

# GIRLING GAS SHOCKS.



Ride on Girling Gas Shocks in your trials and motocross events and you're in good company.

Girling Gas Shocks provide constant damping which brings you a real improvement in rear wheel grip, for better traction and go-getting performance. It adds to your confidence, increases your control.

STANDARD 28mm for Clubman Motocross and Trials competitions. RESERVOIR GAS SHOCK for Professional riders in World Class competitions.

## Take a look at the action

STANDARD UNIT 28mm for Clubman.

Girling Gas Shocks feature a pressurized gas recuperation space for consistent damping even under hard conditions:

- Alloy cooling fins are incorporated for efficient heat dissipation.
  - The damping valve is specially rated for competition performance.
  - A big bore and piston provide bigger load bearing capacity.
  - A long piston stroke is designed-in to increase control of wheel movement.
  - The springing is available as "single rate" or twin spring for "dual rate" action.
- GIRLING RESERVOIR GAS SHOCK—new competition units with performance to match the biggest challenge!
- Most effective, reliable damping for top level Motocross Competition.
  - Stay up to 38% cooler than standard off-road suspension units.

- Single or twin spring systems can be used as with standard off-road Gas Shocks.

- Four lengths and two settings cover the popular Motocross models.



**Girling**

Ask your dealer for the model/application details.

## SIDECAR — MOTO-CROSS



# GRAND PRIX OF GREAT BRITAIN CAMEL CHALLENGE



## Sunday, 16th July, 1978

BEENHAM PARK, BEENHAM, BERKSHIRE

1.00 p.m.

Programme 30p

Nº 960

A MORTIMER & DISTRICT M.C.C. PROMOTION

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## ACKNOWLEDGEMENTS

The Mortimer Motor Cycle Club wish to thank:—

Mr. R. Longfield, Miss M. Waddell and Mr. H. Larkcom for the use of the venue and kind co-operation.

Also our main sponsors Camel Cigarettes.

Our thanks also to the following businesses who have helped to sponsor the races thereby enabling the club to defray part of the enormous cost of promoting this event.

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E. D. EYLES, FLORIST, TADLEY—LAUREL WREATHS

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The St. John Ambulance Brigade, Thames Valley Police, Mortimer Cricket Club, R.A.F. A.T.C. Cadets, The Royal Military Academy Band Corps., Portsmouth M.C.C. for Chestnut Fencing, Newbury M.C.C.—International Flags, Pegasus Majorettes.

All Helpers, Marshals and Supporting Clubs, Riders and Spectators. Lastly we would like to thank the Advertisers in the Programme for their support.

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- 14.30-15.30 SIGNING ON AND SCRUTINEERING FOR INTERNATIONAL COMPETITORS  
15.30-17.30 FREE TRAINING INTERNATIONAL S/C  
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10.15-11.15 TIME AND FREE TRAINING INTERNATIONAL S/C  
11.15-11.30 SOLO TRAINING  
LUNCH INTERVAL  
CEREMONY OF WELCOME  
1st LEG SOLO MOTO-CROSS  
1st LEG INTERNATIONAL S/C GRAND PRIX  
2nd LEG SOLO MOTO-CROSS  
INTERVAL  
3rd LEG SOLO MOTO-CROSS  
2nd LEG INTERNATIONAL S/C GRAND PRIX

PRESENTATION OF SOUVENIR AWARDS BY  
MRS. G. LARKCOM

Drivers will be introduced by Country in the following order by:

JOHN MOULD — ROY GARDNER

AUSTRIA  
BELGIUM  
DENMARK  
HOLLAND  
ITALY

SWEDEN  
SWITZERLAND  
U.S.S.R.  
WEST GERMANY  
GREAT BRITAIN

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Bournemouth 424770 (STD 0202)

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## foreword

Two men on three wheels... five reasons to like sidecarcross!

World-top fights for the points in British Grand Prix at Beenham Park.

It is a lucky day today for the Mortimer and District M.C.C. For the first time the spectacular Beenham track is the 'battlefield' for the European Championship Sidecarcross. It is many years ago, since there was a Grand Prix on these grounds. The interest in Sidecarcross from people in the Reading area was an extra reason to ask the A.C.U. if the 1978 British Round could be organised by the Mortimer Club at Beenham Park. Beside this, we don't think there is a branch of motorsport that has grown so fast as sidecarcross. If you remember the machines they used only ten years ago—and you see the fantastic outfits of today—the move from 650cc BSAs to the nearly 1,000cc Norton's, Weslake's and Yamaha's of today has given the sport another face.

In more and more countries—Holland, Germany, Switzerland, France etc. the public interest in sidecarcross is even bigger than in solocross! One reason for that will be the 'body-work' of both rider and passenger. Without this the machine would pass no corner!

For this British round all the European top-riders (and passengers) have entered.

### SWITZERLAND

One of the strongest sidecar nations is Switzerland. Top of the Swiss-list is of course Robert Grogg with Andreas Hüsser in the chair. This 30 year old truck driver is noted the best rider in the world. He has won the championship four times so far, and finished twice in second place. The four titles he has won have been with three different passengers. He first competed in the championship in 1972, after he gave up his solo career—he now rides a completely British outfit, a Norton-Wasp. Wasp is the product of Robin Rhind Tutt's factory in Salisbury, which made the first real sidecarcross frame. After the big success of Wasp other constructors started to make frames. In France it was SPP who produced many years with success, in England it was Hagon who built a completely different frame of aluminium, in Holland EML is growing bigger and bigger and since last year the third brand from England—Saki is in production. Still we believe Wasp is the biggest in the world, and maybe always will be. The research and technical know-how was always ahead of its time.



Robert Grogg—Switzerland

The Swiss champion Grogg is accompanied by his countrymen Emil and Roland Bollhalder, known as spectacular riders, Ernst Rugg with Karl Busser—probably the newest contender and Herbert Bohren with Austrian passenger Christoph Langle.

#### WEST GERMANY

From West Germany we have national champion Reinhard Bohler with Hans Georg Peppinghaus on the line. They finished second in last year's European championship after a tough fight with Dutchman Den Biggelaar. Also from Germany comes Erwin Bichler with Hubert Rebele, Josef Brockhausen and Peter Bannenberg—on a Heos frame, a small German brand—and Eugen Siegle (called 'seagull' by the English) with Siegfried Muller. Siegle is the only rider to start on a self-built frame, but more special is his engine. He is riding the brand-new Swedish Hedlund 990cc V-twin.



Tony Bens—Holland

#### HOLLAND

From this country comes Cor den Biggelaar with Cor van der Bijl the team that is leading the European series at this moment. Helped by Grogg's bad luck they took the lead in Belgium, where they won both heats. Also from Holland are Ton van Heugten and Dick Steenbergen—the European champions of 1975—the national champion Wil van der Laan with Jaap van Vliet and Tony Bens with Henk Martens.

#### AUSTRIA

From Austria come Bruno Schneider and Werner Fink, national champion for many years, and good enough for a good result.

#### BELGIUM

Belgium teams are Boudewijn de Kort-Karel Torfs (nat. champ.) and Pierre Borms-Jose Castiaux.

#### DENMARK

Danish champion Per Jorgensen with Otto Andersen is accompanied by spectacular Finn Thomsen-Jorgen Jensen.

#### SWEDEN

Once one of the strongest countries in sidecarcross—you probably remember the Stromberg brothers—now we have a complete new Swedish generation with national champions Lennart and Ingemar Gustavsson.



Cor den Biggelaar—Holland

#### ITALY

For the first time in history there will be an Italian sidecar rider at the start in England. Little Nino Fama with Swiss passenger Ruedi Manser did very well on his Weslake-EML in the previous round in France.

#### SOVIET UNION

Two teams come from the Soviet Union, Sergey Scherbinin with Sergey Luzhin and Nikolai Ivanjutin—who also plays in the national ice-hockey team—with Oleg Kharin. Both teams ride Ural factory machines and are works riders.

#### ENGLAND

Top of the British entry is last year's champion John Elliott—the Reading garage owner with George Skeates. They start on a factory Nourish-Weslake. Next in line is Nick Thompson with Gary Withers in the chair. Nick has competed in the European Championship from the beginning. He won the first GP ever held in France in 1971. He lives in Bognor Regis and is a welder, however he looks more like a teacher. Also from Reading comes Terry Good and Jess Rixon who started as the first British professional sidecar riders. Newcomer in the GP world is Doug Fox—son of the well known Dave Fox—who did very well in the French GP by scoring 11 points. He is riding together with John Cooper. The English list is completed with John Turner and Glen Restrick and Kim Logan with Kevin Hughes.



Nick Thompson—Great Britain

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## INTERNATIONAL SIDE CAR MOTO-CROSS

GRAND PRIX OF GREAT BRITAIN

Organised on behalf of the Auto-Cycle Union by  
**THE MORTIMER & DISTRICT MOTOR CYCLE CLUB**

TCC No. 241                      IMN No. MC/3/5                      Permit No. ACU 164

Held under the International Sporting Code of the F.I.M. and the General Competition Rules of the A.C.U. and the Supplementary Regulations of the Promoting Club.

This event counts towards the 1978 F.I.M. Prix for 1000cc. Sidecar-Cross.

**SUNDAY, 16th JULY, 1978**

### OFFICIALS

International Jury

President of the Jury .....	W. E. Swann
Delegate of the A.C.U. ....	A. Carter
Delegate of the Southern Centre .....	J. Bussell
Delegate of the Promoting Club .....	J. Golder
And Delegates appointed by the F.M.N.'s in accordance with the F.I.M. Code (Art. 01.51).	
Noise Meter Operator .....	M. Frost
A.C.U. Timekeeper .....	H. Turner
Scrutineer (I/C) .....	C. Challis
Clerk of the Course .....	D. Keep
Assistant Clerk of Course .....	J. Baverstock
Press Officer .....	D. Chapman
Starter .....	B. Dade
Lap Scorer (I/C) .....	B. Coombes
Announcer .....	J. Mould
Chief Marshal .....	B. Webb
Medical Officers .....	Dr. Horgan, Dr. McLay
Chief Paddock Marshal .....	G. Allen
Treasurer .....	Mrs. Whitehouse
Flag Marshal .....	J. West

Secretary of the Meeting Grand Prix Entries—Miss P. Miller  
Auto Cycle Union, 31 Belgrave Square, London SW1X 8QQ

Secretary of Meeting Mortimer M.C.C.—E. J. Challis,  
'Woodlands', King Street, Mortimer, Berks. Tel. 332388

THE GRAND MOTO CROSS DRAW WILL TAKE PLACE DURING THE INTERVAL WHEN THE LUCKY PROGRAMME NUMBER WILL BE ANNOUNCED FOR £10.00 CASH PRIZE.

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DENMARK  
HOLLAND  
ITALY

SWEDEN  
SWITZERLAND  
U.S.S.R.  
WEST GERMANY  
GREAT BRITAIN

# LUCKY CLOVER LEAF TROPHY MOTO-CROSS

RACES 1, 3 & 4

EACH RACE 20 MINS. + 1 LAP

No.	Name	Machine	Licence No.	Home Town
1	John Banks	J/B Merlyn Honda 498	Z5890	Bury St. Edmunds
2	Vic Allan	Bultaco 370	Z7450	Tolworth
3	Norman Barrow	Maico 440	11371	Millom
4	Paul Harrison	Maico 400	12534	Mkt. Harborough
5	Stephen Harrison	Maico 400	28294	Mkt. Harborough
6	Chris Clark	Suzuki 400/250	5263	Petworth
7	Rob Taylor	K.T.M. 250/360	02707	Bristol
8	Chris Adlem	Husqvarna 250/390	8N1080	Lymington
9	Garry Hudson	Maico 400/250	4614	Bristol
10	Chris Small	Kawasaki 250	0232	Sittingbourne
11	Chris Scriven	Husqvarna 390	8N4305	Horsham
12	Terry Dyer	K.T.M. 250/400	8EN9032	Eastbourne
14	Paul Hunt	Husqvarna 250/390	8N0775	Ottershaw
15	Michael Stephens	Maico 440	8N3794	Dormington
16	Bryan Wade	Suzuki 250/400	28328	Stroud
17	Mike Grey	Honda-Maico 250/400	8N9211	Maidenhead
18	Kevin Hatcher	K.T.M. 360	8N13090	Chessington
19	Nigel Withers	B.S.A. 500	8N0936	Southampton
20	Nigel Miller	Bultaco 370	8N1847	Basingstoke
21	Mike Lillywhite	Suzuki 370	8N0901	Emsworth
22	Peter Miller	Maico 400	8N1657	Basingstoke
23	Clive Huntley	Maico 400	8N1885	Newbury
24	Kevin Ruddock	Honda 250	8N2131	Slough
25	David Drake	Maico 440	8N7538	Stafford
26	John Seward	Maico 400	0234	Chertsey
27	Robin Shapland	C.C.M. 500	8N5968	Midhurst
28	Malcolm Davis	Suzuki 402	Z04495	Gloucester
29	John McMillan	Yamaha 397	8N9809	Slough
30	B. Smith	Cheney B.S.A. 500	8N3971	Telscombe Giffs
31	Stephen Craig	K.T.M. 400	8N5476	Egham
32	Lewis Delve	Yamaha 400	8N3272	Exeter
33	Richard Brooks	K.T.M. 250/400	8N0973	Bognor Regis
34	Roger Garrett	K.T.M. 250/400	25238	Axbridge
35	Rob Donaldson	Maico 440		Basingstoke
36	Ian Cheshire	C.C.M. 500	8N3768	Hereford
37	Neil Griffiths	Suzuki 250/400	28282	Maerdy
38	Bob Hart	C.C.M. 500	8N6620	Eristol
39	Wayne Jones	Maico 440	8N5362	Bridgend
40	Paul Orritt	Yamaha 400	23771	Southport
41	Keith Ree	Montesa 360	8N1500	Evesham
42	Ian Tomkinson	Maico 400	8N2398	Newport
43	Nick Toms	Maico 440	8N2744	Dursley
44	Michael Watts	Maico 250/440	8N7115	Wheatley
45	Vaughn Semmens	Maico 440	1101	Brown Hills
46	Chris Ventress	Honda 430	8N0936	Redhill
47	David Watson	Maico 250/400	28272	Widnes
	Reserve			

1978

# SIDECAR MOTO-CROSS GRAND PRIX

of

# GREAT BRITAIN

## List of Sidecar Drivers and Passengers for Races

No.	Driver/Passenger	Country	Machine
✓ 1	Bruno Schneider/Werner Fink	Austria	Weslake/Wasp
2	Boudewijn de Kort/Karel Torfs	Belgium	Kawasaki/SPP
3	Pierre Borms/Jo Contiaux	Belgium	Wasp
4	Finn/Thomsen/Soren Jenson	Denmark	Hagon/Norton
5	Per Jorgensen/Otto Anderson	Denmark	SPP/Weslake
6	Ton Van Heugten/Dick Steenbergen	Holland	Heuga Hagon
7	Wil Van der Laan/Jaap Van Vliet	Holland	Wasp
8	Cor den Biggelaar/Cor V. D. Biji	Holland	Heuga EML
9	Tony Bens/Henk Martens	Holland	Saki Pullshaw
10	Nino Fama/Ruedi Manser	Italy	Weslake EML
11	Lennart Gustavsson/ Ingemar Gustavsson	Sweden	EML Yamaha
12	Herbert Bohren/Christoph Langle	Switzerland	Norton Wasp
✓ 14	Emil Bollhalder/Roland Bollhalder	Switzerland	EML Yamaha
✓ 15	Robert Grogg/Husser Andreas	Switzerland	Norton Wasp
16	Ernst Ruegg/Karl Busser	Switzerland	Norton Wasp
17	Sergey Shcherbinin/Sergey Luzhin	U.S.S.R.	Ural
18	Nickolai Ivanjutin/Oleg Kharin	U.S.S.R.	Ural
19	Reinhard Bohler/ Hans Georg Peppinghaus	West Germany	Yamaha Wasp
20	Erwin Bichler/Rebele Hubert	West Germany	Norton Wasp
21	Eugen Siegle/Siegfried Muller	West Germany	Hedlund
22	Joseph Brockhausen/ Peter Bannenberg	West Germany	Heos
✓ 23	Nick Thompson/Barry Williams	Great Britain	Heanes Wasp
24	Terry Good/Jess Rixon	Great Britain	Wasp
25	John Turner/Glen Restrick	Great Britain	Yamaha Wasp
✓ 26	John Elliott/George Skeats	Great Britain	Nourish Weslake
27	Kim Logan/Kevin Hughes	Great Britain	Norton Wasp
28	Doug Fox/	Great Britain	

**MOTO-CROSS**

**Grand Prix of Great Britain**

COUNTING TOWARDS THE F.I.M. PRIZE FOR S/C CROSS

**BRITISH ROUND**

RACES 2 & 5                      EACH RACE 30 MINS. + 2 LAPS

**1st Leg (Race 2)**

1st	14	2nd	15	3rd	23	4th	8	5th	17	
6th	19	7th	24	8th	21	9th	1	10th	18	
11th	25	12th	7	13th	28	14th	4	15th	5	
									Time	39:22.5

**2nd Leg (Race 5)**

1st	.....	2nd	.....	3rd	.....	4th	.....	5th	.....	
6th	.....	7th	.....	8th	.....	9th	.....	10th	.....	
11th	.....	12th	.....	13th	.....	14th	.....	15th	.....	
									Time	.....

**OVERALL PLACINGS**

1st	.....	Points	.....	Time	.....
2nd	.....	Points	.....	Time	.....
3rd	.....	Points	.....	Time	.....
4th	.....	Points	.....	Time	.....
5th	.....	Points	.....	Time	.....
6th	.....	Points	.....	Time	.....
7th	.....	Points	.....	Time	.....
8th	.....	Points	.....	Time	.....
9th	.....	Points	.....	Time	.....
10th	.....	Points	.....	Time	.....

**CHAMPIONSHIP PLACINGS AFTER FOUR ROUNDS**

(Sweden, Holland, Belgium, France)

Cor den Biggelaar	88	Wil van der Laan	42
Robert Grogg	83	Herbert Bohren	39
Reinhard Bohle	63	Terry Good	21
Emil Bollhalder	48	Ernst Ruegg	16
Nick Thompson	43	Bruno Schneider	13

**RESULTS**

**RACES 1, 3 & 4**

RACE 1		RACE 3		RACE 4	
1st	45	1st	5	1st	.....
2nd	5	2nd	45	2nd	.....
3rd	1	3rd	47	3rd	.....
4th	43	4th	4	4th	.....
5th	47	5th	1	5th	.....
6th	4	6th	2	6th	.....
7th	15	7th	12	7th	.....
8th	22	8th	12	8th	.....
9th	3	9th	12	9th	.....
10th	41	10th	22	10th	.....
Time	22:44.8	Time	21:56.8	Time	.....

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You are present at this meeting entirely at your own risk and the ticket of admission is issued subject to the condition that all persons having any connection with the promotion and/or organising and/or conduct of the meeting including the owners of the land or drivers and owners of the vehicles and passengers on 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. THE TRACK IS WELL ROPED FOR YOUR OWN SAFETY. PLEASE KEEP OUTSIDE THE ROPES. PLEASE TAKE YOUR LITTER WITH YOU.



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South England Champion	1973	4th Place British Championship	1976
South East England Champion	1972/3	BRITISH CHAMPION	1977

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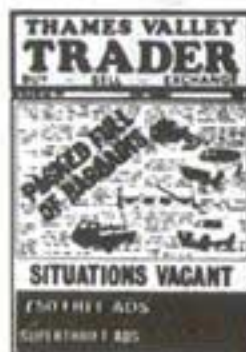
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