

**OFFICIAL PROGRAMME 50p**



*Farleigh Castle Circuit*

# **BRITISH 500cc MOTO-CROSS GRAND PRIX**

INCLUDING



**Farleigh Castle**

**14th July 1985**

*For conditions see inside*





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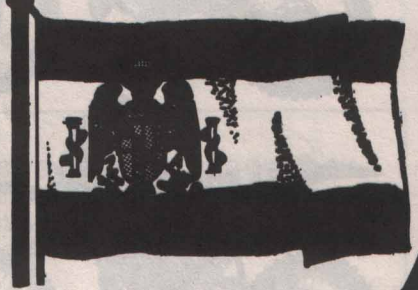
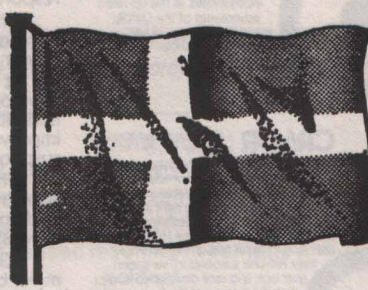
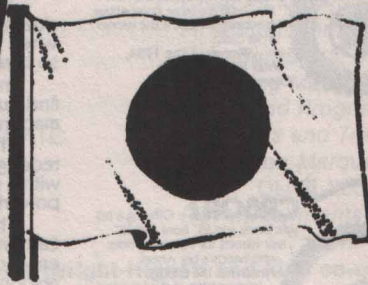
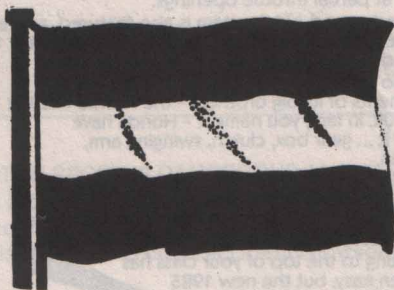
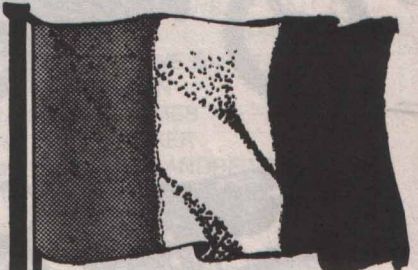
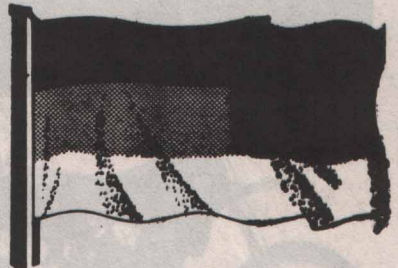
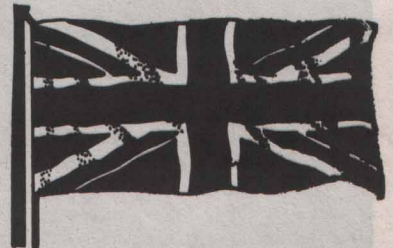




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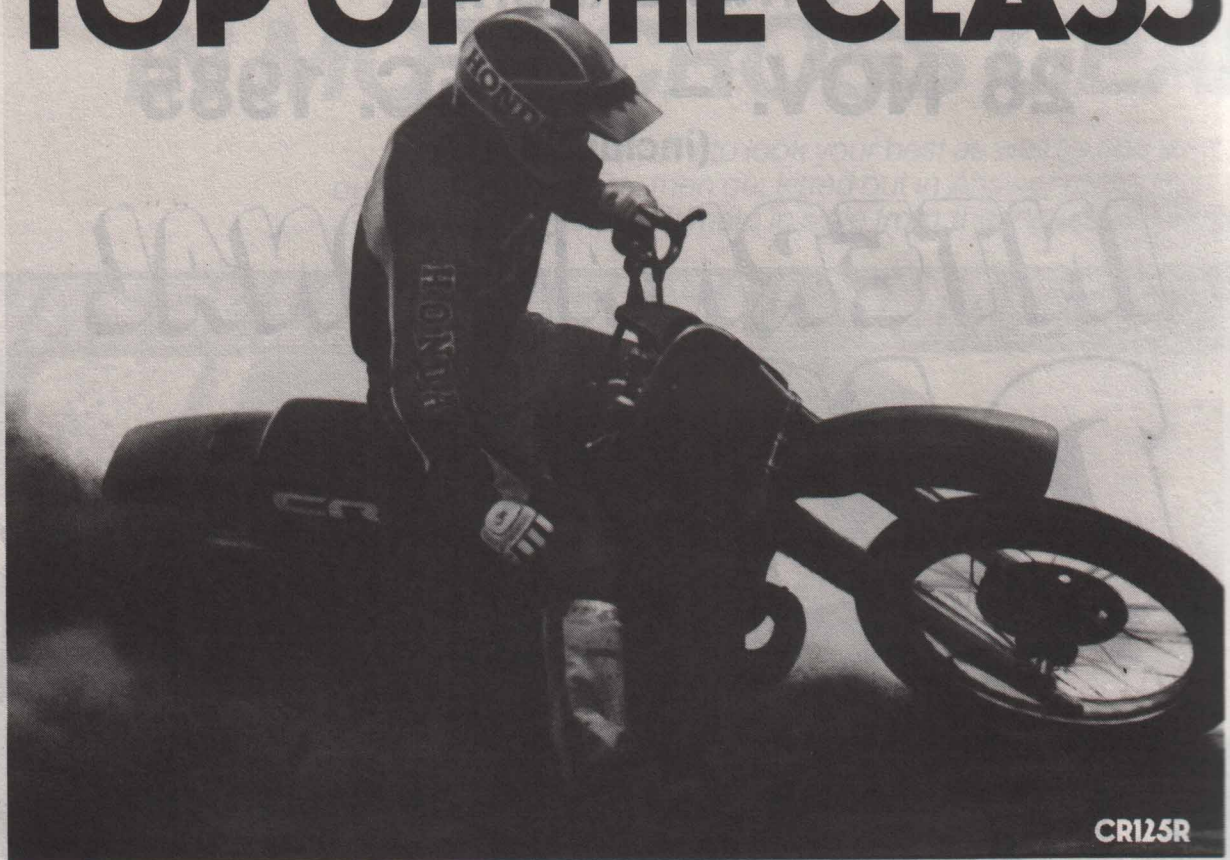
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# TOP OF THE CLASS



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Winner of the 1984, Inter 80 Schoolboy Championship.



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**CR60R** – the new cadet class machine... and  
**CR50R** – two machines for the Grand Prix rider of tomorrow. Tough, dependable and reliable they have just the right amount of power for the novice. Technical sophistication abounds, but Honda's attention to detail makes maintenance easy. Pro-Link suspension, six speed gear box and race developed brakes give them many of the features of the bigger Honda motocross machines. Designed to start young champions on the route to the top the CR50R took 1st, 2nd and 3rd in the 1984 Cadet Schoolboy Championship.

New for 1985... an outstanding range of Honda schoolboy motocross machines that are outright leaders in their class.

Directly developed from Honda's World and British Open Class Championship successes – top marks in the range must go to the new, HRC works based, **Honda CR125R**. It scores all round, from its race winning performance, unmatched handling and ease of maintenance.

Being born out of the HRC works machines, doesn't mean raw, hard-to-handle power. It's there when you need it, but it's manageable and predictable so there are no unpleasant surprises.

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The 1985 CR125R features a completely redesigned 124cc liquid cooled, single cylinder engine with a square configuration of 54mm delivering a powerful 34PS.

The new lightweight 34mm Keihin 'Flat Valve' Carburettor – a piece of HRC race winning 'high tech,' enhances power output and improves throttle response at partial throttle openings.

The advanced ATAC system is also featured, as are many other uprated engine improvements to boost power and torque.

It also shares many of the lightweight frame developments of its big brothers – the Honda CR250R and CR500R. In fact, you name it – Honda have improved it... gear box, clutch, swinging arm, suspension.

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Getting to the top of your class has never been easy, but the new 1985 Honda CR motocross machines make it all worthwhile.

For the full specifications and all the facts contact your Honda Specialist Competition Dealer.

**HONDA**  
ON TOP OF THE WORLD





# INTERNATIONAL 500cc MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

FARLEIGH CASTLE, NR. TROWBRIDGE, WILTSHIRE

SUNDAY, 14th JULY, 1985

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

## WEST WILTS MOTOR CLUB

**President: Dick Astell**

**Secretary: Ray James**

**Chairman: Maurice Andrews**

### Officials:

*International Jury:*  
*President of the Jury:* MR. GLAUS  
*Members: Belgium:* CHARLES DILLEN  
*Ireland:* R. ALTON  
*West Germany:* PETER JUNGE  
*Great Britain:* ALBERT CARTER

*and any of the representatives nominated by F.M.N's. in accordance with International Code.*

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MICK AYRES

*Appointed by the Wessex Centre:*

JIM WEBB

*Timekeepers:* FRED HENLEY I/C,

JOHN GILBERT, BETTY GLADDERS,

ALUN MORGAN, MARGARET SUMMERFIELD,

RON SUMMERFIELD

*Judge:* NANCY SELWYN

*Official Measurer:* LES HARFIELD

*Noise Meter Operators:* GORDON JACOB,

DENIS KINGSWELL

*Interpreter:* MARIE DAVIES

*Lap Scorers:* JULIE ELKIN, LILY HILL,

PAT KINGSWELL, DIANE TULL

*Scrutineers:* ADRIAN ISGROVE I/C, ARTHUR AGATE

*Starter:* TERRY PHELPS

*Security:* KEYLINE SECURITY

*Medical Officer:* DR. A. COWIE, DR. J. HOLE

*First Aid:* ST. JOHN AMBULANCE BRIGADE

*Clerk of the Course:* BARRY HORSEY

*Secretary of the Meeting:* KAY HORSEY

11a Moor Green, Neston,

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*Chief Pit Marshal:* MAURICE ANDREWS

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*Commentators:* PHIL BAILEY, DAVE SMITH

*Travelling Marshal:* ANDY BEAVAN

*Gates and Programmes:* RAY JAMES

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*Reception Marquee:* ROSEMARY ANDREWS,

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*Pit Refreshments:* JENNY HODGKINS

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*This meeting is held under the 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.*

### WARNING

MOTOR SPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

**Organised by the WEST WILTS MOTOR CLUB on behalf of the  
AUTO CYCLE UNION and including CAMEL CHALLENGE**



# 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 helps 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 trophies, publicity material etc.

Champion Spark Plug Co. Ltd. for financial support and help with publicity material, hospitality facilities etc.

Kawasaki Motors (UK) Ltd. for sponsoring the 'Team Green Race' and supplying us with a secretarial office.

Bryan Goss Motorcycles for sponsoring 'KTM Stakes'.

Southern Formes and Cutters Ltd. for sponsoring the Southern Formes and Cutters Challenge.

Frank Levy, Ruth and Celia Barnes for the supply of a Trophy to the Best British Driver in the Grand Prix.

Pickwick Caravans of Corsham for the loan of two caravans.

2-Wheel Services of Bath for providing motorcycles for the gate and car park organisers.

Salop Motor Club for the loan of their national flags.

Chubb Fire Securities for the loan of fire extinguishers.

Motor Cycle News for financial support.

Trials and Moto Cross News for photos for the programme and pre-event publicity.

John Hewitt and Son for financial support.

E. W. Avent for the loan of a water pump.

Frome Club for the loan of equipment.

Hazard Warning Systems of Birmingham for the loan of road barriers.

**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 as you leave the circuit.**

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

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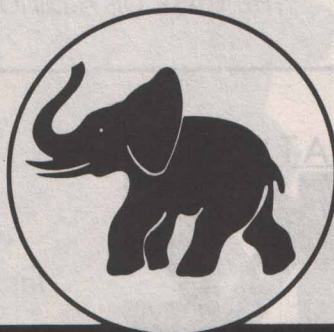
off-road tyre range.

Tyres that gave the winning edge to the 250cc World Motocross Champion, The World Sidecar Motocross Champions, The British Sidecar Champions and the Scottish 500cc Enduro Champion in 1984.

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And show the competition a clean pair of heels.

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Your new secret weapons for '85



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## LIST OF SUPPORTING DRIVERS

No.	Name	Entrant	Machine	Town
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-7	<del>Geoff Mayes</del>	Kawasaki Motors UK Ltd.	500 Kawasaki	Sutton
-10	Andy Nicholls	Mitsui Yamaha	250 Yamaha	Sulhamstead
-12	Perry Leask	Heron Suzuki GB Ltd.	500 Suzuki	Crawley
-14	Howard Lucas	Mitsui Machinery Sales UK	495 Yamaha	Stockport
-16	Kevin Froud	Mitsui Yamaha	250 Yamaha	St. Leonards
-17	Greg Hanson	Ford & Ellis Motorcycles Ltd.	500 Suzuki	High Wycombe
-18	Mark Fulton		500 Maico	Cockermouth
-21	<del>Rob Hooper</del>		500 Kawasaki	Brereton
-22	Philip Hanham	Hanham Motorcycles	250/500 Hanham Honda	Ringwood
-24	Pete Mathia		490 Maico	Northwich
-25	Tim Stowe		500 KTM	Wellesbourne
-27	Cameron Knox	Torbay Motorcycles	500 Torbay Honda	Torquay
-28	Gary Woollam	Heron Suzuki GB Ltd.	250/500 Suzuki	Old Woking
-34	Mark Banks	Honda UK Ltd.	500 Honda	Bury St. Edmunds
-35	Jared Smith		500 KTM	Guisborough
-36	Paul Luscombe	Derek Elwell Products	500 DEP KTM	Fawkham
-40	Gary Heaver	Paul Smart	250/500 Honda	Darenth
-41	Robert Meek	Terry Beckett	250/500 Honda	Gunthorpe
-42	Robt Herring	Kawasaki Motors UK Ltd.	500 Kawasaki	
-44	David Denly	Cagiva Sport UK	500 Cagiva	Wantage
-45	Timothy Wheeler		500 Honda	Wootton-under-Edge
-46	Lee King		500 Honda	Radley
47	Cliff Prescott	Heron Suzuki GB Ltd.	250 Crooks Suzuki	Aughton
-48	Mark Mitchell	Kelly Star Racing	500 Husqvarna	Hadleigh
-50	Jack Twentyman	Bill Head Motorcycles	500 Honda	Buxton
-51	Stuart Coyle	H.C. Cecil	500 KTM	Builth Wells
-54	Jon Wildman	FSD Cars	500 Honda	Devizes
-55	Mayson Wear		500 Honda	Carlisle
-56	Stephen Bircher		500 BMC Kawasaki	Barrow-in-Furness
-57	Carl Shaw	Bikesport	495 Yamaha	Bishop Auckland
-58	Peter Freeman		500 Honda	Brereton
-62	Russ Jarman	Bryan Goss Motorcycles Ltd.	500 KTM	Thorpe
65	Tony Wright		500 Suzuki	Louth
-69	Alan Blood		500 Honda	Mickleover
-75	Alan Brown	Pro Circuit UK	500 Husqvarna	Bristol
-80	Andy Bishop	Bishops of Bath	500 Honda	Bath
-87	Howard Braband		500 Kawasaki	Bury St. Edmunds

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Models from all the major manufacturers

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**More Bikes, More to See, More to Do**



# Eney, meeney, miney, Michelin.



There are so many motocross and enduro tyres around these days that most riders are spoilt for choice. A good thing in one way but highly chancy in another i.e. when choice becomes more a matter of luck than judgement.

Take the top half dozen tyre-makers. Between them they're offering at least a couple of dozen different tyre types.

Which means you get tyres for mud, tyres for grass, tyres for rocks, tyres for sand, tyres for stones, tyres for snow. Soon we'll be having special, hi-flotation tyres for quicksand or lunarcross. Like we said, choice is one thing but too much of it (over specialisation) can be confusing.

Riders might even start to do well in spite of their tyres—not because of them.

At Michelin, we've always believed you succeed because of your tyres. And since this applies to motocross as much as to any motor sport, we thought a change was due.

The first step was to try to make tyre selection simpler.

So we produced a rear wheel tyre that performs superbly in almost all conditions.

We call it the C68P.

It's an outstanding, all-out competition tyre—strictly not for highway use. You'll pay a bit more for it but that's because you'll get a lot more from it.

A biting tread for example, that keys-in to soft, loose terrain to give you all the grip and traction you need. No sideslip here. Just maximum drive both on the straight and round the curves.

And over the hardstuff, the C68P won't give-up. Or easily cut-up.

It's been built to take it and built to last—a lot longer than you'd expect.

In this year's World Championships, the C68P is already making a name for itself. Settle for it as your rear tyre and it could do the same for you.

There's a 110/90-18 C68P for 80 and 125 cc machines and 130/90-18 for 250 and 500 cc bikes. For front wheels there's a 90/90-21 C68 'M' type. And just in case you run into the odd, swamp-soft course on a 250 or 500 cc, there's a special 130/90-18 C68S.

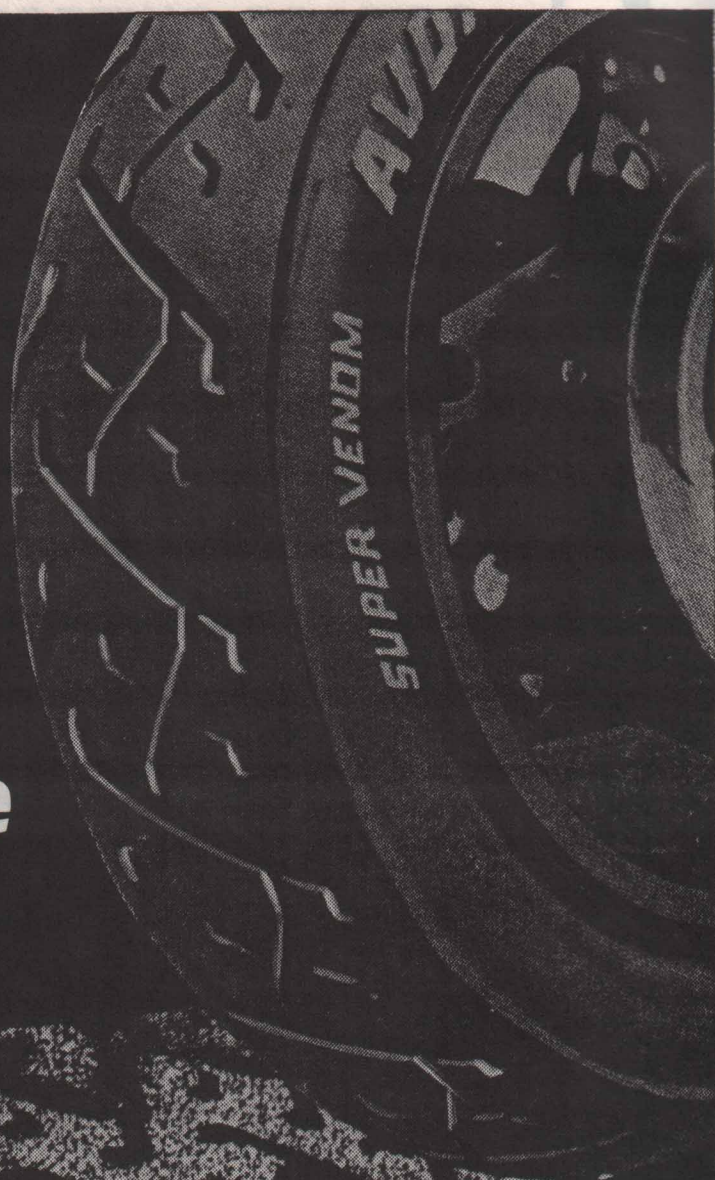


## MICHELIN C68P

Motocross or enduro. There's really only one choice.



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rubber  
on the  
road  
because  
we leave  
more  
rubber  
on the tyre**

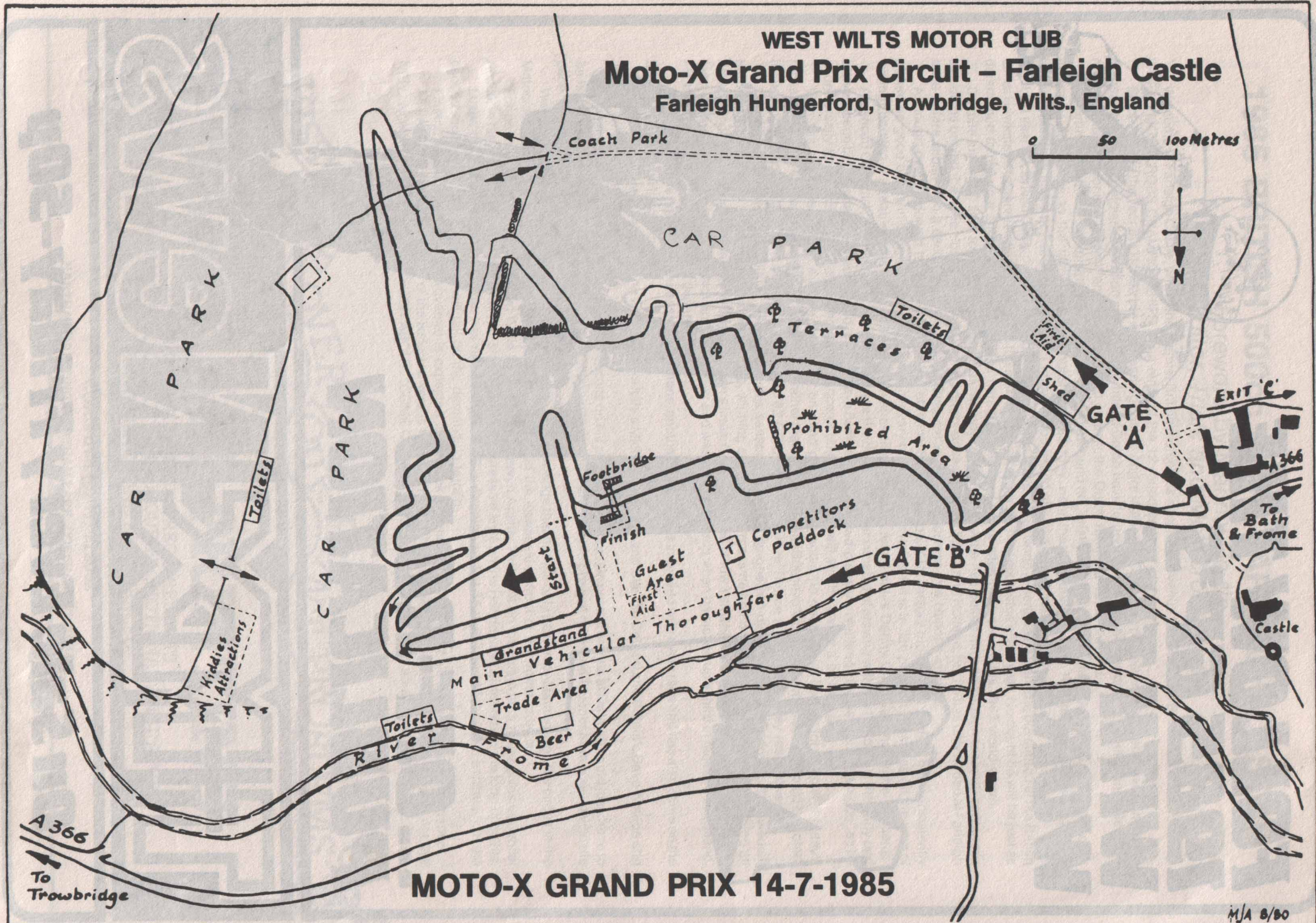


**AVON**

**THE PERFORMANCE TYRE**



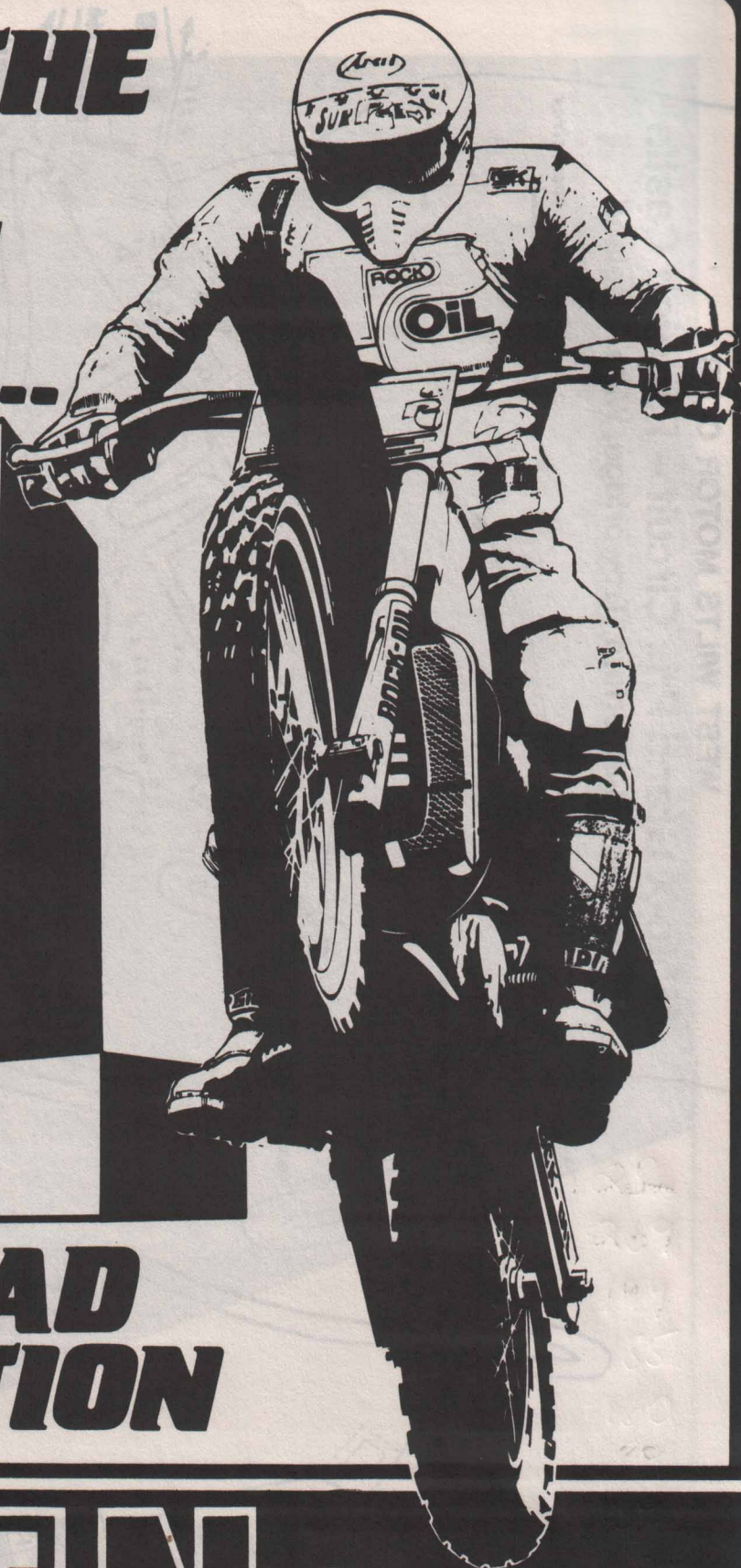
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**Moto-X Grand Prix Circuit – Farleigh Castle**  
Farleigh Hungerford, Trowbridge, Wilts., England





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WITH THE  
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# 1985 BRITISH 500cc GP – FARLEIGH CASTLE

Foreword by Mannix Devlin,  
*News Editor, Trials and Motocross News*

Welcome to Farleigh Castle, one of the premier British motocross circuits and venue for this year's British round of the 500cc WORLD MOTOCROSS CHAMPIONSHIPS – the ninth of the 12 round series.

Since early in the year the Honda trio of defending champ Andre Malherbe, Dave Thorpe and Erik Geboers have dominated the results, but the Belgian champion and the determined Briton have turned it into a two-horse-race for the title since Geboers recently broke a bone in his foot and was unable to contest the Dutch round at Valkenswaard.

Unfortunately, this is being written before the American round at Carlsbad because of printer's deadlines, and with only a five-point advantage to the favour of the Englishman as they went there I couldn't even hazard a guess who will be ahead when they arrive at Farleigh. Although I know who I would like to see out front!

Last year our British Champion, Thorpe, blew his chances of the title in North America and Canada, but started at the British GP at Hawkstone to serve notice that he was the man to beat, winning the final six motos of the year. No doubt he will be just as determined to put on a show for the British fans here this weekend in his attempt to secure the 1985 world crown.

Despite an erratic start to the season Kawasaki number one George Jobe has pulled himself through to fourth spot in the standings behind the three Honda men with strong performances of late in Spain and Holland, but he has only ridden at Farleigh once before, albeit with a second and third when Belguim won the Motocross des Nations in 1980.

Although overshadowed by the performances of fellow Briton Thorpe, KTM factory runner Kurt Nicholl has consistently picked up good points in every GP and had scored in every moto up to America. He is in fifth place in the series (at the time of writing) holding a sizeable advantage over his closest challengers KTM team-mates Danny Chandler and Andre Vromans.

American Chandler, who holds an Irish licence, was the only other rider capable of staying with the Honda's in the early part of the season but spectacular crashes and injuries have hampered this crowd-pleaser's challenge for the title and 'Maggo', as he is universally known, although he has now no chance of taking the title will still be giving it all he's got.

Vromans has always been a better performer on sand circuits and would no doubt have been a lot happier if today's races were being staged in Hawkstone Park's sand rather than on this typically British rolling grassland circuit. It should be noted, though, that he placed second in each moto of the '82 GP here behind Dave Thorpe and Brad Lackey respectively.

Despite his continuing problems with injuries this season absolutely no-one can discount Hakan Carlqvist, the Swedish hard man who has an unbeaten record at Farleigh, winning all of the five races he has ridden on the circuit. The first thing all riders will do in practice is to watch the Scandinavian's lines. Compatriot and fellow Yamaha teamster Leif Persson has come on form following a bad injury at the back end of last year and was as fast as Jobe when he picked up a third in race two in Holland, his best placing since joining the Japanese team.

After missing the first GP of the season Jo Martens, another Belgian, has improved with every race and has also come on the boil on his factory Husqvarna.

Of the riders most likely to spring a surprise are Italy's Michele Magrotto and Claudio DeCarli and Britain's Dave Watson and Jeremy Whatley.

Margarotto is extremely fast on grassland circuits on his production Kawasaki but the bumps at Farleigh could just prove to be his undoing. DeCarli is a lightning starter, but again the bumps are likely to prevent the Honda runner from staying with the pace.

Watson is another who can read the gate and with the knowledge that he was only beaten by Malherbe on the circuit in the Motocross des Nations in 1980 may be able to lift his pace on the Kawasaki in front of the home crowds.

For point-scoring rides mark down Willie Simpson and Mervyn Anstie. The Scot on the Husqvarna never gives up, whilst Anstie, in his first season on the GP trail has shown that his aggressive style on the Honda pays dividends in the form of points.

Luxembourg's Jaak Van Velthoven has ridden in every GP at Farleigh and at 34 is still good for points, especially in the second moto when his experience will tell on the demanding terrain.

Finland's Jukka Sintonen (Husqvarna) is expected to be back in action after injury but his stamina could be suspect.

All in all it looks to be a battle of the Belgians versus the Britons with the few Swedes and Italians also in there – ALL WE NEED NOW IS SOMETHING TO CHEER ABOUT: "COME ON OUR LADS"! – I hope you have an enjoyable day.

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## WORLD CHAMPIONSHIP POINTS TABLE

Leading 12 Riders after Rounds 7 and 8		Round 7	Round 8	ROUND 9		Total
Rider	Country			Race 1	Race 2	
DAVE THORPE	GREAT BRITAIN	217	247			284
ANDRE MALHERBE	BELGIUM	212	232			269
ERIK GEBOERS	BELGIUM	165	185			199
GEORGES JOBE	BELGIUM	140	170			185
KURT NICOLL	GREAT BRITAIN	125	134			160
DANNY CHANDLER	IRELAND	89	89			89
ANDRE VROMANS	BELGIUM	78	79			89
JO MARTENS	BELGIUM	73	73			87
JEREMY WHATLEY	GREAT BRITAIN	71	71			71
MICHELE MARGAROTTO	ITALY	63	67			82
DAVE WATSON	GREAT BRITAIN	45	56			78
LAURENCE SPENCE	IRELAND	50	50			50

LEIF

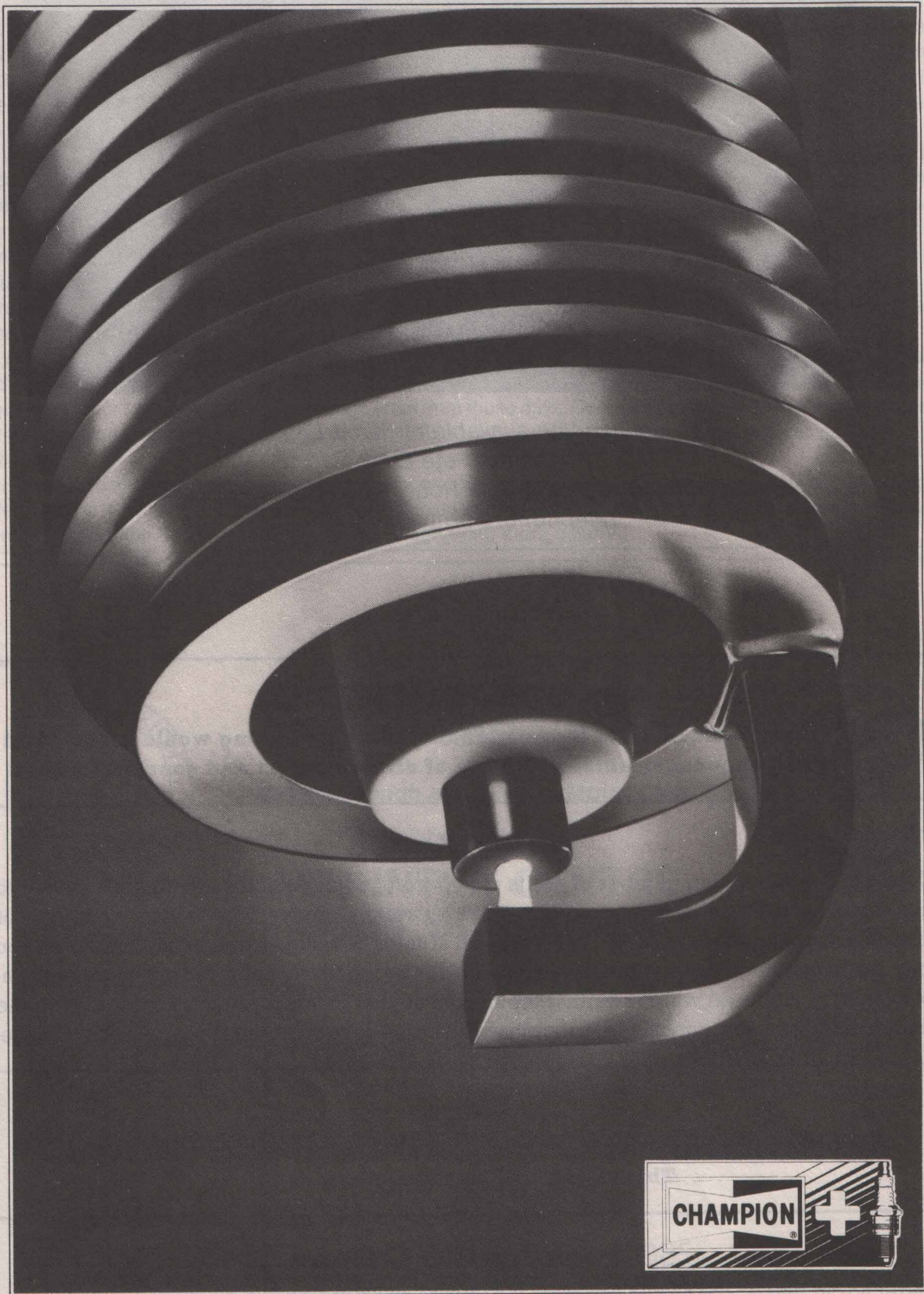
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FARLEIGH THOUGHTS

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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.**

### **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 results 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.



## FARLEIGH THOUGHTS

BY PHIL BAILEY (W.W.M.C.)

Once again the British round of the World 500cc Moto-Cross Championship comes to Farleigh Castle with all the glamour, the colour, the excitement and the skill and determination of both riders and mechanics that go to make up the present day sport as we know it. The Paddock areas will be thronged by riders from many different countries – most of them already familiar with Farleigh – for whom the 1985 series begins to reach its climax with this the ninth of the annual twelve round series. They travel these days in motor-homes and transporters with their accompanying support vehicles for whom no amount of work is too great nor preparation too meticulous in the quest for success. For no one can be in any doubt of the rewards awaiting both the rider and the machine manufacturer who finish at the top of the Championship table.

What a far cry from the early days of Farleigh when many competitors would actually ride their machines to the circuit – hopefully to be able to ride them home again after a day's sport. Machines with such famous names as AJS, Rudge, Velocette, Douglas, Royal Enfield and Norton were familiar to the spectators in those days of long ago and one gathers there was no shortage of competitors either. It is recorded in that absolute gem of a book by the late Cyril May "The Farleigh Castle Story" that the first ever meeting at Farleigh on Whit Monday 6th June 1938 carried an admission charge of one shilling (five new pence) with programmes at two old pence!! Cyril records that there were "4,170 paying customers and a swarm of gatecrashers" on that memorable day with the announcer warning everyone to be careful on their way home of the speed cops who lurked in country lanes!!

What changes we have seen in the intervening years – so many ways in which the sport has grown. Machines and their suspensions have improved beyond all measure, rider protection is now very thorough and the requirements for spectator control are worlds apart from those days. Competition itself is far more strictly governed but the international boundaries of the sport are limitless with rumours now of Far Eastern participation in the next few years.

Having said all that there is one aspect of the sport that will never change. Forty-seven years ago at Farleigh the determination to win and the skill and courage of the riders was every bit as paramount as it will be here today – the spirit of competition lives on, only the means of achieving it are different.



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on

**SUNDAY, 21st JULY, 1985**

at

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AND

### **BRITISH MOTO-CROSS CHAMPIONSHIP (3rd Round)**

on

**SUNDAY, 18th AUGUST, 1985**

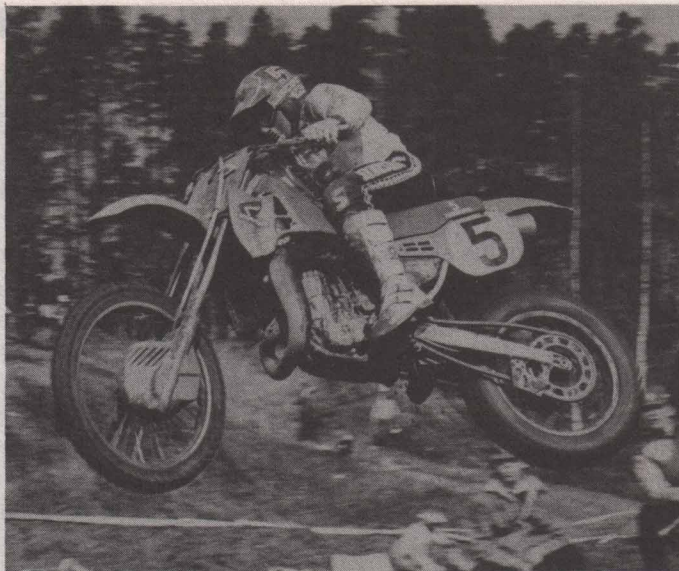
at

**HOWE HILLS, NR. SEDGEFIELD, CO. DURHAM**





*Georges Jobe*



*Erik Geboers*

# STARS OF 1985

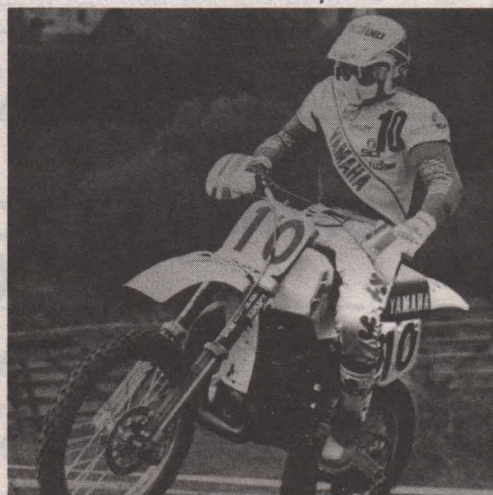


*Andre  
Malherbe*

*Danny Chandler*



*Hakan Carlqvist*





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The logo of the Group is shown above. When you next purchase a bike, clothing or accessories, note the logo, the objective of the Group, and remember – who's "supporting the sport" and supporting you.

On behalf of the MCA and the Off-Road Marketing Group we would like to wish competitors, officials and spectators a very enjoyable day and a safe journey home.

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### SATURDAY 13th JULY

1130-1200	Ballot for Practice
1200-1300	Free Practice
1330-1430	Free Practice
1515-1615	Qualifying Practice Group 'A'
1615-1700	Qualifying Practice Group 'B'
1730-1800	Free Practice

### SUNDAY 14th JULY

0845-0915	Free International Practice
0915-1000	National Practice
1000-1100	Timed International Practice
1100-1230	Lunch Interval. During this time there will be a display by the Holcomb team.
1230-1300	Interviews with International Riders
1300-1330	Southern Forms and Southern Invitation Race

These times are a



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Practice

Practice

During this period there will be a  
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International Drivers

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1330-1430

1430-1515

1515-1600

1600-1700

1700-1730

1745

500 Moto-Cross Grand Prix

Team Green Race - Invitation Race

Interval. During this period there will be a demonstration  
parachute drop by the Royal Marine Sport Para  
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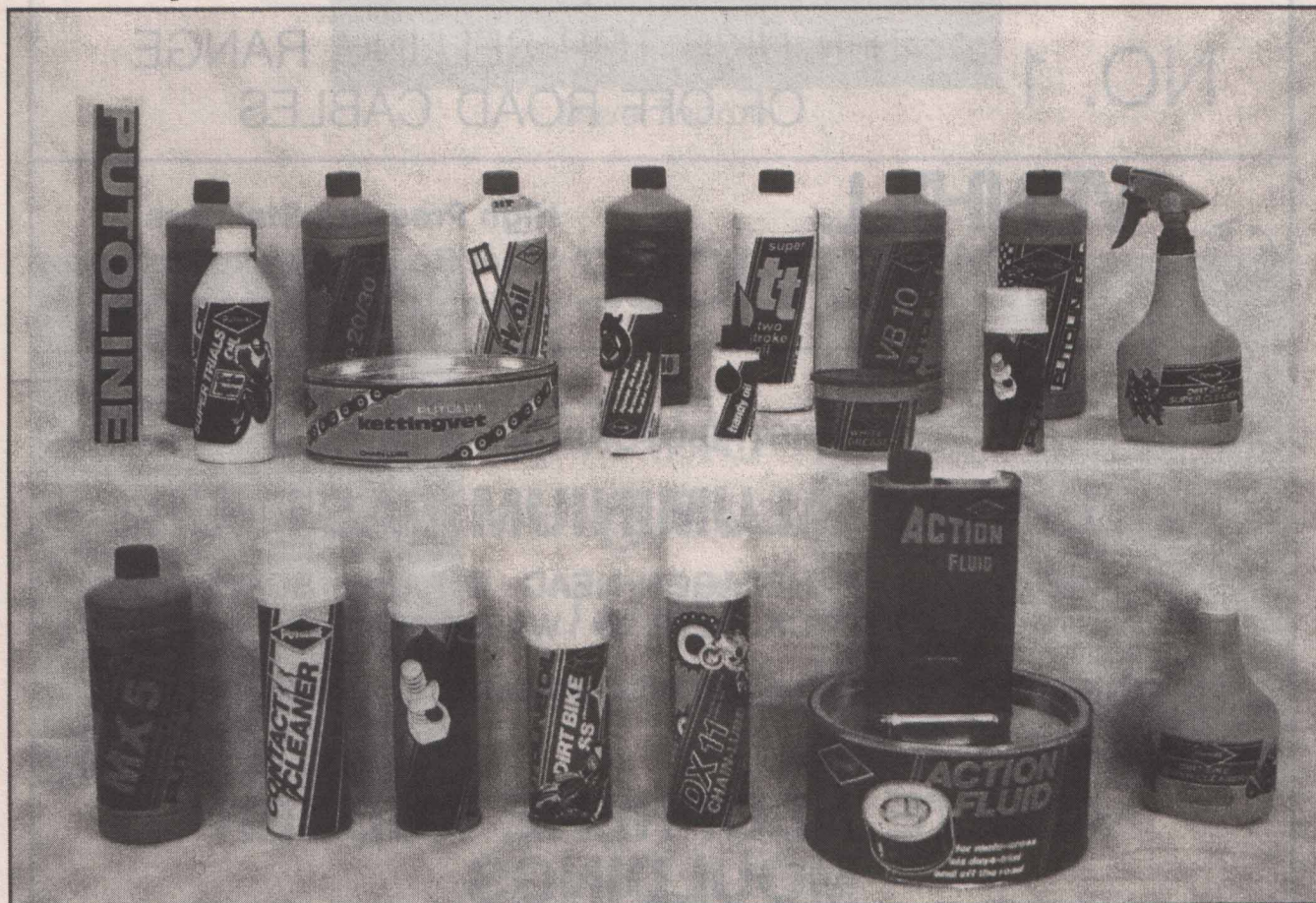
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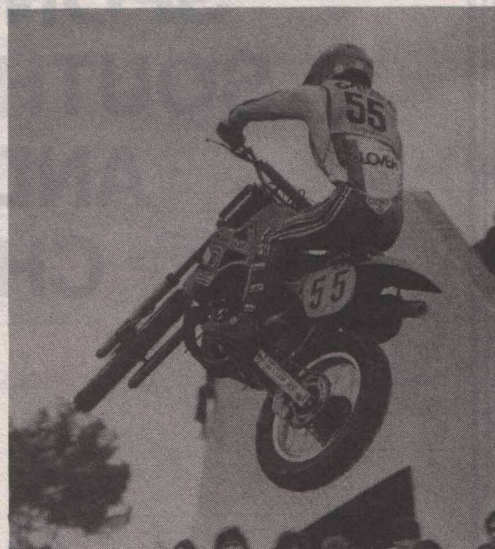




Dave Thorpe



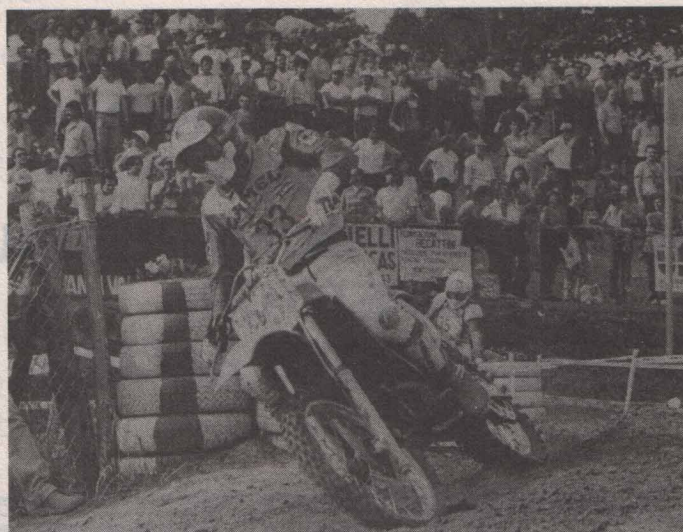
Kurt Nicoll



Jem Whatley

## STARS OF 1985

Dave Watson





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COMPETITORS  
A GREAT DAYS RACING**



# RACE 1

<sup>15</sup>  
~~20~~ minutes + 2 laps

## Southern Formes & Cutters Challenge

- ~~16~~ Neil Hudson
- ~~7~~ Geoff Mayes
- 10 Andy Nicholls
- 12 Perry Leask
- 14 Howard Lucas
- 16 Kevin Froud
- 17 Greg Hanson
- 18 Mark Fulton
- ~~21~~ Rob Hooper
- 22 Philip Hanham
- 24 Pete Mathia
- 25 Tim Stowe
- 27 Cameron Knox
- 28 Gary Woollam
- 34 Mark Banks
- 35 Jared Smith
- 36 Paul Luscombe
- 40 Gary Heaver
- 41 Robert Meek

Plus the following riders – numbers to be announced on the day

- 20 Marcel Van Den Berg
- 37 Adrian Bosshard
- 38 Fritz Gray
- 7 Helmut Schiller
- 49 Dave Hicks
- 70 Steve Russell
- 59 Tom Lowe
- 71 Brian Wheeler
- 88 Adrian Cox
- 60 Mark Goodson
- 61 Paul Bickers
- \_\_\_\_\_
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1 Andy NICHOLLS 2 Neil HUDSON 3 LEASK 4 HANSON 5 BANKS

6 JARMAN 7 BIRCHER 8 MEEK 9 FREEMAN 10 COYLE

20 - 16 - 28 - 35 - 69 - 22 - 44 - 45 - 36 - 80 - 20 - 14 - 25

The Southern Formes & Cutters Salver will be presented to the winner by  
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The Salver will be retained for one year only by the winner, but tankards will  
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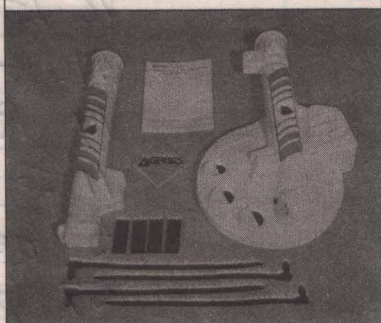


# NEWS '85

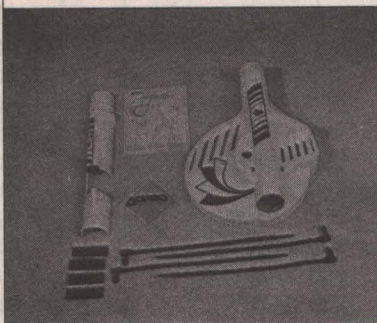
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## Disc Cover

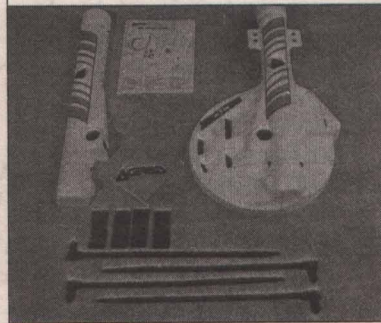
**Art. 51-30** - Disc Brake Cover Kawasaki  
KX 125-250-500



**Art. 51-26** - Disc Brake Cover Yamaha  
YZ 125-250-490

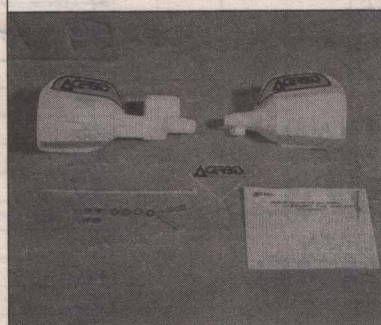


**Art. 51-28** - Disc Brake Cover KTM MX/GS  
Cagiva WMX - Husky

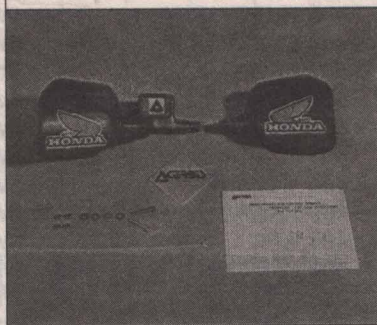


## Hand Protectors

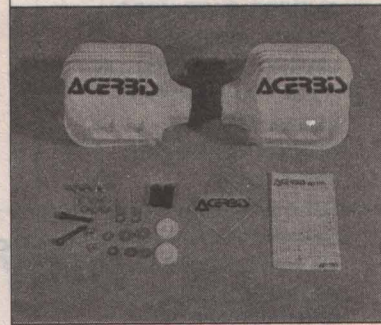
**Art. 54-02** - Hand Protectors for Kawasaki  
KLR 250-600 KX 125-250-500



**Art. 51-25** - Hand Protectors Honda  
CR 125-250-500 + Suzuki and Yamaha



**Art. 54-01** -  
Hand Protectors Magnum

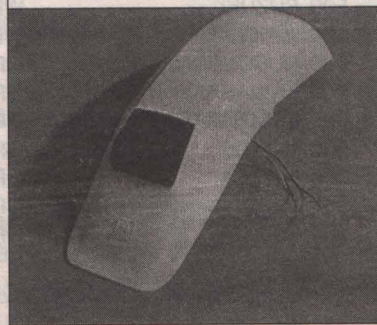


## Fenders

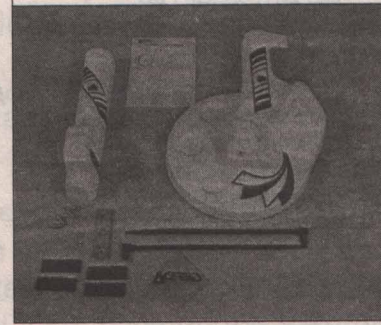
**Art. 80-14** -  
Front Fender Baja



**Art. 80-13** -  
Rear Fender Baja



**Art. 51-24** - Disc Brake Cover Yamaha XT  
- Tenéré 84



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# RACE 2

40 minutes + 2 laps

## INTERNATIONAL MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

FIRST RACE

TIMED TRAINING

No.	Name	Machine	Country	Time	Race 1 Points
1	ANDRE MALHERBE	500 HONDA	BELGIUM	2.59.6	3 Dave THORPE
2	GEORGES JOBE	500 KAWASAKI	BELGIUM	2.57.9	1 MALHERBE
3	DAVE THORPE	500 HONDA	GREAT BRITAIN	2.56.7	24 MAGAROTTO
5	ERIC GEBOERS	500 HONDA	BELGIUM	3.00.0	8 kurt NICOLL
7	LAURENCE SPENCE	500 KAWASAKI	IRELAND		52 Dave WATSON
8	KURT NICOLL	500 KTM	GREAT BRITAIN	2.59.9	54 Mervyn ANSTIE
9	LEIF PERSSON	500 YAMAHA	SWEDEN	3.02.8	15 LJUNGQVIST
-10	HAKAN CARLQVIST	500 YAMAHA	SWEDEN		41 HEUTZ
11	JO MARTENS	488 HUSQVARNA	BELGIUM		19 ROND
-12	STEPHEN DESMARE	500 KAWASAKI	BELGIUM		11 JO MARTENS
14	KIM LJUNGQVIST	491 HONDA	FINLAND		5 GEBOERS
-15	<del>SAMI BACKMAN</del> kurt lungqvist	500 HUSQVARNA	FINLAND		57 Geoff MAYES
16	JEAN JACQUES BRUNO	500 KAWASAKI	FRANCE		61 SEAMERS
17	PHILIPPE BRANLE	490 KAWASAKI	FRANCE		44 GRUHLER
18	JOHNNY PONJEE	500 KAWASAKI	HOLLAND		59 HUSSER
19	GERARD ROND	490 HONDA	HOLLAND		55
-20	SJAAK VERWAAYEN	490 HONDA	HOLLAND		6
-21	DANIEL CHANDLER	495 KTM	IRELAND	3.02.	25
22	JULIAN PATTERSON	500 KAWASAKI	IRELAND		42
23	CARL WRIGHT	500 HONDA	IRELAND		27
24	MICHELE MAGAROTTO	500 KAWASAKI	ITALY	3.0.37	51
25	CLAUDIO DE CARLI	500 HONDA	ITALY		40
-26	FRANCO PICCO	500 YAMAHA	ITALY		60
27	JAAK VAN VELTHOVEN	495 KTM	LUXEMBOURG	3.0.21	32
28	CHRIS MAINDONALD	500 HONDA	NEW ZEALAND		39
-29	GIOVANNI CAVATORTA		SAN MARINO		30
30	TONY RIDDELL	500 HONDA	SOUTH AFRICA		46
31	THOMAS SODERBERG	500 HUSQVARNA	SWEDEN		49
32	ANDERS PATRIKSSON	488 HUSQVARNA	SWEDEN		22
-33	BJORN JONSSON	488 HUSQVARNA	SWEDEN		14
34	MAGNUS ANDERSSON	500 KAWASAKI	SWEDEN		
35	JONAS ANDERSSON	500 YAMAHA	SWEDEN		
36	SERGE DAVID	500 HONDA	SWITZERLAND		
37	ADRIAN BOSSHARD	492 HONDA	SWITZERLAND		
38	FRITZ GRAF	490 YAMAHA	SWITZERLAND		
39	GAUDENZ GISLER	499 KAWASAKI	SWITZERLAND		
-40	SIGI ZACHMANN E Bruno	490 KTM	SWITZERLAND		
41	MICHAEL HEUTZ	500 YAMAHA	WEST GERMANY		
42	WERNER SIEGLE	500 KTM	WEST GERMANY		
-43	BERT VON ZITZEWITZ	500 MAICO	WEST GERMANY		
44	WALTER GRUHLER	500 KAWASAKI	WEST GERMANY		
-45	ULRICH REUTHER PETER MAYER	500 HONDA	WEST GERMANY		
46	STANISLAV SPACEK	500 SUZUKI	WEST GERMANY		
47	HELMUT SCHILLER	500 SUZUKI	WEST GERMANY		
-48	RALF-DIETER WOELFINGER	500 MAICO	WEST GERMANY		
50	WILLIE SIMPSON	500 HUSQVARNA	GREAT BRITAIN		
45-51	JEREMY WHITLEY ROB HOOPER	490 KAWASAKI	GREAT BRITAIN		
52	DAVID WATSON	500 KAWASAKI	GREAT BRITAIN	3.03.1	
-53	GRAHAM NOYCE	500 HONDA	GREAT BRITAIN		
54	MERVYN ANSTIE	500 HONDA	GREAT BRITAIN	3.03.5	
55	ROB ANDREWS	500 MAICO	GREAT BRITAIN		
-56	BRETT STEELE	500 HONDA	GREAT BRITAIN		

1 2 3 4 5 6 7 8 9 10

THE OVERALL WINNER WILL BE THE DRIVER SCORING THE MOST WORLD CHAMPIONSHIP POINTS ON THE DAY AND HE WILL RECEIVE THE CAMEL TROPHY.

Points will be announced and can be transferred to Race 4 to give the overall result.

In the case of a tie, the driver scoring most points in the second race will be deemed the winner.

61 Elieze Seamers 3.1.5 59 Christophe Hussner  
6 Sucka Sinentone 3.0.56 57 Geoff Mayes  
49 George Rieber



47 David Pearson  
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## GRAND PRIX 'QUALIFYING'

Automatic entry to the Grand Prix is given to eight drivers. From Round 7 onwards the drivers given automatic entry are those who have scored the most World Championship points in the first 6 rounds. Therefore the drivers who will receive automatic entry to this round are Dave Thorpe, Andre Malherbe, Eric Geboers, Kurt Nicoll, Georges Jobe, Danny Chandler, Jeremy Whatley and Andre Vromans.

Grand Prix race start line is for 40 drivers and therefore the remaining 32 places are 'qualified' for.

The Organisers have to accept up to 8 entry applications from each National Federation. If the entry exceeds 32 after listing the automatic entry drivers, then a ballot is made to divide the remaining entries into two timed training sessions. The fastest 16 of each timed training session will then be entered in the two G.P. races. All this will take place on the Saturday.

The timed training session for the 40 G.P. drivers on the Sunday morning will decide the order of going out to the start line for the G.P. races.



**TEAM  
GREEN**  
Kawasaki



# THE UNCATCHABLES

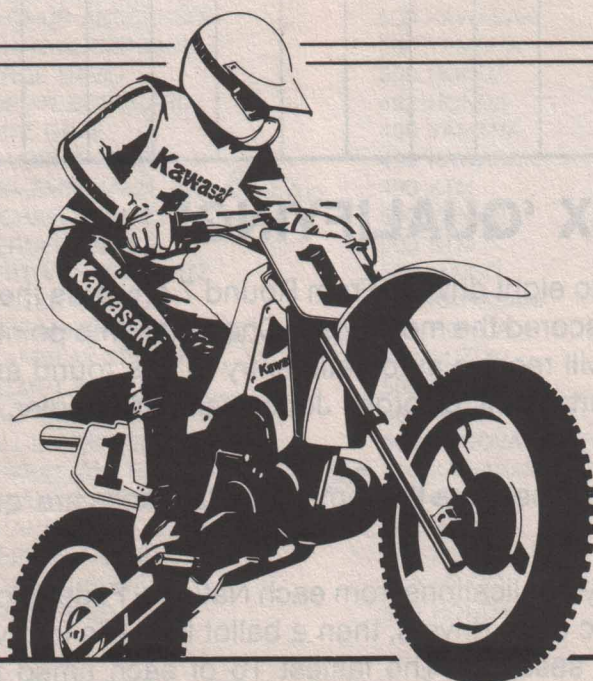
by

 **Kawasaki**

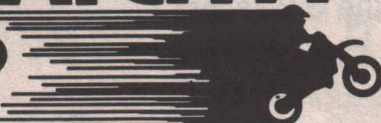
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Slough  
Berks  
SL1 4SH**

**Tel: (0753) 38255**



**WHO CAN CATCH A  
KAWASAKI?**





# RACE 3

30 minutes + 2 laps

## TEAM GREEN RACE

- 6 Neil Hudson
- 7 Geoff Mayes
- 10 Andy Nicholls
- 12 Perry Leask
- 14 Howard Lucas
- 16 Kevin Froud
- 17 Greg Hanson
- 18 Mark Fulton
- 21 Rob Hooper
- 22 Philip Hanham
- 24 Pete Mathia
- 25 Tim Stowe
- 27 Cameron Knox
- 28 Gary Woollam
- 34 Mark Banks
- 35 Jared Smith
- 36 Paul Luscombe
- 40 Gary Heaver
- 41 Robert Meek

- 42 Robert Herring
- 44 David Denly
- 45 Timothy Wheeler
- 46 Lee King
- 47 Cliff Prescott
- 48 Mark Mitchell
- 50 Jack Twentyman
- 51 Stuart Coyle
- 54 Jon Wildman
- 55 Mayson Wear
- 56 Stephen Bircher
- 57 Carl Shaw
- 58 Peter Freeman
- 62 Russ Jarman
- 65 Tony Wright
- 69 Alan Blood
- 75 Alan Brown
- 80 Andy Bishop
- 87 Howard Braband

1 Mark BANKS 2 Kevin FROUD 3 Jared SMITH 4 FREEMAN 5 HANHAM

6 HUDSON 7 HERRING 8 BLOOD 9 LUCAS 10 Steve RUSSELL

27-62-18-40-38-36-25-75-61-44-59-88-50

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

The Team Green Trophy will be retained for one year only by the winner.



## RACE 4

## 40 minutes + 2 laps

# INTERNATIONAL MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

## SECOND RACE

No.	Name	Machine	Country
1	ANDRE MALHERBE	500 HONDA	BELGIUM
2	GEORGES JOBE	500 KAWASAKI	BELGIUM
3	DAVE THORPE	500 HONDA	GREAT BRITAIN
5	ERIC GEBOERS	500 HONDA	BELGIUM
7	LAURENCE SPENCE	500 KAWASAKI	IRELAND
8	KURT NICOLL	500 KTM	GREAT BRITAIN
9	LEIF PERSSON	500 YAMAHA	SWEDEN
10	<del>HAKAN CARLOVIST</del>	500 YAMAHA	SWEDEN
11	JO MARTENS	488 HUSQVARNA	BELGIUM
12	STEPHEN DESMARE	500 KAWASAKI	BELGIUM
14	KIM LJUNGQVIST	491 HONDA	FINLAND
15	<del>SAMI BACKMAN</del> Kurt Ljungqvist	500 HUSQVARNA	FINLAND
16	JEAN JACQUES BRUNO	500 KAWASAKI	FRANCE
17	PHILIPPE BRANLE	490 KAWASAKI	FRANCE
18	JOHNNY PONJEE	500 KAWASAKI	HOLLAND
19	GERARD ROND	490 HONDA	HOLLAND
20	<del>JAAP VERWAAYEN</del>	490 HONDA	HOLLAND
21	DANIEL CHANDLER	495 KTM	IRELAND
22	JULIAN PATTERSON	500 KAWASAKI	IRELAND
23	CARL WRIGHT	500 HONDA	IRELAND
24	MICHELE MAGAROTTO	500 KAWASAKI	ITALY
25	CLAUDIO DE CARLI	500 HONDA	ITALY
26	FRANCO PICCO	500 YAMAHA	ITALY
27	JAAP VAN VELTHOVEN	495 KTM	LUXEMBOURG
28	CHRIS MAINDONALD	500 HONDA	NEW ZEALAND
29	GIOVANNI CAVATORTA		SAN MARINO
30	TONY RIDDELL	500 HONDA	SOUTH AFRICA
31	THOMAS SODERBERG	500 HUSQVARNA	SWEDEN
32	ANDERS PATRIKSSON	488 HUSQVARNA	SWEDEN
33	BJORN JONSSON	488 HUSQVARNA	SWEDEN
34	MAGNUS ANDERSSON	500 KAWASAKI	SWEDEN
35	JONAS ANDERSSON	500 YAMAHA	SWEDEN
36	SERGE DAVID	500 HONDA	SWITZERLAND
37	ADRIAN BOSSHARD	492 HONDA	SWITZERLAND
38	FRITZ GRAF	490 YAMAHA	SWITZERLAND
39	GAUDENZ GISLER	499 KAWASAKI	SWITZERLAND
40	<del>SIGI ZACHMANN</del>	490 KTM	SWITZERLAND
41	MICHAEL HEUTZ	500 YAMAHA	WEST GERMAN
42	WERNER SIEGLE	500 KTM	WEST GERMAN
43	BERT VON ZITZEWITZ	500 MAICO	WEST GERMAN
44	WALTER GRUHLER	500 KAWASAKI	WEST GERMAN
45	ULRICH REUTHER	500 HONDA	WEST GERMAN
46	STANISLAV SPACEK	500 SUZUKI	WEST GERMAN
47	HELMUT SCHILLER	500 SUZUKI	WEST GERMAN
48	RALF-DIETER WOELFINGER	500 MAICO	WEST GERMAN
50	WILLIE SIMPSON	500 HUSQVARNA	GREAT BRITAIN
51	JEREMY WHATLEY	490 KAWASAKI	GREAT BRITAIN
52	DAVID WATSON	500 KAWASAKI	GREAT BRITAIN
53	GRAHAM NOYCE	500 HONDA	GREAT BRITAIN
54	MERVYN ANSTIE	500 HONDA	GREAT BRITAIN
55	ROB ANDREWS	500 MAICO	GREAT BRITAIN
56	<del>BRETT STEELE</del>	500 HONDA	GREAT BRITAIN

[illegible]

1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_ 4 \_\_\_\_\_ 5 \_\_\_\_\_ 6 \_\_\_\_\_ 7 \_\_\_\_\_ 8 \_\_\_\_\_ 9 \_\_\_\_\_ 10 \_\_\_\_\_

**Overall Winner** \_\_\_\_\_

**THE BARNES LEVY TROPHY WILL BE PRESENTED BY FRANK LEVY  
FOR THE BEST BRITISH RIDING PERFORMANCE IN THE GRAND PRIX.**

FOR THE BEST BRITISH RIDING PERFORMANCE IN THE GRAND PRIX.

4	Andre Vromans	15	Kurt Ljungqvist	49	Georg Reiter
6	Sukka Sintonen	20	Marel Van Den Berg	59	Cristoph Husser
12	Erwin Gadriel	40	Elmer Bruno	60	Ivan Van Den Broeck
				61	Etienne Jaermers



# LAP SCORING CHART

## SECOND INTERNATIONAL RACE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
OVERALL										CLASSIFICATION										POINTS
1st	Andre MALHERBE										Honda	Belgium								37
2nd	Dave THORPE										Honda	G.B.								37
3rd	Kurt NICOLL										KT.M.	G.B.								26
4th	Dave WATSON										Kawasaki	G.B.								22
5th	Kurt Ljungqvist										Honda	FINLAND								16
6th	Georges Sode										Kawasaki	Belgium								15
6th	Michele Magoratto										Kawasaki	Italy								15
8th	Eric Geddes										Honda	Belgium								14
8th	Jo Martens										Husky	Belgium								14
10th	Andre Unomans										KT.M.	Belgium								10
10th	Mervyn Anstie										Honda	G.B.								10
12th	Michael Heutz										Yamaha	W.G.								8
13th	Ettienne Jaenens										Yamaha	Belgium								7
13th	Gerard Rond										KT.M.	Holland								7
15th	Werner Siegle										KT.M.	W.G.								6
16th	Leif Persson										Yamaha	Sweden								5
17th	Geoff Mayes										Kawasaki	G.B.								4
18th	Willie Simpson										Husky	G.B.								3
19th	Walker Gruhler										Kawasaki	W.G.								2
19th	Johnny Pongee										Kawasaki	Holland								2
21st	Erwein Gabriel										KT.M.	Belgium								1
21st	Christopher Huser										Suzuki	Switzerland								1

### BARNES - LEVY TROPHY



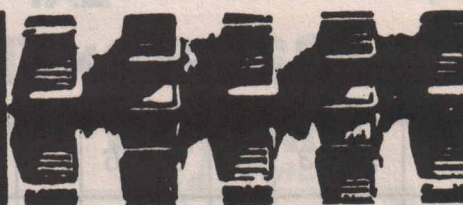
This year the Club is presenting the Trophy for the best performance by a British driver in the Grand Prix. The Trophy is held for one year, but a replica will be given as a permanent presentation.







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7 Geoff Mayes  
10 Andy Nicholls  
12 Perry Leask  
14 Howard Lucas  
16 Kevin Froud  
17 Greg Hanson  
18 Mark Fulton  
21 Rob Hooper  
22 Philip Hanham  
24 Pete Mathia  
25 Tim Stowe  
27 Cameron Knox  
28 Gary Woollam  
34 Mark Banks  
35 Jared Smith  
36 Paul Luscombe  
40 Gary Heaver  
41 Robert Meek

42 Robert Herring  
44 David Denly  
45 Timothy Wheeler  
46 Lee King  
47 Cliff Prescott  
48 Mark Mitchell  
50 Jack Twentyman  
51 Stuart Coyle  
54 Jon Wildman  
55 Mayson Wear  
56 Stephen Bircher  
57 Carl Shaw  
58 Peter Freeman  
62 Russ Jarman  
65 Tony Wright  
69 Alan Blood  
75 Alan Brown  
80 Andy Bishop  
87 Howard Braband

1 <sup>MARK</sup>  
BANKS

2 <sup>ANDY</sup>  
NICHOLLS

3 <sup>KEVIN</sup>  
FROUD

4 <sup>Alan</sup>  
BLOOD

5 <sup>Jared</sup>  
SMITH

6 <sup>ROB</sup>  
HERRING

7 <sup>PHIL</sup>  
HANHAM

8 <sup>Cameron</sup>  
KNOX

9 <sup>Grey</sup>  
HANSON

10 <sup>Stuart</sup>  
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Cannot cross the small bridges at the Bottom Gate, therefore Entry and Exit is by the Top Gate Only.

### Bottom Gate Exit

*At First Cross Roads*

For Bradford-on-Avon – left on B.3109.

For Trowbridge – straight on A.366.

For Bath, M4 and M5, Frome – right on B.3106.

### Top Gate Exit

*At First Cross Roads*

For Bath, M4 and M5 – right on A.36.

For Frome – left on A.36.

For Radstock – straight on A.366.



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