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1007

**INTERNATIONAL 500^{cc} MOTO-CROSS
GRAND PRIX OF GREAT BRITAIN**



Organised by the West Wilts
Motor Club on behalf of the A.C.U.

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**SUNDAY
JULY 30th**

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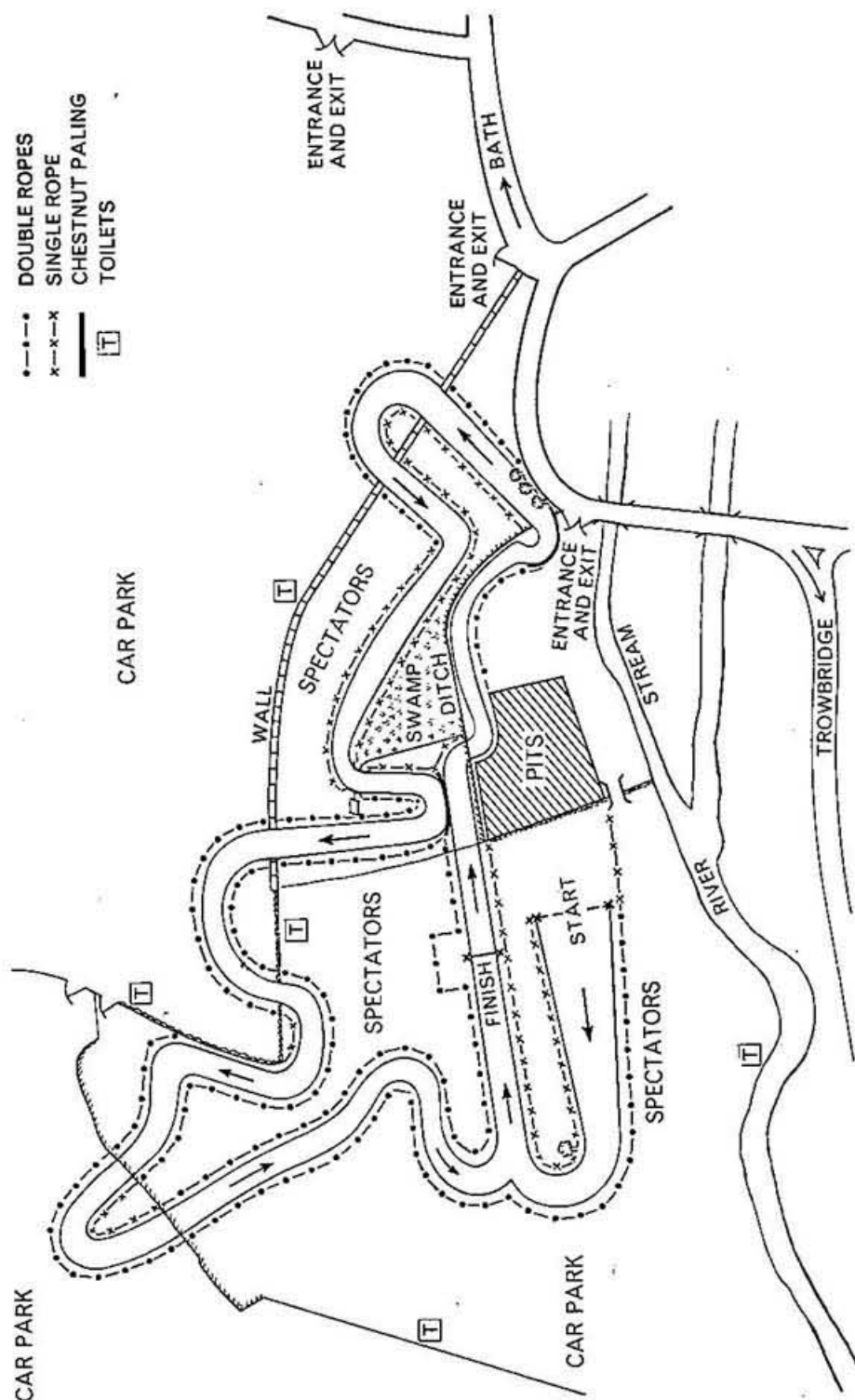


INTERNATIONAL 500cc MOTO-CROSS GRAND PRIX OF GREAT BRITAIN FOR THE SUN TROPHY

This Event counts for the Moto-Cross (Individual) Championship of the World ☐ Held under the International Sporting Code of the F.I.M. Permit A.C.U. 985 & F.I.M. 30. T.T.C. 514 ☐ Practising on Saturday, 29th July from 3 p.m. to 5 p.m. and on Sunday, 30th July from 10.45 a.m. to 12.45 p.m.

TO BE HELD AT FARLEIGH CASTLE
Nr. TROWBRIDGE, WILTS. ON SUNDAY, 30th JULY, 1967

RACING COMMENCES AT 2 P.M.



WEST WILTS MOTOR CLUB

(Affiliated to the Wessex Centre A.C.U.)

President: Mr. J. F. SWANBOROUGH

Land by kind permission of Messrs. Greenhill.

Supporting Races held under the General Competition Rules of the A.C.U., the Standing Regulations of the A.C.U. (1966 Edition), and the Supplementary Regulations of the Promoting Club.

A.C.U. Permit: 985.

T.C.C. No. 514.

Solo Motor Cycles Only.

OFFICIALS

Stewards of the Meeting

Appointed by the A.C.U. E. Damadian

Appointed by the W.W.M.C. A. C. Dyke and A. Palmer
and any others nominated by F.I.M. in accordance
with the International Sporting Code

Judge E. J. Chard

Timekeepers . . . V. C. Anstice (Int.) and R. Allcock (Nat.)

Foreign Drivers' Liaison Officer H. R. Taylor

Scrutineers J. Plowright, i/c.

Clerk of the Course K. J. Lywood

Secretary of the Meeting . . . Mrs. H. Lywood, Barton Farm,
Bradford on Avon, Wilts.
Tel.: B-on-A 3338

Starter T. Bletso

Assistant Starter M. Hughes

Chief Pit Marshal R. James

Chief Marshal M. Ayres

Travelling Marshals K. Windridge and C. Bletso

Lap Scorers Miss B. Gigli, Mrs. L. Hughes,
Mrs. R. Andrews and Mr. E. Parker

Commentator P. Bailey

Pit Announcer Mrs. D. James

Medical Officer Dr. R. Bembridge

First Aid St. John Ambulance

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Gates, Marshals and Programmes . . . Clubs of the Wessex Centre

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We would like to thank the local youth organisations who are helping us in various ways at this meeting.

We would also like to thank Councillor J. E. D. Brindley, Chairman of the Trowbridge Urban District Council, for presenting the Trophy.

TODAY'S TRIAL OF STRENGTH

by Laurie Burills

Several years ago, before he became the first British rider to win the 500cc world moto-cross championship, Jeff Smith wrote an article revealing the secrets of being a successful rider and which began: "Scrambling isn't played in kid gloves. The successful scrambler is the man who can balance what he is prepared to do against what all the others are prepared to let him do. He must possess the liveness of an Ibbotson, the muscles of a bull, the reflexes of something out of a jungle. Scrambling is a war of nerves from the startline to the chequered flag."

Today's British Grand Prix, the ninth meeting in the 1967 series counting towards the world championship, is the perfect demonstration of just that... in particular the war of nerves. Not unnaturally, since that is the way Jeff sees these classic tests of men and machines, he plays the war game as ruthlessly as the next man. In fact, to be utterly ruthless—in a sporting way—is the only sure way to survive in this mechanical jungle. There is no room on the world's scrambles circuits for the rider who has second thoughts. Of course, there is a sporting code which outlaws the deliberate baulking of a rival or the endangering of life or limb. And, as you will see throughout this meeting, it is an internationally accepted rule that at all times sportsmanship comes first.

Again the main battle in the world series appears to be between the present title holder, Paul Friedrichs, of East Germany, and Britain's Jeff Smith. This is the third year in succession that these two scrambling giants have wagered a wheel-to-wheel trial of strength on courses scattered across Europe from the sunny plains of Spain to the Black Sea and north to the warmer edges of the Arctic. Smith, winner of the world crown in 1964 and 1965 was last year poised for a record-breaking hat-trick of victories when along came Friedrichs backed by the massive Czechoslovakian CZ factory. Together these produced a new, potent combination which saw the German win the first three Grand Prixes in a row.

Although Friedrichs had a bad patch, Smith could claim only one Grand Prix win, and then the German recovered his form. Before last year's meeting here, he had scored six GP successes and was already assured of the title. This year Friedrichs again had things very much his own way at the start of the year winning in Italy, East Germany and Czechoslovakia. For Smith there was the excuse—although he wouldn't admit to it—of the side effects of having broken both collar bones in the space of a few weeks before the start of the season. He opened the series fighting to get back to race fitness and, in fact, he did not score a point until the Swedish GP where he finished third to Britain's Dave Bickers.

Since then, however, he has improved steadily with every outing virtually riding himself back to peak performance. He gained a second place to Friedrichs in Czechoslovakia and then won a well-deserved and hard-fought battle with the German in Russia. This was Smith's first GP win for

13 months—the longest he has ever waited to record success for nearly seven years.

Depending on how Friedrichs has fared in the French and West German GPs—which are still to be held at the time of writing these notes—Smith can still win the title. He still has four meetings, the points from which will count towards his overall aggregate of championship points. Although at 32 he is five years older than the German, this is more than offset by his remarkable fitness and knowledge of the world's circuits. He is certainly Britain's best prospect in the series.

And I am not forgetting Dave Bickers, Friedrich's CZ teammate who also shot back to form by winning in Sweden—this was his first GP success for over two years. But Dave's luck seems to have worn a bit thin in recent weeks. On his day he is well able to beat the best riders anywhere in the world. On the latest CZ machine perhaps we shall see him at his immaculate best today. He is due for a change of fortune and has waited a long time for the real breaks in this competition.

Two other Britons contesting the full world series—as opposed to those who go to selected GPs, or even only to the British GP—and whom I am sure we shall see on the world champion's rostrum in the very near future, are Vic Eastwood, Jeff Smith's BSA teammate, and Keith Hickman. Eastwood, the man who has been a No. 2 to some other rider nearly all his riding career, is at last shaking free of these unfortunate drags on an otherwise brilliant style. Until this year he has been regarded as No. 2 to Smith in the BSA world title-chasing team, but that is now all finished. He is moving ever onward and upward and only a week or two ago Derek Rickman, one of the greats of big-bike moto-cross, pointed out that Vic's career is following exactly the pattern of all previous world champions. The slow, long slog through the ratings; tireless competition on European circuits and finally the breakthrough in the same tradition as past champions. Like Rolf Tibblin, Bill Nilsson, Sten Lundin, Jeff Smith. As Derek pointed out, all were in their late twenties or early thirties before reaching the ultimate success. Eastwood, at 26, is definitely the man of the future.

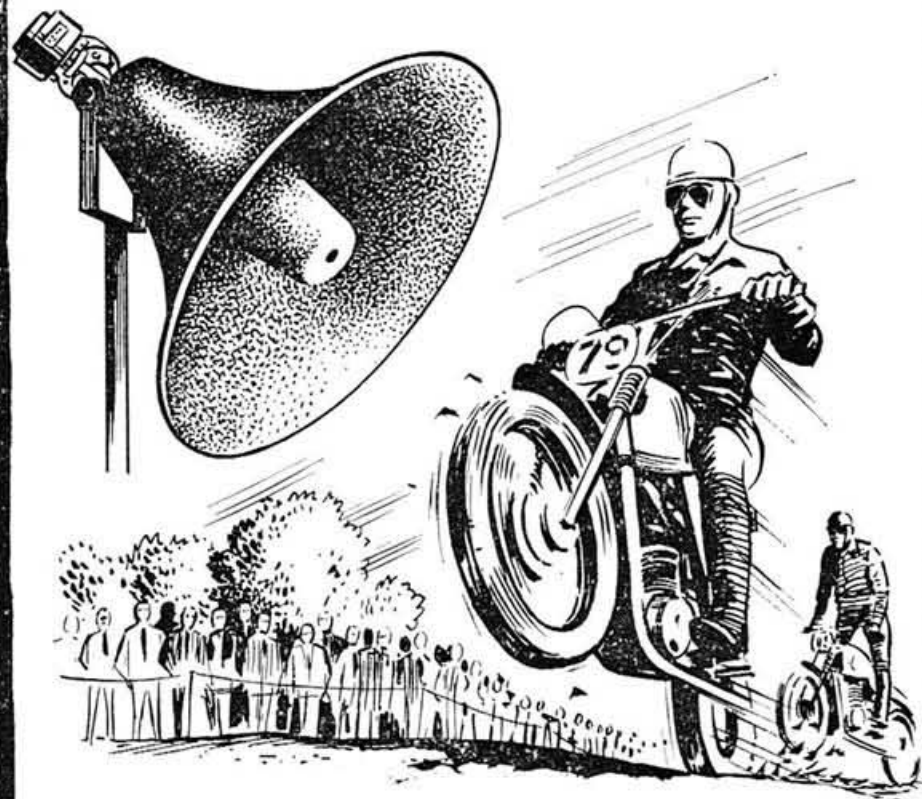
And Hickman is the man most likely to follow Eastwood—and that is certainly looking ahead! This dashing youngster rides BSA specials for Eric Cheney, the ace tuner who has been producing these wonder machines for the past ten years. Cheney-Hickman could well turn out as powerful as the Friedrichs-CZ set-up.

The organisers of today's meeting, the West Wilts Club, have again brought together the elite of 500cc world scrambling and, as with last year's wonderfully spectacular event, I'm sure we are about to see moto-cross at its very best. Again, our thanks to everyone who has helped to put on this meeting, and not least the unpaid officials and marshalls who have given up their spare time, not only this week-end, but on many other week-ends in preparation for today's festival of speed.

Tomorrow's SUN will, of course, carry a full report and complete details of the Grand Prix. And, as usual, the results of all major motor-cycle events in your area are given every Monday morning in the Sun Sports Round-up.

SUN CHALLENGE TROPHY

which will be held for one year by the winner of the
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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.
Yellow Flag with Black Diagonal Last Lap.

ACKNOWLEDGEMENTS The West Wilts Motor Club and the SUN express their thanks to the Officials, Stewards, Marshals from neighbouring Clubs, Competitors, Medical Officer and St. John Ambulance Brigade, Catering Contractors, Wiltshire and Somerset Constabulary, Public Address Operators, Announcers, Programme Sellers and Gate Marshals 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.

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Laurie Burills' expert Scrambling reports are a regular feature in the SUN. Make sure you read them.

Note to Competitors. As the number of entries exceed the number permitted on the course at one time it will be necessary to run heats. If, however, there are several non-starters it may be possible to dispense with the heats. Drivers are requested to be prepared, therefore, to come to the starting line at short notice when called.

Spectators are forbidden in the Competitors' Paddock

LIST OF RIDERS

No.	Name	Machine	Home Town
41	D. Clarke	500 Metisse	Stoke-on-Trent
42	D. Temple	500 Metisse	Chelmsford
43	R. Harvey	500 Metisse	Walsall
44	B. Wade	246 & 360 Greeves	Stroud
45	J. Snelling	250 Husqvarna	Congresbury
46	J. Done	250 & 360 Husqvarna	Knutsford
47	A. Robertson	250 & 360 Cotton	Stroud
49	P. Lamper	250 & 360 Maico	Hale
50	R. Owen	250 & 360 CZ	Hereford
51	T. Cox	500 Tri-Metisse	Somerton
52	D. Smith	250 & 360 Sprite	Birmingham
53	B. Walker	246 Greeves	Merthyr Tydfil
54	J. Aim	440 Kirby-Metisse	Halstead
55	V. Vaughan	441 BSA	Taunton
56	T. Leadbitter	250 Husqvarna 440 BSA	Rugeley
57	G. Harding	500 Wasp	Melksham
58	S. Elesmore	250 Greeves	Solihull
59	T. Sharp	250 & 360 CZ	Broughton-in-Furness
60	P. Crummett	498 Metisse	Cranleigh
61	J. Rees	360 Husqvarna	Camberley
62	J. Hambridge	250 Husqvarna	Yeovil
63	J. Griffiths	360 D.O.T. Maico	Crewe
64	G. Foot	250 Husqvarna	Bridport
65	F. Dixon	250 Husqvarna	Cuckfield
66	N. Withers	500 Metisse	Fairoak
67	M. Jackson	250 & 360 Greeves	Southampton
68	P. Bright	360 D.O.T. Maico	Stafford
69	C. Mitson	250 Bultaco	Langley
70	C. Barney	250 Bultaco & 360 Maico	Brackley
71	C. Harrison	250 CZ	Hilton
72	N. Beamish	250 Greeves	Portslade
73	D. Smith	250 & 360 Husqvarna	Aldershot
74	B. Gwynne	250 Bultaco Metisse	Banbury
		600 Matchless Metisse	
75	K. Sedgley	360 CZ	Birmingham
76	J. Cloutman	250 Husqvarna	Winchester
77	P. Webb	441 BSA	Slough
78	R. Taylor	250 Husqvarna 500 Wasp	Bristol
79	T. Davis	250 CZ	Gloucester
80	E. Worthington	247 Greeves	Thatcham
81	M. Dearne	250 Greeves	Portslade
82	B. Roberts	500 Triumph	Long Ditton
83	F. Rickards	500 Triumph	Hockley Heath
84	P. Jerred	500 Metisse	Worplesdon
85	R. Bradman	250 Bultaco Metisse	Guildford
86	L. Bird	440 BSA	Trowbridge
100	J. Timms	250 Cotton	Gloucester
110	N. Messenger	250 & 360 CZ	Little Clacton
111	T. Challioner	250 & 360 Sprite	Pontesbury
112	J. Lewis	600 Westbury Metisse	Rhayader
118	R. Ralph	250 CZ	Southampton
120	B. Curtis	500 Matchless	Trowbridge
121	R. Snoad	250 & 360 Montesa	Eastleigh
127	M. Perkins	497 Matchless Metisse	Newton Abbot
128	R. Cox	649 Cochise	Wantage
129	R. Baker	250 Bultaco Metisse	Honiton
136	L. Rickards	250 Husqvarna	Solihull
149	J. Bullock	500 Cheney E.S.O.	Romsey
167	M. Davis	250 & 360 Bultaco	Gloucester

EVENT 1. FIRST INVITATION RACE (Machines up to 250 c.c.)

6 LAPS

44 B. Wade	72 N. Beamish
45 J. Snelling	73 D. Smith
47 A. Robertson	74 B. Gwynne
49 P. Lamper	76 J. Cloutman
50 R. Owen	78 R. Taylor
52 D. Smith	79 T. Davis
53 B. Walker	80 E. Worthington
56 T. Leadbitter	81 M. Dearne
58 S. Elesmore	85 R. Bradman
59 T. Sharp	100 J. Timms
62 J. Hambridge	110 N. Messenger
64 G. Cook	111 T. Challioner
65 F. Dixon	118 R. Ralph
67 M. Jackson	121 R. Snoad
69 C. Nixon	129 R. Baker
70 C. Barney	136 L. Rickards
71 C. Harrison	167 M. Davis

1..... (£10) 2..... (£8) 3..... (£6) 4..... (£5) 5..... (£4)

6..... (£3) 7..... (50/-) 8..... (£2) 9..... (30/-) 10..... (£1)

We hope you enjoy this Meeting and if you would like to join the Club please contact our Secretary, Ray James, 11 Dane Rise, Winsley, Bradford on Avon, Wilts. Tel.: Limpley Stoke 3158. We also run many events for cars, such as Treasure Hunts, Special Tests, Navigation and Economy Runs, plus various social functions.

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EVENT 2. SECOND INVITATION RACE

(Machines over 350 c.c. not over 1,000 c.c.) 6 LAPS

41 D. Clarke	70 C. Barney
42 D. Temple	73 D. Smith
43 R. Harvey	74 B. Gwynne
44 B. Wade	75 K. Sedgley
47 A. Robertson	77 P. Webb
49 P. Lamper	78 R. Taylor
50 R. Owen	82 B. Roberts
51 T. Cox	83 F. Rickards
52 D. Smith	84 P. Jerred
54 J. Aim	86 L. Bird
55 V. Vaughan	110 N. Messenger
56 T. Leadbitter	111 T. Challioner
57 G. Harding	112 J. Lewis
59 T. Sharp	120 B. Curtis
60 P. Crummett	121 R. Snoad
61 J. Rees	127 M. Perkins
63 J. Griffiths	128 R. Cox
66 M. Withers	149 J. Bullock
67 M. Jackson	167 M. Davis
68 P. Bright	46 J. Done

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Our next meeting HERE is on the 17th SEPTEMBER, 1967,
which is

CASTLE TROPHY MOTO-CROSS

First Race 2 p.m.

EVENT 3

INTERNATIONAL MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

First Race: 40 Minutes + 2 Laps

No.	Name	Machines	Country
1	Alfred Benzak	361 CZ	Austria
2	Karl Sommerbauer	498 Matchless Metisse	Austria
3	Roger De Coster	362 CZ	Belgium
4	Petr Dobry <i>JOSEPH?</i>	380 CZ	Czechoslovakia
5	Miroslav Lisy	360 CZ	Czechoslovakia
6	Jiri Schmalz	360 CZ	Czechoslovakia
7	Vlastimil Valek	420 Jawa	Czechoslovakia
8	Johs Bruun Mortensen	360 CZ	Denmark
9	Mogens Pedersen	360 Lindstrom	Denmark
NS 10	Jaakko Lehmuskoski	360 HVA Viking	Finland
11	Jean Pierre Clanet	495 Metisse	France
12	Paul Vidal	500 BSA	France
14	Paul Friedrichs	380 CZ	East Germany
15	Joachim Helmhold	380 CZ	East Germany
16	Heinz Hoppe	380 CZ	East Germany
17	Broer Dirx	500 Matchless	Holland
18	<i>FITZ SELLING</i> Ton van Heugten	360 CZ Metisse	Holland
19	Bengt Aberg	365 HVA	Sweden
191	Christer Hammargren		Sweden
20	Jan Johansson	400 Lindstrom	Sweden
21	Bill Nilsson	360 Husqvarna	Sweden
22	Rolf Tibblin	361 CZ	Sweden
23	Gunar Draugs	360 CZ	U.S.S.R.
NS 24	Andris Klyavinsh	360 CZ	U.S.S.R.
NS 25	Yury Matveev	360 CZ	U.S.S.R.
NS 26	Vladimir Progrebniak	360 CZ	U.S.S.R.
27	John Banks	441 BSA	Great Britain
28	Dave Bickers	400 CZ	Great Britain
29	Arthur Browning	364 Greeves	Great Britain
30	Alan Clough <i>DEAN WAD</i>	360 Husqvarna	Great Britain
31	Vic Eastwood	499 BSA	Great Britain
32	Keith Hickman	440 Cheney BSA	Great Britain
33	Chris Horsfield	360 Greeves	Great Britain
34	Arthur Lampkin	441 BSA	Great Britain
35	Alan Lampkin	441 BSA	Great Britain
36	Derek Rickman	440 Metisse	Great Britain
37	Don Rickman	440 Metisse	Great Britain
38	Jeff Smith	494 BSA	Great Britain

LAP SCORING CHART

FIRST INTERNATIONAL RACE

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EVENT 4. THIRD INVITATION RACE (Machines up to 250 c.c.)

6 LAPS

44 B. Wade	72 N. Beamish
45 J. Snelling	73 D. Smith
46 J. Done	74 B. Gwynne
47 A. Robertson	76 J. Cloutman
49 P. Lamper	78 R. Taylor
50 R. Owen	79 T. Davis
52 D. Smith	80 E. Worthington
53 B. Walker	81 M. Dearne
56 T. Leadbitter	85 R. Bradman
58 S. Elesmore	100 J. Timms
59 T. Sharp	110 N. Messenger
62 J. Hambridge	111 T. Challioner
64 G. Cook	118 R. Ralph
65 F. Dixon	121 R. Snoad
67 M. Jackson	129 R. Baker
69 C. Nixon	136 L. Rickards
70 C. Barney	167 M. Davis
71 C. Harrison	

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Photos by George Phillips

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EVENT 5. FOURTH INVITATION RACE

(Machines over 350 c.c. not over 1,000 c.c.) 6 LAPS

41 D. Clarke	68 P. Bright
42 D. Temple	70 C. Barney
43 R. Harvey	73 D. Smith
44 B. Wade	74 B. Gwynne
46 J. Done	75 K. Sedgley
47 A. Robertson	77 P. Webb
49 P. Lamper	78 R. Taylor
50 R. Owen	82 B. Roberts
51 T. Cox	83 F. Rickards
52 D. Smith	84 P. Jerred
54 J. Aim	86 L. Bird
55 V. Vaughan	110 N. Messenger
56 T. Leadbitter	111 T. Challioner
57 G. Harding	112 J. Lewis
59 T. Sharp	120 B. Curtis
60 P. Crummett	121 R. Snoad
61 J. Rees	127 M. Perkins
63 J. Griffiths	128 R. Cox
66 M. Withers	149 J. Bullock
67 M. Jackson	167 M. Davis

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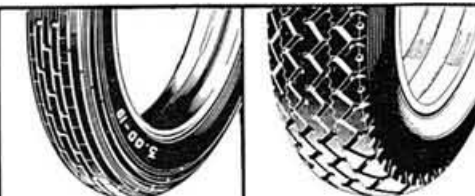
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Avon's cling rubber,
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with the experience
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rubber, gives improved
braking and 23% more
grip on wet roads.

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EVENT 6
INTERNATIONAL MOTO-CROSS
GRAND PRIX OF GREAT BRITAIN
Second Race: 40 Minutes + 2 Laps

Second Race: 40 Minutes + 2 Laps

No.	Name	Country	Result Race 1	Result Race 2	Total Points	Overall Classification
1	Alfred Benzak	Austria				
2	Karl Sommerbauer	Austria				
3	Roger De Coster	Belgium				
4	Petr Dobry	Czechoslovakia				
5	Miroslav Lisy	Czechoslovakia				
6	Jiri Schmalz	Czechoslovakia				
7	Vlastimil Valek	Czechoslovakia				
8	Johs Bruun Mortensen	Denmark				
9	Mogens Pedersen	Denmark				
10	Jaakko Lehmuskoski	Finland				
11	Jean Pierre Clanet	France				
12	Paul Vidal	France				
14	Paul Friedrichs	East Germany				
15	Joachim Helmhold	East Germany				
16	Heinz Hoppe	East Germany				
17	Broer Dirkx	Holland				
18	Ton van Heugten	Holland				
19	Bengt Aberg	Sweden				
191	Christer Hammargren	Sweden				
20	Jan Johansson	Sweden				
21	Bill Nilsson	Sweden				
22	Rolf Tibblin	Sweden				
23	Gunar Draugs	U.S.S.R.				
24	Andris Klyavinsh	U.S.S.R.				
25	Yury Matveev	U.S.S.R.				
26	Vladimir Progrebniak	U.S.S.R.				
27	John Banks	Great Britain				
28	Dave Bickers	Great Britain				
29	Arthur Browning	Great Britain				
30	Alan Clough	Great Britain				
31	Vic Eastwood	Great Britain				
32	Keith Hickman	Great Britain				
33	Chris Horsfield	Great Britain				
34	Arthur Lampkin	Great Britain				
35	Alan Lampkin	Great Britain				
36	Derek Rickman	Great Britain				
37	Don Rickman	Great Britain				
38	Jeff Smith	Great Britain				

LAP SCORING CHART

SECOND INTERNATIONAL RACE

[illegible]

Stuart Wiggins Motor Cycles

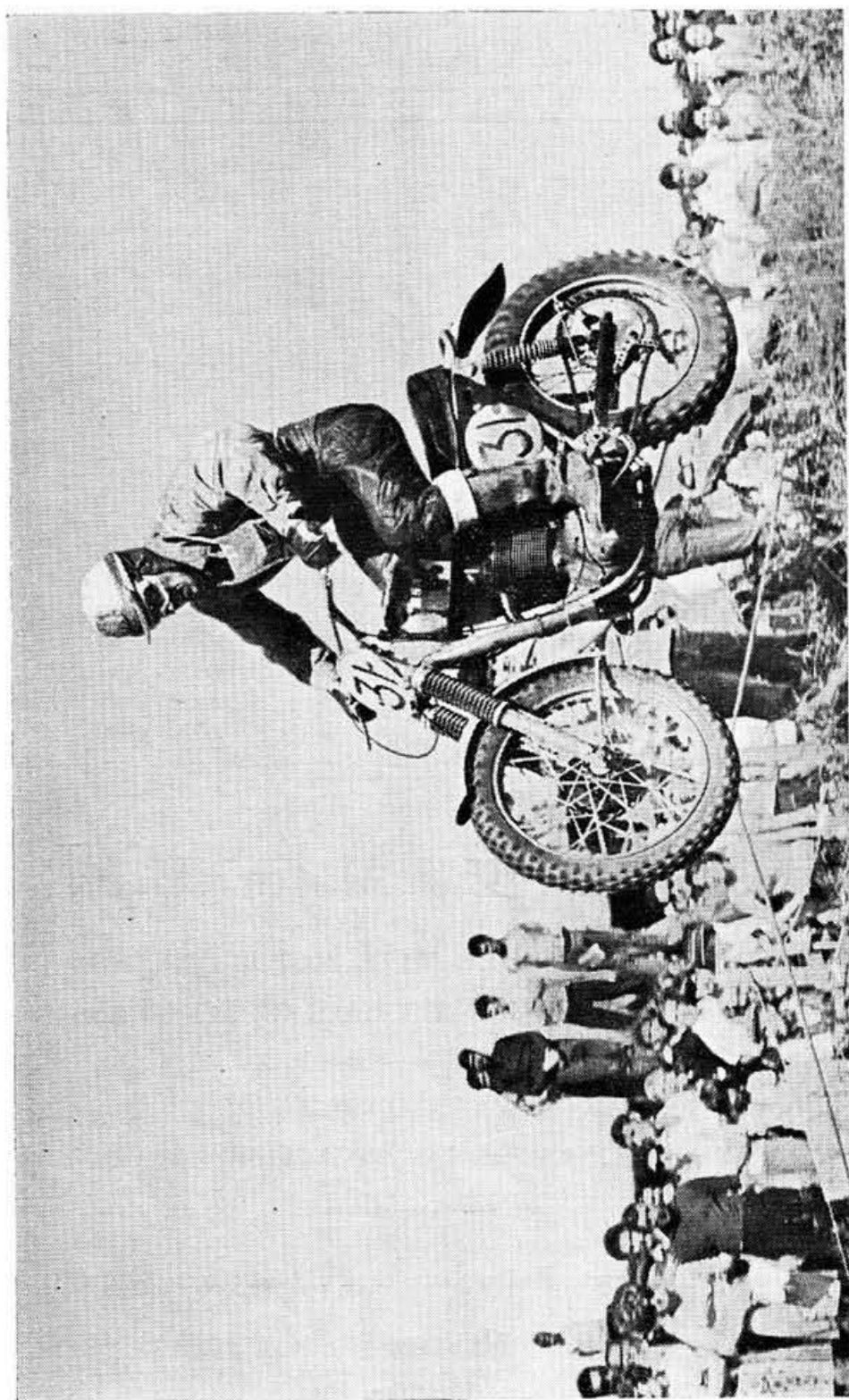
**FOR ANYTHING TO DO WITH MOTOR-CYCLING—
WHETHER IT IS TOURING, TRIALS OR SCRAMBLING**

Always a fair selection of machines available, plus a choice of twenty cars and vans always in stock, ranging from £50 to £400

H.P. — Insurance Exchanges — Villiers Spares by C.O.D.

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JEFF SMITH



Challenger

36MX4



**A British 360cc Scrambler to
compete against the world!**

Exciting new features include:

New rigid frame. High performance twin-port engine. Re-designed compact gearbox. Greeves own lightweight conical alloy hubs. Big capacity air filter and LOTS more at a **REALISTIC PRICE!**

***Greeves-the unbeatable name
in motor cycle competitions!***

EVENT 7. FIFTH INVITATION RACE (Up to 1,000 c.c.) 6 LAPS

First 20 from Event 1 and 2

Event 1

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

Event 2

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

1..... (£10) 2..... (£8) 3..... (£6) 4..... (£5) 5..... (£4)
6..... (£3) 7..... (50/-) 8..... (£2) 9..... (30/-) 10..... (£1)

HOGSKIN AND KANGAROO

TWO OF THE TOUGHEST SKINS IN THE WORLD

We have taken great trouble to investigate the needs of those who ride in Scrambles and to provide a Glove designed and tested so as to give the maximum Flexibility of Movement combined with the Longest Wear. This we feel sure that we have done, and this Glove is now used by many Riders of International repute.

SCRAMBLE

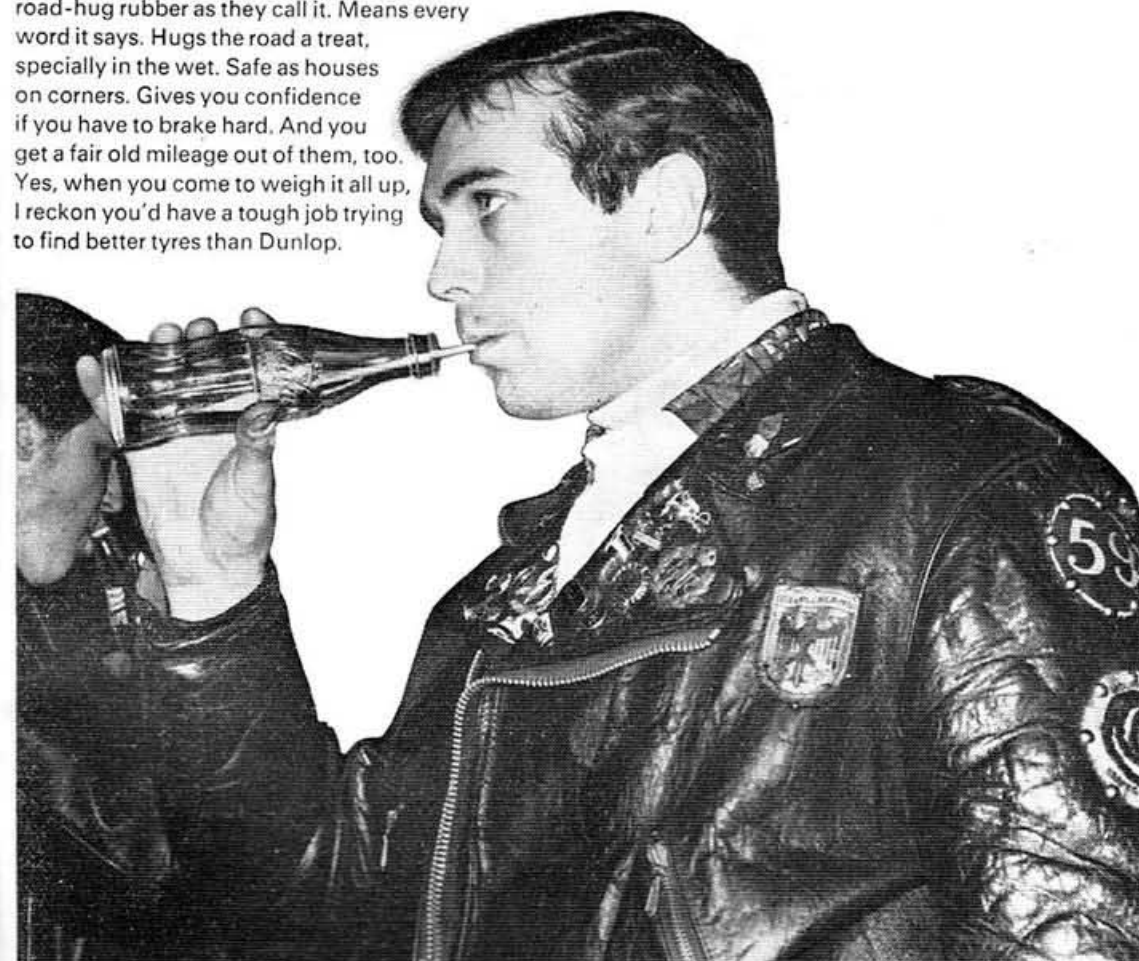
A Glove made from Hogskin and Kangaroo Skins in a combination of Cream and Black, with flat seams and an elasticated wrist, selling at ——— approximately 35/- per pair ———

REYNOLDS & KENT LIMITED

POTTERNE - DEVIZES - WILTSHIRE - ENGLAND

"Us take chances? Not likely mate!"

Of course we like to get along at a fair lick. But let's get this straight. *We don't take risks.* We've got good machines with good brakes. And good tyres. Not just because they've got the name Dunlop on them, but because we've *proved* they're the tops. Take that road-hug rubber as they call it. Means every word it says. Hugs the road a treat, specially in the wet. Safe as houses on corners. Gives you confidence if you have to brake hard. And you get a fair old mileage out of them, too. Yes, when you come to weigh it all up, I reckon you'd have a tough job trying to find better tyres than Dunlop.



If this is your life, live it on
DUNLOP
the best things on two wheels

