



**BRITISH 500cc  
MOTO-CROSS  
GRAND PRIX  
Farleigh Castle**

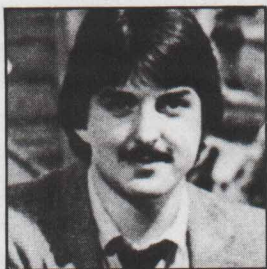
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**5th July 1981**

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And he threw in lots of nice stuff about "raw horse-power" and the "enormous motor," producing "even more torque."

Mark was not alone. Writing in 'Motor Cycle News', AMCA expert Colin Hill called the YZ 465 "a brilliant advert

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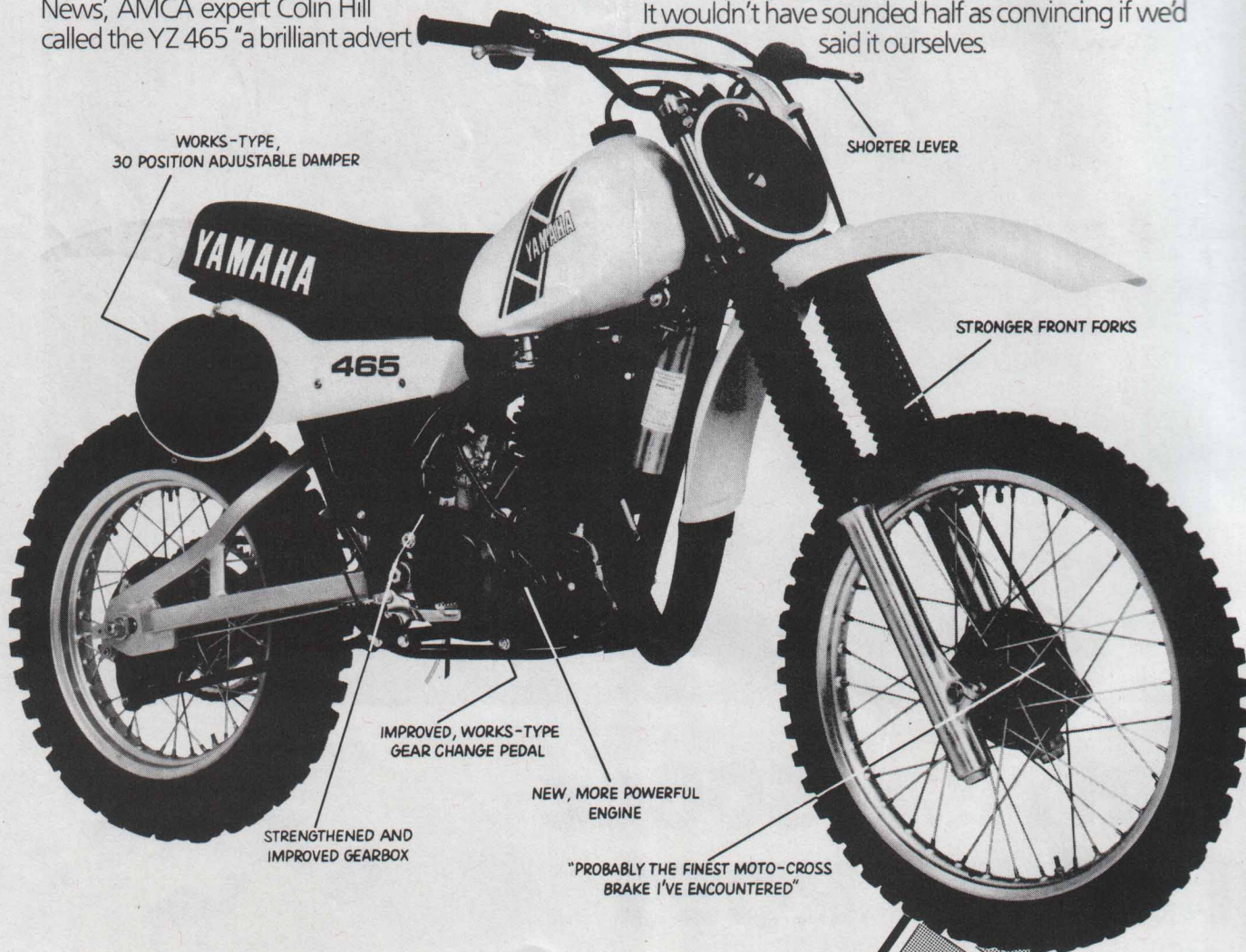
He enthused about the bigger 43mm forks, the new rolling chassis and the revived rear shock that gives thirty adjustment points.

He raved about the brakes, too, calling the front twin leading shoe-stopper "probably the finest motocross brake I've encountered."

All told, Mark and Colin were knocked out by our new 465. And they rushed into print even before we had time to tell them about the free parts kit.

(It's worth £150, and includes spare piston rings, drive and rear sprockets, main jets, head gaskets and Monoshock suspension springs.)

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Sunday, 5th July, 1981

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This meeting is held under the International Sporting Code of the F.I.M. and the General Rules (10th Edition) of the A.C.U., the Standing Regulations of the A.C.U. and the Supplementary Regulations of the Promoting Club.

**Organised by the WEST WILTS MOTOR CLUB on behalf of the  
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**Imn. 25/8**

**ACU. 210**

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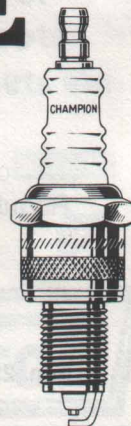
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# Acknowledgements

As is usual on an event of this type Club members put in a lot of voluntary work in organising it but there is also support in various forms from others for which we are always extremely grateful and which help tremendously. To anyone who has helped us our sincere thanks, but we would like to express our special thanks to the following:-

Mrs. J. J. Cartwright-Hignett and Mr. W. W. Douglas for the use of the land.

Camel (R. J. Reynolds Tobacco International S.A.) for their financial support to us and extra prize money to the Grand Prix drivers, also for publicity material, hospitality facilities etc.

Kawasaki Motors (UK) Ltd. for the supply of secretarial offices and equipment and for sponsoring the Kawasaki Trophy Race.

Champion Spark Plug Co. Ltd. for financial support and help with publicity material.

Yamaha for sponsoring the Yamaha Trophy Race.

Heron Suzuki for sponsoring the Suzuki Trophy Race.

Allins Motorcycles, Bath for providing motorcycles for the gates and car park organisers.

Bristol Motor Cycle Club for the use of their national flags.

Chubb Fire Securities for the loan of fire extinguishers.

Club Weekenders (Mr. A. G. H. Bell) for the supply of a Trophy + £25 to the best British driver in the Grand Prix.

Salop Motor Club for the use of their photocopier.

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St. John Ambulance Brigade attend this meeting for everyone's benefit, not just the riders. Please give generously to their collection which will be made during the lunch interval.

Any lost children should be taken to the St. John Ambulance base at the lower part of the course.

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*Please take your litter home.*



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| 15  | Billy Aldridge   | Heron Suzuki               | 465 Suzuki           | Steyning            |
| 16  | Bob Wright       |                            | 490 Bill Brown Maico | Sabden              |
| 17  | Perry Leask      | Leask Motors Ltd.          | 430 Husqvarna        | Hickstead           |
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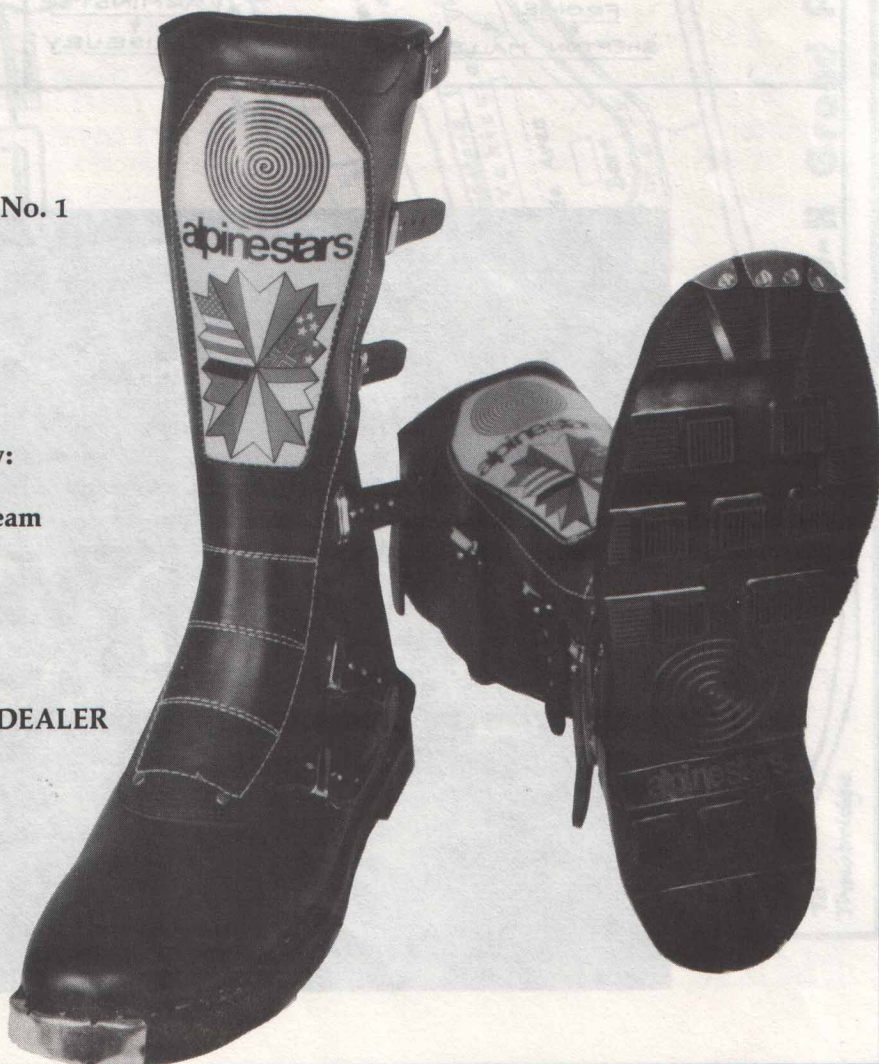
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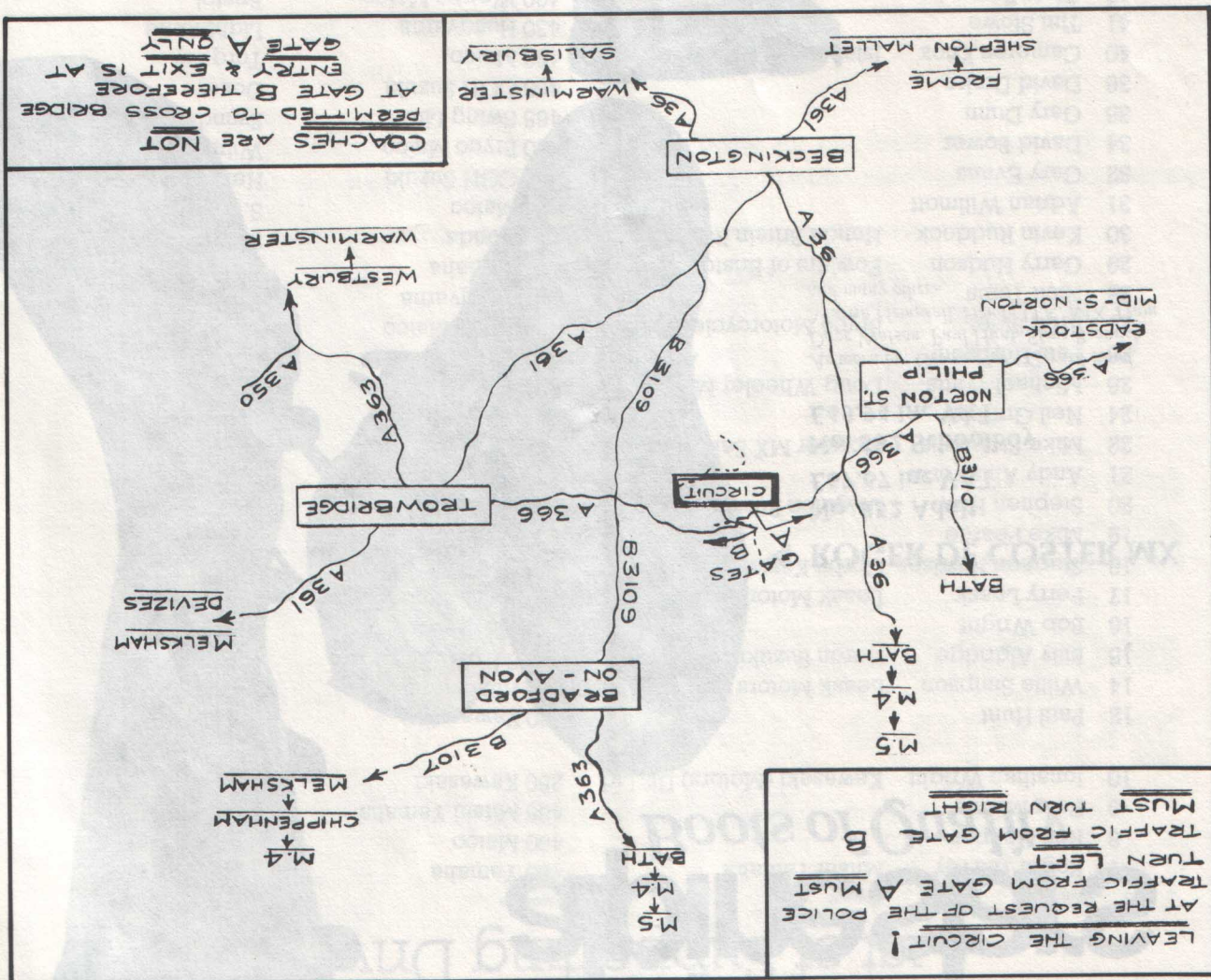
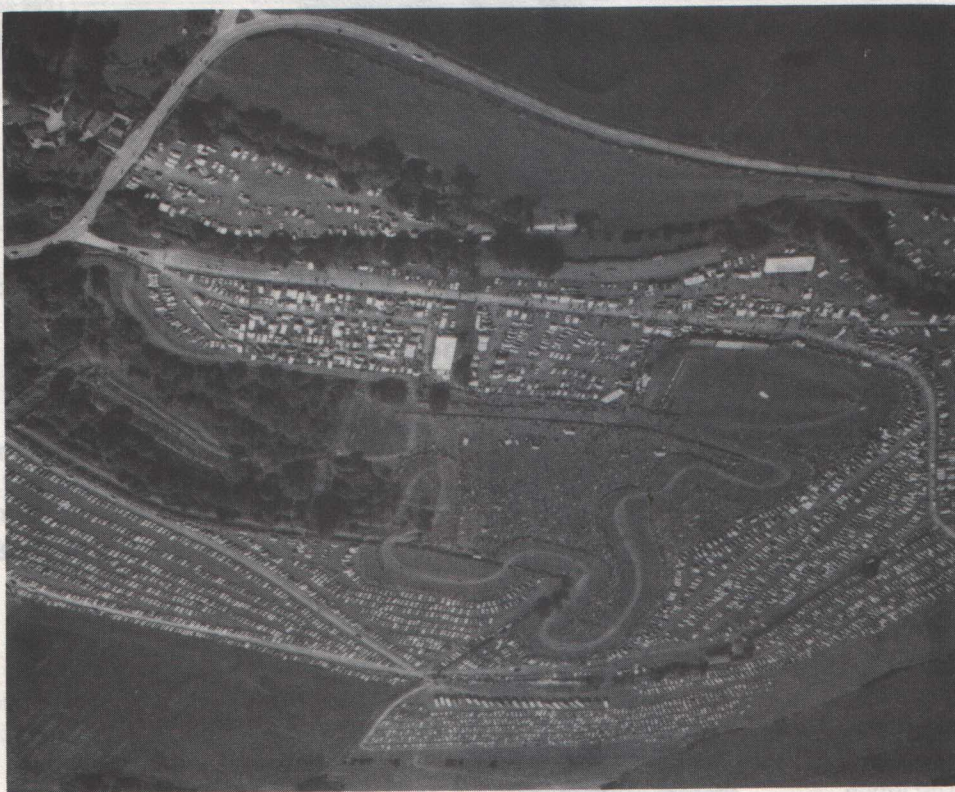
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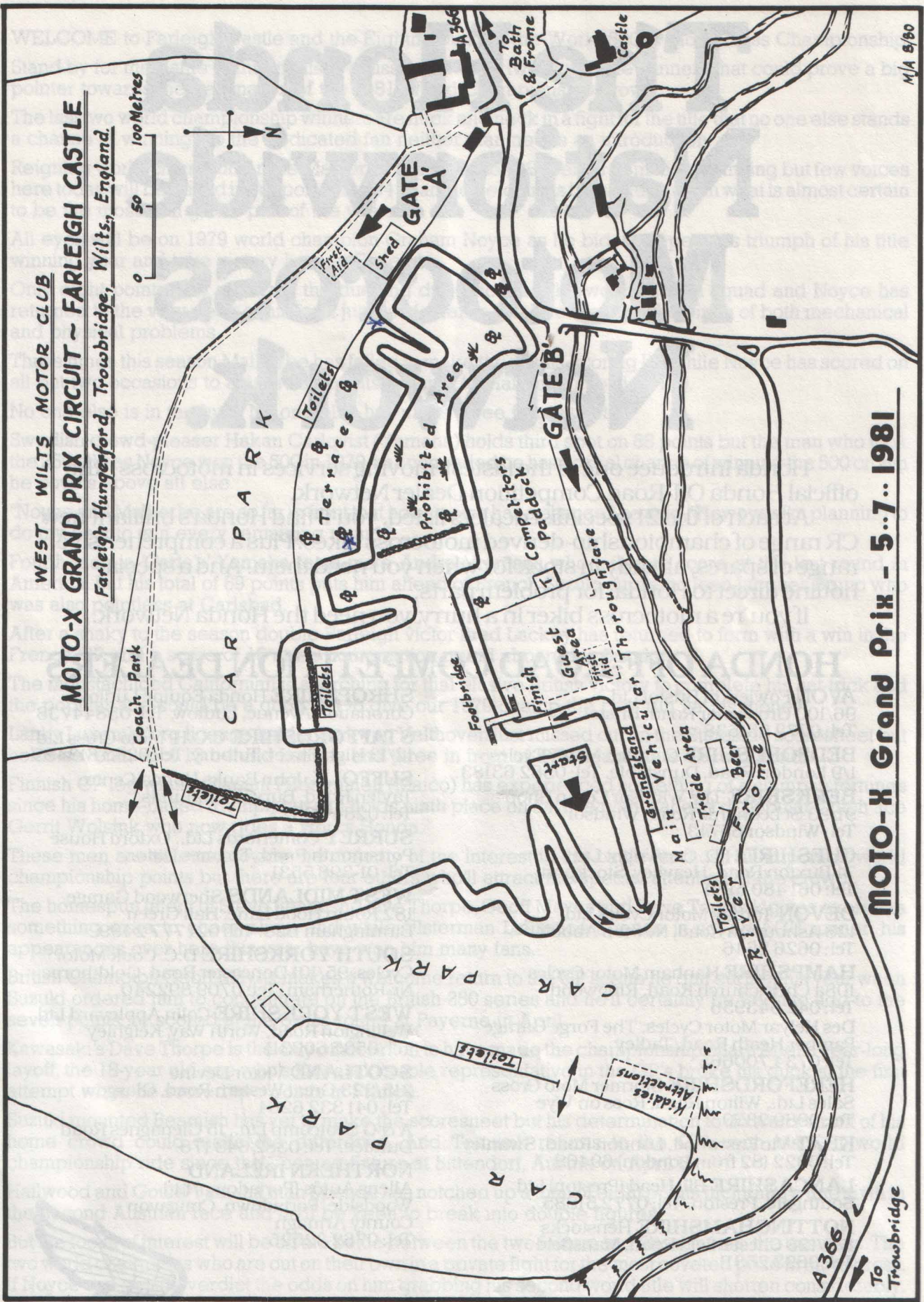




WEST WILTS MOTOR CLUB

**MOTO-X GRAND PRIX CIRCUIT - FARLEIGH CASTLE**

Farleigh Hungerford, Trowbridge, Wilts., England.



**MOTO-X Grand Prix - 5.7.1981**

M/A 5/80



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# PREVIEW *by Paul Fowler (Motor Cycle News)*

WELCOME to Farleigh Castle and the Eighth Round of the World 500cc Moto Cross Championship. Stand by for the battle of the giants — a tussle between two world title winners that could prove a big pointer towards the destination of the 1981 World Championship crown.

The last two world championship winners are neck and neck in a fight for the title that no one else stands a chance of winning. To the dedicated fan neither man needs an introduction.

Reigning world champion Andre Malherbe has lead the 1981 series from the beginning but few voices here today will be raised in support of the 24 year-old Belgian as he battles it out in what is almost certain to be the most vital grand prix of the year.

All eyes will be on 1979 world champion Graham Noyce as he bids to repeat his triumph of his title winning year and take victory here at Farleigh.

Only eight points now separate the duelling duo who lead the works Honda squad and Noyce has returned to the very peak of his form just as Malherbe has been feeling the pinch of both mechanical and physical problems.

Three times this season Malherbe has failed to make the points-scoring list while Noyce has scored on all but two occasions to amass 128 points in reply to Malherbe's total of 136.

No one else is in the hunt. No one else has made three figures yet.

Swedish crowd-pleaser Hakan Carlqvist (Yamaha) holds third spot on 88 points but the man who took the 250 title as Noyce won the 500 in 1979, has conceded he has no real chance of winning the 500 crown he covets above all else.

"Noyce and Malherbe are so far in front that no one else has a chance," he said, "However I'm planning to do my best to win every remaining round."

Fourth man is 'Carla's' Yamaha team-mate Andre Vromans who failed to score at the last round in America. But his total of 69 points puts him ahead of French Suzuki supremo Jean-Jacques Bruno who was also pointless at Carlsbad.

After a shaky to the season double Farleigh victor Brad Lackey has returned to form with a win in the French GP and a score of 16 at his home nation round aboard his Suzuki.

The moustachioed Californian is searching for that elusive British victory to complete his hat-trick and the popular ace could be a good bet to give our 1979 champ the best run for his money.

Lanky Luxembourg licence holder Jaak van Velthoven just missed out on the Stateside scoresheet but holds seventh spot 13 behind Lackey and three in front of KTM team-mate Gerard Rond.

Finnish GP leg winner Tapani Pikkariainen (Maico) has experienced something of a slump in fortunes since his home-based triumph but still holds ninth place on 34, five points ahead of popular Dutch ace Gerrit Wolsink who now rides a works Honda.

These men are sure to provide the majority of the interest in the battle for those all-important world championship points but there are four others who'll attract the special attention of the crowd.

The homespun talent of Steve Beamish, Dave Thorpe, Geoff Mayes and Dave Tomasik gives everyone something extra to cheer about and while Ulsterman Laurence Spence is not an ACU runner, his appearances over here this year have won him many fans.

British Champion Geoff Mayes makes a welcome return to the GP scene he quit earlier this year when Suzuki ordered him to concentrate on the British 250 series and he'll certainly be keen to add to the seven points he scored at the Swiss round at Payerne in April.

Kawasaki's Dave Thorpe is the only other Briton to have made the championship chart. After a year-long layoff, the 18-year old ace who's Kawasaki's sole representative in the GP's broke his duck at the first attempt when he scored two points in France.

Suzuki mounted Beamish has yet to make the scoresheet but his determination to do well in front of his home crowd could make the difference. And Tomasik returns to the GP's with his first world championship ride since the opening fixture at Sittendorf, Austria on April 5.

Hailwood and Gould Yamaha man Spence has notched up a total of eight points including a fine sixth in the second Austrian race and he'll be keen to break into double figures.

But the focus of interest will be on the battle between the two fastest and fittest men in the business. The two world champions who are out on their own in a private fight for the most coveted prize in moto-cross. If Noyce can get the verdict the odds on him grabbing his second world title will shorten considerably.





# *The Magic of Farleigh*

After an absence from Farleigh Castle of some years the West Wilts Motor Club were once again honoured by being chosen to stage the British Round of the 1977 500cc World Moto Cross Championship on Sunday July 3rd, and what an event it turned out to be. In scorching sunshine a 20,000 crowd had lots to cheer about. American rider Brad Lackey on a Honda was overall winner on the day with a first in the 1st race and a fourth in the 2nd – the first time he had achieved this in doing so halted Heikki Mikkola from Finland on a Yamaha who had had a run of seven Grand Prix maximum points scores who, nevertheless, went on to become World Champion for 1977. John Banks, on a CCM rode into second place in the 2nd race with Graham Noyce behind him in third on a Maico, both riders failing to finish in the first race. Five times World Champion Roger de Coster from Belgium on a Suzuki had a terrible day retiring in both races. Another rider who will prefer to forget Sunday July 3rd is Bob Wright who rode a CCM into sixth place in the 1st race, was unable to continue in the second race after his front brake lever was broken right after the start and then was excluded from the results by the International Jury after his entrant Alan Clews refused to allow Wright's engine to be measured.

The following year's weather wasn't so kind but nevertheless a very big crowd saw Brad Lackey gain overall victory at the British round for the second successive year but again this in no way prevented the Flying Finn, Heikki Mikkola, from going on to become World 500cc Moto Cross Champion for the second year. It was these two riders together with Britain's Graham Noyce, Honda team mate of Lackey, who really gave the crowd their money's worth and helped to make the day a success. In the first race Mikkola stamped his authority on the rest of the riders by leading throughout leaving Lackey, Herbert Schmitz from West Germany on a Maico, Gerrit Wolsink from Holland on a Suzuki and Graham Noyce to fight out the next four places. Surely no one present will forget the second race – a race full of excitement and drama. Lackey, Andre Malherbe from Belgium on a KTM and Graham Noyce led from the start but on the first lap Mikkola crashed and the entire field went by before he could re-start. Re-start he did and then it all began to happen and we saw a display of sheer skill and determination from the World Champion surpassing anything we had seen before from the aptly named Flying Finn. In the space of five laps he had passed rider after rider and climber up to eight place and had the crowd wild with excitement. Meanwhile a titanic struggle for the leading places between Lackey, Malherbe, Noyce, de Coster, Wolsink and Van Velthoven went on lap after lap with Mikkola getting amongst them but finally settling for third place behind Graham Noyce who rode a tremendous race to keep in front of Mikkola but unable to catch Lackey in first place.

If one was to put all the drama, the excitement and the tension from 1977 and 1978 together it would still come nowhere near what those who were at Farleigh for the 1979 British Grand Prix saw and experienced. For it was a day that will live long in the memories of those who were privileged to witness it. Graham Noyce – right at the top of his form – came to Farleigh on July 1st with an 11 point lead in the World Championship having scored in all the previous rounds. Brad Lackey, then on a Kawasaki, was on a hat-trick of overall wins at Farleigh and right from the start showed he wanted just that. Both made splendid starts with Lackey holding a slight advantage so that try as he did Noyce just could not overcome this and finished some five seconds behind in second place after 18 gruelling laps. Current World title holder Heikki Mikkola went out on lap 6 with a puncture. Five times World Champion Roger de Coster – who lost his title to Mikkola in 1977 – gave his many fans amongst the spectators a memory to go away with for it was to be the last time this true ambassador of Moto Cross and sportsmanship would ride at Farleigh Castle. His Suzuki had problems on the first lap and he was down to 19th place but he then set about climbing up through the field and by the halfway stage he was up to sixth place. Summoning up all his years of experience he then picked off Malherbe and Vromans and on the very last lap his Suzuki team mate Gerrit Wolsink to finish third – a truly marvellous ride acknowledged vociferously by the very large and appreciative crowd. The second race saw Graham Noyce lead from the very first corner but this time without Lackey who



made a very poor start and was way down the field. But it was Noyce's race leading from start to finish with Malherbe holding second and the ever-stylish de Coster in his final appearance slotting himself into third place on lap two where he remained throughout with Lackey working his way through to finish fourth. There was terrific tension all round the course as the race drew towards its close with the knowledge that if Graham held on to first place then he was sure to be the overall winner and in addition would increase his points lead in the Championship. He did just that and a joyful Noyce responded to the ecstatic fans by doing a wheelie past the packed Grandstands and crossing the line with both arms raised aloft in salute. It is history now that he went on to become the first British World 500cc Moto Cross champion since the great Jeff Smith in 1965 and there is no doubt that his victory at Farleigh giving him a 27 point lead contributed greatly to his ultimate success.

The honour of hosting the Moto Cross des Nations — the annual World Team Championship for 500cc machines — came to Great Britain last year and, as it was in 1969 when it was last held in this country, the venue was Farleigh Castle. There were no less than fourteen teams each of four riders from fourteen different countries entered with the Belgium not favourites to win and make it three wins in a row. And win they did with the ultra-powerful team of 500cc World Champion Andres Malherbe, 250cc World Champion Georges Jobe ably backed by Andre Vromans and Yvan van den Broeck. But it was 19 year old Dave Watson riding for the Great Britain team who shared some of the glory for he rode the race of his young career and cheered throughout by the crowd finished in fifth place in the 1st race and an incredible second place in the 2nd race splitting the all-conquering Belgians. It was Watson's superb rides coupled with fine performances from veteran Vic Allen and from Pete Mathia which put the British team, without the services of Graham Noyce and Neil Hudson due to injuries, into a well-deserved fourth place at the end of the day behind West Germany who were third and Holland who came second.

Phil Bailey, W.W.M.C.



Can Graham finish first again!



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### Programme of Events

#### Saturday 4th July

1500-1700 International Practice

#### Sunday 5th July

|           |   |
|-----------|---|
| 0915-0945 | International Practice (Free)   |
| 0945-1030 | National Practice   |
| 1030-1130 | International Practice (Timed)  |
| 1130-1300 | Lunch Interval. During this period there will be a display by the Holcombe Majorettes prior to them leading out the international drivers for presentation. |
| 1300-1330 | Presentation of International Drivers   |
| 1330-1400 | Yamaha Trophy Race  |
| 1400-1500 | 500 MOTO-CROSS GRAND PRIX   |
| 1500-1545 | Kawasaki Trophy Race  |
| 1545-1615 | Interval  |
| 1615-1715 | 500 MOTO-CROSS GRAND PRIX   |
| 1715-1745 | Invitation Race   |
| 1800      | Prizegiving   |

*These times are approximate only*

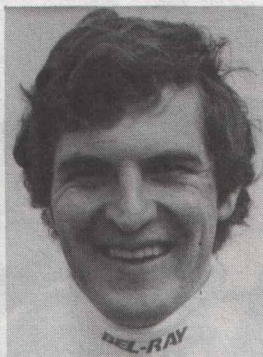


# 1 AND THAT'S BEL-RAY

## JUST ASK THESE GUYS!



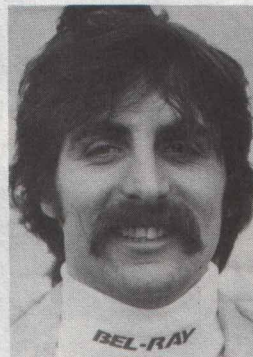
Graham Noyce  
Honda



Andre Vromans  
Yamaha



Andre Malherbe  
Honda



Brad Lackey  
Suzuki



Ivan Van Den Broeck  
Maico

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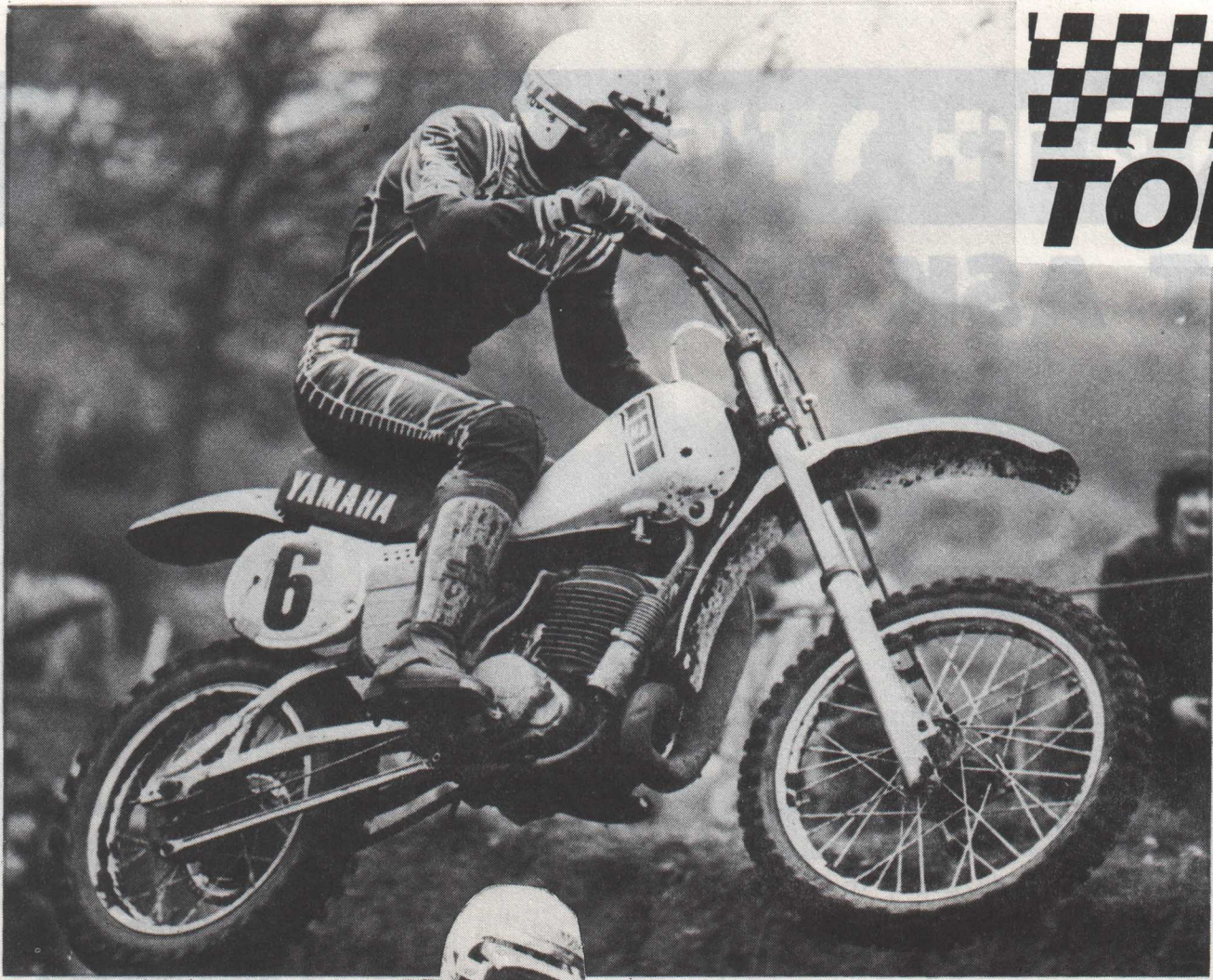
**TM, Maico & Husqvarna works riders**

### WORLD CHAMPIONSHIP POINTS TABLE

| After Round 7      |               |             | Round 8    |           | Total         |             |             |
|--------------------|---------------|-------------|------------|-----------|---------------|-------------|-------------|
|                    |               |             | Race 1     | Race 2    |               |             |             |
| Andre Malherbe     | Belgium       | 136         |            |           |               |             |             |
| Graham Noyce       | Great Britain | 128         |            |           |               |             |             |
| Hakan Carlqvist    | Sweden        | 88          |            |           |               |             |             |
| Andre Vromans      | Belgium       | 69          |            |           |               |             |             |
| J.J. Bruno         | France        | 67          |            |           |               |             |             |
| Brad Lackey        | U.S.A.        | 65          |            |           |               |             |             |
| J. Van Velthoven   | Luxembourg    | 52          |            |           |               |             |             |
| Gerard Rond        | Holland       | 49          |            |           |               |             |             |
| Tapani Pikkarainen | Finland       | 34          |            |           |               |             |             |
| Gerrit Wolsink     | Holland       | 29          |            |           |               |             |             |
| Georg Reiter       | Austria       | 28          |            |           |               |             |             |
| I. Van den Broek   | Belgium       | 26          |            |           |               |             |             |
| Sun 23             | Carlsson 17   | Sintonen 13 | Laporte 12 | Picco 11  | Schmitz 8     | Spence 8    | Rheinbold 8 |
| Mayes 7            | Gruhler 6     | Tripes 6    | Lindfors 6 | Beamish 5 | Schultz 5     | Lodal 4     | Karlsson 4  |
| Carlton 3          | Thorpe 2      | Ovgard 2    | Rhyan 2    | Statel 2  | P. Boniface 1 | Lindquist 1 | Edberg 1    |
|                    |               |             |            |           |               |             | Moates 1    |



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# Stars of '81



## DAVE THORPE

Still only 18 years old, he will be 19 in September, here is a rider of immense potential who surely is a World Champion of the future. Coming up through the Schoolboy ranks, he won his first Schoolboy Championship in 1968, and then proceeded to win everything he could before moving up to the ACU as soon as he was old enough and in 1979, in his first year, became British Support Champion which automatically gave him a place in the 1980 British Championships. But fate intervened, he broke his right leg in three places just after the start of the season and it wasn't until last month's Isle of Man Grand National that he was able to resume competition. Today sees his first appearance at a British Grand Prix.

## GRAHAM NOYCE

Four times British Champion and 1979 World Champion, 24 year old Graham had a year that was virtually non-existent in 1980 for he was injured early on in the season and it wasn't until the beginning of this year that he was able to be competitive again but all the signs are that he is once again the rider that we saw at Farleigh in 1979 — overall winner and then becoming the first British rider to win a World 500cc Moto Cross Championship for 14 years.

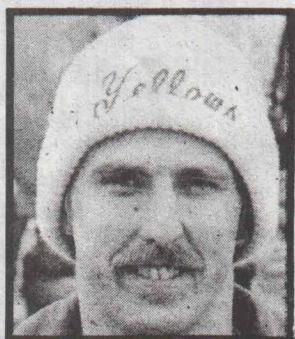


## ANDRE MALHERBE

The reigning World 500cc Moto Cross Champion this 25 year old Belgian has ridden in the 125, 250 and 500 classes. He won the 125 in 1973 and 1974, tried the 250 in 1976 and 1977, then KTM, for whom he rode, put him into the 500 class in 1978 and he finished 6th. Signing for Honda he came 3rd in 1979 and last year achieved the World Championship.

## BRAD LACKEY

This 27 year old American who was overall winner at the two British Grand Prix of 1977 and 1978 is without doubt the most successful rider we have seen from the United States. He came to Europe to ride the GP's in 1973 and finished 13th on a Kawasaki. 1974 saw him improve to 9th, then up to 6th on a Husqvarna in '75 and ride 5th place in 1976. Having signed for Honda for 1977 he came 4th, then 2nd in 1978. For the following season he joined Kawasaki and finished 4th but last year he was runner-up to the World Champion Andre Melherbe.



## HAKAN CARLQVIST

This 27 year old rider from Sweden, who started moto cross in 1971, was World 250 Champion in 1979 and then switched from Husqvarna to Yamaha and went up into the 500 class and finished 3rd in the Championship in 1980. An extremely talented and able rider he could well follow in the steps of his fellow countryman Heikki Mikkola and become a double World Champion.





#### JAAK VAN VELTHOVEN

Another Belgian rider but one who rides under a Luxembourg licence. Reckoned to be the tallest of the GP riders at six foot four he is also one of the oldest. Been faithful to the Austrian KTM factory finishing 7th in 1976, 7th in 1977, 8th in 1978, then switched down to a 250 for a year and finished 9th. Back to the big class last year he came 10th.

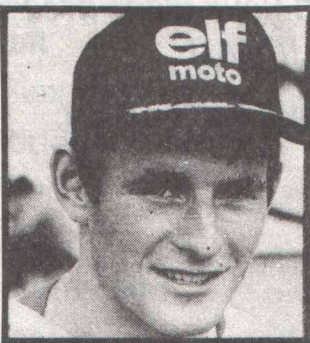
#### ANDRE VROMANS

An acknowledged sand specialist, though he won't find any at Farleigh. Andre is the 1980 Belgian Champion and was a member of the victorious Belgian team at last year's Moto Cross des Nations. He came 7th in the World 500 Championship in 1979 on a Suzuki and 4th last year having switched to Yamaha.



#### JEAN-JACQUES BRUNO

This 24 year old Frenchman is married and lives near the Belgian border. He is the top rider on the French grading list. Finished 10th in the 1978 World 500 Championship, 8th in 1979 and 7th in 1980. In 1979 he achieved the distinction of being the youngest ever winner of a Grand Prix round when he won the German.



#### STEVE BEAMISH

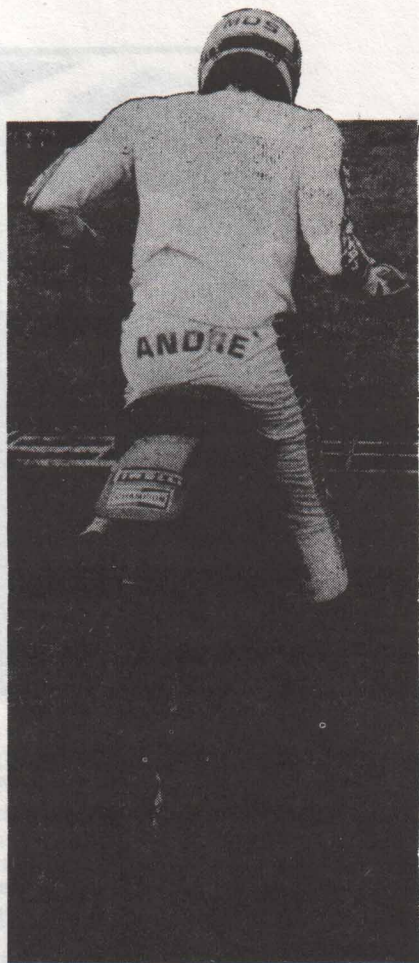
A young rider with a famous name and background who is in his second Grand Prix season. He finished 6th in the 1979 British Championship and then in 1980 was one of a number of top British riders who suffered from injuries which has affected this very promising 22 year old's career. We wish him much better fortune in the future.



Never again hopes J.J. Bruno.

(Pic. Motor Cycle Weekly)





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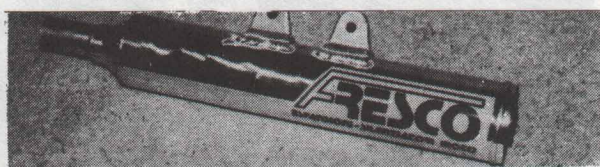
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**RACE 1****20 minutes + 2 laps****YAMAHA TROPHY RACE**

|    |                  |     |                 |
|----|------------------|-----|-----------------|
| 7  | Roger Harvey     | 30  | Kevin Ruddock   |
| 8  | Rob Hooper       | 31  | Adrian Willmott |
| 9  | Pete Mathia      | 32  | Gary Evans      |
| 10 | Jonathan Wright  | 34  | David Bower     |
| 12 | Paul Hunt        | 35  | Gary Dunn       |
| 14 | Willie Simpson   | 36  | David Drake     |
| 15 | Billy Aldridge   | 40  | Cameron Knox    |
| 16 | Bob Wright       | 41  | Tim Stowe       |
| 17 | Perry Leask      | 42  | Chris Bryan     |
| 18 | Stephen Harrison | 43  | Gary Woollam    |
| 19 | Mike Pearce      | 44  | Vic Allen       |
| 20 | Stephen How      | 46  | Wayne Jones     |
| 21 | Andy Ainsworth   | 47  | Kurt Nicoll     |
| 22 | Mike Stephens    | 54  | Peter Rushton   |
| 24 | Neil Griffiths   | 74  | Keith Turner    |
| 25 | Michael Watts    | 91  | Roy Black       |
| 26 | Paul Harrison    | 114 | Howard Lucas    |
| 27 | Brett Steele     | 121 | Jeremy Whatley  |
| 28 | Nick Toms        | 151 | Fred Rowe       |
| 29 | Garry Hudson     |     |                 |

**1..... 2..... 3..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....**

*The Yamaha Trophy will be presented to the winner  
by Robert Jackson of Mitsui Machinery Ltd.*





**Race 2****40 minutes + 2 laps****International Moto-Cross  
Grand Prix of Gt. Britain***First Race*

| No. | Name                  | Machine       | Country       |
|-----|-----------------------|---------------|---------------|
| 1.  | Andre Malherbe        | 500 Honda     | Belgium       |
| 2.  | Brad Lackey           | 500 Suzuki    | U.S.A.        |
| 3.  | Hakan Carlqvist       | 500 Yamaha    | Sweden        |
| 4.  | Andre Vromans         | 490 Yamaha    | Belgium       |
| 6.  | Gerard Rond           | 465 K.T.M.    | Holland       |
| 7.  | Jean Jacques Bruno    | 460 Suzuki    | France        |
| 8.  | Graham Noyce          | 498 Honda     | Great Britain |
| 9.  | Ivan Van den Broeck   | 490 Maico     | Belgium       |
| 10. | Jacques van Velthoven | 495 K.T.M.    | Luxembourg    |
| 11. | Georg Reiter          | 495 K.T.M.    | Austria       |
| 12. | Hans Kinigadner       | 410 Kramer    | Austria       |
| 14. | Pelle Granquist       | 500 Husqvarna | Australia     |
| 15. | Kjeld Hansen          | 430 Husqvarna | Denmark       |
| 16. | Tapani Pikkarinen     | 490 Maico     | Finland       |
| 17. | Jukka Sintonen        | 465 Suzuki    | Finland       |
| 18. | Patrick Boniface      | 500 Honda     | France        |
| 19. | Richard Boniface      | 495 K.T.M.    | France        |
| 20. | Walter Gruhler        | 465 Suzuki    | W. Germany    |
| 21. | Ludwig Reinhold       | 495 K.T.M.    | W. Germany    |
| 22. | Michael Heutz         | 465 Yamaha    | W. Germany    |
| 23. | Gerrit Wolsink        | 465 Honda     | Holland       |
| 24. | Toon Karsmakers       | 465 Honda     | Holland       |
| 25. | Klaas Poppinga        | 465 Yamaha    | Holland       |
| 26. | Laurence Spence       | 465 Yamaha    | Ireland       |
| 27. | Alan Magee            | 490 Maico     | Ireland       |
| 28. | Franco Perfini        | 500 Maico     | Italy         |
| 29. | Franco Picco          | 500 Yamaha    | Italy         |
| 30. | Eddy Sterckx          | 490 Maico     | Luxembourg    |
| 31. | Alois Niedermayer     | 500 Husqvarna | San Marino    |
| 32. | Guido Vertemati       | 500 Husqvarna | San Marino    |
| 33. | Conny Carlsson        | 430 Husqvarna | Sweden        |
| 34. | Arne Lindfors         | 465 Yamaha    | Sweden        |
| 35. | Bertil Oevgard        | 500 Husqvarna | Sweden        |
| 36. | Christof Husser       | 490 Yamaha    | Switzerland   |
| 37. | Fritz Graf            | 465 Yamaha    | Switzerland   |
| 38. | Marty Tripes          | 490 Husqvarna | U.S.A.        |
| 39. | Steven Beamish        | 463 Suzuki    | Great Britain |
| 40. | Dave Thorpe           | 420 Kawasaki  | Great Britain |
| 41. | Dave Tomasik          | 495 K.T.M.    | Great Britain |
| 42. | Geoff Mayes           | 465 Suzuki    | Great Britain |

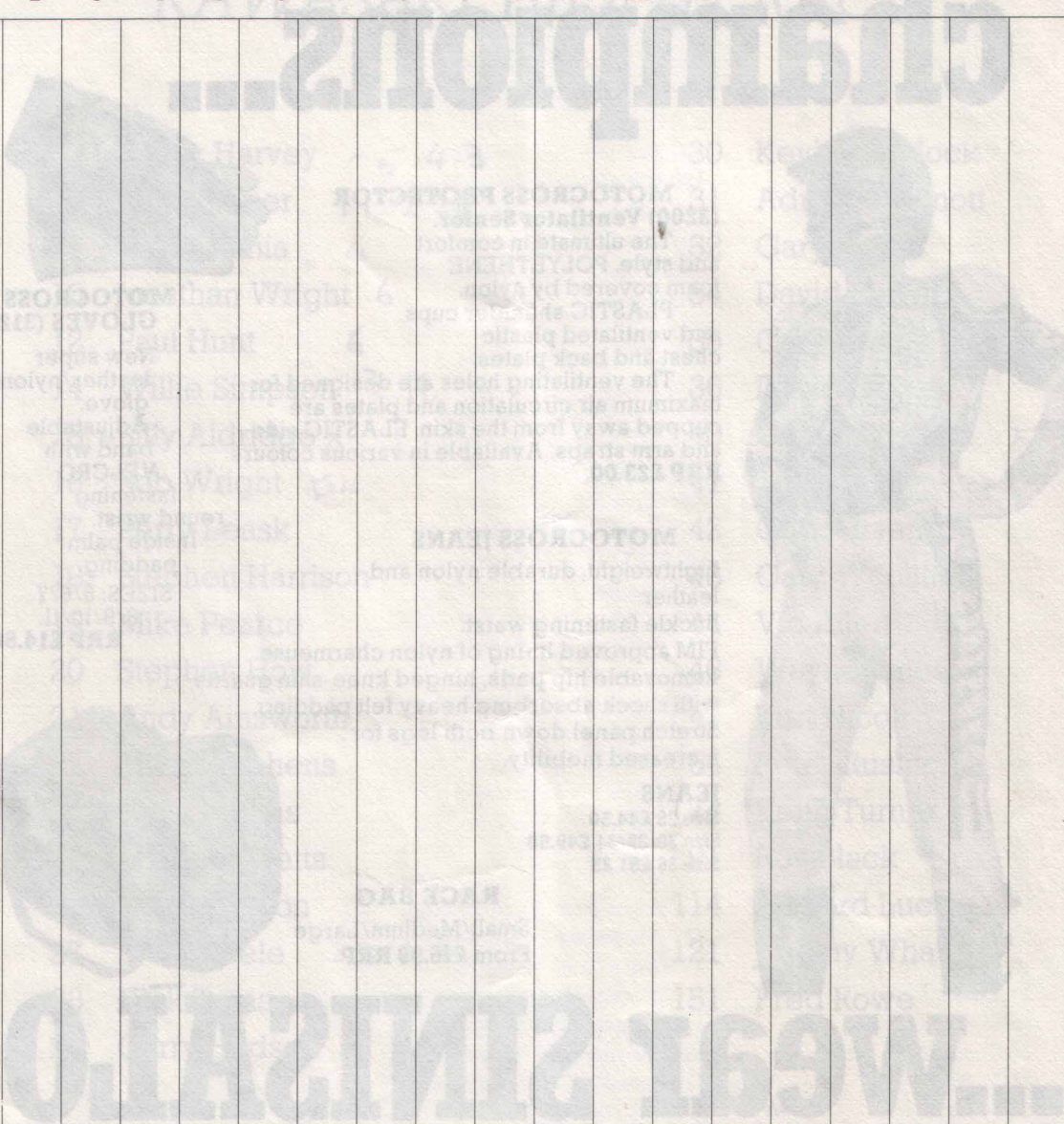
1...**3**... 2...**7**... 3...**8**... 4...**10**... 5...**6**... 6...**2**... 7...**9**... 8...**40**... 9...**4**... 10...**39**...

The overall winner will be the driver scoring the most world championship points on the day and he will receive an award. Points will be announced and can be transferred to Race 4 to give overall result. In the case of a tie the driver scoring most points in the second race will be deemed the winner.

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## FIRST INTERNATIONAL RACE

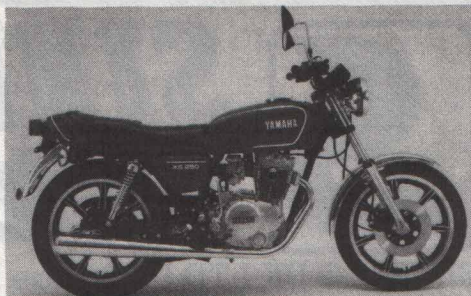
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|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|  |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |

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**RACE 3****30 minutes + 2 laps****KAWASAKI TROPHY RACE**

|    |                  |         |     |                 |   |
|----|------------------|---------|-----|-----------------|---|
| 7  | Roger Harvey     | - 5 4-3 | 30  | Kevin Ruddock   |   |
| 8  | Rob Hooper       | 11 2 20 | 31  | Adrian Willmott |   |
| 9  | Pete Mathia      | 4       | 32  | Gary Evans      |   |
| 10 | Jonathan Wright  | 6       | 34  | David Bower     |   |
| 12 | Paul Hunt        | 6       | 35  | Gary Dunn       |   |
| 14 | Willie Simpson   | 3 11.   | 36  | David Drake     |   |
| 15 | Billy Aldridge   | X       | 40  | Cameron Knox    | 5 |
| 16 | Bob Wright       | ELL     | 41  | Tim Stowe       |   |
| 17 | Perry Leask      |         | 42  | Chris Bryan     |   |
| 18 | Stephen Harrison |         | 43  | Gary Woollam    |   |
| 19 | Mike Pearce      |         | 44  | Vic Allen       |   |
| 20 | Stephen How      |         | 46  | Wayne Jones     |   |
| 21 | Andy Ainsworth   |         | 47  | Kurt Nicoll     |   |
| 22 | Mike Stephens    |         | 54  | Peter Rushton   |   |
| 24 | Neil Griffiths   |         | 74  | Keith Turner    |   |
| 25 | Michael Watts    |         | 91  | Roy Black       |   |
| 26 | Paul Harrison    |         | 114 | Howard Lucas    |   |
| 27 | Brett Steele     | 2 2 3 2 | 121 | Jeremy Whatley  |   |
| 28 | Nick Toms        |         | 151 | Fred Rowe       |   |
| 29 | Garry Hudson     |         |     |                 |   |

1...8 2...7 3... 4...10 5...40 6...25 7...35 8...31 9...17 10...26

*The Kawasaki Trophy will be presented to the winner by Alec Wright of Kawasaki Motors (UK) Limited.*

*(The Kawasaki Trophy will be retained for one year only by the winner, but a replica will be given).*





# Race 4

40 minutes + 2 laps

## International Moto-Cross Grand Prix of Gt. Britain

### Second Race

No. Name

Machine

Country

Race 1  
Points

Race 2  
Points

Total  
Points

Overall  
Classif-  
ication

|                           |               |               |  |  |  |  |
|---------------------------|---------------|---------------|--|--|--|--|
| 1. Andre Malherbe         | 500 Honda     | Belguim       |  |  |  |  |
| 2. Brad Lackey            | 500 Suzuki    | U.S.A.        |  |  |  |  |
| 3. Hakan Carlqvist        | 500 Yamaha    | Sweden        |  |  |  |  |
| 4. Andre Vromans          | 490 Yamaha    | Belguim       |  |  |  |  |
| 6. Gerard Rond            | 465 K.T.M.    | Holland       |  |  |  |  |
| 7. Jean Jacques Bruno     | 460 Suzuki    | France        |  |  |  |  |
| 8. Graham Noyce           | 498 Honda     | Great Britain |  |  |  |  |
| 9. Ivan Van den Broeck    | 490 Maico     | Belguim       |  |  |  |  |
| 10. Jacques van Velthoven | 495 K.T.M.    | Luxembourg    |  |  |  |  |
| 11. Georg Reiter          | 495 K.T.M.    | Austria       |  |  |  |  |
| 12. Hans Kinigadner       | 410 Kramer    | Austria       |  |  |  |  |
| 14. Pelle Granquist       | 500 Husqvarna | Australia     |  |  |  |  |
| 15. Kjeld Hansen          | 430 Husqvarna | Denmark       |  |  |  |  |
| 16. Tapani Pikkarinen     | 490 Maico     | Finland       |  |  |  |  |
| 17. Jukka Sintonen        | 465 Suzuki    | Finland       |  |  |  |  |
| 18. Patrick Boniface      | 500 Honda     | France        |  |  |  |  |
| 19. Richard Boniface      | 495 K.T.M.    | France        |  |  |  |  |
| 20. Walter Gruhler        | 465 Suzuki    | W. Germany    |  |  |  |  |
| 21. Ludwig Reinhold       | 495 K.T.M.    | W. Germany    |  |  |  |  |
| 22. Michael Heutz         | 465 Yamaha    | W. Germany    |  |  |  |  |
| 23. Gerrit Wolsink        | 465 Honda     | Holland       |  |  |  |  |
| 24. Toon Karsmakers       | 465 Honda     | Holland       |  |  |  |  |
| 25. Klaas Poppinga        | 465 Yamaha    | Holland       |  |  |  |  |
| 26. Laurence Spence       | 465 Yamaha    | Ireland       |  |  |  |  |
| 27. Alan Magee            | 490 Maico     | Ireland       |  |  |  |  |
| 28. Franco Perfini        | 500 Maico     | Italy         |  |  |  |  |
| 29. Franco Picco          | 500 Yamaha    | Italy         |  |  |  |  |
| 30. Eddy Sterckx          | 490 Maico     | Luxembourg    |  |  |  |  |
| 31. Alois Niedermayer     | 500 Husqvarna | San Marino    |  |  |  |  |
| 32. Guido Vertemati       | 500 Husqvarna | San Marino    |  |  |  |  |
| 33. Conny Carlsson        | 430 Husqvarna | Sweden        |  |  |  |  |
| 34. Arne Lindfors         | 465 Yamaha    | Sweden        |  |  |  |  |
| 35. Bertil Oevgard        | 500 Husqvarna | Sweden        |  |  |  |  |
| 36. Christof Husser       | 490 Yamaha    | Switzerland   |  |  |  |  |
| 37. Fritz Graf            | 465 Yamaha    | Switzerland   |  |  |  |  |
| 38. Marty Tripes          | 490 Husqvarna | U.S.A.        |  |  |  |  |
| 39. Steven Beamish        | 463 Suzuki    | Great Britain |  |  |  |  |
| 40. Dave Thorpe           | 420 Kawasaki  | Great Britain |  |  |  |  |
| 41. Dave Tomasik          | 495 K.T.M.    | Great Britain |  |  |  |  |
| 42. Geoff Mayes           | 465 Suzuki    | Great Britain |  |  |  |  |

1...3.. 2...8.. 3..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....

Overall Winner.....

A Trophy, plus a cheque for £25, will be presented by Mr. A. G. H. Bell of Club Weekenders for the best British riding performance in the Grand Prix.



|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |

*Agents for Suzuki and Honda Motor Cycles*

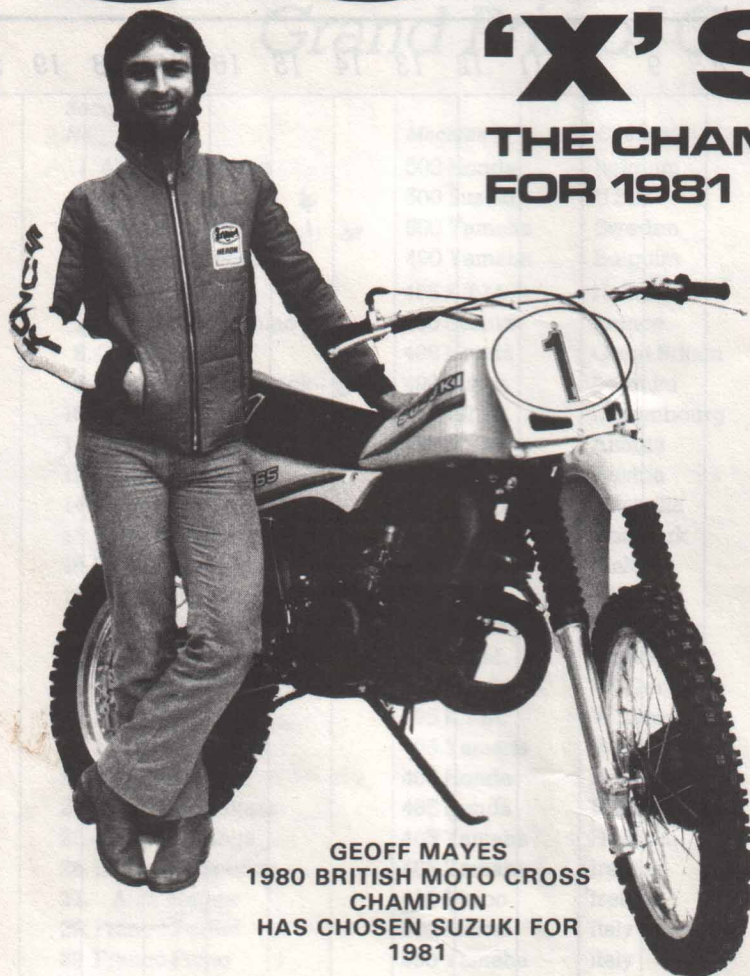
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# SUZUKI

## 'X' SERIES

THE CHAMPION'S CHOICE  
FOR 1981



GEOFF MAYES  
1980 BRITISH MOTO CROSS  
CHAMPION  
HAS CHOSEN SUZUKI FOR  
1981



GEORGES JOBE, 1980 WORLD 250cc. CHAMPION HAS  
CHOSEN SUZUKI FOR 1981.



HARRY EVERTS 1980 WORLD 125cc. CHAMPION HAS  
CHOSEN SUZUKI FOR 1981.

| RM465X   | RM250X   | RM125X  | RM100X  | RM80X   | RM50X   |
|--|--|---|---|---|---|
|  |  |   |   |   |   |
| <p>The new all Suzuki RM465X is a replica of the 1980 open class works machine. The 463cc engine breathes through a massive barrel mounted reed block assembly and produces a mighty 56 bhp at 6750 rpm.</p> <p>Utilising Suzuki's new full floating rear suspension this new top of the range Suzuki promises to be THE bike to beat in 1981.</p> <p>The 1980 British Moto Cross Champion, Geoff Mayes, has chosen Suzuki for 1981.</p> <p>The Suzuki RM465X - The Champion's choice.</p> | <p>In 1980, Belgian ace Georges Jobe became the youngest ever world moto cross champion at the age of 19 on a works 250cc Suzuki. The new RM250X is a development of that world championship winning machine. Forty strong brake horse power from the all new barrel mounted reed valve engine allied to the fantastic new full floating suspension system, means power you can handle.</p> <p>250 cc. World Champion Georges Jobe has chosen Suzuki for 1981.</p> <p>The Suzuki RM250X - The Champion's choice.</p> | <p>The sensational all new RM125X is a replica of the machine that Harry Everts used to win the 1980 125cc world title. It has a water cooled cylinder head and barrel to enable 32 bhp to be produced and for that power to be maintained throughout the full period of a race. It has the sensational new Suzuki full floating system rear suspension and of course unbeatable pedigree.</p> <p>Plenty of other people make 125cc moto cross machines, but they have not won a single world 125cc championship between them.</p> <p>Remember Suzuki's unbeatable record - 125cc World Champion Harry Everts has chosen Suzuki for 1981.</p> <p>The Suzuki Watercooled RM125X - The Champion's choice.</p> | <p>Suzuki's unequalled experience in producing highly competitive Intermediate class machinery can be seen in the new RM100X.</p> <p>Generally accepted as the best handling machine in its class, the new intermediate machine receives a power boost to 23 bhp. In this ultra competitive class you need a machine with power and handling to win.</p> <p>The new Suzuki RM100X is that machine ... A Winner.</p> | <p>The new RM80X is the latest in a long line of Junior class winners from Suzuki.</p> <p>An all new 79cc, 48mm x 44 bore and stroke case reed engine, producing an impressive 17 bhp is cradled in the latest version of the famous, fine handling Suzuki chassis.</p> <p>More power and a race proven chassis make the RM80X the junior bike to beat in 1981.</p> <p>The Suzuki RM80X ... A Winner.</p> | <p>The new RM50X is the ideal beginners machine and cadet class racer. Finished in the same bright colour scheme as its big brothers, the baby of the RM family offers a good spread of controllable power and excellent handling qualities.</p> <p>The RM50X, a firm favourite for those taking their first steps into the world of moto cross.</p> <p>Start on a Winner and Stay with the Winners ... The Suzuki RM50X.</p> |

The Suzuki 'X' Series ... When You Know How They're Built ... FOR CHAMPIONS.

# SUZUKI

## 'X' SERIES

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The Champion's Choice

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|    |                  |       |     |                 |
|----|------------------|-------|-----|-----------------|
| 7  | Roger Harvey     |       | 30  | Kevin Ruddock   |
| 8  | Rob Hooper       |       | 31  | Adrian Willmott |
| 9  | Pete Mathia      | 1     | 32  | Gary Evans      |
| 10 | Jonathan Wright  | 5 3 2 | 34  | David Bower     |
| 12 | Paul Hunt        | 4     | 35  | Gary Dunn       |
| 14 | Willie Simpson   | 2 3   | 36  | David Drake     |
| 15 | Billy Aldridge   |       | 40  | Cameron Knox    |
| 16 | Bob Wright       |       | 41  | Tim Stowe       |
| 17 | Perry Leask      |       | 42  | Chris Bryan     |
| 18 | Stephen Harrison |       | 43  | Gary Woollam    |
| 19 | Mike Pearce      |       | 44  | Vic Allen       |
| 20 | Stephen How      |       | 46  | Wayne Jones     |
| 21 | Andy Ainsworth   |       | 47  | Kurt Nicoll     |
| 22 | Mike Stephens    |       | 54  | Peter Rushton   |
| 24 | Neil Griffiths   |       | 74  | Keith Turner    |
| 25 | Michael Watts    |       | 91  | Roy Black       |
| 26 | Paul Harrison    | 3     | 114 | Howard Lucas    |
| 27 | Brett Steele     |       | 121 | Jeremy Whatley  |
| 28 | Nick Toms        |       | 151 | Fred Rowe       |
| 29 | Garry Hudson     |       |     |                 |

1.....9..... 2.....10..... 3.....14..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....

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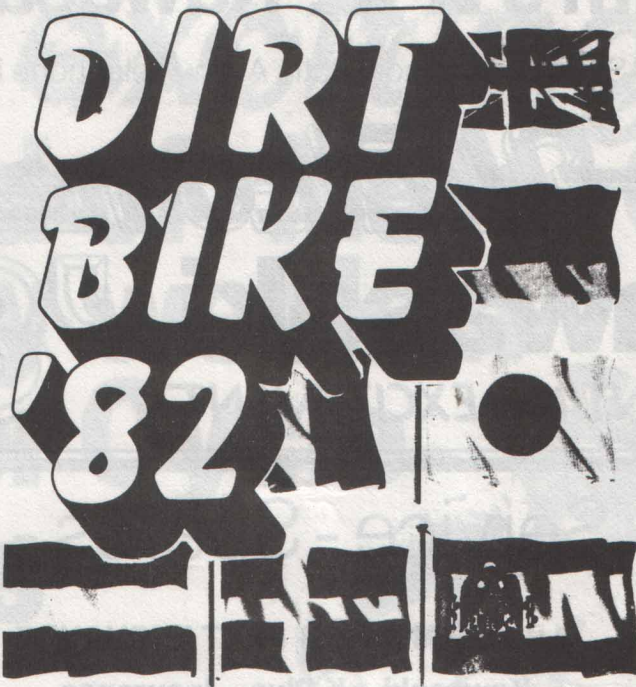


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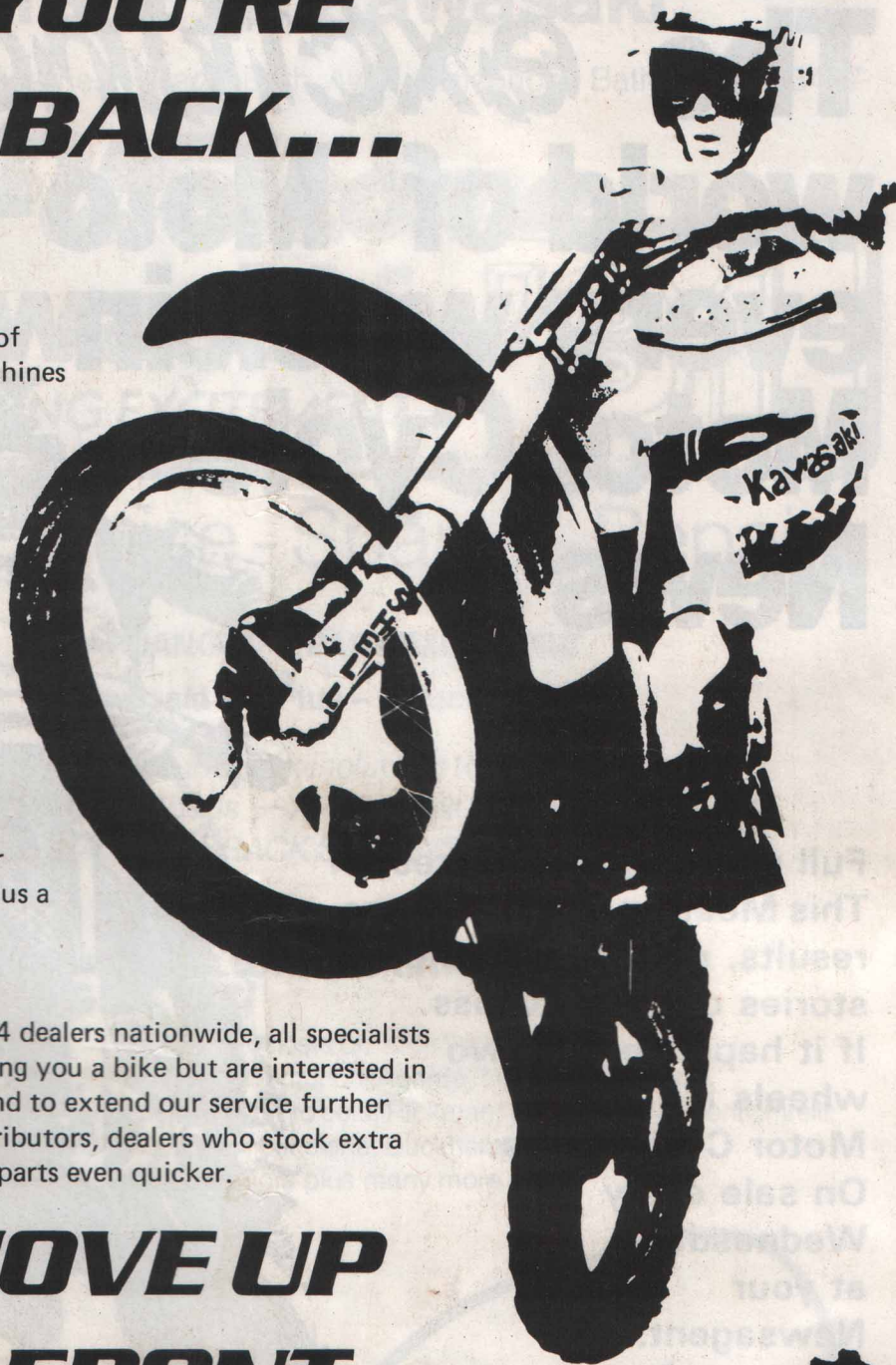


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