday Mirror World Championship at Wimbledon on Sunday, June 23.

Starting positions are indicated by the helmet colours - red (inside lane), blue (lane two), white (lane three), yellow/black (outside lane). Reserves numbered 17 and 18 can take over all the programmed rides of a rider who withdraws before his first race but once all riders have completed one ride these reserves cannot be used. Instead local track reserves (numbered 19 and 20 in the scorechart) will be used.

Riders 17 and 18 can qualify for the next stage if replacing a programmed rider numbered 1-16 but reserves who replace a rider once the meeting has started cannot qualify for the next stage. There will be a short break after heats 4, 8 and 16 and an interval after heat 12. All races are clutch start from the tapes and over four laps. A yellow flag with a black cross will indicate riders are entering the final lap and the finish of the race will be signalled by a black and white chequered flag. Results will be announced over the public address and on the electronic results board.

Heat	No	Col	Rider	Pts	Replacement	Pts	Time
1	1	R	Kevin Jolly	2			
	2	B	Peter Prinsloo	1			
	3	W	Mike Lanham	0			
	4	Y	Dave Jessup	3			61.8
2	5	R	Peter Collins	3			
	7	B	Melvyn Taylor	2			
	6	W	Bobby Beaton	0			
	8	Y	Phil Collins	1			62.8
3	10	R	Gordon Kennett	2			
	11	B	Dave Morton	0			
	9	W	Chris Morton	0			
	12	Y	John Louis	3			62.4
4	15	R	Reg Wilson	2			
	14	B	Michael Lee	3			
	16	W	Ian Cartwright	1			
	13	Y	John Davis	EF			62.6

Heat	No	Col	Rider	Pts	Replacement	Pts	Time
5	13	R	John Davis	2			
	1	B	Kevin Jolly	0			
	5	W	Peter Collins	3			
	9	Y	Chris Morton	1			62.8
6	14	R	Michael Lee	3			
	10	B	Gordon Kennett	2			
	2	W	Peter Prinsloo	0			
	6	Y	Bobby Beaton	1			62.6
7	11	R	Dave Morton	3			
	15	B	Reg Wilson	2			
	7	W	Melvyn Taylor	1			
	3	Y	Mike Lanham	0			62.6
8	4	R	Dave Jessup	3			
	8	B	Phil Collins	2			
	12	W	John Louis	1			
	16	Y	Ian Cartwright	0			62.8
9	6	R	Bobby Beaton	3			
	16	B	Ian Cartwright	2			
	1	W	Kevin Jolly	1			
	11	Y	Dave Morton	EX			64.00
10	12	R	John Louis	3			
	5	B	Peter Collins	0			
	15	W	Reg Wilson	1			
	2	Y	Peter Prinsloo	2			63.8
11	8	R	Phil Collins	2			
	9	B	Chris Morton	1			
	3	W	Mike Lanham	0			
	14	Y	Michael Lee	3			63.6
12	13	R	John Davis	1			
	4	B	Dave Jessup	3			
	10	W	Gordon Kennett	2			
	7	Y	Melvyn Taylor	EX			63.6

INTERVAL

13	7	R	Melvyn Taylor	2			
	12	B	John Louis	1			
	14	W	Michael Lee	3			
	1	Y	Kevin Jolly	0			63.4
14	2	R	Peter Prinsloo	1			
	13	B	John Davis	2			
	8	W	Phil Collins	3			
	11	Y	Dave Morton	0			64.2
15	16	R	Ian Cartwright	1			
	3	B	Mike Lanham	0			
	10	W	Gordon Kennett	2			
	5	Y	Peter Collins	3			63.4
16	9	R	Chris Morton	2			
	6	B	Bobby Beaton	0			
	4	W	Dave Jessup	3			
	15	Y	Reg Wilson	1			63.00
17	1	R	Kevin Jolly	1			
	8	B	Phil Collins	3			
	15	W	Reg Wilson	2			
	10	Y	Gordon Kennett	2			63.8
18	9	R	Chris Morton	3			
	2	B	Peter Prinsloo	0			
	7	W	Melvyn Taylor	2			
	16	Y	Ian Cartwright	1			64.00
19	3	R	Mike Lanham	0			
	12	B	John Louis	1			
	13	W	John Davis	3			
	6	Y	Bobby Beaton	2			65.2
20	5	R	Peter Collins	1			
	14	B	Michael Lee	2			
	11	W	Dave Morton	0			
	4	Y	Dave Jessup	3			62.6

In the event of a tie on points for any of the first three places or for the tenth or eleventh qualifying positions there shall be a run-off between the riders involved.

Gate positions will be drawn by ballot in any run-off and they shall take place in the following order:-

RUN OFF for tenth or eleventh qualifying place (to determine final Commonwealth Final qualifier or Commonwealth Final reserve)....				
No	Col	Riders	Pts	Time
	R	BEATON	2	
	B			
	W	WILSON	3	165.00
	Y			
RUN OFF for third place (to determine medal and cash awards only).....				
No	Col	Riders	Pts.	Time
	R			
	B			
	W			
	Y			
RUN OFF for first or second place (to determine British Champion or medal and cash awards only)....				
No	Col	Riders	Pts.	Time
	R			
	B			
	W			
	Y			

The 1980 British Champion will receive the Sunday Mirror Trophy to retain for 12 months or until the 1981 British Final, a replica of the trophy to keep, a gold medal and a £500 cheque.

The runner-up shall receive a silver medal and cheque for £300.

The third placed rider shall receive a bronze medal and a cheque for £150.

Riders who finish first, second, third, fourth, fifth, sixth, seventh, eighth, ninth and tenth shall qualify for the Commonwealth Final of the Sunday Mirror World Championship at Wimbledon on Sunday, June 29th, where they will join the top five qualifiers from the Australasian Final, namely Billy Sanders, John Titman, Larry Ross, Mitch Shirra and Phil Crump; and the seeded 1979 World Champion Ivan Mauger.

The rider who finishes eleventh shall be British reserve at the Commonwealth Final where he will join Australasian reserve Tony Briggs.

All tonight's presentations of trophies and awards will be conducted by representatives of Mirror Group Newspapers Limited, publishers of the Sunday Mirror.

NOTICE TO PATRONS

Motor sports are dangerous and all persons attending this meeting do so at their own risk. It is a condition of admission that all persons having connections with the promotion and/or conduct of the meeting including the owners and lessee of the stadium and the competitors and officials are absolved from all liability arising out of accidents causing damages or personal injury to spectators or ticket holders.

The organisers of this meeting reserve the right to alter this programme without notice. Should it be necessary through any cause to abandon this meeting prior to the start of the sixth race in the programme re-admission tickets will be issued at the entrances and these should be available for the re-staging of this meeting on Wednesday, June 11, 1980 (7.30 p.m.). Tickets whether advance or issued at turnstiles will be valid only for the re-staging of this meeting. Monies will not be refunded under any circumstances.

NEXT SPEEDWAY MEETING AT COVENTRY STADIUM

Saturday, 14th June, 7.30 p.m.

BRITISH LEAGUE FOUR TEAM TOURNAMENT



Bruce Penhall

COVENTRY (Ole Olsen, Mitch Shirra, Alan Molyneux etc.) Vs.
CRADLEY (Bruce Penhall, Phil Collins, Erik Gundersen etc.) Vs.
HACKNEY (Zenon Plech, Finn Thomsen, Bo Petersen etc.) Vs.
RYE HOUSE (Kelvin Mullarkey, Karl Fiala, Kevin Smith etc.)



Zenon Plech

GROUP WINNERS TO THE GRAND FINAL

NO SPEEDWAY HERE THIS COMING SATURDAY, JUNE 7th.....Instead support the DAILY MIRROR Brisca Formula One Grand Prix, 7.15 p.m. start

IT'S LUCK THAT SOMETIMES COUNTS....

The Sunday Mirror World Championship is one competition where a refereeing decision or one race can make all difference.

And that not only applies to the World Final itself — this year being staged at Gothenberg's Ullevi Stadium in Sweden but in the rounds that lead to the big night.

Let's go back to heat sixteen of the Inter-continental Final at London White City on Sunday, August 21st, 1977.

For one of tonight's contestants that date and venue is etched in his World Championship memory for a refereeing decision not only cost him a World Final debut ride — it also shaped the destination of that season's World crown.

Reading's John Davis went to the tapes with five points from his first three rides....knowing he needed to scrape together at least three points from his last two rides to book a place in the last sixteen.

He roared off into the first turn from the favoured inside grid — and seemed to be heading for Ullevi. But on the first of the legendary four-times World Champion Ivan Mauger, like Davis desperate for the points that would stretch his record successive big night appearances, moved in off gate three — and went sliding towards the wire safety fence.

In that split second it looked as if the New Zealander's title hopes were destroyed as the referee, West German Gun Sorber stopped the race. After what seemed like an eternity he pressed an exclusion light high up in the London White City referee's gantry — and the light that went on was not the white light of Mauger — but the red of Davis.

It was a decision that infuriated not only the 37,000 crowd but also England manager John Berry, White City promoter Bob Dugard and Danny Dutton and the luckless Davis.

He was excluded from the re-run while Mauger brushed himself down and came out to collect another two points. And the end of twenty heats Mauger qualified for the World Final with nine points.....and Davis grabbed only a non-ride reserve berth with just seven points.

A different refereeing verdict and the roles might have been reversed.

And, of course, less than a fortnight later Mauger went on to win his record-equaling fifth World title!

The trail to gold and glory is littered with tombstones that spell out the World Championship death of any number of highly-favoured contestants.

Malcolm Simmons will forever remember coming to Brandon on a warm Wednesday evening in July of 1977.

He arrived as the reigning British Champion, ranked number two in the world after finishing runner-up to England's only World Champion of the seventies Peter Collins in the 1976 World Final.

Yet he left Brandon before the meeting was over — having looped his machine at the gate in his first ride, aggravating a fractured shoulder he had sustained in a 100-mile-an-hour crash on a German grass track some days earlier.

WE EXTEND our great thanks this evening to Subaru UK Ltd and Shirleys Garage of Meriden for the provision of their super Subaru MV pick-ups for use as parade vehicles.

Literally an eleventh hour operation they came up with the goods after British Leyland would not provide us with TR7s. Incredible when you think the TRs are made in the city!

We are pleased to record the co-operation afforded by Subaru and Shirleys Garage in making tonight's cavalcade of British Finalists possible.

**Sunday
Mirror**

**WORLD SPEEDWAY
CHAMPIONSHIP**

**COMMONWEALTH FINAL
WIMBLEDON, JUNE 29 AT 7.15pm**

Tickets available by post:

Grandstand — Reserved £3.50.

Back Straight — Reserved £2.50.

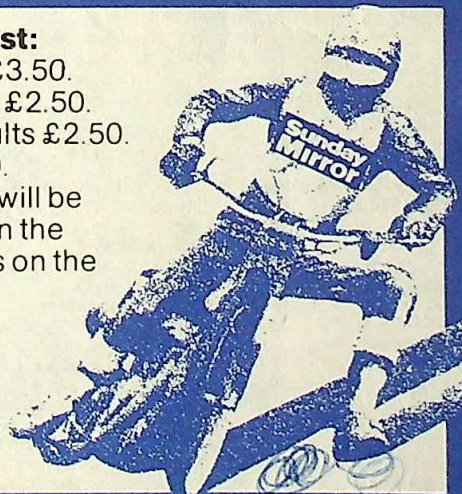
Popular Enclosures — Adults £2.50.

Children (under 15) £1.30.

Further accommodation will be available — unreserved — in the Grandstand, via turnstiles on the day of the meeting.

Apply The Speedway Office
Wimbledon Stadium
Plough Lane
London SW17 0PL
Tel: 01-946-5361

Cheques/postal orders should be made payable to Wimbledon Stadium Ltd
Enclose S A E



The 1980 Road to Ullevi...

Over the years only one thing has remained constant in the hunt for World Championship glory.

The fact that no matter how many riders start off on the trail to the World title by the time the whole competition has finished only one man can call himself World Champion.

This year the British authorities again revised the method of running the preliminary rounds.....with Britain's top 24 riders — based on their 1979 British League green sheet averages — being seeded direct to the semi-final stage.

That's why some of tonight's British Finalists are racing for only the second time....while others have already conquered opponents in three separate meetings.

Oddly of the sixteen who are on parade tonight as British Finalists proper a quarter of them have survived from the initial rounds on five National League tracks. a quarter-final at Halifax and one of the two semi-finals at either Poole or Sheffield.

And of the 24 seeded semi-finalists half have already fallen by the wayside after a mere five rides in the 1980 Sunday Mirror World Championship.

Early round winners included Mike Lanham, Peter Prinsloo and Melvyn Taylor — all of whom are still chasing a place in the end-of-the-month Commonwealth Final at Wimbledon.

Surprise non-qualifiers from the preliminary rounds were thin on the ground — Bruce Cribb, Colin Richardson and Doug Wyer (who did not even compete in his allocated qualifier at Ellesmere Port) being the notable exceptions — and the Halifax quarter final ran very much true to form.

It was only at the semi-final stage that some of the sport's bigger names were eliminated with ex-British Champion and current England choice Malcolm Simmons, teenager Kenny Carter, Leicester's winter signing Les Collins and former World Final reserve Steve Bastable all suffering the indignity of no guaranteed place in the last sixteen in a Sheffield semi that provided more shocks than the remainder of the competition put together.

The demise of such recognised speedsters allowed new names like Melvyn Taylor to grace a Brandon British Final night for the first time — a few short months since he moved into the British League after helping his local club Mildenhall to the 1979 National League Championship.

No doubt Taylor, only 19 and a prospect of immense ability if he can learn not to over-ride, will be one of the least fancied riders to finish in tonight's top ten.

But the British Final — the toughest qualifying stage of any purely domestic competition — has a nasty habit of not only deflating egos.....but of providing it's own shock qualifier from a totally unexpected quarter.

Results So Far.....

BRITISH QUALIFYING ROUND (Milton Keynes, April 8): Mike Lanham 15, Robert Hollingworth 12, David Kennett 12, Mike Sampson 11, Malcolm Holloway 11, Derek Harrison 11, Ray Bales 9, Steve Lomas 8, Neil Middleditch 7, Ian Gledhill 6, Nigel Boocock 5, Bert Harkins 5, Billy Burton 4, Geoff Pusey 3, Dave Brewer 1, Mark Courtney 0.

BRITISH QUALIFYING ROUND (Nottingham, April 9): Dave Perks 15, Dave Morton 14, Paul Woods 12, Kevin Hawkins 11, Bruce Cribb 9, Chris Turner 8, Arthur Browning 8, Alan Emerson 7, Sean Willmott 7, Steve Lawson 7, George Hunter 6, Ian Hindle 4, Keith White 3, Dave Townson 2, Les Rumsey 1, Graham Jones 0. Meeting reserves: Craig Featherby 6, John Homer 0.

BRITISH QUALIFYING ROUND (Ellesmere Port, April 11): Peter Prinsloo 14, Derek Richardson 13, David Gagen 13, Louis Carr 11, Steve Wilcock 10, John Jackson 9, Steve Finch 9, Brian Woodward 9, Ashley Pullen 7, Craig Pendlebury 7,

Dave Allen 7, Phil White 4, Nigel Close 2, Steve McDermott 0, Kevin Bowen 0. Meeting reserves: Peter Carr 4, Paul Embley 0.

BRITISH QUALIFYING ROUND (Peterborough, April 11): Andy Hines 15, Nicky Allott 14, Nigel Flatman 13, Barney Kennett 11, Colin Richardson 10, Trevor Geer 10, Robert Henry 9, Ian Barney 7, Bernie Leigh 7, Tony Davey 7, Martin Yeates 6, Kelvin Mullarkey 4, Steve Naylor 3, Alan Sage 2, Malcolm Corradine 1, Andy Buck 1. Meeting reserve: Adrian Pepper 0.

BRITISH QUALIFYING ROUND (Rye House, April 13): Melvyn Taylor 13, Bobby Garrad 13, Ian Clark 13, Mick Hines 10, Richard Greer 10, Karl Fiala 10, Tim Hunt 8, Ted Hubbard 8, Kevin Smith 7, Bob Coles 6, Laurie Etheridge 5, Barry Thomas 5, Pete Smith 4, John Hack 4, Peter Tarrant 3, Colin Cook 0. Meeting reserves: Barry King 1, Dave King 0.

BRITISH QUARTER FINAL (Halifax, April 27): Mike Lanham 15, Kevin Hawkins 13, Dave Morton 12, Paul Woods 11, Melvyn Taylor 9, Nigel Flatman 9, Ian Clark 8, Peter Prinsloo 7, Bobby Garrad 7, David Gagen 7, Nicky Allott 5, Andy Hines 5, Robert Hollingworth 4, Dave Kennett 4, Derek Richardson 3, Dave Perks 0. Meeting reserves: Paul Sheard 1, Ken Young 0.

BRITISH SEMI-FINAL (Poole, May 21): Peter Collins 15, Gordon Kennett 13, Kevin Jolly 13, Reg Wilson 10, John Davis 9, John Louis 9, Melvyn Taylor 8, Mike Lanham 7, Alan Grahame 7, Kevin Hawkins 6, Nigel Flatman 6, Roger Johns 6, Paul Woods 6, Alan Molyneux 0, Jim McMillan 0. Meeting reserves: Martin Yeates 2, Garry May 2.

BRITISH SEMI-FINAL (Sheffield, May 22): Dave Jessup 14, Chris Morton 11, Peter Prinsloo 11, Dave Morton 11, Mike Lee 9, Bobby Beaton 9, Ian Cartwright 8, Phil Collins 8, Les Collins 7, Kenny Carter 7, Steve Bastable 7, Joe Owen 6, Malcolm Simmons 6, Andy Grahame 3, Bobby Garrad 2, Ian Clark 1.

Track Shop

Here's one for everyone, whatever your Team, wherever your Town, whoever the Rider, you just can't take it off the greats of the Sport. We've been selling for the last 3 weeks or so, a super set of 16 Full-colour, some action, some portrait, Postcards.

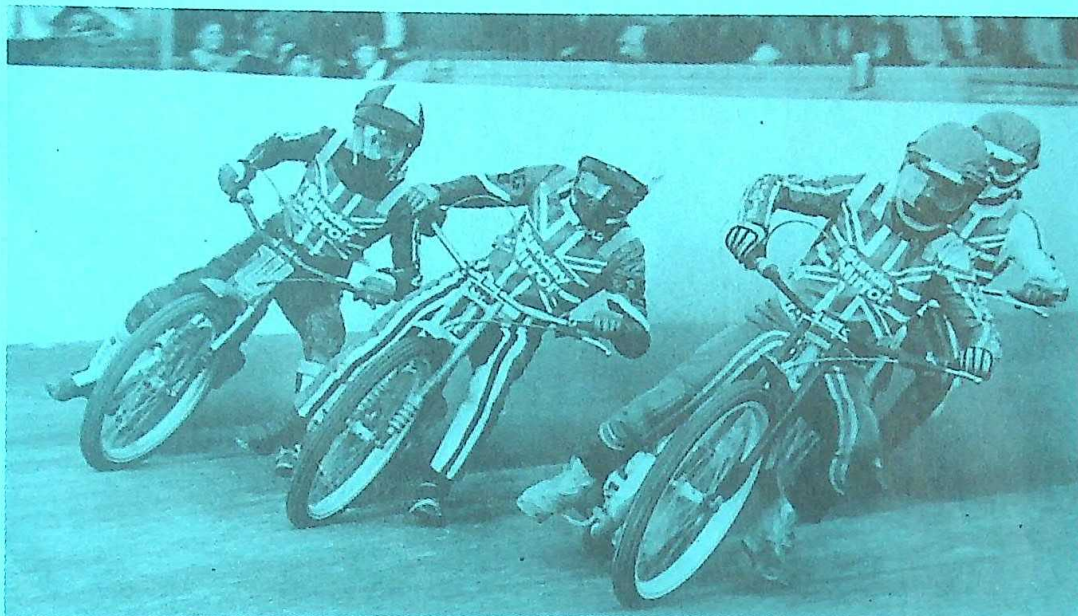
In fact they've proved so popular we've re-ordered 3 times. They're just £1.50 for the full set, which include the likes of OLE OLSEN, BRUCE PENHALL, IVAN MAUGER, MICHAEL LEE, you name 'em, they're there. The rear of each card is already printed, to take address, stamp and the inevitable "wish you were here" messages that go with Postcards!

Sticker Fanatics take note, we can't find 10 ways of spelling the word SPEEDWAY but we've sure found 10 ways of displaying it with some really futuristic lettering styles. They're all 20p apiece and Yellow with Black print, great for Cars, Bikes, Crash Helmets or any other flat clean surface that takes your fancy!

Come on you Badge Collectors, try for size the Coventry "Bees" League Champions example, currently in great demand collection wise. One pound apiece that's the price, with the entire Badge moulded around the shape of the League Championship Trophy, backed by crossed Club and Chequered Flags, complete with date bar eyelets at the base, and a bargain at the price. Phew!

Autograph Hunters will no doubt be in their element tonight so be sure if you've not got, or forgotten that precious little book, we've a neat number in the Track Shop priced around the 90p mark. They're stiff-backed, come with multi-coloured pages and are just the right size to pop in your pocket anytime.

Looking back at past action



First-time British Finalist Melvyn Taylor leads Jim McMillan and Gordon Kennett in the first heat of the British semi-final at Poole, with non-qualifier Nigel Flatman crowded out at the back.

1961 Wembley	1 Barry Briggs	2 Peter Craven	3 Ronnie Moore
1964 Wembley	1 Barry Briggs	2 Ken McKinlay	3 Ron How
1965 West Ham	1 Barry Briggs	2 Nigel Boocock	3 Ken McKinlay
1966 Wimbledon	1 Barry Briggs	2 Ivan Mauger	3 Colin Pratt
1967 West Ham	1 Barry Briggs	2 Ivan Mauger	3 Eric Boocock
1968 Wimbledon	1 Ivan Mauger	2 Barry Briggs	3 Eric Boocock
1969 West Ham	1 Barry Briggs	2 Nigel Boocock	3 Ronnie Moore
1970 West Ham	1 Ivan Mauger	2 Ronnie Moore	3 Roy Trigg
1971 Coventry	1 Ivan Mauger	2 Barry Briggs	3 Tony Lomas
1972 Coventry	1 Ivan Mauger	2 Nigel Boocock	3 Barry Briggs
1973 Sheffield	1 Ray Wilson	2 Bob Valentine	3 Peter Collins
1974 Coventry	1 Eric Boocock	2 Terry Betts	3 Dave Jessup
1975 Coventry	1 John Louis	2 Peter Collins	3 Malcolm Simmons
1976 Coventry	1 Malcolm Simmons	2 Chris Morton	3 Doug Wyer
1977 Coventry	1 Michael Lee	2 Dave Jessup	3 Doug Wyer
1978 Coventry	1 Michael Lee	2 Dave Jessup	3 Malcolm Simmons
1979 Coventry	1 Peter Collins	2 Michael Lee	3 Dave Jessup

The above statistics relate only to those seasons when the British Championship formed a qualifying round of the World Championship. From 1976 Australasian riders have competed in their own World Championship rounds in Australia and New Zealand and were not, therefore, eligible to compete in the British Championship.

Sunday Mirror

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