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# Herefordshire Twinshock Club Presents 'KING OF THE CASTLE' - FARLEIGH CASTLE 2010

Saturday 3rd & Sunday 4th July 2010

At Farleigh Castle, Farleigh Hungerford By kind permission of Cartwright-Hignett Partners

Officials of the meeting

Clerk of the course: Mike Partington Chief Marshall: Craig Horton Safety Officers: John Bennett & Steven Rowlands Starter: Rob Hughes Finisher: Andrew "Buff" Deer

Scrutineers: Hereford Twinshock Club Members Lap Scorers: Emma, Pearl, Louise, Amy, Laura, Emma & Janet

> First Aid Cover: South West Ambulance Secretary of the Meeting: Emma Deer

#### WELCOME

On behalf of Herefordshire Twinshock Club, I would like to welcome you all here this weekend to Farleigh Castle.

Well here we are again! This is our forth year of running this "King of the Castle" meeting and I hope that you all agree that we haven't made too bad a job of it.

Over the years this venue had seen many great races, and throught-out this programme you will find snippts from previous GPs "Scrambles". Hopefully over these two days we can also provide some historic moments!!

I would just like to say a big thank you too all those who have made this weekend possible, without the help of many this event just would not run.

I hope you all have a good day and have a safe trip home.

Yours in sport
Mike Partington
Clerk of the Course

PLEASE USE LITTER BINS PROVIDED - THANK YOU

#### PROGRAMME OF EVENTS

#### FRIDAY:

4PM – SCRUITINEERING & SGNING ON IN THE MARQUEE

8PM - CONCOURS IN THE MARQUEE

#### SATURDAY:

7AM – SCRUITNEERING & SIGNING ON IN THE MARQUEE 9AM – PRACTICE:

1 CLASSICS 6 CLUBMAN 1 2 EXPERTS 7 CLUBMAN 2 3 125CC / 25OCC 8 4-STROKE / CCM 4 OVER 50S 9 SIDECAR

5 OVER 40S

#### 10:30AM - RACING - 5 LAPS PER RACE:

RACE 1	CLASSIC 2-STROKE & 4-STROKE	RACE 10	CLASSIC 2-STROKE & 4-STROKE
RACE 2	INTERNATIONAL / EXPERT	RACE 11	INTERNATIONAL / EXPERT
RACE 3	125CC / 250CC	RACE 12	125CC / 250CC
RACE 4	OVER 50S	RACE 13	OVER 50S
RACE 5	OVER 40S	RACE 14	OVER 40S
RACE 6	CLUBMAN 1	RACE 15	CLUBMAN 1
RACE 7	CLUBMAN 2	RACE 16	CLUBMAN 2
RACE 8	4-STROKE / CCM	RACE 17	4-STROKE / CCM
RACE 9	SIDECAR	RACE 18	SIDECAR

EVENING: ENTERTAINMENT FROM OUR BAND - HICKORY STICK BOYS

#### SUNDAY:

7AM – SCRUITNEERING & SIGNING ON IN THE MARQUEE – FOR SUNDAY ONLY RIDERS 9AM – PRACTICE:

1 SOLOS2 SIDECARS

#### 9.30AM - RACING - 5 LAPS PER RACE:

RACE 19	CLASSIC 2-STROKE & 4-STROKE	RACE 28	CLASSIC 2-STROKE & 4-STROKE
RACE 20	INTERNATIONAL / EXPERT	RACE 29	INTERNATIONAL / EXPERT
RACE 21	125CC / 250CC	RACE 30	125CC / 250CC
RACE 22	OVER 50S	RACE 31	OVER 50S
RACE 23	OVER 40S	RACE 32	OVER 40S
RACE 24	CLUBMAN 1	RACE 33	CLUBMAN 1
RACE 25	CLUBMAN 2	RACE 34	CLUBMAN 2
RACE 26	4-STROKE / CCM	RACE 35	4-STROKE / CCM
RACE 27	SIDECAR	RACE 36	SIDECAR

RACE 37 – 'KING OF THE CASTLE' – SOLOS RACE 38 – 'KING OF THE CASTLE' – SIDECARS PRESENTATION OF WINNERS IN THE MARQUEE

# CLASSIC 2-STROKE & 4-STROKE

## **RACES 1, 10, 19 & 28**

NO	RIDER	CLASS	HOME TOWN	MACHINE
8	RICH WARNER	CLASSIC 2T	HENLEY	CZ 380CC 1972
11	ROBERT FISH	CLASSIC 2T	LYMINGTON	AJS STROMER 250CC 1970
12	STEPHEN TURNER	CLASSIC 2T	WARMINGHAM	HONDA 250CC 1973
26	WAYNE STRATFORD	CLASSIC 2T	BATH	SUZUKI 400CC 1971
34	CHRIS BENNETT	CLASSIC 2T	ST AUSTELL	CZ 380CC 1971
40	TONY VERBETTEN	CLASSIC 2T	COPTHORNE	BULTACO 360CC 1973
50	ZANE MUMFORD	CLASSIC 2T	CAMBERLEY	BULTACO 360CC 1974
51	MAX HEMBROKE	CLASSIC 2T	LANDRAKE	HUSKY 400CC 1970
57	NICK EAGLE	CLASSIC 2T	ROMSEY	BULTACO 360CC 1974
59	MIKE MCEVOY	CLASSIC 2T	ROMSEY	CZ 380CC 1973
73	GRAHAM TRUMP	CLASSIC 2T	PLYMOUTH	CZ 380CC 1973
98	ALBERTO RITTA	CLASSIC 2T	ITALY	KTM 250CC 1972
117	NICK CARTER	CLASSIC 2T	BILLERICAY	CZ 380CC 1974
157	RICK VERBETTEN	CLASSIC 2T	COPTHORNE	BULTACO 360CC 1973
171	PAUL LEYLAND	CLASSIC 2T	ROSSENDALE	HUSKY 400CC 1972
280	CHRIS STOREY	CLASSIC 2T	CONWY	ASR HONDA 250CC 1973
371	MIKE DAVIES	CLASSIC 2T	RHAYADER	CZ 360CC 1967
426	FRAZER PHIPPS	CLASSIC 2T	READING	CZ 380CC 1971
651	ANDREW BUNTING	CLASSIC 2T	WANTAGE	CZ 250CC 1973
3	ANDY ROBERTON	CLASSIC 4T	KNICHTON	HILLERY 250CC / DCA 500CC
			KNIGHTON	HUSKY 250CC / BSA 500CC
6	KARL NEWMAN	CLASSIC 4T	LUDLOW	BSA 500CC 1968
31	SCOTT FAULKNER	CLASSIC 4T	WITNEY	BSA 500CC 1964
70	MARK EASTWOOD	CLASSIC 4T	EASTBOURNE	BSA 500CC 1965
84	ANDY WHITE	CLASSIC 4T	WESTON SUPER MARE	BSA 500CC 1972
96	ALFREDO SZATHVARY	CLASSIC 4T	ITALY	MORINI 125CC 4/T 1970
128	ADY MATTHEWS	CLASSIC 4T	THATCHAM	METISSE 650CC 1965
140	DAVID GRAY	CLASSIC 4T	CO DURHAM	TRIUMPH METISSE 750CC 1964
164	TIM DALLAWAY	CLASSIC 4T	HONITON	BSA 500CC 1965
261	LUKE SANDERS	CLASSIC 4T	OMBERSLEY	FABER BSA 500CC 1964
277	ALEC DORRELL	CLASSIC 4T	STOURPORT-ON-SEVERN	BSA METTISE 349CC 1964
310	PHILIP SANDERS	CLASSIC 4T	WORCESTER	BSA 350CC 1964
359	CARL POPE	CLASSIC 4T	WOLVELEY	BSA 500CC 1967
669	PAUL EVANS	CLASSIC 4T	WORCESTER	

# RESULTS – CLASSIC 2-STROKE & CLASSIC 4-STROKE

			RACE 1		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 10		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
atret 7					
THE P	AFIANAY ST		RACE 19		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 28		
				1 777	TOTAL
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>



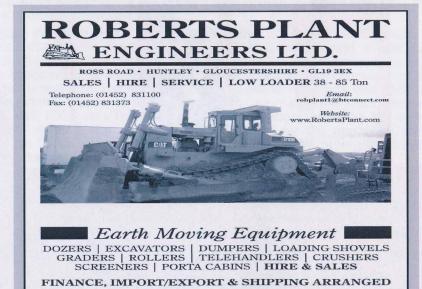
# INTERNATIONAL / EXPERTS

# **RACES 2, 11, 20 & 29**

NO	RIDER	HOME TOWN	MACHINE
3	HOWARD STANDFIELD	ANDOVER	MAICO ONLY 490CC 1981
5	MATT THOMAS	TRURO	TR YAMAHA 465CC 1980
9	RUSSELL HARTILL	KINGSWINFORD	MAICO 490CC 1981
11	GRAHAM FOX	DUBLIN	HONDA 480CC 1981
13	JASON FRASER	TRURO	YAMAHA YZ 465CC 1981
17	WAYNE BUTT	TIVERTON	MAICO 490CC 1981
36	TYSON MAYSON-JONES	BRADFORD ON AVON	
55	TIM CARTER	FALMOUTH	MAICO 490CC 1981
68	MARCUS FELTHAM	GILLINGHAM	HONDA 480CC 1982
84	GILES PEDERSEN	CREWE	HUSKY 430CC 1981
88	MATTHEW MILSOM	BATH	MAICO 490CC 1981
89	ZAC TODD	BRIZE NORTON	MAICO 400CC 1979
94	MARK HOBBS	WATERLOOVILLE	YAMAHA 250CC 1980
105	GREG EVANS		
129	LEE SHEARING	BRISTOL	MAICO 440CC 1980
144	IVOR GILFORD	BASINGSTOKE	MAICO 490CC 1981
153	BARRY RANSON	WIVELISCOMBE	HUSKY 430CC 1982
183	CLIVE PRICE	HORSHAM	HUSKY 430CC
191	KEITH RICE	CANVEY ISLAND	HONDA 250CC 1980
232	LANCE MARSHALL	GRAVESEND	YAMAHA 465CC 1981
237	WALTER BICKMORE	EDINBURGH	MAICO 490CC 1981
238	ALEX RACH		
247	MARK JACKSON		
258	KRISTIAN MARSHALL	SHEPTON MALLET	MAICO 440/490CC 1981
271	ROB STRINGER	SHIRE OAK	YAMAHA 490CC 1981
456	SHANE SARGOOD	WARMINSTER	MAICO 490CC 1981
712	DAVE ROBB	THIRSK	MAICO 250/490CC 1981
761	SIMON GOWER	BRIERLEY HILL	MAICO 490CC 1981
888	MICHAEL HAND	MELTON MOWBRAY	MAICO 490CC 1981

# RESULTS – INTERNATIONAL / EXPERT

			RACE 2			
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>	
			RACE 11			
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>	
			RACE 20			
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>	
Marillo	- AL RELIZED		The Mary Co.			
			RACE 29			
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>	200



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# INTERNATIONAL 500 cc MOTO-CROSS **CRAND PRIX OF GREAT BRITAIN**

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

sponsored by the



SUNDAY JULY 30th

Official programme 2/-

# 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 litheness 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 Prixs 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 hardfought battle with the German in Russia. This was Smith's first GP win for

#### **REPORT FROM THE 1967 GP PROGRAMME**

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.

# RESULTS 1967 INTERNATIONAL 500CC MOTO-CROSS GRAND PRIX OF GREAT BRITAIN

#### FIRST INTERNATIONAL RACE - 40 MINUTES + 2 LAPS (20 LAPS)

POS	NO	NAME	MACHINE	COUNTRY
1 <sup>ST</sup>	14	PAUL FRIEDRICHS	380 CZ	EAST GERMANY
$2^{ND}$	31	VIC ALLEN	499 BSA	GREAT BRITAIN
3 <sup>RD</sup>	37	DON RICKMAN	440 METISSE	GREAT BRITAIN
4 <sup>TH</sup>	38	JEFF SMITH	494 BSA	GREAT BRITAIN
5 <sup>TH</sup>	7	VLASTIMIL VALEK	420 JAWA	CZECHOSLOVAKIA
6 <sup>TH</sup>	28	DAVE BICKERS	400 CZ	GREAT BRITAIN

#### SECOND INTERNATIONAL RACE - 40 MINUTES + 2 LAPS (20 LAPS)

POS	NO	NAME	MACHINE	COUNTRY
$1^{ST}$	28	DAVE BICKERS	400 CZ	GREAT BRITAIN
$2^{ND}$	14	PAUL FRIEDRICHS	380 CZ	EAST GERMANY
3 <sup>RD</sup>	38	JEFF SMITH	494 BSA	GREAT BRITAIN
4 <sup>TH</sup>	7	VLASTIMIL VALEK	420 JAWA	CZECHOSLOVAKIA
5 <sup>TH</sup>	21	BILL: NILSSON	360 HUSQVARNA	SWEDEN
6 <sup>TH</sup>	34	ARTHUR LAMKIN	441 BSA	GREAT BRITAIN

#### 1967 500CC MOTO-CROSS FINAL CHAMPIONSHIP STANDINGS

POS	NAME	COUNTRY
1 <sup>ST</sup>	PAUL FRIEDRICHS	EAST GERMANY
2 <sup>ND</sup>	JEFF SMITH	GREAT BRITAIN
3 <sup>RD</sup>	DAVE BICKERS	GREAT BRITAIN

#### PAUL FRIEDRICHS (CZ)

**Paul Friedrichs** was born March 21, 1940 in Buchholz, East Germany. He won three consecutive FIM 500cc motocross world championships from 1966 to 1968.

Friedrichs grew up in Mecklenburg where he joined the motor sports clubs MC tractor Franzburg, MC Dynamo Rostock / Sportvereinigung (SV) Dynamo. With the training offered by the clubs, he developed into one of the best motocross and Enduro riders of his time. In 1965, he finished in second place in the 500cc world championship, behind Jeff Smith, before claiming his first world title in 1966 as a member of the ČZ factory motocross team. He successfully defended his crown in 1967 and 1968, before falling to third place in the 1969 championship. Friedrichs finished second to Roger De Coster in the 1972 500cc world championship. Friedrichs also competed in the 1972 International Six Day Trial as a member of the East German national team that finished second to the powerful Czechoslovakian national team.

# 125CC / 250CC

## **RACES 3, 12, 21 & 30**

NO	RIDER	CLASS	HOME TOWN	MACHINE
10	ADRIAN HOSKINS	125CC	PORTSMOUTH	YAMAHA YZ 125CC 1981
15	ROGER MADDEVER	125CC	ST AGNES	YAMAHA 125CC 1981
16	GARY TURNER	125CC	SOUTHAMPTON	SUZUKI 125CC 1980
51	BILLY ALLAN	125CC	EDMONTON, LONDON	HONDA 125CC 1980
58	PAUL EVANS	125CC	NEWPORT	KAWASAKI KX 125CC 1979
69	TIM YOUNG	125CC	STOURBRIDGE	YAMAHA 125CC 1981
87	MARITN STOKES	125CC	STOURPORT ON SEVERN	YAMAHA 125CC 1981
135	ANDREW DAVIDSON	125CC	GLOUCESTER	CAGIVA WMX 125CC 1982
141	FRED BARRETT	125CC	HILLINGDON	HONDA 125CC 1980
164	NIGEL D GREEN	125CC	GLOUCESTER	CAGIVA 125CC 1982
172	WAYNE TWIDLE	125CC	HIGHAM	YAMAHA 250CC 1981
199	CRAIG LEVETT	125CC	YATE	YAMAHA 125CC 1980
231	STEVEN TOMLIN	125CC	POOLE	YAMAHA 125CC 1978
429	MARTIN BARNARD	125CC	GLOUCESTERSHIRE	SUZUKI 125CC 1979
444	BOB AMPHLETT	125CC	PONTYPOOL	HONDA 125CC 1979
616	IAN MURPHY	125CC	LEICESTER	YAMAHA 125CC 1979
19	BRAD PERRETT	250CC	DORCHESTER	HONDA 250CC 1979
39	CHRIS ROWLANDS	250CC	HEREFORD	
62	CHRIS WOODWARD	250CC	BRADFORD	HONDA 250CC 1980
67	DAVE WOOLDRIDGE	250CC	LYMINGTON	HONDA 250CC 1979
86	PAT WINTER	250CC	GARDEN CITY	HONDA 250CC 1979
120	PHIL ALLEN	250CC	MACCLESFIELD	KAWASAKI 250CC 1979
128	STEPHEN GRIFFITHS	250CC	MIDDLEWICH	SUZUKI 250CC 1979
138	STEVE SHAMBROOK	250CC	DUNSTABLE	YAMAHA 250CC 1981
147	PAUL SHORT	250CC	CAMBERLEY	HONDA 250CC 1978
148	STUART GEORGE	250CC	REDRUTH	HONDA 250CC 1979
151	BRADLEY MADDEVER	250CC	ST AGNES	MAICO 250CC 1980
158	IAN RATHBONE	250CC	CREWE	HUSKY 250CC 1983
167	TIM MILLS	250CC	DUNSTABLE	HONDA 250CC 1979
171	RYAN STRUDWICK	250CC	HADLOW DOWN, SUSSEX	YAMAHA 250CC 1981
193	LEE HARTILL	250CC	KINGSWINFORD	HONDA 250CC 1979
215	JASON WOOLDRIDGE	250CC	SALISBURY	HONDA 250CC 1979
224	JOHN EARDLEY	250CC	STOKE-ON-TRENT	HUSKY 250CC 1982
251	ANDY SCUDAMORE	250CC	FROME	MAICO MEGA 2 250CC 198
267	KEVIN COLLINS	250CC	CHERTSEY	HONDA 250CC 1979
341	SCOTT REED	250CC	STAINES	SUZUKI 250CC 1980
425	JONATHAN COWGILL	250CC	PRESTON	SUZUKI 250CC 1980
716	DEAN WARREN	250CC	BRISTOL	KAWASAKI 250CC 1979
748	JAMES 'REG' FEIVEN	250CC	SOMERTON	HONDA 250CC 1980

# **RESULTS – 125CC / 250CC**

		RACE 3			
6 <sup>TH</sup>	5 <sup>TH</sup>	4 <sup>TH</sup>	3 <sup>RD</sup>	2 <sup>ND</sup>	1 <sup>ST</sup>
		RACE 12			
6 <sup>TH</sup>	5 <sup>TH</sup>	4 <sup>TH</sup>	3 <sup>RD</sup>	2 <sup>ND</sup>	1 <sup>ST</sup>
	NATION OF THE RESIDENCE				
		RACE 21			
6 <sup>TH</sup>	5 <sup>TH</sup>	4 <sup>TH</sup>	3 <sup>RD</sup>	2 <sup>ND</sup>	1 <sup>ST</sup>
6 <sup>TH</sup>	5TH			2ND	1 ST
	5 <sup>TH</sup>	RACE 30	3 <sup>RD</sup>	2 <sup>ND</sup>	1 <sup>ST</sup>

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# OVER 50S (INC OVER 60S)

## **RACES 4, 13, 22 & 31**

NO	RIDER	CLASS	HOME TOWN	MACHINE
3	ANDY ROBERTON	O50S (60)	KNIGHTON	HUSKY 250CC / BSA 500CC
8	JIM ROBBIE	O50S	EASTLEIGH	MAICO 400CC 1979
24	MAURICE WHARTON	O50S (60)	CUMBRIA	MAICO 490CC 1981
28	STUART MILLER	O50S (60)	NEWDIGATE	MAICO 490CC 1981
32	JACK MCEWAN	O50S (60)	LEEDS	MAICO 490CC 1981
33	GRAHAM NOYCE	O50S	EASTLEIGH	MAICO 490CC 1981
40	TONY VERBETTEN	O50S	COPTHORNE	HUSKY 430CC 1981
41	ALAN DEER	O50S (60)	TAUNTON	HUSKY 500CC 1983
46	ROGER STRUDWICK	O50S	EASTBOURNE	SUZUKI 400CC 1980
47	DAVE MOORS	O50S	BORDON, HANTS	MAICO 490CC 1981
50	NICK WOOD	O50S	HAILSHAM	YAMAHA 465CC 1980
53	BILL BROWN	O50S (60)	LILLYHALL EAST	MAICO 400CC 1981
66	PETER LIGHTFOOT	O50S	PENRITH	MAICO 490CC 1981
70	MARK EASTWOOD	O50S	EASTBOURNE	MAICO 490CC 1981
72	MIKE POPPERWELL	O50S	WAREHAM	HUSKY 500CC 1984
73	GEOFF SHUTTLEWORTH	O50S	CARNFORTH	MAICO 490CC 1981
74	PETE AUSTIN	O50S	HOPE VALLEY	MAICO 490CC 1981
75	MARTIN BOTT	O50S	SHORNE	HUSKY 510CC 1982
76	JON WOOD	O50S	PEVENSEY	HUSKY 500CC 1983
77	MIKE GEORGE	O50S	WOKING	HONDA 250CC 1979
78	ANDY HUGHES	O50S (60)	YEOVIL	KTM 604CC 1984
85	JOHN POUNDER	O50S (60)	BLETCHINGTON	MAICO 440CC 1979
96	ALFREDO SZATHVARY	O50S	ITALY	MORINI 125CC 4/T 1970
97	GUIDO BORGHIN	O50S (60)	ITALY	SACHS 250CC 2/T 1978
101	MICHAEL CORBY	O50S	ASCOT	HONDA CR 250CC 1980
106	STEVE MITTON	O50S	NORTHAMPTON	HUSKY 510CC 1983
113	ALESSANDRO BRUNINO	O50S (60)	ITALY	KAWASAKI 250CC 1979
122	PHIL WADSWORTH	O50S	ROSSENDALE	HPF 540CC 1980
133	JEREMY COOMER	O50S	SOUTHAMPTON	MAICO 490CC 1981
140	STEVE LITTLE	O50S	LAUNCESTON	MAICO 490CC 1981
157	RICK VERBETTEN	O50S	COPTHORNE	BULTACO 360CC 1973
159	TOM LOWE	O50S	ASHURST	MAICO 4400C 1981
163	STEPHEN FARTHING	O50S	ESSEX	MAICO 490/250CC 1981
187	ROBIN TAYLOR	O50S (60)	TRURO	MAICO 490CC 1981
201	GEOFF CHURCHILL	O50S	YEOVIL	MAICO 400CC 1981
210	CHRIS BARKER	O50S	LEEDS	MAICO 490CC 1981
254	GREG TURCZAK	O50S (60)	BANBURY	MAICO 490CC 1981
299	BARRY ANSTIS	O50S	PLYMOUTH	YAMAHA 400CC 1979
358	CHRIS SMETKAL	O50S	BEAWORTHY	MAICO 250 / 490CC 1979
391	KEVIN BURGESS	O50S	POOLE	HONDA 20CC 1978
550	IAN THOMAS	O50S	PLYMOUTH	MAICO 490CC 1981
717	BILL FINDLEY	O50S (60)	WORKINGTON	MAICO 440CC 1978
854	ERIC CHESHIRE	O50S	GLOUCESTER	MAICO 490CC 1981

# RESULTS – OVER 50S (INC OVER 60S)

			RACE 4		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
7118			DA CE 12		
			RACE 13		Maria Maria Barana
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 22		
	1 105			777	TH
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
MARKE					
			RACE 31		
	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
1 <sup>ST</sup>	7	)	4		10





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Official Programme 10p

# FARLEIGH CASTLE



# 1971 International 500cc Moto-Cross Grand Prix

of

# **Great Britain**

002

Organised by

WEST WILTS MOTOR CLUB on behalf of the A.C.U.

**Sponsored** 

by



SUNDAY 11th JULY

#### **REPORT FROM THE 1971 GP PROGRAMME**

#### THE ROUGH STUFF REIGNS SUPREME

by Peter Howdle of Motor Cycle News

STAN HAILWOOD, millionaire father of speed tycoon Mike the Bike, believed that moto-cross would eclipse road racing as the world's leading motor cycle sport.

His prediction is coming true. A golden era of high speed has slipped into history and the rough stuff reigns supreme.

Today, you will see highly paid works scramblers battling against stars who may never reach such dizzy heights. But all are magnificent athletes who play one of the most spectacular and exacting games under the sun.

Among the galaxy of talent for this 500 c.c. British Grand Prix—the fifth at Farleigh Castle—is a sportsman who will be the world champion of 1971.

Half a dozen could win the title but none are British. For although scrambling, like football, started here, we have been unable to produce a world champion since the dedication of Jeff Smith won the crown for B.S.A. in the mid-60s.

For many of you, today's clash of giants will be a unique opportunity of admiring the men and machines whose exploits have thrilled crowds all over Europe.

Unlike last year, when Bengt Aberg had already clinched the title, before he came and conquered, the situation remains fluid. Teething troubles with a quicker Husqvarna spoiled his efforts earlier in the season but he is back in the hunt in a big way.

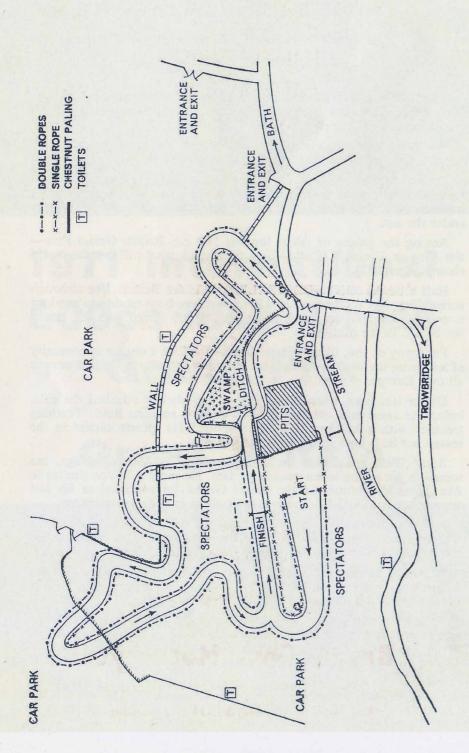
Adolf Weil, who leads the championship at 32 years of age, has scored in six of the seven rounds to date. He races a Maico similar to Ake Jonsson's, winner of the Hants Grand International at his last appearance in the U.K., and currently third in the championship.

Paul Friedrichs, the ex-world champion, whose glorious comeback was interrupted by injury, is no stranger to our shores. He clinched the second of his three titles when he rode a CZ to victory here in '67.

Roger De Coster is Suzuki's first contender for the 500 c.c. crown. A great stylist, he has behind him the vast resources of a factory which already dominates the 250 c.c. world contest.

Thirteen nations are taking part but, with 13 Britons, the home side is strongest numerically. John Banks is our main hope and Bryan Wade is our dark horse, but don't forget last year's surprise from Bob Taylor when he finished second overall.

You are about to see one of the finest events this country has staged this year. Motor Cycle News is proud to sponsor it. The West Wilts Club have worked hard for your pleasure. And you can read all about it in M.C.N. next Wednesday.



#### WORLD CHAMPIONSHIP LEADERS

#### up to the British Grand Prix

Rounds held: Italy, Austria, Sweden, Finland, Czechoslovakia, Russia, East Germany. Points scored in each round for first ten places: e.g., winner 15, second 12, third 10, then 8, 6, 5, 4, 3, 2, 1.

1 Adolf Weil, West Germany (Maico)	12	12	8	10	12	10	0-64
2 Roger De Coster, Belguim (Suzuki)	15	0	15	8	15	8	0-61
3 Ake Jonsson, Sweden (Maico)	0	0	6	12	8	15	12—53
4 Paul Friedrichs, East Germany (CZ)	0	15	12	15	0	0	6-48
5 Bengt Aberg, Sweden (Husqvarna)	0	0	0	0	10	12	15-37
6 Chris Hammargren, Sweden (H'varna)	0	6	10	6	4	0	8—34
7 Willy Bauer, West Germany (Maico)	0	10	2	0	5	6	3-26
8 Jan Johansson, Sweden (Husqvarna)	4	8	4	0	0	0	4-20
9 John Banks, Great Britain (B.S.A.)	3	5	0	0	0	0	10—18
10 Arne Kring, Sweden (Husqvarna)	5	4	5	0	0	0	0—14
11 Jaak Van Velthoven, Belgium (Husqvarna)	0	0	0	1	6	0	5—12
12 Jiri Stodulka, Czechoslovakia (Jawa)	10	0	0	0	0	0	0—10

#### 1971 500CC MOTO-CROSS FINAL CHAMPIONSHIP STANDINGS

POS	NAME	COUNTRY
1 <sup>ST</sup>	ROGER DE COSTER	BELGIUM
$2^{ND}$	AKE JONSSON	SWEDEN
3 <sup>RD</sup>	ADOLF WEIL	WEST GERMANY

### ADOLF WEIL (MAICO)

Adolf Weil was in born 1940 in Germany. He competed in the FIM 250cc and 500cc Motocross Grand Prix world championships as a rider for the Maico factory racing team during the 1970s. He finished second to Håkan Andersson in the 1973 250cc World Championship, and finished in third place three times in the 500cc World Championship, but was never able to capture a title. Weil won the 1973 Trans-AMA championship. He was known as the 'Iron Man' of motocross because he competed well into his 30s in a physically demanding sport that is dominated by younger riders.

# **OVER 40S**

## **RACES 5, 14, 23 & 32**

NO	RIDER	HOME TOWN	MACHINE	
6	KEVIN SPENCER	BARNSTABLE	MAICO 400CC 1978	
7	TONY DINHAM	LANDRAKE	HONDA/MAICO 480CC 1981	
14	RICHARD CARTER	FALMOUTH	HUSKY 580CC 1981 / CCM 580CC 19	
25	MARTIN HENDY	BRISTOL	MAICO 490CC 1981	
34	STEVE CLARKE	PORTUGAL		
35	NEIL HEMPSTEAD	BURY ST EDMUNDS	HONDA 540CC 1980	
37	IAN POUNDER	BLETHINGTON	MAICO 490CC 1979	
44	KEVIN REED	STAINES	SUZUKI 400CC 1980	
46	CHRIS STONE	BRISTOL	of the second section of the second	
49	MARK RUSSELL	ORPINGTON	HONDA CR 250CC 1979	
55	TIM CARTER	FALMOUTH	MAICO 490CC 1981	
71	DAVID FISHER	WARMINGHAM	YAMAHA 250CC 1981	
104	NEIL EARDLEY	GILLOW HEATH, STAFF	YAMAHA 465CC 1980	
109	MARK JARVIS	HERSTMONCEUX	HONDA CR250CC 1979	
110	STEPHEN MCCORMICK	EASTLEIGH	MAICQ 490CC 1978	
112	SIMON MCCORMICK	EASTLEIGH	HUSKY 250CC 1984	
126	MARK ALDERTON	PORTLAND	SUZUKI RM 400CC 1980	
139	GAVIN COLE	EASTLEIGH	YAMAHA YZ 250CC 1980	
142	DAREN MAGUIRE	HORSHAM	MAICO 490CC 1981	
143	DAVE MOORE	BORDON	MAICO 490CC 1981	
149	MARK FREUDENAU	MACCLESFIELD	YAMAHA 250CC 1981	
161	JOHN LAWRENCE	HORSHAM	MAICO 490CC 1981	
174	DAVID ABRAHAM	WILLINGHAM, CAMBS	SUZUKI 250CC 1978	
177	STEVE MOLINEUX	STOURBRIDGE	MAICO 490CC 1981	
178	MARTIN SMALL	ROMFORD	MAICO 490CC 1981	
186	IAN NOTT	WELLINGTON	MAICO 490CC 1981	
191	KEITH RICE	CANVEY ISLAND	HONDA 250CC 1980	
217	MARK LEWIS	CORSLEY	MAICO 490CC 1981	
243	LEWIE DAVIS	DIDCOT	YAMAHA 465CC 1981	
261	KEVIN HUMPHREYS	WAREHAM	MAICO 400CC 1979	
280	PAUL LIEU	TAUNTON	HONDA 250CC 1980	
359	CARL POPE	WOLVELLEY		
421	ROBIN COWGILL	PRESTON	SUZUKI 370CC 1977	
511	NIGEL PARKER	BRISTOL	YAMAHA 250CC 1981	
561	ROBERT ATKINS	WANTAGE	MAICO 250CC 1980	
574	PAUL BALDWIN	MILTON KEYNES	YAMAHA YZ 250CC 1981	
711	KENNY WATMORE	EASTLEIGH	MAICO 400CC 1979	
751	GARY TURNER	SUNNINGWELL	HONDA 250CC 1978	
771	IAN PROUDFOOT	FARNBOROUGH	YAMAHA 465CC 1981	

# **RESULTS – OVER 40S**

			RACE 5		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			10.00		
			RACE 14		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
<u> </u>					
			D. C. C.		
			RACE 23		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
				1981	
			RACE 32		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>



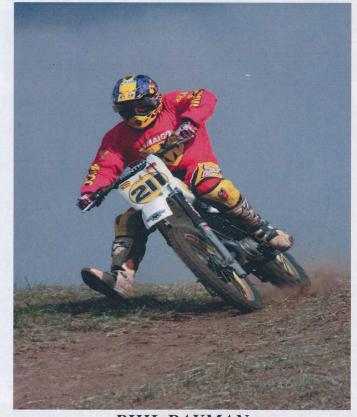
# **CLUBMAN 1**

# **RACES 6, 15, 24 & 33**

NO	RIDER	HOME TOWN	MACHINE
2	BEN NEVITTE	BRISTOL	HUSKY CR 500CC 1983
4	DAVE KING	WIMBORNE	HONDA 480CC 1982
12	TOBY NEVITTE	BRISTOL	HUSKY CR 500CC 1982
23	PAUL HODGKINS	DIDCOT	ARMSTRONG MT 500CC 1986
26	ANDY MARTIN	GILLINGHAM	HONDA 250CC 1979
27	JACK JOHNS	BIDEFORD	ARMSTRONG 500 1985
48	PAUL BAILEY	STOKE-ON-TRENT	MAICO 250CC 1981
61	VINCE HOBBINS	DUNSTABLE	HONDA 250CC 1980
63	TIM HEDGECOCK	BRISTOL	HUSKY 500CC 1983
65	CHRIS NUNN	NEWMARKET	MUGAN HONDA 360CC 1979
80	JONATHAN DAVIS	WEST MERSEA, ESSEX	YAMAHA 465CC 1981
93	CHARLIE HOLLINSHEAD	STOKE ON TRENT	SUZUKI 125CC 1980
100	JES NICHOLLS	WESTCLIFF, ESSEX	BULTACO 370CC 1977
102	ROBERT WILLIAM LANGFORD	STOKE ON TRENT	HUSKY 250CC 1983
103	JAY FROST	BEAWORTHY	ARMSTRONG 500CC
111	NEIL HESLETON	CHESTER	MAICO 250CC 1978
114	GARY WASHER	PEMBURY, KENT	HONDA 250CC 1978
115	ANDREW GILLINGHAM	WARMINGHAM	HUSKY 500CC 1983
118	TOM SIEBERT	CREWKERNE	HONDA 250CC 1979
123	RUAIRI SPENCER	GLOUCESTER	HONDA 250CC 1979
131	RICHARD PASHLEY	CHELTENHAM	KRAMER 406CC 1983
132	LLOYD GRIFFITHS	WESTON-SUPER-MARE	HONDA 250CC 1979
145	TREVOR KING	BUCKINGHAM	YAMAHA 250CC 1981
150	GRAHAM CHALLIS	READING	MAICO 490CC 1981
170	KEITH STRUDWICK	HADLOW DOWN, SUSSEX	YAMAHA 250CC 1981
173	VINCE HOSEY	STOKE ON TRENT	YAMAHA 490CC 1982
180	SIMON BETTANY	STOKE-ON-TRENT	HONDA 540CC 1979
188	ANTHONY COPELAND	STOKE ON TRENT	MONTESA 414CC 1979
200	PAUL KELLY	TIPTREE	HONDA 480CC 1980
211	PHIL BAYMAN	MIDDLEWICH	MAICO 490CC 1981
212	JONATHAN PARKER	HIGHBRIDGE	MONTESA 360CC 1977
236	ANDREW TOMLIN	POOLE	HONDA 125CC 1980
241	GREG SCUTT	PULBOROUGH	HUSKY 500CC 1983
298	CHARLIE KELLY	COLCHESTER	HONDA 250/480CC 1979/83
343	SHAUN THOMAS	PLYMOUTH	MAICO 440CC 1981
410	LUCY BRATT	CREWE	MAICO XR 200CC 1981
629	STUART HODDER	LANGPORT	YAMAHA 465CC 1981
666	JANET FREEMAN (SAT)	RUGELEY, STAFF	SUZUKI / HUSKY 400CC 1983
666	DAVID SMITH (SUN)	RUGELEY, STAFF	YAMAHA 490CC 1982
726	COLIN SOWTER	BROXBOURNE	YAMAHA 465CC 1981
777	RUPERT HILLS	STRATFORD UPON AVON	HUSKY 560CC 1982

# RESULTS – CLUBMAN 1

	A the Total State of	S. S. S. State	RACE 6		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
-					
	PART PART		RACE 15		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			D 1 0D 41		
Bay R. L.			RACE 24		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
1 November	4-84-				
					And the second second second
			RACE 33		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	RACE 33	5 <sup>TH</sup>	6 <sup>TH</sup>



PHIL BAYMAN



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# **CLUBMAN 2**

## **RACES 7, 16, 25 & 34**

NO	RIDER	HOME TOWN	MACHINE
20	NEIL JONES	DORSET	YAMAHA 250CC 1981
29	PAUL O'GORMAN	NORTHHANTS	MAICO 490CC 1981
30	DAVID LIGHTBOWN	ACCRINGTON	MAICO 490CC 1981
31	TREVE MILDREN	BROCKWORTH	HUSKY 250CC 1985
42	CARL FORD	POLESWORTH	HONDA 360CC 1980
52	MICHAEL MATTHEWS	POOLE	HONDA 500CC 1981
56	SAM MCEVOY	SALISBURY	SUZUKI 500CC 1983
57	STEPHEN BRENTON	TRURO	MAICO 440CC 1981
59	MIKE MCEVOY	ROMSEY	SUZUKI 500CC 1983
79	ANDY FELTHAM	GILLINGHAM	YAMAHA 465CC 1983
81	STEVE DAWKINS	SOUTHAMPTON	HONDA CR 250CC 1980
82	LES RAMPTON	COLCHESTER	KAWASAKI 250CC 1976
83	OLIVER HUGHES	DUBLIN	MAICO 250CC 1976
90	DAVE ROWSELL	SOUTHAMPTON	SUZUKI 125CC 1977
91	SCOTT CURTIS	PRESTON	YAMAHA 465CC 1981
92	DAVID CROSSMAN	DIDCOT	YAMAHA 250CC 1981
107	MARCUS CLARE	SHAFTESBURY	MAICO 490CC 1981
119	KIERON MOORE	TAMWORTH	YAMAHA 465CC 1981
121	JON DINGLE	TRURO	YAMAHA 490CC 1982
124	ANDY ELLIOTT	NEWTON ABBOT	MOTO GORI 500CC 1981
125	DUNCAN JUDD	BANBURY	HONDA RED ROCKET 250CC 1979
160	GRAHAM RUSSELL	HOOK	YAMAHA 250CC 1981
165	JOHN HARMAN	BASINGSTOKE	HONDA 500CC 1983
166	RAY HARTILL	KINGSWINFORD	HONDA 250CC 1980
175	PETE LEGG	DORCHESTER	HONDA 250CC 1979
176	IAN MULLINGS	PRESTON	YAMAHA 250CC 1981
184	BEN HUGHES	WISTASTON	MAICO 490CC 1981
192	RILEY LOWE	ASHURST	MAICO 440CC 1981
221	DANNY HARDY	WAKEFIELD	MAICO 440CC 1981
248	FREDDIE DAVIS	DIDCOT	YAMAHA 465CC 1981
311	IAN COPSEY	SMALLFIELD, SURRY	YAMAHA 465CC 1980
405	ROBERT YOUNG	LONDON	MAICO 490CC 1981
414	WAYNE RUDOLPH	FLEET	HONDA 250CC 1978
426	LEE MAGUIRE	HORSHAM	HUSKY 500CC 1983
440	MARK FOSKETT	SOUTHAMPTON	MAICO 440CC 1981
451	NIGEL MARTIN	YEOVIL	SPORTAC 570CC 1982
611	BRENDAN MAYNE	STURMINSTER NEWTON	SUZUKI 125CC 1977
701	MARK JAMES	FAREHAM	HONDA 250CC 1979
811	ALAN COYNE	PRESTON	CURTIS SUZUKI 400CC 1977
911	BARRY MAYNE	STURMINSTER NEWTON	SUZUKI 125CC 1980

# RESULTS – CLUBMAN 2

			RACE 7		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 16		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
April 1					THE RESERVE OF THE PARTY OF
			RACE 25		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
	A set le la contraction				and Course to
1000			RACE 34		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
		FA ST		1000	



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# CCM / 4-STROKE

# **RACES 8, 17, 26 & 35**

NO	RIDER	CLASS	HOME TOWN	MACHINE
14	RICHARD CARTER	CCM	FALMOUTH	HUSKY 580CC 1981 / CCM 580CC 1981
18	MARTYN WILLIAMS	CCM	LEICESTERSHIRE	CCM 500CC 1979
43	MIKE AMES	CCM	WARMINSTER	CCM 500CC 1978
60	JASON BOWEN	CCM	BUILTH WELLS	CCM 580CC 1977
108	DICK TETT	CCM	RUPLEY	KSI 450CC 1978
127	ALAN VOASE	CCM	HORNSEA	CCM 500CC 1977
137	RICHARD CLARKE	CCM	AXBRIDGE	CCM 540CC 1975
685	NIGEL ANDREWS	CCM	GLOUCESTER	CCM 540CC 1979
22	ROD SPRY	4STROKE	ROSSENDALE	KNOBBY SHOP 470CC 1978
38	MARTIN BANKS	4STROKE	BURY-ST-EDMUNDS	YAMAHA HL 500CC 1978
45	RICHARD STIBY	4STROKE	WIVELISCOMBE	HUSKY 510CC 1984
64	LEE JACKSON	4STROKE	SANDBACH	YAMAIHUKI 500CC 1982
95	PAUL FELTHAM	4STROKE	GILLINGHAM	ROVATNA 600CC 1984
99	PAUL RICHARDS	4STROKE	YEOVIL	ARMSTRONG 600CC 1980
116	IAN BALDOCK	4STROKE	SHAFTESBURY	CURTIS HONDA 500CC 1982
117	ROB FODEN	4STROKE	CHIPPING NORTON	HUSKY 510CC 1983
121	GARY PARKER	4STROKE	PRESTON	C&J HONDA 530CC 1979
130	BRYAN WITHERS	4STROKE	SHEPTON MALLET	C&J 500CC
134	MITCH HUGHES	4STROKE	WISTASTON	YAMAHA HL 500CC 1978
136	LEE DAVIES	4STROKE	PRESTON	HAGON 540CC 1979
146	HAGGIS HARTMAN	4STROKE	SKILGATE, TAUNTON	HONDA 540CC 1979
152	JON BORROWS	4STROKE	POLESWORTH	HUSKY 510CC 1983
154	PIP CURTIS	4STROKE	HORSHAM	SUZUKI SP 400CC 1980
179	JOHN SIMMONDS	4STROKE	TELFORD	KTM 610CC 1984
182	DOM DURKIN	4STROKE	HORSHAM	HUSKY 510CC 1979
259	MARK BURROWS	4STROKE	TAMWORTH	HUSKY 510CC 1983
411	KEV BRATT	4STROKE	CREWE	MAICO XR 500CC 1981
412	DOM BRATT	4STROKE	CREWE	MAICO XR 510CC 1981
448	PAUL WEBB	4STROKE	CAMELFORD	KSI THUMPER 480CC 1978
461	IAN CAMERON	4STROKE	WESTHUMBLE	HUSKY/YAMAHA HYBRID 540CC 1982
481	GARY CURTIS	4STROKE	BRACKLEY	HONDA 500CC 1978
571	ALAN MULLINS	4STROKE	HASLINGTON	CURTIS HONDA 500CC 1980
747	PHILIP BURGESS	4STROKE	WOOBURN COMMON	C&J HONDA 500CC 1982

# RESULTS – CCM / 4-STROKE

			RACE 8		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 17		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
	The state of the state of				
100			RACE 26		
1 <sup>ST</sup>	2 <sup>ND</sup>		RACE 26	5 <sup>TH</sup>	6 <sup>TH</sup>
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	RACE 26	5 <sup>TH</sup>	6 <sup>TH</sup>
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>		5 <sup>TH</sup>	6 <sup>TH</sup>



Gary Parker & Dugald Cullen

# **SIDECARS**

# **RACES 9, 18, 27 & 36**

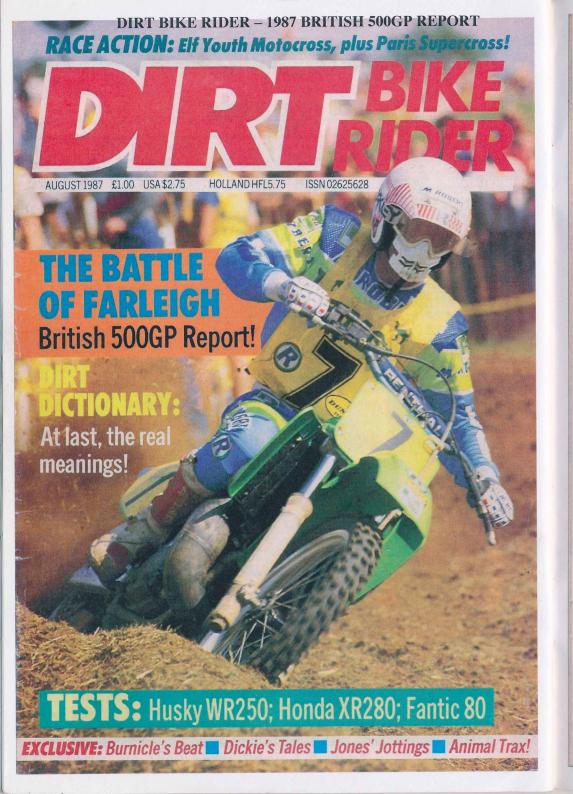
NO	DRIVER / PASSENGER	CLASS	HOME TOWN	MACHINE
1	PAUL MORRIS / MARK SNELL	EXPERT	BOGNOR REGIS	ROTAX WASP 600CC 1984
5	ROB WILKINSON / TBC	EXPERT	WATERLOOVILLE	YAMAHA WASP 950CC 1984
7	TERRY PARSONS / DOUG BOYD	EXPERT	PODIMORE	NORTON WASP 850CC 1982
13	SHAUN MALLOWS / COLIN DUNKLEY	EXPERT	TIPTREE	YAMAHA WASP 840CC 1983
18	THOMAS UNGEMACH / STEFAN KLEINE	EXPERT	GERMANY	EML YAMAHA 998CC 1983
23	PAUL HARKER / MATT WILLIAMS	EXPERT	UPTON UPON SEVERN	YAMAHA WASP 880CC 1984
29	CHRIS MOSS / ANDY WOOD	EXPERT	CALNE	YAMAHA WASP 840CC 1983
32	CHRIS WALKER / LUKE WILLAMS	EXPERT	GLOUCESTER	EML YAMAHA 840CC 1983
44	MARK KINGE / GREG WERNHAM	EXPERT	FARNBOROUGH	SBR WASP 1000CC 1984
46	CHRIS BATT / RICHARD BRINSDEN	EXPERT	CAMBERLEY	ROTAX WASP 600CC 1984
71	PAUL KIMBELL / ALEX LEISK	EXPERT	MAIDENHEAD	YAMAHA WASP 840CC 1980
74	ARTHUR WALTON / JAMES GEORGES	EXPERT	OXFORD	WASP 1000CC 1984
111	CHARLES CHIVERS / DAN CHIVERS	EXPERT	DARTMOUTH	YAM WASP 1000CC 1983
133	MATT BODFISH / AARON CHATWIN	EXPERT	NARBERTH	NORTON/WASP 920CC 1983
10	KEITH PATTISON / JACK PATTISON	JUNIOR	MIDHURST	YAMAHA WASP 750CC 1981
11	DEAN GRAY / IAN GALLEY	JUNIOR	COUNTY DURHAM	YAMAHA WASP 880CC 1984
15	JON BURROWS / ALAN WOOD	JUNIOR	POLESWORTH	YAMAHA 650CC 1980
17	MICK LAWRENCE / EDWIN MANGNUS	JUNIOR	FARNCOMBE/HOLLAND	YAMAHA WASP 840CC 1971
26	IVAN WALKER / ROBERT MILLIS	JUNIOR	FRANCE	YAMAHA WASP 650CC 1977
33	GUNTER RICHTER / THOMAS GIOMBOLINI	JUNIOR	GERMANY	NORTON WASP 980CC 1980
77	STEVE KENDREW / PHIL HUTCHINS	JUNIOR	TADLEY	ROTAX WASP 636CC 1982
112	ROSS CHIVERS / MIKE CHIVERS	JUNIOR	DARTMOUTH	ROTAX WASP 600CC 1984
118	ROB BARNES / FAYE BARNES	JUNIOR	UPTON UPON SEVERN	YAM WASP 880CC 1983
153	MIKE WELLS / KEVIN MULLINS	JUNIOR	SALISBURY	YAMAHA WASP 840CC 1979
224	SHANE HORTON / PAUL HORTON	JUNIOR	WORCESTER	HONDA WASP 600CC 1991
241	STEPHEN BURDGE / JAMES CUFF	JUNIOR	BRISTOL	YAMAHA WASP 880CC 1981
417	ANDY CARTER / LEIGH CARTER	JUNIOR	HEREFORD	NORTON EML 920CC 1983

# RESULTS - SIDECAR

			RACES		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			DACE 19		
1 ST	LaND		RACE 18	I _TU	I aru
I''	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
		Marie Same			
			RACE 27		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
			RACE 36		
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>



Andy & Leigh Carter





DIRT BIKE RIDER - 1987 BRITISH 500G

# LOTTA BOTTLE

British Grand Prix report
By Peter Donaldson and John Pearson.
Photos by Jack Burnicle.

WORLD Champion elect, Belbottles thrown by irresponsible fans and took a massive 64-point lead in the battle for Dave Thorpe's crown by winning the British 500cc Grand Prix at Farleich Castle.

leigh Castle.
Sharing a win and a second place with Britain's Kurt Nicoli, a furious Jobe — who scaled the commentator's tower to personally berate the football-style hoolingans (see separate story) — took the overall honours by beating Kurt in the second moto.

Behind Nicoll his fellow Brits packed the major placings. Laurence Spence made a first-ever rostrum appearance in third, followed by super-hero David Thorpe – nursing an arm broken just five weeks previously – with Mervyn Anstie fifth.

Like the previous round in Italy, Team Green Kawasaki number one Nicoli was fastest man on the track. He won the first moto with relative ease. But while bright orange M Robert gear-clad Jobe was zapping around Farleight twists, turns and bumps on the first lap of the second leg, Nicoli was trapped at the back of a major first-turn snari-up while Heinz Kinjadner, Kees van der Ven and Leif Persson extracted themselves from a multinational tangle of men and machines.

"That was a shame," said Kurt,
"I'd made one of my best starts for
a long time."
East Anglian Nicoll battled

East Anglian Nicoll battled furiously through to second. But, unlike Nigel Mansell at the other British GP, he didn't quite have sufficient time and laps to catch the leader and give the 20,000 plus Farleigh crowd the home win they so dearly wanted.

A popular third overall, thanks

A popular third overall, thanks to a dogged brace of fifth places went to Nicoll's fellow Team Green hero, Irishman Laurence Spence. It was the first time in eight years of Grand Prix racing Spence had stepped on a rostrum

Above: Moments to savour... Kun Nicoli gives Kawasaki its first GP win at Farleigh Castle since the days of Dave Thorpe. Team boss Alec Wright was very happy, too.

Right: To the fore... the unmistakable sight of Georges Jobe. Not so calm, but still superbly confident, the Belgian looks certain to grab the Numbe One plate.



Of the other Brits, Andy Nicholls retired from the first leg after clashing with Yamaha's Leif Persson, but rode to a magnificen fourth second time out. A determined Jared Smith was 10th overall, Mark Banks 13th, Greg Hanson 16th and Perry Leask getting the final point in 20th.

Ever-improving Hanson would have been considerably higher but for collecting a rear wheel puncture in his Kawasaki when a strong third second time out.

#### RACE ONE

THERE was no way Kurt Nicoll was going to finish anywhere but first in this opening moto.

Fastest in practise by two storming seconds from Dave the Kawasaki star Thorpe. brought a big smile to Team Green bossman Alec Wright's face by taking his maiden Grand Prix win looking strong and very determined.

Typically, a tense Nicoll didn't start well and lost valuable seconds stalling at the start straight hairpin. But by the end of the first lap he was ninth and on a charge to the front.

To the delight of the Farleigh thousands, Captain Kurt took control on lap nine, pulling out an eight second buffer over championship leader Jobe.

Third, riding with the pain from his injured arm subdued by cortisone injections, was the superhuman David Thorpe. The Hondamounted World Champion started cautiously, languishing in 12th spot on lap two. But riding with guts, determination and a dogged reluctance to relinquish his crown. Thorpey consummately powered through the field. He was seventh with two laps to go then darted through to third on the penultimate

Said Dave: "I'm just annoyed with myself for not trying harder earlier in the race."

Thorpe, in common with the rest of the Brits, had been lifted by the crowd cheering constantly from the start when KTM's Mervyn Anstie grabbed the lead and stayed there for two laps.

Swede Leif Persson then nipped past with his super quick works Yamaha, but Newburybased Anstie held second until succumbing to Nicoll's charge on lap six.

Jobe also muscled past, but Anstie looked good for fourth - or higher - until a spot of handlebar bashing while challenging Persson saw him come off second best and down in seventh at the flag.

Said Mervyn: "I had to try to take him. I got past then he came through the inside and left me nowhere to go but into the fence."

Persson took fifth, with Laurence Spence - largely unnoticed by the commentators - a worthy sixth after nipping past Italian GP first leg winner Claudio Di Carli on the last lap

lighted.



Behind seventh man Anstie came Belgians Jacky Martens and Andre Vromans, with muscle man Jared Smith just getting the better of a furious race-long battle with fellow Kawasaki rider Greg Hanson for 10th.

But the race belonged to Nicoll. Poor start or not he got his head down, picking off one or two riders a lap until the sixth circuit when he took Anstie at the bottom of Farleigh's big hill.

Next time around - the halfdistance lap - Nicoll's Kawasaki was closer to Leif Persson's white

The gap kept closing, then on lap nine he was alongside up the hill. Persson fought back. They were side by side on the massive jump down into the amphitheatre. Persson took the next turn first but he couldn't delay the inevitable for much longer and Nicoll started the next lap in the lead and en route to a magnificent win.

#### **RACE TWO**

COULD Nicoll repeat his race one victory? Sadly, things didn't quite go according to the script. Both he and Thorpey were delayed by the first turn pile-up that saw Kurt fourth from last away and other likely contenders Kees Van der Ven and Leif Persson eventually getting going half a minute behind

The Farleigh fans were hoping Nicoll could repeat DT's epic lastto-first charge when the 500 GP last went to Wiltshire in '85. But, despite some truly inspired riding through the field. Kurt couldn't quite close on the elusive day-glo Belgian Jobe.

Almost as badly held up, Thorpey battled on manfully but tired and aching from his injuries the defending champ could reach only 11th at the flag

Surprise package in the second





The first-lap crunch might have ruined Kurt and DT's chances but it gave some other battling Brits the opportunity for stardom.

Belgians Jacky Martens and Jobe were soon into first and second places. But behind them was a rough, tough race between Andy Nicholls, Jared Smith, Greg Hanson and Mervyn Anstie.

The latter dropped and remounted his KTM at the bottom of the hill on lap three, but the others were really moving.

Hanson, looking really world class, took third and started pulling away. Said Greg: "Unlike the first race where I felt so tense, this time I felt really good and I wasn't tiring. Then I got a puncture on lap

By coincidence that was when things started to happen. Jobe forced past Martens, while Nicoll weaved through his compatriots

It had been a hard charge but Kurt was only eight seconds down on Martens, with Jobe a further seven and a half seconds in front.

A big gap to make up but the Kawasaki man was still looking strong, forceful and fluent. The crowd sensed he might still get to the front

On lap 10 he dived past Martens as the Belgian missed a gear.

Kurt was trying hard; no-one was jumping further down the big hill into the main area. But Jobe, realising the danger, upped his pace and Kurt knew there was insufficient time and laps left to catch him.

This time Jobe was a happier man. Looking more and more like a World Champion he thanked the crowd for being more sporting towards him in the second race. ' was pleased to win this one," said the Belgian who has now set Thorpe and Nicoll a mighty task if they want to take the title

#### DIRT BIKE RIDER – 1987 BRITISH 500GP REPORT



second leg there was no malice

crashed. I gave him an option just

like he did to me two laps earlier at

ran into the fence. The crowd was

lifted me. But I think the club have

got to seriously consider investing

in more grandstands. It was a big

crowd and for many it was difficult

to see. The spectators have to be

GREG HANSON (11-DNF): "I

wasn't so tense in the second

race, I was riding more relaxed. I

got a good start and had Jobe in

obvious a couple would have

about 20 minutes into the race

and holding third place ... Italy

was real good for me, it was a

turning point, but the heat did me

front of me to pace myself. It was

come past, but I felt I could last the

whole race. Then I got a puncture,

looked after.

the same snot. I took the option.

then and shut off. He didn't and

unbelievable; they should have

lifted Kurt no end. I know they

DAVE THORPE (3rd-11th): "I

think the World Championship is

finished for me. But I know how

much Honda want me to finish

second, so all I want to do now is

beat Kurt. I really thought I could

win at Farleigh, right up until 25

worst part about the day. I've

never felt tired like that in a race

since I was about 19. I hated it!

with a igh As the igh wore off I

was in absolute agony. It was

without a painkiller. I was pleased

with third in the first leg, though I

unbelievable. I'd rather ride

shouldn't have ridden so

One thing I won't do again is ride

minutes into the second leg when

I began to feel tired. That was the

on my part when Mark Banks

Below: Merve the Swerve Anstie had his share of the glory, taking Jacky Martens (17), but later coming off second best



cautiously at the beginning. In the in. Now I'm getting the fitness I'm

## beginning to feel more confident. The crowd here was so good; they were a real help

JARED SMITH (10-9): "The second leg was hard because I was a little tired from pushing so hard in the first race. But I was up there in third and fourth and when the pace settled down I was able to hold my own. I lost the front-end once, but managed to keep the engine going. I was just trying a bit

ANDY NICHOLLS (DNF-4): "The first race was going alright until Persson hit me and broke my clutch. You can't do much around Farleigh without one ... The second race was a bit better. I got a good start. It was nice being up the front; that's the way I prefer it! The pace was faster in the second. Although it was rougher. there was more traction. It's just a shame about the first race - it could have been a top three

British GP MARK BANKS (13-12): "Thorpey had me off on the last lap in the second race. I was right into the fencing. I think I was riding quick enough to be up higher in the results. In the second race, too, Ljungqvist came right over on to

me going into a corner. We hit

bikes, then I ran into Liles. I think

he wants to see me, so I'd better

few weeks off, it was inevitable a

Castle and get in some pre-match

few "fans" would find Farleigh

training throwing beer cans and

Championship leader Georges

Jobe, who, quite understandably,

Immediately after crossing the line in the first moto he stormed up the main commentary tower and launched a strong and

I come here to win. I want to

Shortly afterwards, West Wilts

club motocross co-ordinator Ken

Lywood also spoke to the crowd.

here since 1966 and this is the first time I've had to get on the PA

unreservedly apologise for the

behaviour of those people who

have insulted a great rider.

Kurt Nicoll addressed the

give him any excuses.

spectators.

'I've been organising grands prix

and offer an apology to anyone...

But it didn't end there. Minutes

before the second leg was due to

'Georges has complained,"

said Nicoll. "We don't want it to

happen again. We want to beat

Next, Thorpe: "The British

Georges beats us then let it be

fairly and squarely. But we're

the track applauded Georges

Jobe as a worthy winner of the

going to give him hell out there.

There was no more trouble and

on his final lap spectators around

let's keep our sport clean. If

nublic is the best in the world so

him fairly and squarely. Just don't

line up, both Dave Thorne and

win, so please let me do my job.

impassioned plea for fair play

Please be fair with me," he

Their target was World

found their actions both dangerous and objectionable.

bottles

MERVYN ANSTIE (7-7): "I'm pleased. I've got two results. It was a shame in the first race. I had to have a go at Persson. I had to try a move on him because he's so hard to get past. But he came back and I went into the fence! Things were going well in the second race until I passed Andy Nicholls. I caught a bump wrong, nudged Greg Hanson's rear whee and went over the bars! But at least I got back up to seventh. I've got Jim Lewis as a mechanic now and everything about the bike is so good. I think it's all coming together. The crowd support for



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#### DIRT BIKE RIDER - 1987 BRITISH 500GP REPORT

me was excellent and I think my sponsors, Southern Formes, will be pretty happy."

HEINZ KINIGADNER (0-14):
"Not a good day. In the second race at the first turn I got my leg caught in Persson's rear wheel. He falls down, I fall down."

LEIF PERSSON (4-13): "Fourth or fifth is still possible in the Championship. I will be trying my hardest. The new bike is good: much better than the air-cooled Yamaha, It turns very tight, so you don't have to rely on berms. I like Farleigh, but in the first race my hands got very sore from banging on the fencing. And once I hit a little boy who was hanging over the fencing. I was so angry. It is dangerous and what parent would let their children face such danger? In the second race I got my foot caught in Kees van der Ven's rear wheel at the first corner. We all fell. It was very hard to come from the back of the

KURT NICOLL (1-2): "Right after the second race I felt a bit disappointed. With the speed I had I should have won. But I've thought about it and I'm pretty pleased with the day. In the second race I got one of the best starts I've ever had and had nowhere to go. I just had to stop and join the bus queue! I really believe in myself now, even though I was very nervous in the morning. I felt with David injured all the pressure was on me to win. But I should be alright next week. I think Georges will slacken his pace fairly soon and I'll be there. I think I've been second to Thorpey long enough. It's my turn to be the top British rider in the World Championship.

LAURENCE SPENCE (5-5): "I thought I could do well here. It was just a case of riding smoothly and keeping up a tast rythmn. The second race was harder; I got a bad start and had to pass more people. But I'm pleased, so is my father; he was my mechanic today. It's my first time on a GP rostrum. It seems I'm getting faster as I get older. Just like Roger Harvey! Extra training now? Well, I might do a bit more jet skiing!"



The three faces of Farleigh... smiles and confidence from Nicoll and Jobe, pain and doubt from Thorpe.



Mark Banks did lead Dave Thorpe... briefly. But when the World Champ came back, Banks didn't take the only option available – and ended in the fencing.



Dave Thorpe said earlier this year that whoever led the World Championship after Farleigh would win it. Georges Jobe crossed the line for a 64 point margin.

#### **CAPTAIN KURT!**

KAWASAKI'S Kurt Nicoli leads the British team in this year's Motocross des Nations. Backing up Nicoli for the September eveur at Unadilla in the United States, will be Rob Herring (Yamaha 250) and Greg Hanson (Kawasaki 125), Suzuki's Jem Whatley is

Said Nicoll after the team was announced at Farleigh Castle: "It's a good team. We're all getting better and better. But it won't be easy. The Americans will be difficult to beat, but we're going in with a good chance."

#### WATSON'S BREAKS

DAVE Watson is recovering from an operation after breaking his left leg during training for the British GP. The KTM rider's leg was fractured and broken in three places above the knee after colliding with a fence. At the time of the crash, he had posted a very confident tenth fastest time. Although Dave is expecting to be transferred closer to home soon, send cards to him at the Helena Ward, Royal United Hospital, Bath.

#### **RESULTS**

1. Georges Jobe (Belgium) Honda	17 + 20	37
2. Kurt Nicoll (GB) Kawasaki	20 + 17	
3. Laurence Spence (GB) Kawasaki	11 + 11	22
4. David Thorpe (GB) Honda	15 + 5	20
5. Mervyn Anstie (GB) KTM	9 + 9	18
6. Dirk Geukens (Belgium) Honda	1 + 15	16
7. Jacky Martens (Belgium) KTM	8 + 8	16
8. Leif Persson (Sweden) Yamaha	13 + 3	16
9. Andy Nicholls (GB) Kawasaki	0 + 13	13
10. Jared Smith (GB) Kawasaki	6 + 7	13
11. Kurt Ljungqvist (Finland) Yamaha		10
12. Claudio Di Carli (Italy) Honda	10 + 0	10
13. Mark Banks (GB) Honda	3 + 4	7
14. Andre Vromans (Belgium) Kawasaki	7 + 0	7
15. Franco Rossi (Italy) Kawasaki	0+6	6
16. Greg Hanson (GB) Kawasaki	5 + 0	5
17. Jo Martens (Belgium) Kawasaki	4 + 0	4
18. Heinz Kinigadner (Austria) KTM	0 + 2	2
19. Patrick Fura (Honda) France	2 + 0	2
on Demil seek (CB) Kawanaki	0+1	1

World Championship positions (after eight rounds): Jobe 229, 1; Thorpe 165, 2; Nicoli 160, 3; Ljungqvist 132, 4; Kees van der Ven 130, 5; Hakan Carlqvist 102, 6; Persson 100, 7; Kinigadner 89, 8; Jacky Martens 82, 9; De Caril 70, 10.

# RESULTS – KING OF THE CASTLE RACES

#### SOLO - KING OF THE CASTLE

RACE 37						
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>	

#### SIDECAR - KING OF THE CASTLE

#### **EXPERTS**

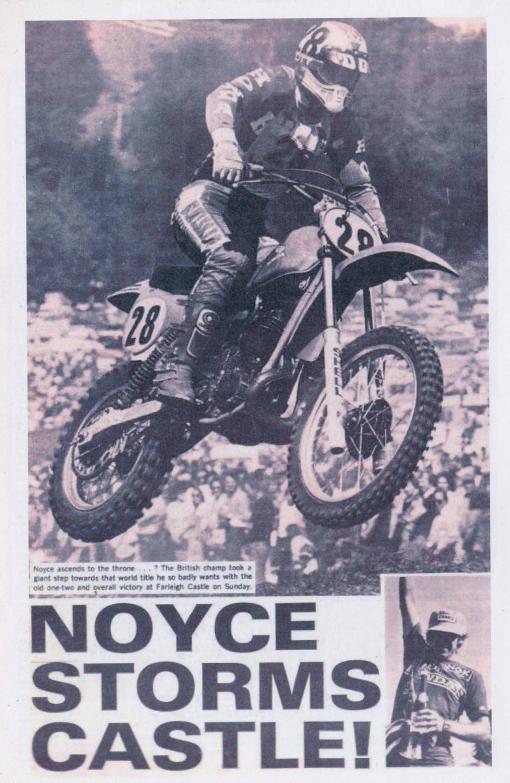
	RACE 28					The second			
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>				

#### JUNIORS

RACE 38					
1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	6 <sup>TH</sup>
		The second secon			



ROY WELLS & MICHAEL HAND



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This event is being held on private property and you are strictly forbidden to cause damage in any way. Spectators are forbidden on the course or to proceed beyond the spectator area. Persons ignoring the course marshals do so at their own risk. The promoters do not accept responsibility for any accident arising there from.

#### NOTICE TO RIDERS

Your attention is drawn to the serious consequences which could arise following an accident by unauthorised riding in the paddock.

Liability for any claim could rest with the owner of the machine being used (or the parents in the case of a minor).

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#### FLAG SIGNALS

YELLOW - Danger, drive slowly
RED - Stop
BLACK & WHITE CHEQUERED - Finish
YELLOW & BLACK DIAGONAL STRIPE - Last lap
WHITE & RED DIAGONAL STRIPE - First aid required
GREEN - Course clear

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THEY ARE CONCERNED WITH YOUR SAFETY