

OFFICIAL PROGRAMME 1/-

**MOTO-CROSS**

**INTERNATIONAL**

**GRAND**

**PRIX**

OF

**GREAT BRITAIN**

*Sponsored by the*

**DAILY HERALD  
HAWKSTONE PARK**

**Sunday, 2nd July, 1961**

*Promoted by the*

**Salop Motor Club**



## LATEST TRIALS SUCCESSES

WELSH THREE DAY (May 24—26)  
1st Solo—K. D. Heanes ... TRIUMPH

SCOTTISH SIX DAY (May 1—6)  
1st Solo—G. L. Jackson ... A.J.S.

BEMROSE TROPHY (March 25)  
1st Solo—S. Miller ... ARIEL

TRADERS CUP (March 18)  
1st Solo—S. Miller ... ARIEL

HURST CUP (February 25)  
1st Solo—S. Miller ... ARIEL

VICTORY CUP (February 19)  
1st Solo—N. S. Eyre ... TRIUMPH

ST. DAVID'S (January 14)  
1st Solo—J. V. Smith ... B.S.A.

(Results subject to official confirmation)



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## THE INTERNATIONAL MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

FOR THE

*Daily Herald Trophy*

Promoted by

THE SALOP MOTOR CLUB

on behalf of

THE AUTO-CYCLE UNION

and sponsored by

THE DAILY HERALD

TO BE HELD AT

HAWKSTONE PARK - SHROPSHIRE

ON

SUNDAY, 2nd JULY, 1961

Racing commences at 2 p.m.

Held under the International Sporting Code of the F.I.M. Permit A.C.U. 345; T.T.C 97.

This Event counts for the Moto-Cross (Individual) Championship of the World

Practising on Saturday, 1st July, from 3 p.m. to 7 p.m. and on Sunday, 2nd July, from 10 a.m. to 12 p.m.



## “SETTING THE SCENE FOR MOTO-CROSS GRAND

by Laurie

Today's International Moto-Cross Grand Prix of Great Britain, which is again sponsored by the "Daily Herald," is the sixth of 11 meetings counting for the world championship. The title is held by Bill Nilsson, a chunky Swede with crew-cropped hair and a toothy grin that has made him a great favourite with scrambles fans all over the world.

Nilsson is one of those delightful sportsmen who can still enjoy a good fight even when he's on the losing end. Right now he's having a uphill fight to keep his fellow countryman and biggest rival, Sten Lundin, in sight in the race for championship points.

These two great riders have waged a constant battle of mind and muscle over a number of years, and, except for 1958 when the late Rene Baeten won the title, have had a virtual strangle-hold on the competition since Leslie Archer, the last Briton to hold the crown, won the championship in 1956.

This season the 29-year-old Lundin is going better than ever. He seems determined to wipe out the unhappy memory of last season when, at the vital meeting at Bergharen, Holland, both he and Nilsson went to the start line level on points with only three meetings to go.

The first race started and Lundin's motor "blew up." Somehow—no-one has ever found out how—over half a pint of water found its way into Lundin's petrol tank. His engine was wrecked. And so were his chances of winning the title. And the most miserable man at that meeting was Nilsson. More than anything he wanted to meet Lundin on level terms. This was anticlimax.

At the time of writing this, just before the Italian meeting at Imola three weeks ago, Lundin still held a commanding lead over Nilsson, perhaps because Nilsson is now having his share of trouble. At Jonzac, in France, Nilsson finished second to Lundin in the first race and looked likely to square the score in the second race when his front forks snapped.

Ten countries are represented here today and the Salop Motor Club are to be congratulated for bringing together practically every big name in the world of moto-cross.

The British entry is one of the best for years. Our main hope of upsetting the Swedes' grip on the title must rest with big John Burton, BSA works' rider

## TODAY'S INTERNATIONAL PRIX OF GT. BRITAIN"

Burills

from Lutterworth, Staffs. John, who is scheduled to compete in all the world events this season, has improved tremendously over the past two years.

I think this new Hawkstone circuit will suit his racy style more than that of the foreign entry. Over the rough he's every bit as smart as Nilsson and Lundin and could well be the one to break their monopoly.

The Rickman brothers, Derek and Don, tough, battle-scarred privateers among the many factory-supported giants, never fail to spark the imagination on their home-built Metisse machines. For Derek the famous Hawkstone Hill holds painful memories. Last year, amid the choking, blinding clouds of dust and dirt he stopped near the top of the hill to allow a foreign rider to get clear. In that second riders piled up around him and he was brought down, his leg broken.

There was all the drama, too, when the meeting might have been brought to a standstill but for the slick thinking and nimble work of the officials when it became necessary to re-route the championship course. And now, even without the hill, Hawkstone is still one of the finest scrambles courses in the world. Wet or dry, muddy or dusty, it is a sporting circuit. It is a tough test of man and machine, and the winner has earned success the hard way.

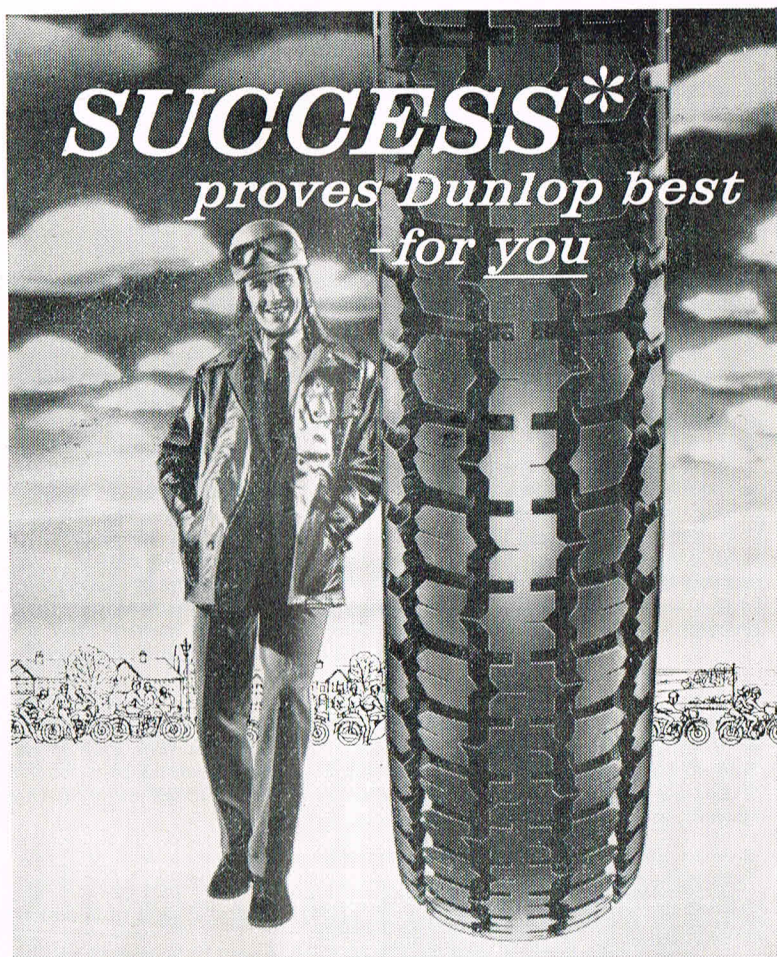
For the spectator there's spectacular viewing from every part of the course. The hillsides around offer many vantage points that give a sight of almost the entire circuit.

As at all world championship meetings riders take part in two races. They gain points according to their finishing position and are then placed in the overall classification table. Top man overall collects 8 points towards the championship, the second best 6 points, third—4 points, fourth—3 points, fifth—2 points and the sixth man—1 point.

Although eleven meetings are staged—and a rider can compete in all of them if he wishes—only his six best performances count. The final meeting in the series is to be held in West Germany on September 3.

A full report of today's meeting together with complete race results and the up-to-date world standings will appear in the "Daily Herald" tomorrow.





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on any other tyre.

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with the motor cyclists  
of Great Britain: far  
more rely on Dunlop  
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holding, the smoothest ride and the  
longest mileage on Dunlop—the tyres  
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## ANNOUNCEMENTS

*It would be appreciated if all those attending today's Meeting would kindly read the following announcements, which are of direct interest and concern to them.*

**WARNING.** MOTOR RACING IS DANGEROUS. You are present at this Meeting at your own risk, and tickets of admission are issued subject to the condition that all persons having any connection with the promotion and/or organisation and/or conduct of this Meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability in respect of personal injury (whether fatal or otherwise) to you or damage to your property, howsoever caused.

**POLICE NOTICE.** Owing to the increasing number of thefts of and from motor vehicles at meetings similar to that which you are now attending, the Police strongly advise you to lock your car, or immobilise your motor cycle, and to remove all articles of value. If your vehicle is stolen you may be reimbursed for its loss, but you will get no compensation for the months of inconvenience suffered whilst awaiting the result of your claim. If you have left your vehicle insecure, spare a few minutes to immobilise it. It could save you hours in the weeks to come.

**DOGS.** Under no circumstances are dogs allowed within the precincts of the Course. This ruling will be strictly enforced.

**CROSSING THE COURSE.** Under no circumstances should you cross the Course whilst racing is in progress—at such points where it is permissible to cross the Course, a marshal will indicate when it is safe to do so.

**STARTING.** A clutch start in conjunction with a mechanical starting gate will be employed in all races.

### FLAG SIGNALS.

Chequered Flag	..	..	..	..	..	Finish.
Black Flag with number displayed	..	..	..	..	..	Driver riding machine bearing that number to stop.
Red Flag	..	..	..	..	..	Danger. All machines stop.
Yellow Flag	..	..	..	..	..	Caution.

### FANFARES—NATIONAL ANTHEMS—INCIDENTAL MUSIC

The Ransome and Marles Championship Band are charged with the responsibility of fulfilling the entire musical requirements at today's meeting. This Band is the reigning Midland Championship Band and will compete at the National Brass Band Championships of Great Britain at the Royal Albert Hall, London, in October next. The Band is under the direction of their Director of Music, Mr. George Hespe.

**ACKNOWLEDGMENTS.** The Auto-Cycle Union, the Salop Motor Club and the "DAILY HERALD" express their deep gratitude to the Officials, Stewards, Marshals from neighbouring Clubs, Competitors, Dr. A. E. McCorkell, St. John Ambulance Brigade, Catering Contractors, Shropshire Constabulary, Public Address Operators, Announcers, Programme Contractors and motor-cycle enthusiasts throughout the country for their zeal and untiring efforts which have made such a material contribution to the success of this Meeting today.





## There'll be a scramble tomorrow . . . .

. . . . for the Daily Herald. Simply because the Daily Herald brings you a better coverage of motor-cycling events and topics than any other newspaper. In sponsoring this great Moto-Cross meeting, the Daily Herald proves once again that it's *really* interested in British motor-cycling. It's tops, too, for informative, accurate reporting on all sports. Make it your paper, tomorrow and every day.

# Daily Herald

## OFFICIALS OF THE MEETING

*Stewards of the Meeting* .. E. DAMADIAN (President of the International Jury), appointed by the A.C.U.

H. EMBREY, K. DAVIES and L. LAUNCHBURY (appointed by the Salop Motor Club) and any others nominated by F.I.M. in accordance with the International Sporting Code.

*Judge* .. .. G. J. FENN-WIGGIN

*Timekeepers* .. .. H. W. SHUTTLEWORTH (International) in charge. R. ALCOCK (Cert. Grade A), A. TAYLOR (Cert. Grade B)

*Starter* .. .. B. JONES

*Chief Marshal* .. .. K. LOCK

*Travelling Marshal* .. G. JOHNSON

*Lap Scorers* .. .. G. EMBREY, A. EDWARDS, H. MANSFIELD and J. HUGHES

*Machine Examiners* .. V. BRITAIN (appointed by S.C.U.), J. MEREDITH, R. EVANS and E. MINOR (appointed by Salop Motor Club)

*Chief Paddock Marshal* .. J. ROBINSON

*Competition Stewards* .. J. FOX and J. MELLORS

*Clerk of the Course* .. H. JOHNSON

*Press Relations* .. .. Daily Herald Press Officers

*Announcer* .. .. J. R. JENKINS

*Hon. Medical Officer* .. A. E. McCORKELL, M.D.

*Secretary of the Meeting* .. C. O. BATE, 3 Marine Terrace, English Bridge, Shrewsbury

*Programmes* .. Mrs. C. O. Bate

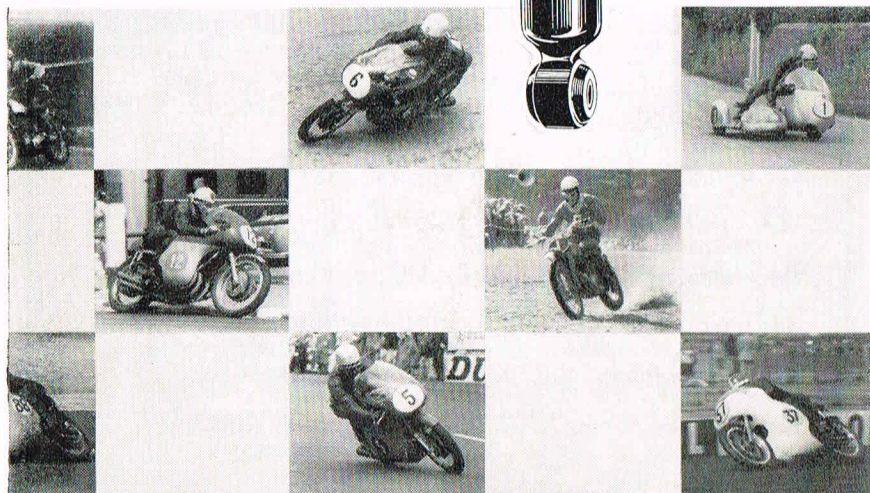
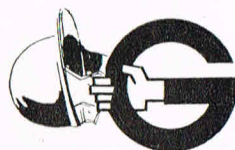


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It's not surprising, then, that so many production models have Girling units; nor that so many of the Champions in road races and scrambles choose them for the roughest, toughest rides. Ask your dealer about genuine Girling replacements, you will be surprised at the "new" feel you'll get from your bike by fitting them.

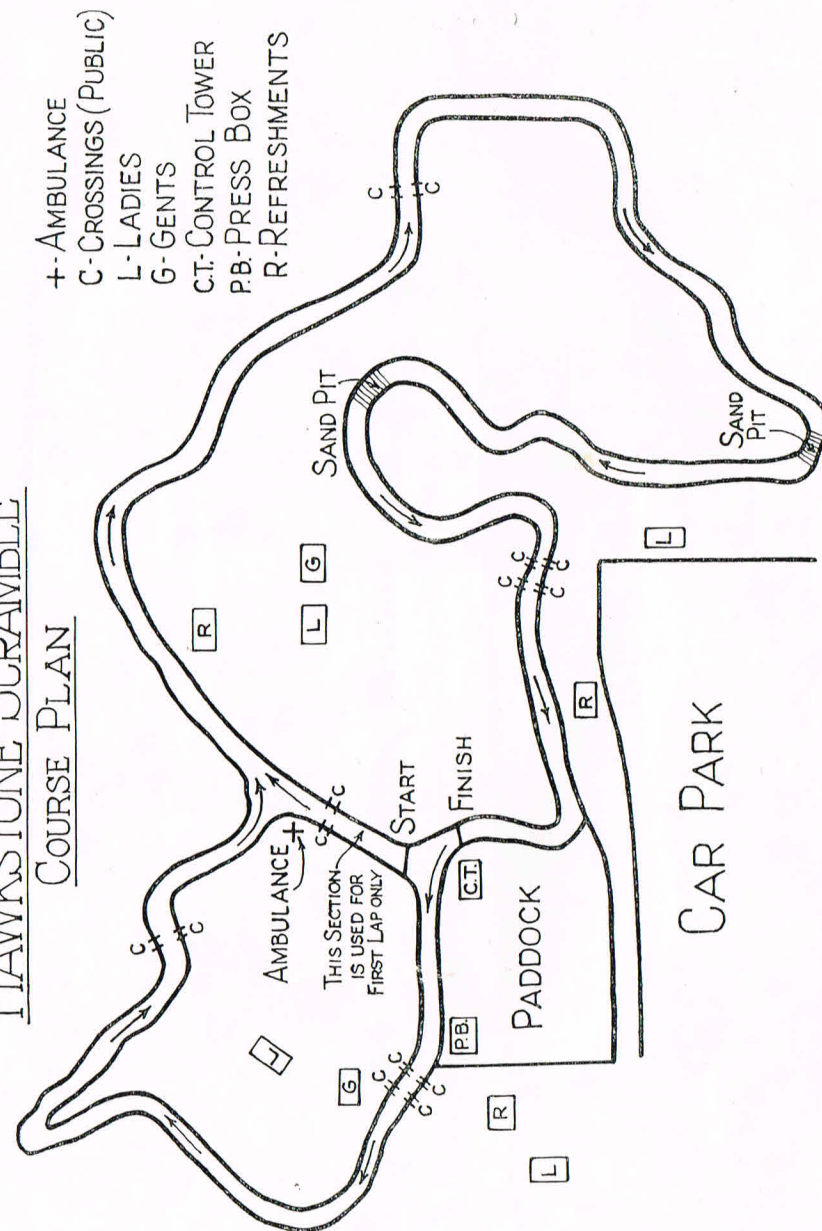
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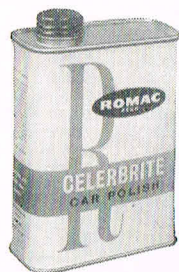
HEAD OFFICE :

WELLINGTON · SHROPSHIRE

## RIDERS IN INVITATION RACES

No.	Name	Machine	c.c.	Town
33	Ian Hersell	Cotton	250	London
34	Ken Sedgley	Greeves	250	Birmingham
35	R. Swain	Dot	250	Salop
36	E. Baldwin	Greeves	250	Stafford
37	Pete Atkinson	Greeves	250	Swansea
38	Mic Perkins	B.S.A.	500	Luton
39	A. Carter	Greeves	250	Wellington
40	Don Jones	A.J.S.	350	Stafford
41	W. R. Curtis	Matchless	500	Bicester
42	J. S. Macklin	B.S.A.	500	Birmingham
43	S. Mackley	Tri Ariel	500	Bolton
44	D. Haslam	B.S.A.	250	Accrington
45	Den Westwood	B.S.A.	500	Birmingham
46	D. Goodyear	B.S.A.	500	Birmingham
47	J. V. Griffiths	Dot	250	Crewe
48	D. Clegg	F.B.	250	Blackburn
49	R. G. Hartop	B.S.A.	500	Bedford
50	Bob Hooper	B.S.A.	500	Stafford
51	C. Cook	B.S.A.	500	Basingstoke
52	Vic Eastwood	A.J.S.	500	Bexley
53	H. Bent	B.S.A.	250	Liverpool
54	G. V. Thomas	B.S.A.	500	Pembroke
55	M. Martin	B.S.A.	350	Birmingham
56	F. Yarwood	B.S.A.	500	Northwich
57	Mic Winwood	Ariel	350	Birmingham
58	Tony White	Triumph	500	London
59	C. J. Jackson	Velocette	350	Bedford
60	G. Hancock	Greeves	250	Newcastle
61	R. G. Kemp	B.S.A.	500	Birmingham
62	J. D. Bennett	B.S.A.	350	Kidderminster
63	Brian Stone	Moto Vitesse	200	Derby
64	Brian Nadin	Triumph	500	Stafford
65	John Brandon	B.S.A.	350	Market Drayton
66	Chris Spooner	Cotton	250	Coventry
67	Roy Peplow	Triumph	200—500	West Bromwich
68	Roy Jordan	B.S.A.	500	Birmingham
69	Alan Bostock	B.S.A.	500	Crewe
70	D. Williams	Tribsa	500	Cardigan
71	B. Bowman	Velocette	500	Liverpool
72	Frank Underwood	B.S.A.	500	Faringdon
73	John Clayton	B.S.A.	500	Guildford
74	Pat Lamper	Dot	250	Altrincham
75	R. R. Cottrill	Dot	250	Sale
76	M. A. Gaskin	Tribsa	500	Liverpool
77	John Stallard	Triumph	500	Bilston
78	J. Goodwin	B.S.A.	500	Walsall
79	D. A. Wilde	B.S.A.	500	Birmingham
80	Joe Johnson	Greeves	250	Oxford
81	D. Wigley	Timkin	500	Alton
82	D. Desborough	Matchless	500	Rushden
83	D. R. Bishop	F.B.	250	Stafford
84	Phil Bright	Dot	250	Stafford
85	D. D. Harrop	Greeves	250	Oxford
86	J. P. Earp	B.S.A.	500	Birmingham
87	Chris Horsfield	Ariel, Cotton	500, 250	Birmingham
88	G. B. Andrews	B.S.A.	350	Stafford
89	H. Turner	A.J.S.	350	Stockport
90	Fred Spann	B.S.A.	250	Northwich
91	R. L. Cadden	Greeves	250	Coventry
92	Terry Challinor	Greeves	250	Salop
93	D. K. Swain	Dot	250	Salop
94	D. R. Middle	Tridon	500	Salop
95	A. E. Moffat	Greeves	250	Crewe
96	Ted Shaw	B.S.A., Triumph	250, 500	Burslem
97	Eric Shaw	B.S.A.	250	Burslem
98	Barry Greep	Corsair	500	Maldon
99	A. H. Jones	Greeves	250	Newtown
100	Bill Gwynne	Greeves	250	Cardigan
101	Gordon Hughes	Greeves	250	Crewe
102	A. Nicklin	Cotton	250	Sedgley
103	A. R. J. Wirdnam	B.S.A.	500	Birmingham
104	M. V. Curtis	B.S.A.	500	Bicester





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## Event 1—FIRST INVITATION RACE

Machines up to 500 c.c.

### HEAT 1—Three Laps

33 Ian Horsell	57 Mike Winwood	76 M. A. Gaskin
34 Ken Sedgley	58 Tony White	77 John Stallard
35 R. Swain	61 R. G. Kemp	79 D. A. Wild
36 E. Baldwin	62 J. D. Bennett	81 D. Wigley
37 Pete Atkinson	64 Brian Nadin	83 D. R. Bishop
39 A. Carter	66 Chris Spooner	86 J. P. Earp
44 D. Haslam	68 Roy Jordan	87 Chris Horsfield
47 J. V. Griffiths	70 D. Williams	95 A. Moffatt
52 Vic Eastwood	71 B. Bowman	96 Ted Shaw
54 G. V. Thomas	72 Frank Underwood	97 Eric Shaw
55 Mike Martin	74 Pat Lamper	

First 14 to Final

### HEAT 2—Three Laps

38 Mike Perkins	56 F. Yarwood	85 D. D. Harrop
40 Don Jones	59 C. J. Jackson	90 Fred Spann
41 W. R. Curtis	63 Brian Stone	91 R. L. Cadden
43 S. Mackley	65 John Brandon	92 Terry Challinor
45 D. Westwood	67 Roy Peplow	93 D. K. Swain
46 D. Goodyear	69 Alan Bostock	94 D. R. Middle
48 D. Clegg	73 John Clayton	98 Barry Grep
49 R. G. Hartop	75 R. R. Cottrill	100 Bill Gwynne
50 Bob Hooper	80 Joe Johnson	101 G. Hughes
51 C. Cook	82 D. Desborough	103 A. R. J. Wirdnam
53 H. Bent	84 Phil Bright	

First 14 to Final

The following reserve riders will be called in to ride in the following order:  
42 J. S. Macklin, 1st reserve; 89 H. Turner, 2nd reserve; 99 A. H. Jones, 3rd reserve;  
60 G. Hancock, 4th reserve; 104 M. V. Curtis, 5th reserve; 88 G. B. Andrews,  
6th reserve; 102 A. Nicklin, 7th reserve; 78 J. Goodwin, 8th reserve.

**FINAL OF EVENT 1—Six Laps. 12 Places for Awards**



## Event 2

3.20 p.m.

# The Moto-Cross Grand Prix of Great Britain

First Race - Twelve Laps

No.	Name	Machine	Country
1	BILL NILSSON	Husqvarna	SWEDEN
2	ROLF TIBBLIN	Husqvarna	SWEDEN
3	GUNAR JOHANSSON	Lito	SWEDEN
4	OVE LUNDELL	Monark	SWEDEN
5	ROGER VANDERBECKEN	Triumph	BELGIUM
6	HERMAN DE SOETE	Matchless	BELGIUM
7	HUBERT SCAILLET	B.S.A.	BELGIUM
8	WALTER BAETEN	Matchless	BELGIUM
9	ALBERT COURAJOD	Norton	SWITZERLAND
10	JACQUES LANGE	B.S.A.	SWITZERLAND
11	RAY McCARTY	B.S.A.	CANADA
12	GUY BERTRAND	Triumph	FRANCE
13	G. DELPEYRAT	Triumph	FRANCE
14	MELIOLI ALFIO	A.J.S.	FRANCE
15	BROER DIRKZ	B.S.A.	HOLLAND
16	ALBERT DIRKZ	B.S.A.	HOLLAND
17	H. SCHNEIDL	B.S.A.	AUSTRIA
18	EJVIND HANSEN	B.S.A.	DENMARK
19	MOGENS RASSMUSSEN	Matchless	DENMARK
20	GERHARD DREISILKER	B.S.A.	WEST GERMANY
21	OTTO WALZ	B.S.A.	WEST GERMANY
22	DAVE CURTIS	Matchless	GT. BRITAIN
23	DON RICKMAN	Metisse	GT. BRITAIN
24	DEREK RICKMAN	Metisse	GT. BRITAIN
25	LES ARCHER	Norton	GT. BRITAIN
26	JOHN BURTON	B.S.A.	GT. BRITAIN
27	GORDON BLAKESWAY	Triumph	GT. BRITAIN
28	JOHN HARRIS	B.S.A.	GT. BRITAIN

1st 22 2nd 4 3rd 23 4th 3 5th 15 6th 26 7th 28 8th 5

OVERALL PLACINGS

## Event 4

5.05 p.m.

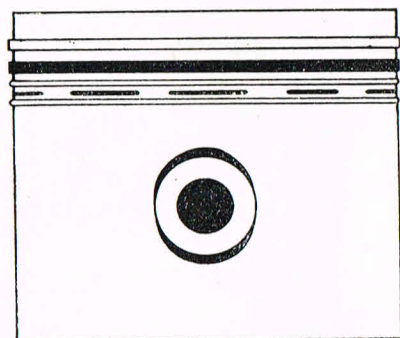
# The Moto-Cross Grand Prix of Great Britain

Second Race - Twelve Laps

No.	Name	Machine	Country
1	BILL NILSSON	Husqvarna	SWEDEN
2	ROLF TIBBLIN	Husqvarna	SWEDEN
3	GUNAR JOHANSSON	Lito	SWEDEN
4	OVE LUNDELL	Monark	SWEDEN
5	ROGER VANDERBECKEN	Triumph	BELGIUM
6	HERMAN DE SOETE	Matchless	BELGIUM
7	HUBERT SCAILLET	B.S.A.	BELGIUM
8	WALTER BAETEN	Matchless	BELGIUM
9	ALBERT COURAJOD	Norton	SWITZERLAND
10	JACQUES LANGE	B.S.A.	SWITZERLAND
11	RAY McCARTY	B.S.A.	CANADA
12	GUY BERTRAND	Triumph	FRANCE
13	G. DELPEYRAT	Triumph	FRANCE
14	MELIOLI ALFIO	A.J.S.	FRANCE
15	BROER DIRKZ	B.S.A.	HOLLAND
16	ALBERT DIRKZ	B.S.A.	HOLLAND
17	H. SCHNEIDL	B.S.A.	AUSTRIA
18	EJVIND HANSEN	B.S.A.	DENMARK
19	MOGENS RASSMUSSEN	Matchless	DENMARK
20	GERHARD DREISILKER	B.S.A.	WEST GERMANY
21	OTTO WALZ	B.S.A.	WEST GERMANY
22	DAVE CURTIS	Matchless	GT. BRITAIN
23	DON RICKMAN	Metisse	GT. BRITAIN
24	DEREK RICKMAN	Metisse	GT. BRITAIN
25	LES ARCHER	Norton	GT. BRITAIN
26	JOHN BURTON	B.S.A.	GT. BRITAIN
27	GORDON BLAKESWAY	Triumph	GT. BRITAIN
28	JOHN HARRIS	B.S.A.	GT. BRITAIN

1st (22) 2nd (4) 3rd (23) 4th (3) 5th (15) 6th (26) 7th (28) 8th (5)

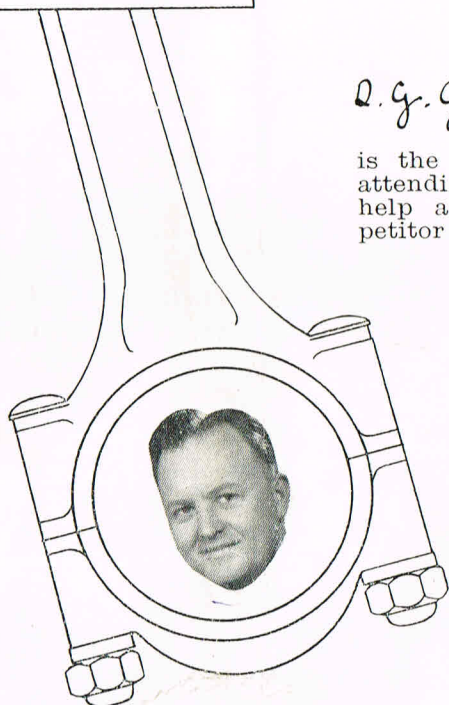




# HEPOLITE ARE HERE

*D. G. Gardner*

is the Hepolite expert attending this meeting to help and advise competitor and spectator.



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## Event 3—SECOND INVITATION RACE

Machines up to 500 c.c.

### HEAT 1—Three Laps

38 Mike Perkins	61 Reg Kemp	82 D. Desborough
40 Don Jones	62 J. D. Bennett	83 D. R. Bishop
41 W. R. Curtis	66 C. Spooner	84 Phil Bright
44 D. Haslam	69 Alan Bostock	87 C. Horsfield
45 D. Westwood	70 D. Williams	93 D. K. Swain
46 D. Goodyear	71 B. Bowman	94 D. R. Middle
48 D. Clegg	72 F. Underwood	96 Ted Shaw
52 Vic Eastwood	74 Pat Lamper	98 Barry Greep
53 H. Bent	75 R. R. Cottrill	100 Bill Gwynne
57 Mike Winwood	79 D. A. Wilde	101 Gordon Hughes
58 Tony White	80 Joe Johnson	

### First 14 to Final

*1st 72 - 2nd 74.*

### HEAT 2—Three Laps

33 Ian Horsell	51 C. Cook	77 John Stallard
34 Ken Sedgley	54 G. V. Thomas	81 D. Wigley
35 R. Swain	55 Mike Martin	85 D. D. Harrop
36 E. Baldwin	56 F. Yarwood	86 J. P. Earp
37 Pete Atkinson	59 C. J. Jackson	90 Fred Spann
39 A. Carter	64 Brian Nadin	91 R. L. Cadden
42 J. S. Macklin	65 J. Brandon	92 Terry Challinor
43 S. Mackley	67 Roy Peplow	95 A. E. Moffatt
47 J. V. Griffiths	68 Roy Jordan	97 Eric Shaw
49 R. G. Hartop	73 John Clayton	103 A. R. J. Wirdnam
50 Bob Hooper	76 M. Gaskin	

### First 14 to Final

The following reserve riders will be called in to ride in the following order: 63 Brian Stone, 1st reserve; 60 G. Hancock, 2nd reserve; 104 M. V. Curtis, 3rd reserve; 88 G. B. Andrews, 4th reserve; 99 A. H. Jones, 5th reserve; 89 H. Turner, 6th reserve; J. Goodwin, 7th reserve; A. Nicklin, 8th reserve.

## FINAL OF EVENT 3—Six Laps. 12 Places for Awards

*1st 73 2nd 74 3rd 72 4th 5th 6th*



**JACK MATTHEWS wins using**

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- 23rd April: International Moto-Cross  
Tronibley - France  
1st
- 30th April: International Moto-Cross  
Grand Prix  
De Briest - France  
1st
- 7th May: International Moto-Cross  
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Riders at the top of the Championship table after the Italian Grand Prix on June 11th, are as follows :—

S. LUNDIN ... ..	Sweden ... ..	34 points
B. NILSSON ... ..	Sweden ... ..	22 points
M. SOUCEK ... ..	Czechoslovakia ... ..	13 points
G. JOHANSSON ... ..	Sweden ... ..	11 points
O. LUNDELL ... ..	Sweden ... ..	7 points
J. BURTON ... ..	GT. BRITAIN ... ..	6 points
R. TIBBLIN ... ..	Sweden ... ..	5 points
E. KRAJCOVIC ... ..	Czechoslovakia ... ..	5 points
D. E. RICKMAN ... ..	GT. BRITAIN ... ..	4 points

★ **Dates to Remember**

**SATURDAY, JULY 15th, at 6 p.m.**

**Grass Track Racing—WEM AGRICULTURAL SHOW**

★ AUSTIN CRESSWELL, British Champion appearing

**SUNDAY, JULY 30th, at 2 p.m.**

**SALOP AND WREKIN MOTOR CLUB'S**

**Summer Scramble at Hawkstone**

**SUNDAY, SEPTEMBER 17th, at 2 p.m.**

**MIDLAND SCRAMBLE CHAMPIONSHIP AND  
DAILY HERALD BRIAN STONEBRIDGE MEMORIAL TROPHY  
AT HAWKSTONE**

**AUGUST MONDAY, 7th AUGUST, at 11 a.m.**

**A.C.U. BRITISH ROAD RACE CHAMPIONSHIPS  
OULTON PARK**

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**SATURDAY, SEPTEMBER 30th**

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Details from Aintree Automobile Racing Co., Ltd., Racecourse Offices, Aintree, Liverpool



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1960	JAWA	350 c.c., Twin, few miles only	..	..	£140
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1953	NORTON	500 c.c., International, immaculate	..	..	£95
1960	TRIUMPH	200 c.c., T.20	..	..	£110
1955	TRIUMPH	650 c.c., "Thunderbird"	..	..	£115
1958	VELOCETTE	350 c.c., "M.A.C."	..	..	£135
1959	TRIUMPH	200 c.c., T.20	..	..	£95
1953	VINCENT	500 c.c., Comet	..	..	£75
1954	B.S.A.	350 c.c., B.31	..	..	£75
1958	B.S.A.	500 c.c., B.33	..	..	£130
1958	LAMBRETTA	175 c.c., T.U., 7,000 miles only	..	..	£100
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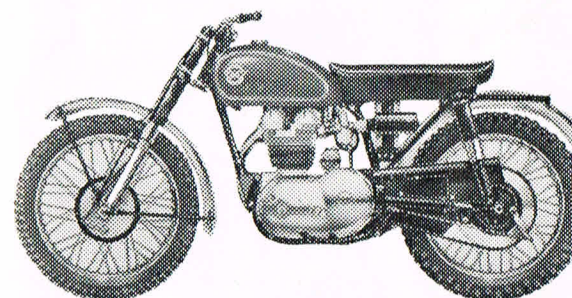


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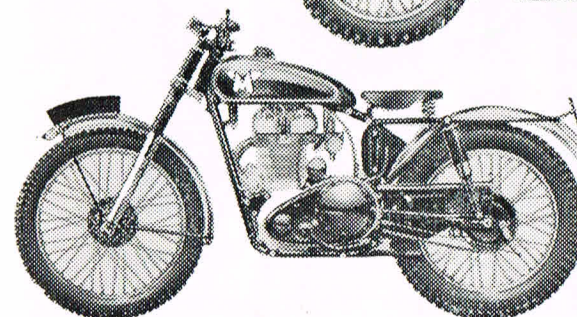
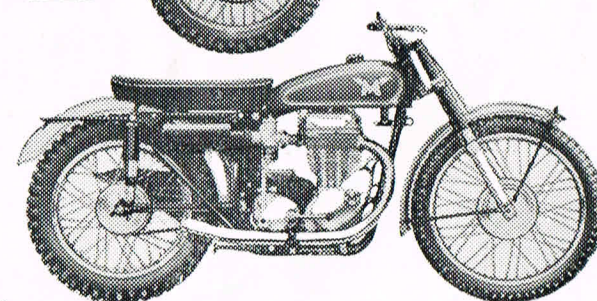


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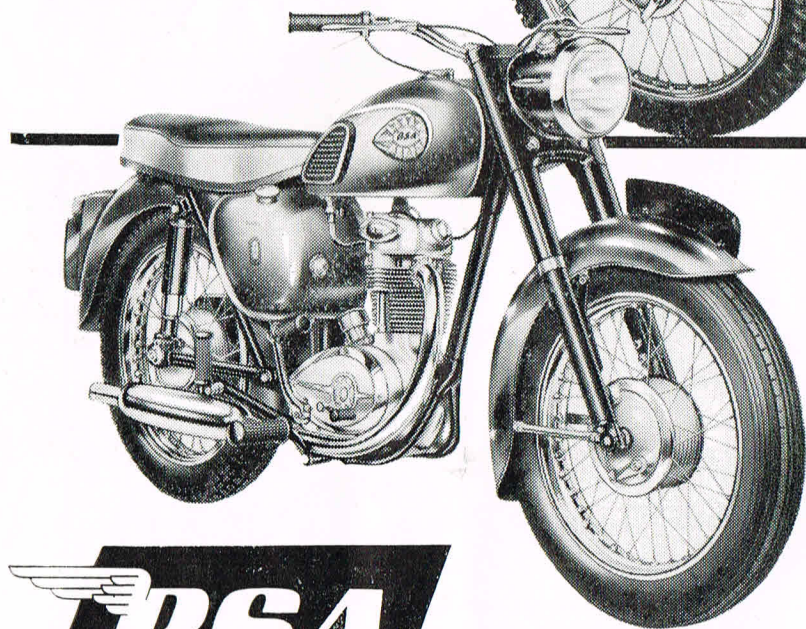
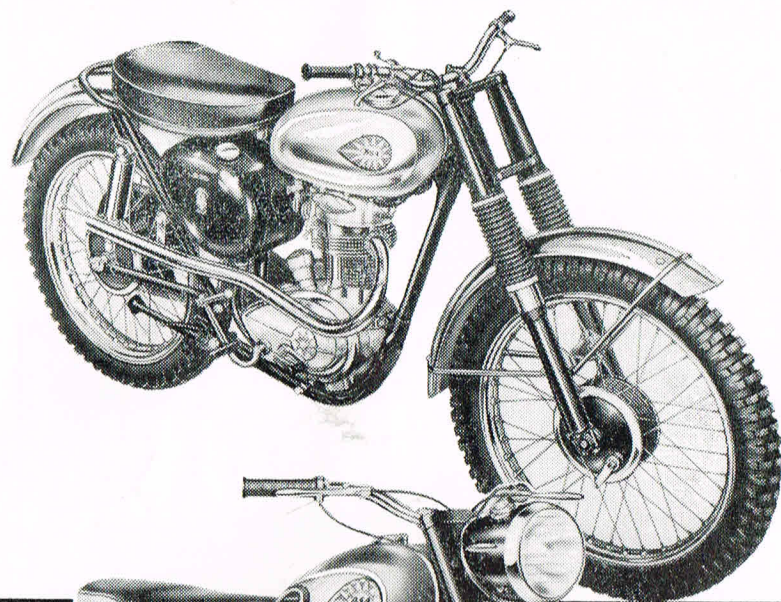
Don Rickman in action. Motor Cycle News photograph by Gordon Francis.

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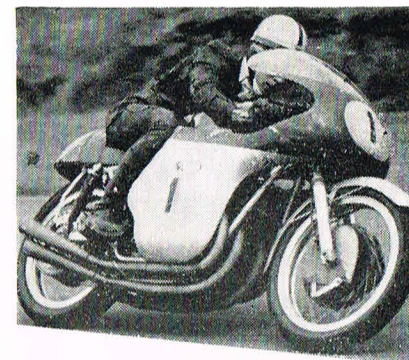


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# MOTOR CYCLING

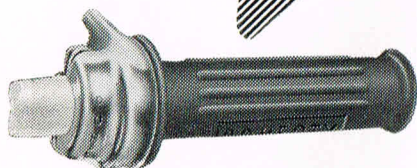
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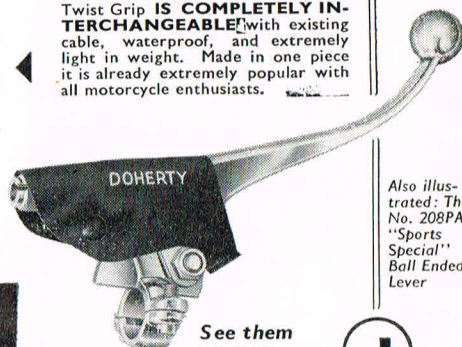


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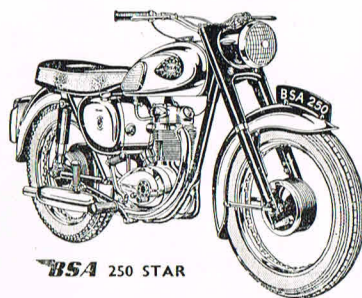
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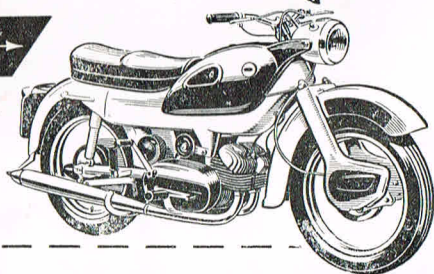
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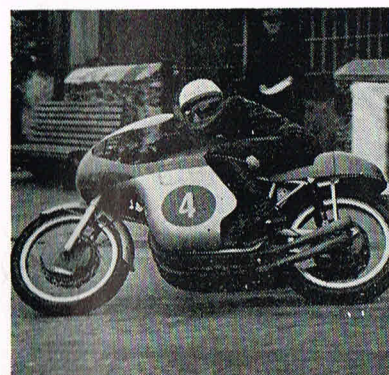
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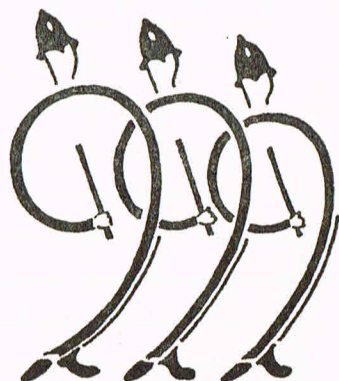


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