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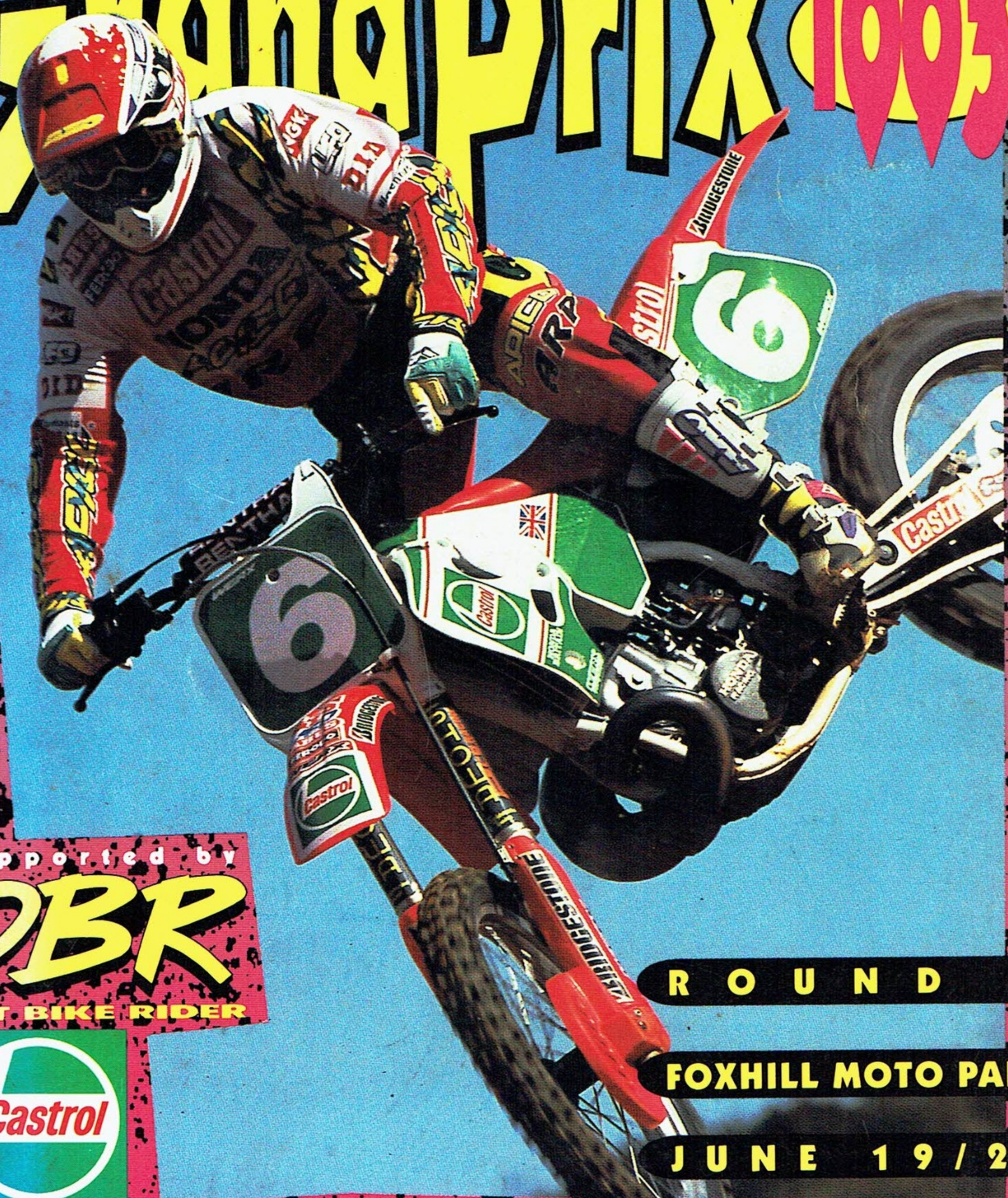
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DBR

- * Editorial.....Mike Greenough
- * AdvertisingSeen Nicholson
- * Design.....Lee Howson
- * ContributorsJack Burnicle/
Ray Archer.

This souvenir 250 GP programme has been
produced for the Thamesdown Motorcycle
Club by Dirt Bike Rider Magazine.



Welcome

Dear Friends,

The Thamesdown Motorcycle Club would like to take this opportunity to welcome all our overseas visitors to Foxhill Moto Park. We hope it will be an enjoyable day for all riders and everybody present. Have a pleasant stay in Britain and a safe journey home.

Beste vrienden,

De Thamesdown Motorcycle Club wilt mer deze gelegenheid alle buitenlandse bezoekers welkom heten te Foxhill Moto Park. We wensen alle piloten en aanwezigen een aangename dag, een fijn verblijf in Engeland en een veilige terugreis.

Chers amis,

Le Thamesdown Motorcycle Club est heureux de pouvoir souhaiter la bienvenue a tous nos visiteurs étrangers au Foxhill Moto Park. Nous souhaitons aux pilotes et tous ceux qui sont présents une journée agréable, un bon séjour en Angleterre et un retour en toute sécurité

Liebe Freunden und Freundinnen,

Der Thamesdown Motorcycle Club möchte hier mit dieser Gelegenheit wahrnehmen alle Besucher aus dem Ausland hier in Foxhill Moto Park willkommen zu heissen. Wir hoffen dass alle Fahrer und alle Anwesenden einen vergügten Tag verbringen. Wir wünschen Ihnen einen angenehmen Aufenthalt hier in Britain und anschliessend eine sichere Heimreise.

Kära Vänner,

Thamesdown Motorcycle Klubb önskar alla vara utländska besökare välkomna till Foxhill Moto Park. Vi hoppas det blir en angenäm dag för alla förare och samtliga närvarande. Ha en trevlig sejour i England och en god alterresa hem.

THAMESDOWN MOTOR CYCLE CLUB

**1993 250 Castrol British
Motocross Grand Prix**

Foxhill Moto Park, Swindon

June 19/ 20th

TCC 92/200

I.M.N 24/9

PERMIT NO. ACU 0066

Organised by the Thamesdown MCC on behalf of the Auto Cycle Union. An International event counting towards the 1993 motocross (individual) Championship of the World. Held under the International Sporting Code of the FIM, the National Sporting Code of the ACU, the Standing Regulations for Motocross and the Supplementary Regulations issued by the promoting club.

OFFICIALS

INTERNATIONAL JURY

- President of Jury Wolfgang Srb
- Member of Jury Bill Amick
- Clerk of Course Franklin Wallis

DELEGATES F.M.N

- England (ACU) Albert Carter
- Ireland (MCUI) Sam McMinn
- Holland (KNMV) Martin Bouw

And any other representative nominated by an FMN in accordance with Art. 50.08 of the FIM Code.

- Secretary of Jury Dave Smith
- Timekeeper I/C Fred Henley
- Stewards appointed by the Wessex Centre Arthur Mellors
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Timetable of events

FRIDAY JUNE 18

1500 to 1800 hrs Technical Control and
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SATURDAY JUNE 19

0730 to 0930hrs Technical Control and
Verification - INTERNATIONAL

0930hrs First International Jury Meeting

1100 to 1150hrs Free Practice (Group 'A') First Session

1200 to 1250hrs Free Practice (Group 'B') First Session

1300 to 1350hrs Free Practice (Group 'A') Second Session

1400 to 1450hrs Free Practice (Group 'B') Second Session

1530 to 1620hrs Qualifying Practice (Group 'A')

1630 to 1720hrs Qualifying Practice (Group 'B')

1630 to 1730hrs Scrutineering (Support Drivers)

SUNDAY JUNE 20

0800 to 0900hrs Scrutineering (Support Drivers)

0930 to 1030hrs Timed Practice (INTERNATIONAL DRIVERS)

1035 to 1105hrs Practice (Support Drivers)

1115 hrs Mountain Bike Race

INTERVAL

1145hrs Presentation of Selected International Drivers

1230hrs Castrol British 250cc Motocross GP (1st Race)

1330hrs Support Class (1st Race)

1430hrs Castrol British 250cc Motocross GP (2nd Race)

1530hrs Support Class (2nd Race)

1630hrs Castrol British 250cc Motocross GP (3rd Race)

1730hrs Presentation of Prizes
and Victory Ceremony

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Foreword

By Jack Burnicle

The World 250cc Motocross Championship hits Great Britain at Foxhill Moto Park. Round nine of a 15-round super-series starring the most revered names in the game. They're fast. They're stylish. They're skilful. And they are very, very brave. You have to be round Foxhills. A lethal mixture of chalky slopes, slippery stones and steep drops, tricky tabletops and rutted turns make this a gruesome and spectacular test of even the best. The rest of us can just gape in wonder at such commitment and endeavour. With 45 individual races all counting towards the crown, however, sheer bloody-minded consistency has to be the key to ultimate success. Step forward 1992 World Champions Greg Albertyn and Donny Schmit. Contrasting characters, perhaps, but they share the same unswerving ambition and dogged determination. So much so that they also shared the first seven

British hope Rob Herring leads Stefan Everts in Italy.



rounds, four going to last year's 125cc World Champion Albertyn and three to defending 250 title holder Schmit. No-one else got a look in. And they include former champions like Stefan Everts, Trampas Parker and Alessandro Puzar as well as Castrol Honda Britain's deadly duo Rob Herring and Kurt Nicoll. Meet Albertyn. Just 20, a blonde six-foot-plus South African whose devout Christian beliefs make him one of the pleasantest of the many nice guys who have reached the top in this demanding sport. Always outwardly relaxed and approachable, Albertyn set out on the 250 grand prix trail much as he'd embarked on his successful 125 assault in '92, intending to take it easy and speed up as the year went on. But to his own surprise - and Schmit's, among others! - Greg won the opening round in Italy. He'd only been back from South Africa for three weeks. Greg's a

bit of an enigma. He's spurned the full-out factory teams and remained loyal to Dutch tuning wizard Jan de Groot's JHK Honda team. They had the fastest 125 in the World last year and became the first privateer World Champion in 125 motocross history (which dates back, if you're interested, to 1975!) Another amazing side to Albertyn is his lack of training. Don't be misled. Not lack of physical and mental dedication to the job. Just a relative absence of the gruelling training schedules popularised in the USA during the '70s and '80s and which Schmit, one of the leanest, fittest men in the sport, abides by. 26 year-old Schmit, from Minnesota, arrived in Europe at the end of 1989, after a less than fulfilling American career, which saw him survive a broken leg and an undeserved sacking by Suzuki. Ironically it was Suzuki who snapped him up in 1990 for the 125 GPs alongside Belgian teenager Stefan Everts. And it was Schmit who won the world title at his first attempt. Injury to Donnie helped Stefan gain revenge in 1991, but Schmit transferred to the Italian-based Chesterfield Yamaha 250 GP outfit in '92 and won, once again champion at his first attempt. Surprisingly small and spare, Schmit arrived in England last year on a roll, with six straight race wins under his belt. Victory in Ireland a week later virtually sealed his second crown.

This year, the going's been tougher. Overall wins in Spain, France and Hungary have not been enough to contain Albertyn, the unknown quantity. But a pair of piercing pale blue eyes and steely demeanour make you realise that Schmit is still ravenously hungry for success. He loves living in northern Italy, close to the Chesterfield race HQ run by 1984 125 World Champion and Italian folk legend Michele Rinaldi. Schmit won all three races of the Hungarian Grand Prix on May 9th to storm past Stefan Everts into second in the series, but Albertyn retaliated two weeks later in Germany. Donny's great strength is his starts. Look for some lightning getaways. If he's not up front off the gate, he may struggle to make progress through the pack. So far, only Albertyn, Herring and Parker have proved able, on occasion, to find a way through the wealth of talent which crams a 250 GP field. Third in the series after seven rounds was 1991 125 champ Everts. Son of 40 year-old four-times world Champion Harry Everts, (250 Puch in 1975 and a 125 Suzuki hat-trick in 1979/80/81), Stefan has recovered from ankle damage sustained during the winter. The slim, dark-haired 20-year-old has won races in Italy, France and Holland. A supreme stylist, Stefan has inherited his Old Man's gritty will-to-win, though his head tends to drop when things aren't flowing his way. His Beiffe Suzuki team-mate Bob Moore, winner here last year, is a trim, boyish Californian who lost out to Schmit in the 1992 series. Bob has also three times been number two in the World 125 Championship since coming over as a teenager in the mid-



Brit pack; Malin, Bazza Johnson, Cooper and Eastwood.

80s and racing for the Austrian KTM factory. Last year was his first in 250 GPs; number two again. The polite, modest American is convinced that one day he will be World Champion. But this year looks unlikely, as a mixture of falls and mechanical failure has left him trailing by over a hundred points. Yet, with three motos per GP on offer, Bob knows he can claw back 60 in a day. His former employers, KTM, without any direct factory involvement last year, followed up their tremendous second place in 1991 with a grisly total - all GPs - of three points! But this year the Austrian factory is back

with a vengeance and their former 125 World Champion Trampas 'Chad' Parker. Two aggravating years on a private HRC-assisted 250 Honda team produced a knife-edge world championship in 1991 and a disappointing fifth place last year for the fascinating American oddball from Louisiana, in the deep South. Married to an Italian lady who is expecting their second child, Parker has reverted to an American licence while continuing to reside in a country which has taken to him as one of their own. Parker originally arrived in Italy from the USA in 1987, alongside fellow-Southern Statesman Billy Liles.

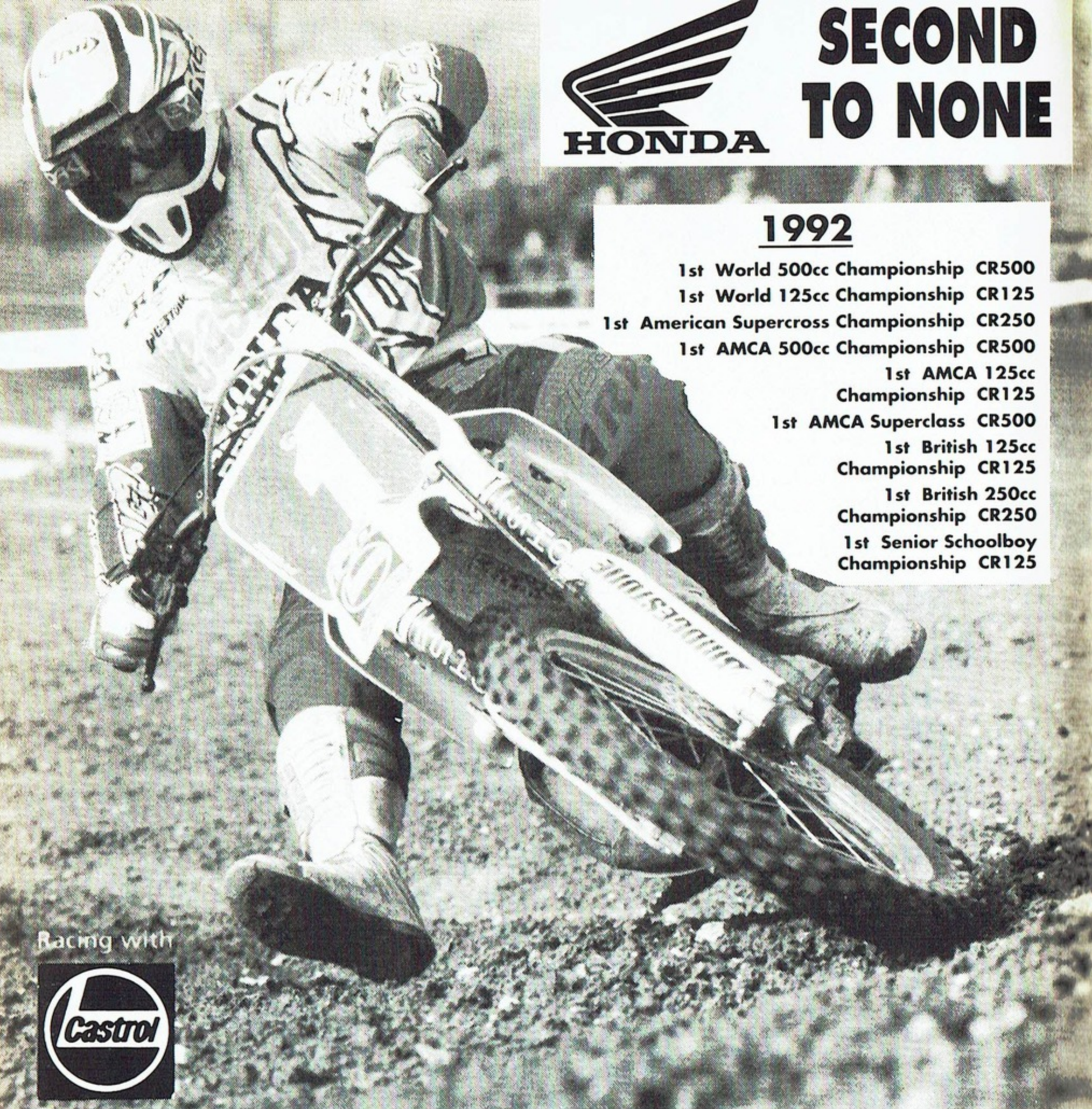
Wild man Billy Liles (Kawasaki).



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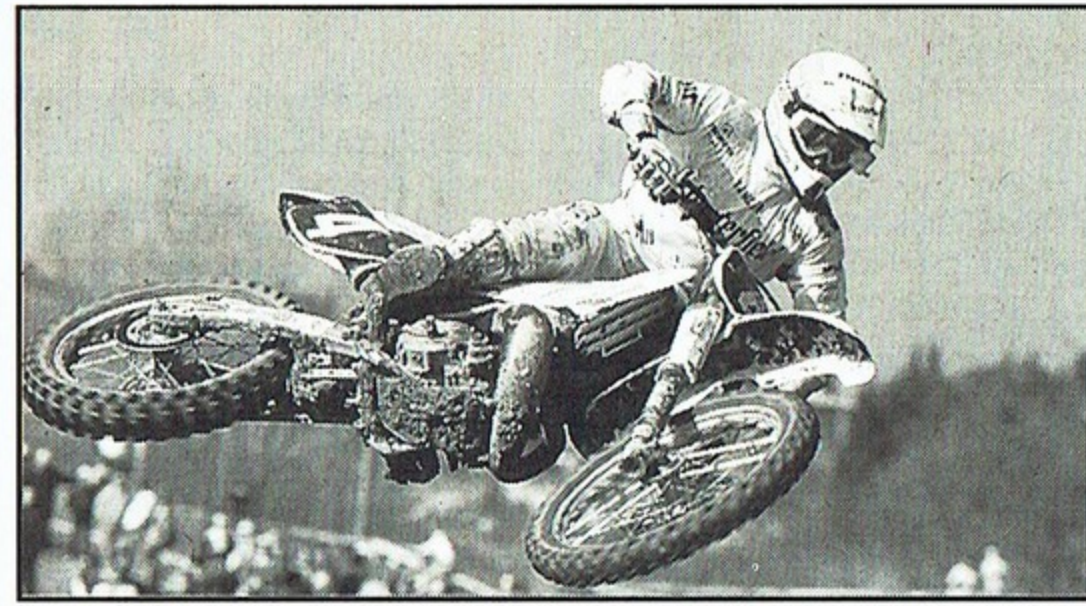


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Alex Puzar loves to play!



Pre-race tension; Everts, Parker and Albertyn shape up.


They both tackled the 500 GPs, to which Liles remained committed until 1992 while Parker turned to the 125 class. Both also discovered the joys of fatherhood, but the boisterous, likeable Liles never quite made it to number one despite leading the World in 1990 and 1992 before injury intervened. Now Billy has arrived in the British-based Action Workshop Johnson Kawasaki 250 squad alongside Belgian Marnicq Bervoets. 28-year-old Liles feels this is a learning year for him in the 250 GPs. As a teenager, he finished third in the 250 US Nationals behind Ricky Johnson in 1984. Look out for the wild riding style of this mild-mannered man from Georgia. Team-mate Bervoets is a super-

smooth, 23-year-old, ruggedly built sand-supremo who trains only on hard terrain tracks like Foxhill and, as his place on the podium at the early-season Foxhill Grand National confirmed, is getting better at riding them. Should the weather turn unkind, Bervoets, like Parker, is one of the best and most aggressive mud-masters in the business, but we don't want that kind of weather for Britain's premier motocross happening so sorry, Marnicq, we won't talk about that...! Other world-class stars are having a rougher ride this year. Tigerish Italian Alex Puzar stormed to a dynamic 1990 World 250 title on his Chesterfield Suzuki, but this year has never recovered

psychologically from a catastrophic first-turn pile-up in the opening race of the series in his native Italy. Triggered by team-mate Schmit, the carnage buried poor Puzar, bumped his head, silenced his thousands of vociferous fans and wrecked his confidence. A naturally happy-go-lucky charger, Puzar has only shown his true form in the rain-lashed French GP. Last year he led a race there until mechanical misfortune intervened and his exciting, attacking style still makes the swarthy 24-year-old Italian a treat to watch. The man who edged Puzar out of the number three slot last year, Dutchman Edwin Evertsen (Kawasaki) has suffered a broken collarbone to compound his recovery from a smashed ankle sustained during the winter supercross season. Sweden's loyal Yamaha campaigner Peter Johansson, painfully wiped out in the first turn in Switzerland, has been hampered by lousy starts but, like Evertsen, is one of many slumbering giants who could pull off a win on the day. Look also at veteran Italian Michele Fanton, another Italian-based American Tallon Vohland on the Italian importer Carpi Motors Suzuki, who bounced back from failing to qualify at the opening round to finish sixth in both Hungary and Germany. And let's not forget the embarrassing presence - embarrassing to the superstars, that is! - of sturdy little Belgian Werner Dewit. Offered a deal by Bieffe Suzuki boss Sylvain Geboers because of his genius in sand, this unglamorous, moustachioed unknown has scored persistently in all the rounds so far to maintain his impressive, unlikely top ten status. Then there's the Brits. I know,

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Foxhill 250 GP 1993

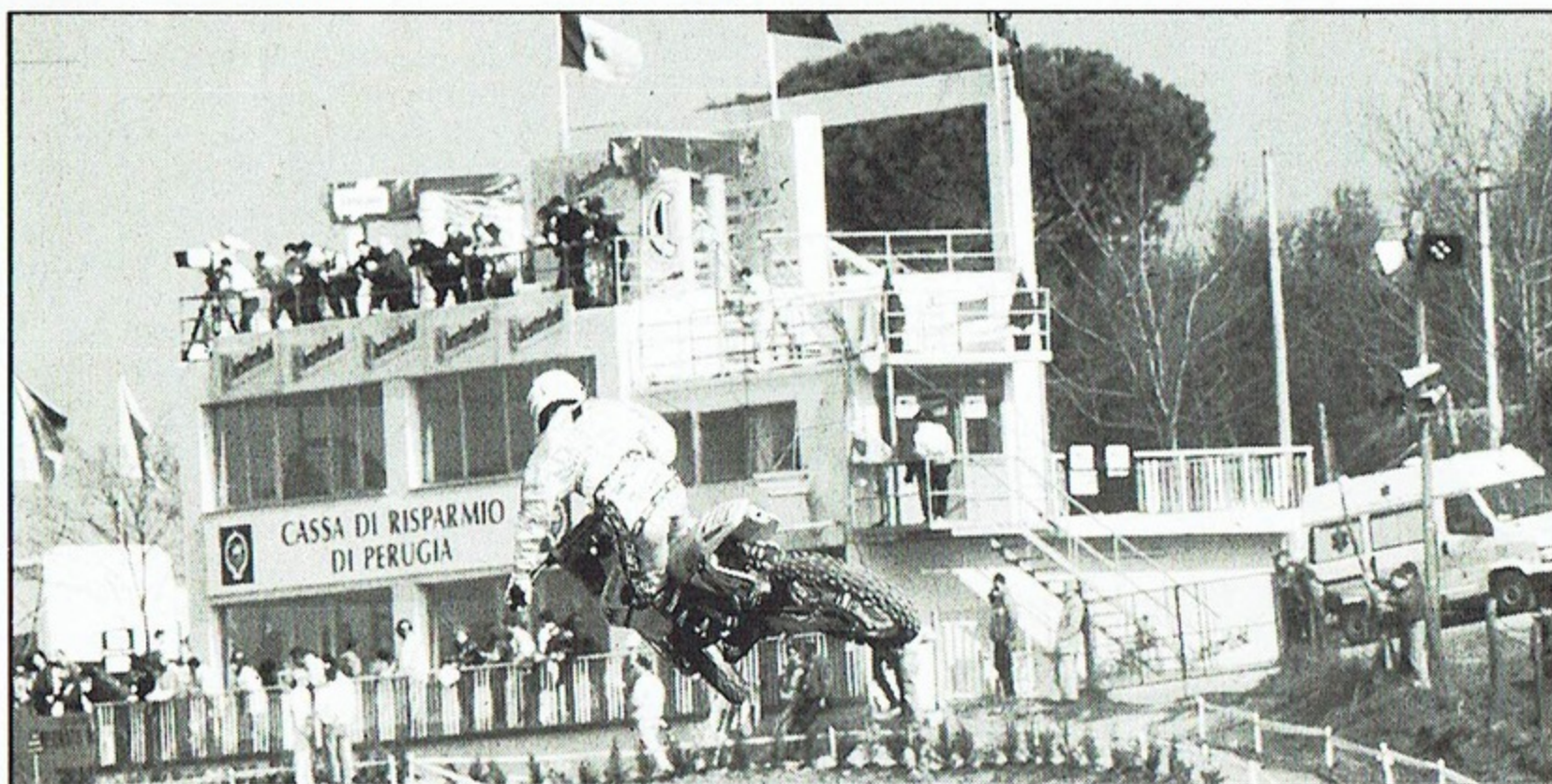


Foreword

we always leave ourselves until last. But that's not to deny that either Rob Herring or Kurt Nicoll have, with your support, a very realistic chance of victory here this weekend. Robbie came over to Europe from South Africa in late '85, a British-born teenager with a bold and brilliant reputation. He quickly acquired a huge following both in the UK and all over the Continent with his inspired, forceful racing. Twice double 125 and 250 British Champion, and now gaining confidence, experience and consistency on the world stage. Herring is the man the works teams fear; the fastest, probably, in the World. And he'd love to celebrate baby son James's first birthday with a win! New Castrol Honda team-mate Kurt Nicoll has defied the sceptics by moving from a lifetime as 500 GP's nearly man into the 250 GP inferno at the advanced age of 28. Ten years on a 500 with Kawasaki and KTM netted four frustrating second places in the world championships. The rugged, ruthlessly fit eldest of three

brothers from Essex, who now lives on his father's farm in the South of France, also became a Dad last year. Second place in Germany behind Albertyn showed that, as he begins to get his Castrol Honda sorted out, Kurt's aim to become a true 250 challenger in 1994 is already well in hand. With the aid of good starts, he could further advance the cause this weekend. The British challenge doesn't end there. Mitsui Yamaha field 21-year-olds Paul Malin and Paul Cooper plus, fresh back from South Africa, a guest appearance from Ryan Hunt, who is flying over to contest this and the Irish rounds. Malin, after 12 years on Kawasakis, made the move to Yamaha and is still searching for the soul and speed which hoisted this intelligent and amiable Derbyshire boy to fourth in the 500 world series in 1991. Third in the first moto here last year should hold Malin in good stead as his confidence, boosted by currently leading Nicoll and Herring in the 250 National Championship, continues to

rebuild. 'Cooperman', who came over from Cape Town - another of the South African émigrés! - in 1990, is also proving to have the style and occasional speed to score points, as is Suzuki's Mark Eastwood. The lean, curly-haired 22-year-old shares with Nicoll the devoted support of a famous father. Kurt's Dad Dave and Mark's father Vic both rode factory Matchless and BSA back in the sixties, becoming household names with their Saturday afternoon appearances on BBC Grandstand Trophy races. Now, Dave is team manager for Castrol Honda's grand prix campaign, while Vic is Mark's mechanic and mentor. Together with Dave Pratley, father of our other points-scorer to date, Oxford's quiet man Craig Pratley, the relatively old men will be looking for their sons to put on a show at Foxhill's this weekend. But whoever does the winning, whether British, Belgian, Italian or expatriate Americans, let them hear your applause. Because in company like this, they'll have earned it!



It says Sandman, but Belgian Werner Dewit can ride anything on his Suzuki.

GOOD ENOUGH FOR SCHMIT GOOD ENOUGH FOR YOU



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Donny Schmit World 250 Moto-Cross Champion 1992

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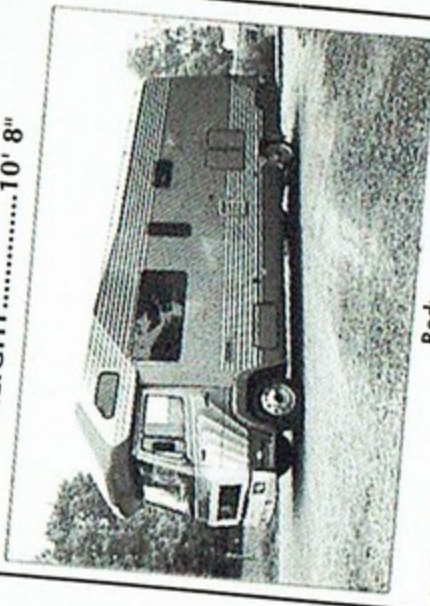
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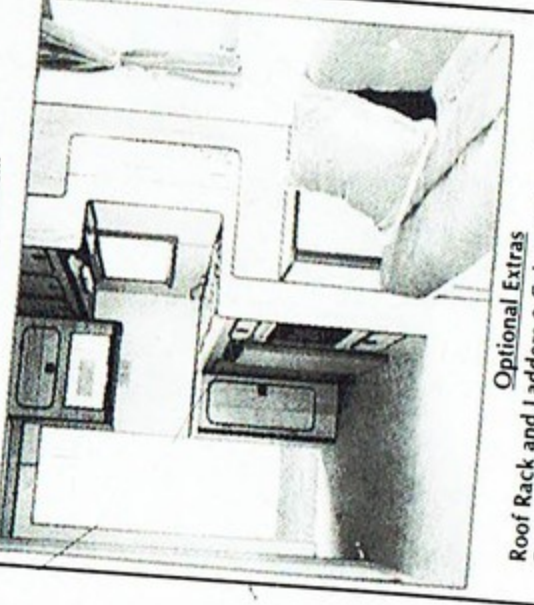
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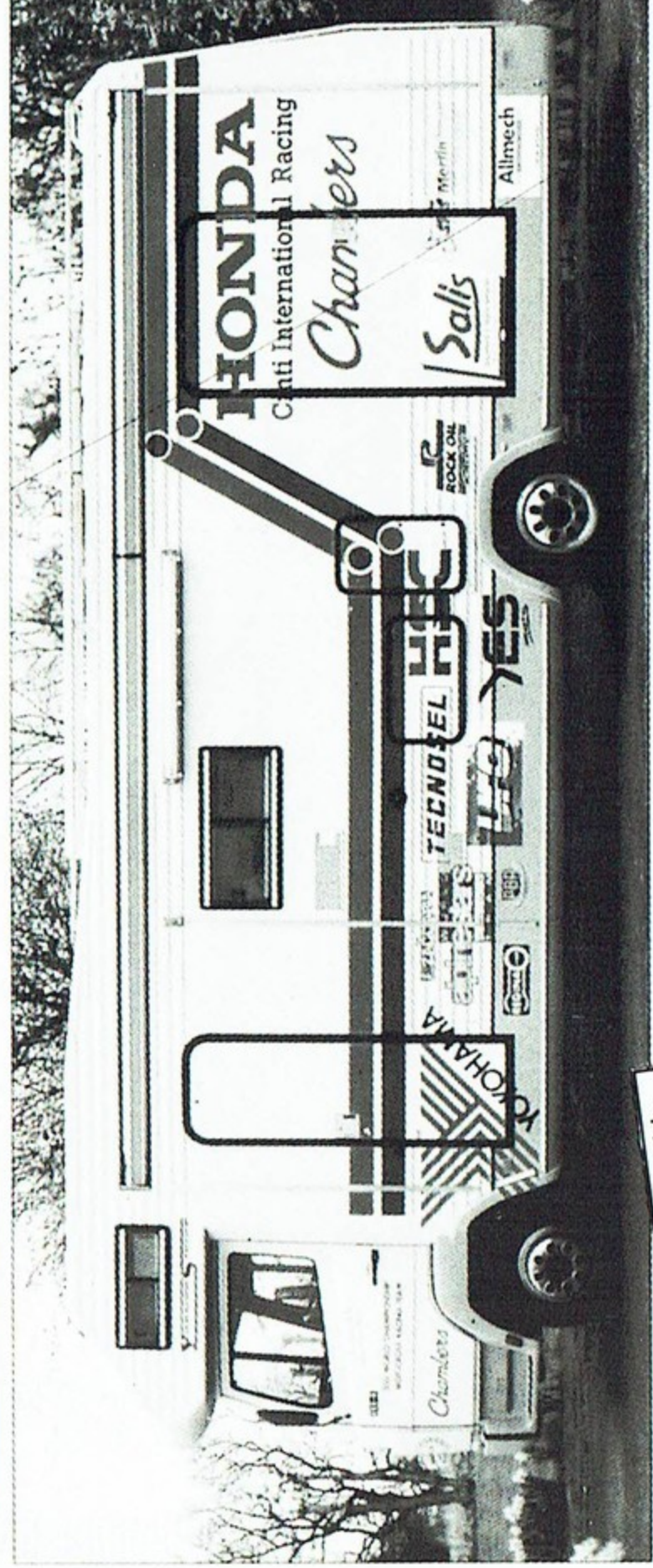


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Chairman's Message

May I on behalf of Thamesdown MCC welcome you all to the 1993 Castrol 250 British Motocross Grand Prix, here for the second year at Foxhill Moto Park. After last year's very exciting GP who can forget that wonderful atmosphere with air horns on full blast, cheering and ear shattering noise when Rob Herring won the first race!

Still further improvements have been carried out in recent months so making the circuit even better and much more spectacular than last year.

So come on you partisan fans, get behind our boys and give them all the encouragement they justly deserve.

As always a big thank you for the tremendous support we have had from the motorcycle industry, press and trade, with special thanks to our sponsor Castrol (UK). May I wish you all a great weekend of motocross and look forward to welcoming you back in the near future.



John Horler (right) with his right hand man Wilbur Wallis.

JOHN HORLER

Chairman, Thamesdown Motor Cycle Club.

Aknowledgements

The club would like to thank the following for their help in promoting this meeting; Foxhill Moto Park staff, JS Fairhurst, E Mattison, Castrol UK, Suzuki, Kawasaki, Honda, Dirt Bike Rider Magazine, Yamaha, Wiltshire Constabulary, St John, Winterstoke Tyres (Weston Super Mare), Ridgeway Tool Hire and all advertisers and sponsors.

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Profile



Bob Moore

'92 position2nd
 Current bikeBieffe Suzuki
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 Home TownCave Creek, California
 Height173cm
 Weight64kg
 First Race1984
 Hobbieswater skiing
 Best Results1989: German 125
 Champion. 1990: World 125 runner-up. 1991: German
 Champion and World 125 runner-up. 1992: World 250
 runner-up.
 Favourite riderJean-Michel Bayle



Kurt Nicoll

'92 position2nd (500 class)
 Current bikeCastrol Honda
 Date of Birth15/ 11/ 64
 Home TownNewport Essex
 Height6ft 1ins
 Weight13st 2lbs
 First RaceElsworth, 1979
 HobbiesFishing
 Best Results1980 British Schoolboy
 Champion. 1984: 4th World 500cc Championship. 87,
 '88. '90, '92: World 500 runner-up. Four times British
 Champion.
 Favourite riderDamon Bradshaw



Alex Puzar

'92 position4th
 Current bikeChesterfield Yamaha
 Date of Birth9/ 11/ 68
 Home TownCeva, Italy
 Height172cm
 Weight65kg
 HobbiesHelicopters
 Best Results1988: 2nd Italian Championship,
 4th World 125 Championship. 1989: 3rd Italian
 Championship, 2nd World 125 Championship. 1990:
 World 125 Champion. 1991: 3rd World 250
 Championship. 1992: 4th World 250 Championship.
 Favourite riderJean-Michel Bayle

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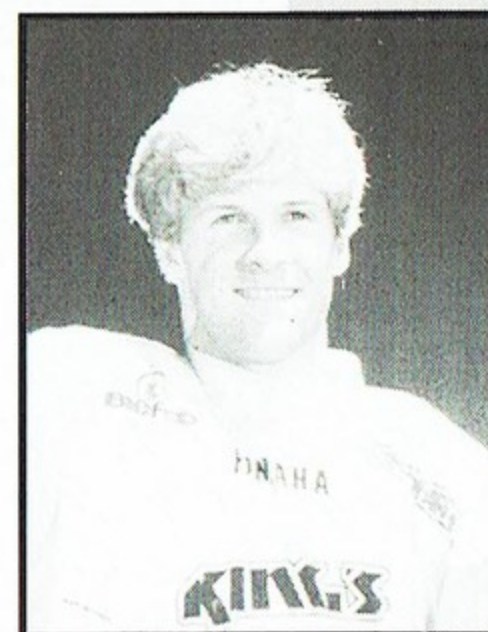
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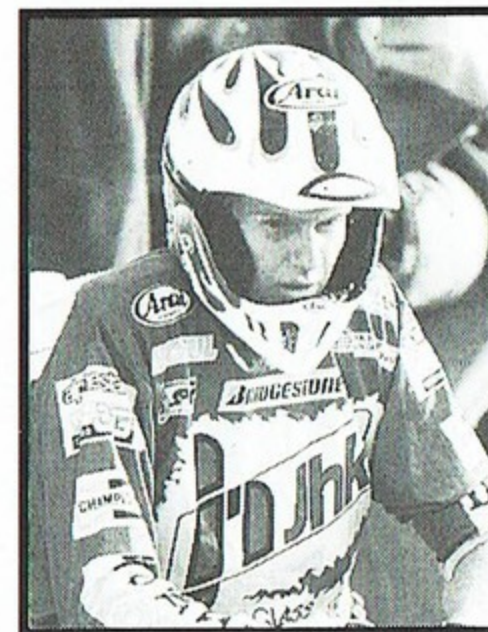
Profile

Donny Schmit



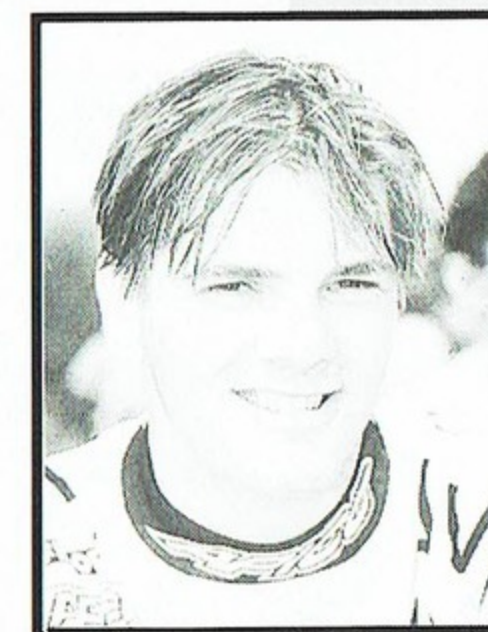
'92 position1st
Current bike.....Chesterfield Yamaha
Date of Birth.....17/ 1/ 67
Home Town.....Minneapolis, USA
Height.....170cm
Weight.....67kg
First Race.....1980
Hobbies.....Hunting, water skiing, jet-skis
Best Results1990: World 125
Champion. 1991: 8th World 125 series. 1992: World
250 Champion.
Favourite rider.....David Bailey

Greg Albertyn



'92 position1st (125 class)
Current bikeJH Bokhoven Honda
Date of Birth.....13/ 10/ 72
Home Town.....Herkt de Stad, Belgium
Height.....178cm
Weight.....75kg
First Race.....South Africa, 1981
Hobbies.....Water skiing, jet-skis
Best Results1990: 24th World
125 Championship. 1991: 10th World 125. 1992
World 125 Champion.
Favourite riderJean-Michel Bayle

Rob Herring



'92 position6th
Current bikeCastrol Honda
Date of Birth.....7/ 1/ 69
Home Town.....Flore, Northants
Height.....6ft
Weight.....89kg
Hobbies.....Mountain bikes, jet-skis, squash
Best Results1985: South African SX
Champion. 1990: British 125 Champion, 8th World
250s. 1991: British 125/ 250 Champion. 1992: British
125/ 250 Champion, 6th World 250 Championship.
Favourite rider.....Bob Hannah

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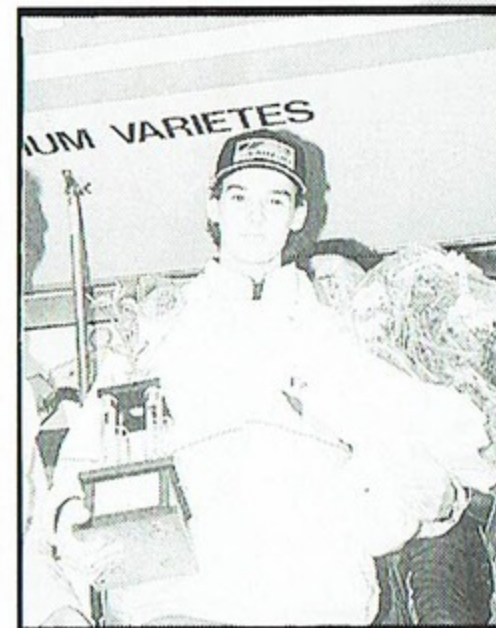
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Trampas Parker



'92 position5th
Current bikeKTM
Date of Birth27/ 7/ 67
Home TownSelva Di Trissino Vicenza, Italy
Height181cm
Weight78kg
HobbiesParachuting, mountain bikes
Best Results1989: World 125 Champion.
1990: 7th World 250 Championship. 1991: World 250
Champion. 1992: 5th 250 World Championship.
Favourite riderRick Johnson

Stefan Everts



'92 position11th
Current bikeBieffe Suzuki
Date of Birth25/ 11/ 72
Home TownNeeroeteran, Belgium
Height180cm
Weight69kg
First Race1988
Best Results1989: 15th World
125 Championship. 1990: 3rd World 125
Championship. 1991: World 125 Champion. 1992:
11th World 250 Championship.

Paul Malin



'92 position17th
Current bikeMitsui Yamaha
Date of Birth15/ 02/ 72
Home TownDenby
Height5ft 10ins
Weight11st 10lbs
HobbiesCinema, squash, jet-skis
First race1976
Best Results1978/ 79/ 80: ACU, BSMA,
grass track champion. 1982: Champion of Champions.
1989: Under-19 winner, Belgium. 1991: French 500 GP
winner.
Favourite riderDale Grayson

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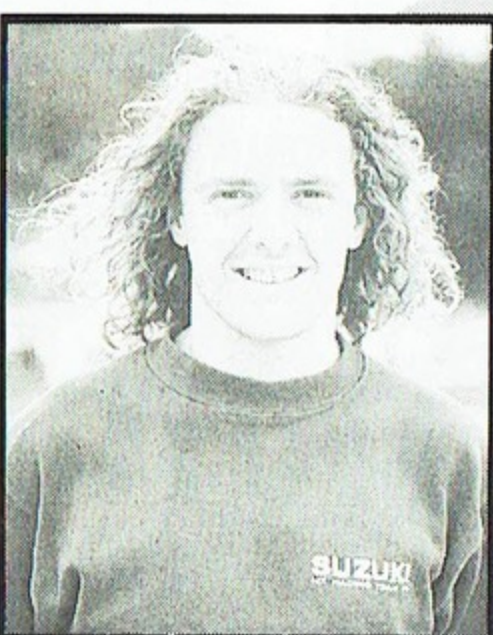


SUPPORTING THE SPORT



Paul Cooper

'92 position.....32nd
 Current bike.....Mitsui Yamaha
 Date of Birth.....26/ 8/ 71
 Home Town.....Cape Town, South Africa
 Height.....6ft 1ins
 Weight.....12st 7lbs
 First Race.....1980
 Hobbies.....Surfing, squash, mountain bikes
 Best Results.....1990: South African 'King of Motocross'.
 Favourite rider.....David Bailey



Mark Eastwood

'92 position.....20th
 Current bike.....Suzuki
 Date of Birth.....10/ 12/ 70
 Home Town.....Trottscliffe, Kent
 Height.....5ft 11ins
 Weight.....11st 7lbs
 First Race.....1978, Averley
 Hobbies.....Doing nothing
 Best Results.....Winning two rounds of the 1991 British Championship.



Billy Liles

'92 position.....3rd (500cc class)
 Current bike.....Action Workshop Kawasaki
 Date of Birth.....19/ 9/ 63
 Home Town.....Maidenhead, Bucks
 Height.....5ft 9ins
 Weight.....162lbs
 First Race.....Georgia, USA, 1969
 Hobbies.....Jet-skis
 Favourite Track.....Unadilla, USA
 Best Results.....1984: 3rd US 250 National Championship. 1987: Italian Champion. 1991: 5th World 500 Championship. 1992: 3rd World 500 Championship.
 Favourite rider.....Bob Hannah

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C.O.D.



Current championship Points

Name	Country	Bike	Italy	Spain	Holland	Swiss	France	Hungary	Germany	Belgium	TOTAL
1 Greg Albertyn	Luxembourg	Honda	13/20/20	20/13/17	17/20/17	15/17/20	20/0/0	15/11/0	17/17/20	20/20/0	352
2 Stefan Everts	Belgium	Suzuki	17/11/17	17/17/20	0/7/11	0/13/17	17/17/0	20/20/20	15/0/6	17/0/20	277
3 Donny Schmit	Luxembourg	Yamaha	20/13/15	13/10/0	20/13/20	13/15/11	11/20/0	11/13/0	0/11/11	0/0/8	270
4 Trampas Parker	America	KTM	11/17/10	10/20/15	0/0/0	17/11/13	5/10/0	17/15/9	7/13/17	9/0/0	226
5 Marnicot Bervoets	Belgium	Kawasaki	20/0	15/9/4	13/15/15	20/10/10	7/13/0	20/8	10/9/7	15/17/11	212
6 Bob Moore	America	Suzuki	8/10/0	11/11/6	15/8/0	7/20/15	0/11/0	13/17/0	20/7/9	0/2/4	194
7 Kurt Nicoll	England	Honda	0/15/0	6/0/11	10/10/8	10/7/0	15/0/0	8/8/15	8/17/15	4/10/0	177
8 Rob Herring	England	Honda	15/7/13	0/15/1	7/9/10	9/2/9	0/5/0	9/10/13	0/15/13	5/0/0	167
9 Werner Dewit	Belgium	Suzuki	3/6/6	7/6/9	11/17/0	6/4/7	0/4/0	17/7/0	3/1/4	13/11/17	153
10 Billy Liles	Belgium	Kawasaki	6/1/0	5/3/7	0/0/2	11/0/0	6/6/0	10/3/11	11/5/8	0/0/0	95
11 Tallon Vohland	USA	Suzuki	10/8/11	0/0/13	0/2/6	0/9/6	0/0/0	0/9/0	9/6/5	0/0/0	95
12 Michele Fanton	Italy	Kawasaki	7/2/9	4/7/0	9/11/13	0/0/0	0/0/0	0/0/0	4/0/0	0/13/13	92
13 Edwin Evertsen	Holland	Kawasaki	9/9/7	3/4/10	5/0/0	0/1/1	4/9/0	7/0/3	5/8/2	0/0/0	87
14 Peter Johansson	Sweden	Yamaha	4/5/0	0/5/8	4/0/1	0/8/2	0/0/0	0/0/0	0/0/0	10/15/7	69
15 Gerr-Jan Van Doorn	Germany	Honda	0/3/5	2/8/0	0/0/0	2/5/0	13/15/0	5/0/4	0/0/0	0/0/0	62
16 Alex Puzar	Italy	Yamaha	0/0/0	0/0/0	6/5/0	4/6/5	2/0/0	0/4/2	2/0/3	0/3/0	42
17 Peter Iven	Belgium	Kawasaki	0/0/2	9/0/0	0/0/7	0/0/0	0/0/0	0/1/0	13/0/0	0/4/6	42
18 Frederic Bolley	France	Yamaha	0/0/0	0/0/0	0/4/5	0/3/0	8/8/0	0/0/0	0/2/0	3/0/0	33
19 Axel Holvoet	Belgium	Yamaha	0/0/0	0/0/0	0/6/4	0/0/0	0/0/0	0/0/5	0/0/0	6/0/10	31
20 Peter Dirckx	Germany	Honda	0/0/0	0/0/3	0/0/0	0/0/0	0/0/0	0/0/0	0/0/1	11/8/0	23
21 Charrel Sweebe	Holland	Yamaha	0/0/1	0/0/0	2/0/0	5/0/0	9/2/0	0/0/0	0/0/0	0/0/0	19
22 Jerome Beval	France	Honda	0/4/8	0/2/0	0/0/0	0/0/0	0/0/0	0/0/0	0/4/0	0/0/0	18
23 Missinil, Gazzarata	Italy	Kawasaki	0/0/0	0/0/0	8/0/9	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	17
24 Alwin Van Asten	Holland	Honda	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	8/9/0	17
25 Gerard Koning	Holland	Yamaha	0/0/0	0/0/0	0/0/0	0/0/0	10/0/0	0/6/0	0/0/0	0/0/0	16
26 Paul Malin	England	Honda	0/0/0	0/0/0	3/0/3	0/0/0	0/0/0	0/0/1	0/0/1	0/6/2	16
27 Jaimy Scavenels	Belgium	Honda	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	1/0/15	15
28 Teus Visser	Holland	Kawasaki	0/0/0	0/0/0	1/0/0	0/0/0	3/0/0	3/2/6	0/0/0	0/0/0	15
29 Miska Aaltonen	Finland	Honda	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	12
30 Willie Van Wessel	Holland	KTM	5/0/0	0/1/0	0/1/0	0/0/3	0/0/0	0/0/0	0/0/0	0/0/0	10
31 Mark Eastwood	England	Suzuki	0/0/0	1/0/0	0/0/0	1/0/4	0/0/0	4/0/0	0/0/0	0/0/0	10
32 Colin Dugmore	Germany	Suzuki	0/0/0	0/0/5	0/0/0	3/0/0	0/0/0	0/0/0	0/0/0	0/0/0	8
33 Yann Guedard	France	Kawasaki	1/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	8
34 Paul Cooper	England	Yamaha	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/7	0/0/0	0/0/0	7
35 Jan Van Oorschot	Holland	Kawasaki	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/7/0	7
36 Ton Van Grinsven	Holland	Honda	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	7/0/0	7
37 Roland Diepold	Holland	Kawasaki	0/0/4	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	4
38 Klaas Hofstede	Germany	Honda	0/0/0	0/0/0	0/3/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/1	4
39 Craig Pratley	England	Honda	0/0/0	0/0/0	0/0/0	0/0/0	0/3/0	0/0/0	0/0/0	0/0/0	3
40 Bader Mannen	Italy	Honda	0/0/3	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	3
41 Erik Van Kinken	Holland	Kawasaki	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	3
42 David Aviles Sanchez	Spain	Kawasaki	0/0/0	0/0/2	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	0/0/0	2
43 Takamasa Takagi	Japan	Honda	0/0/0	0/0/0	0/0/0	0/0/0	1/0/0	0/0/0	0/0/0	0/0/0	1
44 Michele Monti	Italy	Honda	0/0/0	0/0/0	0/0/0	0/0/0	1/0/0	0/0/0	0/0/0	0/0/0	1



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1993 Castrol 250cc British Motocross GP

RACES 1 - 3 - 5 25 mins + 2 laps

No.	Name	Machine	Country	1st	2nd	3rd
1	Donny Schmit	Yamaha	Luxembourg	.....	.....	.....
2	Bob Moore	Suzuki	USA	.....	.....	.....
3	Edwin Evertsen	Kawasaki	Holland	.....	.....	.....
4	Alessandro Puzar	Yamaha	Italy	.....	.....	.....
5	Trampas Parker	KTM	Italy	.....	.....	.....
6	Rob Herring	Honda	England	.....	.....	.....
7	Marnicq Bervoets	Kawasaki	Belgium	.....	.....	.....
8	Bader Manneh	Honda	Italy	.....	.....	.....
9	Peter Johansson	Yamaha	Sweden	.....	.....	.....
11	Stefan Everts	Suzuki	Belgium	.....	.....	.....
13	Peter Iven		Belgium	.....	.....	.....
14	Michele Fanton	Honda	Italy	3	.....	.....
17	Paul Malin	Yamaha	England	.....	.....	.....
19	Axel Holvoet		Belgium	.....	.....	.....
20	Mark Eastwood	Suzuki	England	.....	.....	.....
23	Massimiliano Gazzarata	Suzuki	Italy	.....	.....	.....
24	Werner Dewitt	Suzuki	Belgium	.....	.....	.....
26	Yannig Kervella	Kawasaki	France	.....	.....	.....
28	Mats Nilsson	Kawasaki	Sweden	.....	.....	.....
29	Willie Van Wessel	KTM	Holland	.....	.....	.....
30	Miska Aaltonen	Honda	Finland	.....	.....	.....
32	Paul Cooper	Mitsui Yamaha	England	.....	.....	.....
33	Teus Visser	Kawasaki	Holland	.....	.....	.....
37	Ryan Hunt	Yamaha	South Africa	.....	.....	.....
38	Dietmar Lacher	Suzuki	Germany	.....	.....	.....
48	Colin Dugmore	Suzuki	Germany	.....	.....	.....
57	Jaimy Scevenels	Honda	Belgium	.....	.....	.....
65	Tony Broberg	Kawasaki	Finland	.....	.....	.....
67	Greg Albertyn	Honda	Luxembourg	1	1	.....
68	Charrel Sweebe	Honda	Holland	.....	.....	.....
69	Billy Liles	Kawasaki	Belgium	.....	.....	.....
70	Freddy Verherstarten	Kawasaki	Greece	.....	.....	.....
71	Takamasa Takagi		Japan	.....	.....	.....
72	Tatsuyuki Motoki		Japan	.....	.....	.....

RACES 1 - 3 - 5 25 mins + 2 laps

No.	Name	Machine	Country	1st	2nd	3rd
73	Tomoyuki Kawasaki	Yamaha	Japan	.....	.....	.....
74	Jose M. Gonzalez Raba	Honda	Spain	.....	.....	.....
75	David Aviles Sanchez	Kawasaki	Spain	.....	.....	.....
76	Javier Fernandez Alonso	Kawasaki	Spain	.....	.....	.....
77	Stefan van Asten	Honda	Estonia	.....	.....	.....
78	Cameron Negus	Kawasaki	New Zealand	.....	.....	.....
79	Marko Kovalainen	Kawasaki	Finland	.....	.....	.....
80	Soren Englund	Kawasaki	Sweden	.....	.....	.....
81	Michele Monti	Honda	Italy	.....	.....	.....
82	Peter Dirx	Honda	Germany	.....	.....	.....
83	Gerard Koning	Honda	Holland	.....	.....	.....
84	Eric Van Klinken	Kawasaki	Holland	.....	.....	.....
85	Marcel Hartman	Honda	Holland	.....	.....	.....
86	Rupert Walkner	KTM	Austria	.....	.....	.....
88	Frederic Bolley	Yamaha	France	.....	.....	.....
89	Greg Hanson	Yamaha	England	.....	.....	.....
90	David Campbell	Honda	England	.....	.....	.....
91	Kurt Nicoll	Honda	England	2	.....	.....
92	Barry Johnson	Yamaha	England	.....	.....	.....
93	Ari Korhonen	Kawasaki	Finland	.....	.....	.....
94	Tallon Vohland	Suzuki	San Marino	.....	.....	.....
95	Alan Morrison		Ireland	.....	.....	.....
96	Mark Farrelly	Kawasaki	Ireland	.....	.....	.....
97	Avo Leok	Honda	Estonia	.....	.....	.....
98	Craig Pratley	Honda	England	.....	.....	.....
99	Matt Gordon	KTM	England	.....	.....	.....
100	Neil Prince	Suzuki	England	.....	.....	.....
101	Nicolas Cailly	Yamaha	France	.....	.....	.....
102	Frederic Bolley	Yamaha	France

OVERALL:

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

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

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Haynes Four-Stroke Championship

RACES 2 & 4 **20 mins + 2 laps**

<u>No.</u>	<u>Name</u>	<u>Machine</u>	<u>Home town</u>	<u>1st</u>	<u>2nd</u>
1	Derek Roberts	Husqvarna 610	Llanelli	....	....
2	Steve Powell	KTM 600	Blackwood	....	....
3	Simon Molter	Husqvarna 510	Westbury	....	....
4	Steve How	CCM 560	Buckingham	....	....
5	Kevin Reed	Husaberg 600	Stanwell	....	....
6	Gawaine Akers	CCM 500	Sheffield	....	....
7	Paul Roberts	Husqvarna 610	Binfield	....	....
8	Richard Stiby	CCM 560	Wiveliscombe	....	....
9	Graham Mee	Husaberg 600	Twyford	....	....
10	Graham Ward	Husqvarna 510	Melksham	....	....
11	Stuart Keedwell	ATK 560	Axbridge	....	....
12	Alan Deer	KTM 600	Taunton	....	....
14	Martin Rowlandson	Husaberg 600	Keswick	....	....
15	Chris Rowlandson	KTM 600	Hereford	....	....
16	Nicky Abbot	Suzuki DR 441	Wareham	....	....
17	Alan Eaves	Husqvarna 610	Chorley	....	....
18	Martin Witt	Husqvarna 577	Chippenham	....	....
19	Lee King	Husqvarna 500	Chippenham	....	....
20	Simon Wyse	ATK 600	Thame	....	....
21	Vincent Wyse	ATK 600	Thame	....	....
22	Steve Kendrew	Husqvarna 588	Tadley	....	....
23	Richard Clark	Husqvarna 588	Tadley	....	....
24	Mark Hollings	ATK 560	Portland	....	....
25	John Hollings	KTM 600	Portland	....	....
26	Paul Fox	Husqvarna 610	Reading	....	....
27	Simon Davies	Husqvarna 610	Stourport	....	....
28	Andrew Milliar	Husaberg 500	Burrington	....	....
29	Neil Vanstone	Husqvarna 510	Colyton	....	....
30	Michael Watts	ATK 560	Oxford	....	....
31	Nigel Packham	CCM 560	Worrall	....	....
32	Ken Nurden	KTM 600	Chippenham	....	....
33	Clive Causer	CCM 560	Torquay	....	....
34	Russ Jarman	KTM 612	Egham	....	....
35	Gary Woollam	Husqvarna 610	Woking	....	....
36	Trevor Pope	Husqvarna 610	Gosport	....	....
37	Stacy Harman	Husqvarna 610	Bagshot	....	....
38	Dickie Dye	Husqvarna 350/ 610	Bagshot	....	....
39	Dave Hamer	Husaberg 600	Shedfield	....	....

RACES 2 & 4 **20 mins + 2 laps**

<u>No.</u>	<u>Name</u>	<u>Machine</u>	<u>Home town</u>	<u>1st</u>	<u>2nd</u>
40	John Deacon	KTM 350	Saltash	....	....
41	Steve Goddard	Husqvarna 510	Gt. Yarmouth	....	....
42	Trevor Pope	Husqvarna 610	Portsmouth	....	....
43	Jonathan White	KTM 560	Leigh	....	....
44	Perry Leask	Husqvarna 610	Crawley	....	....



British Four-Stroke Champion Perry Leask shows off the potential of his Husqvarna TC610.

Haynes Four-Stroke Championship

Overall	
1) _____	8) _____
2) _____	9) _____
3) _____	10) _____
4) _____	11) _____
5) _____	12) _____
6) _____	13) _____
7) _____	14) _____
	15) _____

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Pro Lines

Rob Herring gives an insight into riding a lap of the Foxhill circuit.

"The start is quite short compared to most GP's. I favour the inside because the run up to the fast left-hander isn't as long.

"I start in second gear, hook up to third on the corner then touch fourth on the exit.

"Then it's down into third, then second for the left hander at the top of the hill. It gets quite chalky and usually a berm builds up in the race, so you can go for the outside line. I hook third before the drop-off, then knock it down to second for

the right hander at the bottom.

"The inside line is usually the best round there. I change up to third, then as soon as I land off the table top, it's into fourth and I stay in that gear until I get to the gate at the top.

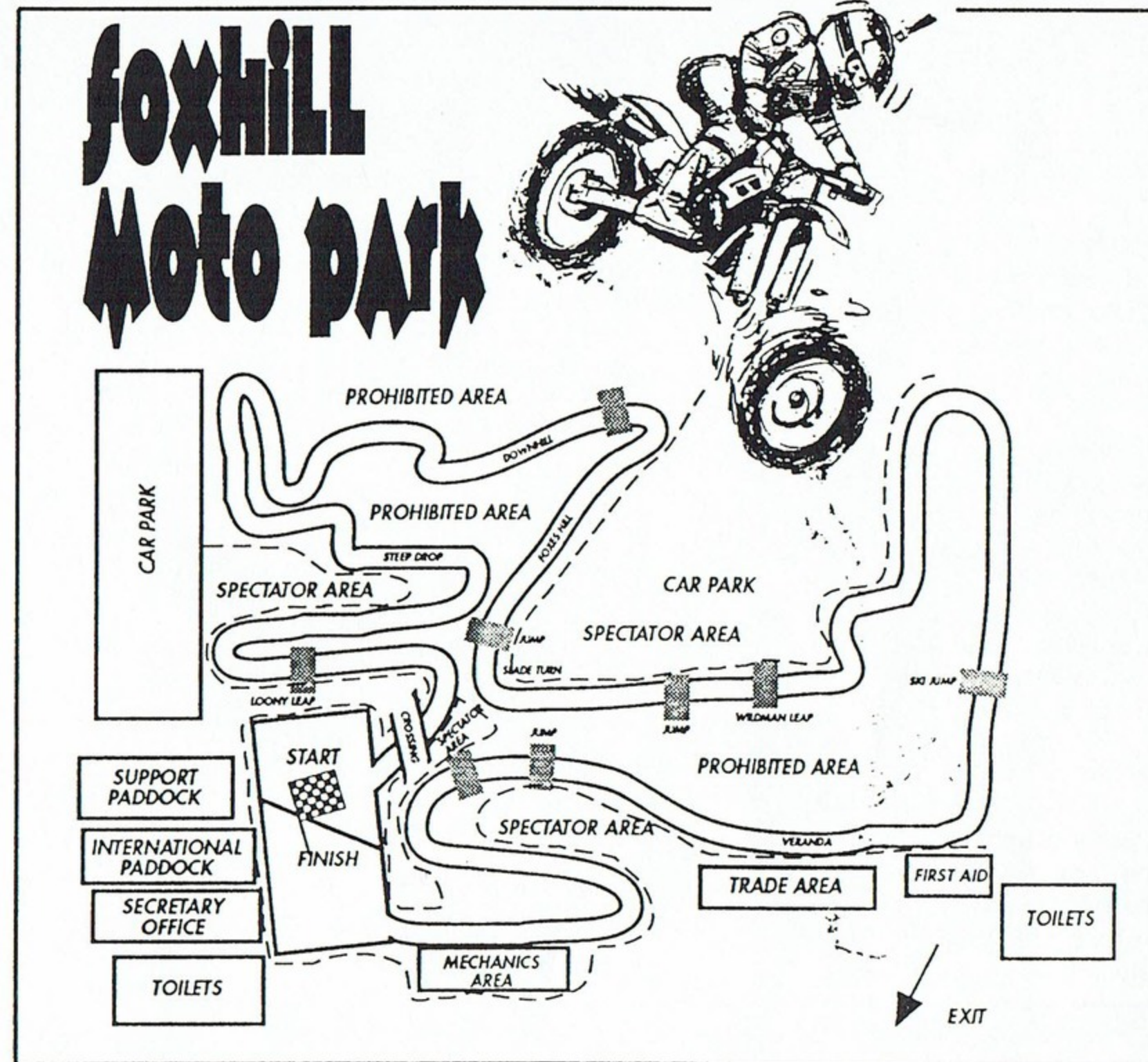
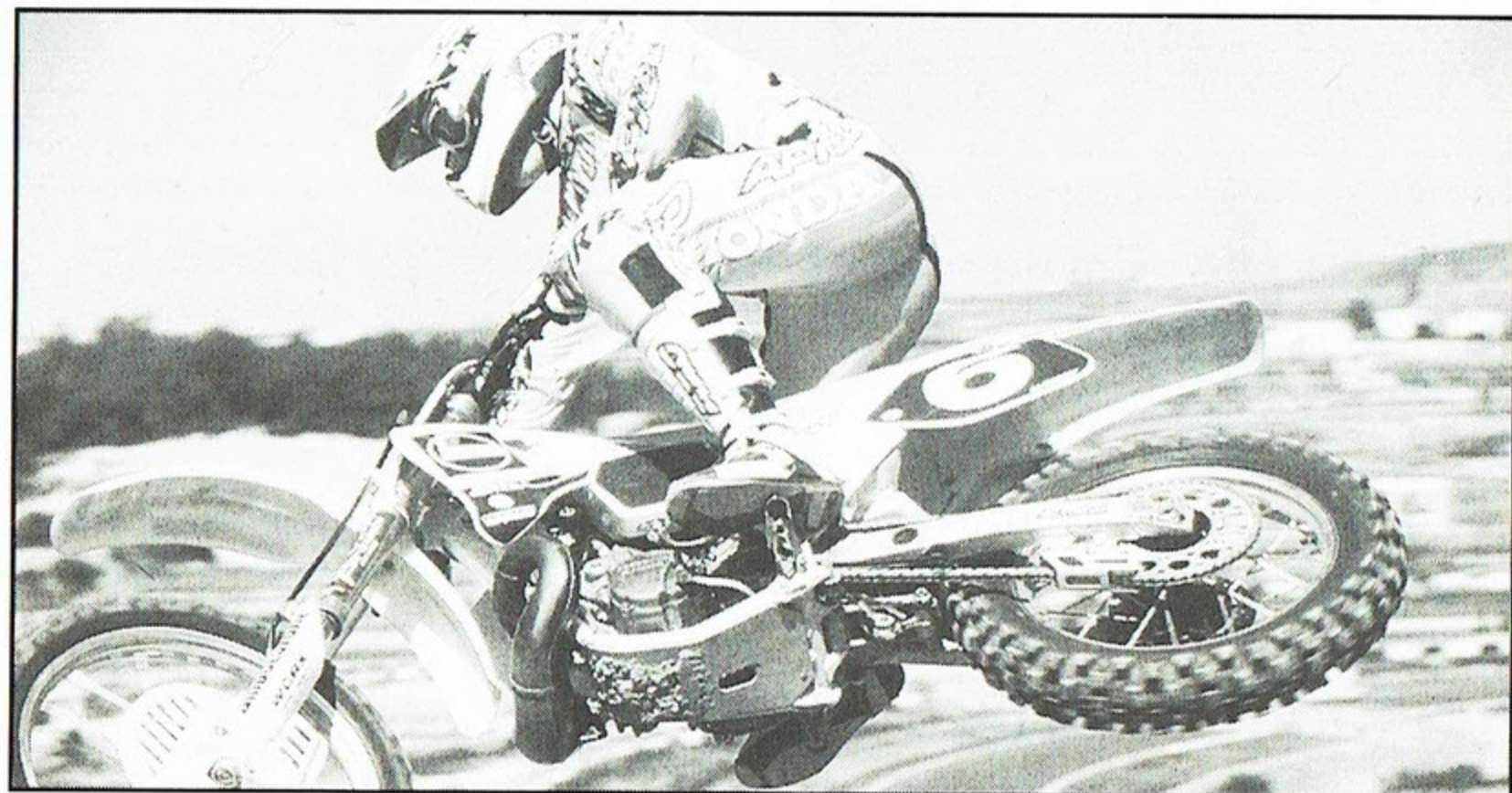
"It gets bumpy up there, you've got to choose the good lines and stay on the smooth stuff. I drop it down to third at the top, then briefly hit fourth before braking for the tight left hairpin. Again, that part gets very chalky and rutty and you have to be careful with throttle control.

"I change down to second for the right hander at the bottom and stay in that gear

all the way to the table top. This tends to rut up badly if it's wet, so again, you have to be careful not to catch the footpegs.

"I go up to fourth all the way down to the right hander at the bottom. That's the fastest part of the track and it's good for passing on. I knock it down to third, then up to fourth again going up the ledge. The next left is tricky and chalky and you've got to be careful because the wheels can wash out.

"The downhill gets very bumpy. There's two clumps of rocks, so you either shut off or wheelie over them. It makes the front end twitch which isn't a nice experience. down into third,



then second for the 180 degree right hander at the bottom, then you loop around the hill, changing up to third.

"There's a 90 degree left, then you go up the bank. It's quite technical and rough and you have to keep the front end light. There's a second gear right, you jump off the top in second, then keep it there for the rise up the bank, a 180 degree left, then back down in second.

"As soon as I land, I hook third, jump up the bank, still in third, then change down to second for the tight chicane. The first big downhill, I jump off the edge in third, but you have to be careful where you land because it gets rough. Usually I shut off half way down.

"The banked right turn I do in third and keep it in that gear up the hill. Sometimes, if you have the drive, you

can touch fourth and pre-jump the bumps. Off the top, I change down to third, then second for the corner, but exit in third ready for the next downhill. Again, you've got to be careful with your line because it's blind and you can't judge where you're going to land.

"I'm in third at the bottom of the hill and keep it there back up the hill, until finally changing to fourth just as I cross the finish line."

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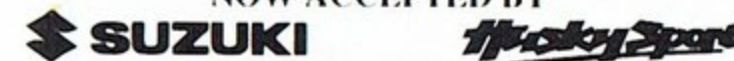
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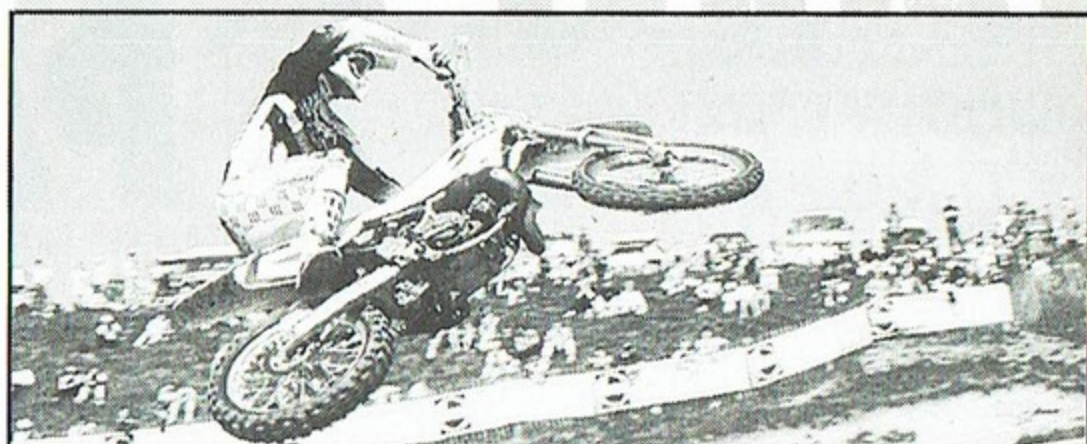
Foxhill '92

1992 SAW FOXHILL MOTO PARK HOST ITS FIRST EVER GRAND PRIX RACE - A MEMORABLE EVENT THAT GAVE AMERICANS BOB MOORE TOP SPOT ON THE ROSTRUM AND DONNY SCHMIT THE HOME RUN TO THE WORLD TITLE. AND THEN THERE WAS BRITAIN'S ROB HERRING WHO CAPTURED THE HEARTS OF THE CROWD WITH A SENSATIONAL FIRST MOTO WIN, BUT THEN BAILED OUT OF THE SECOND WITH A BROKEN GEAR PEDAL.

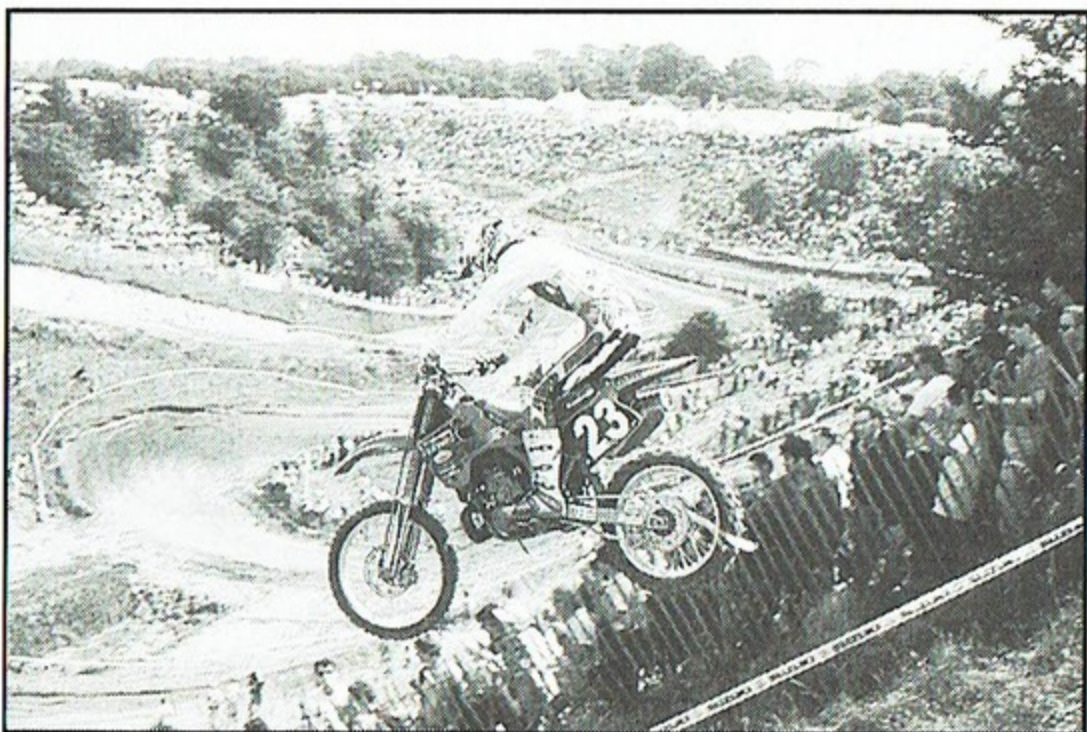
James Dobb (23) gets big airtime from a Foxhill drop-off on his way to fifth overall. (Pic: Ray Archer).



Holeshot in race one: Paul Malin (98) hits the downhill in front of Edwin Evertsen (8), Donny Schmit (75) and Bob Moore (81).



Spectacular qualifying style from Mike Healey. Unfortunately his race results were less awesome. (Picture: Kev Chevis).



Reigning World Champion Trampas Parker finished third overall on his HRC-kitted Honda. Now the American is back with KTM for 1993. (Picture: Ray Archer).

1992 Qualification Group 'A'

1 Rob Herring.....	2.20.33
2 James Dobb.....	2.21.00
3 Paul Malin.....	2.21.26
4 Micky Dymond.....	2.21.51
5 Trampas Parker.....	2.21.68
6 Marnicq Bervoets.....	2.22.22
7 Petteri Kytola.....	2.22.98
8 Alex Puzar.....	2.23.02
9 Simo Helianko.....	2.23.79
10 Edwin Evertsen.....	2.24.00
11 Peter Iven.....	2.24.19
12 Ryan Hunt.....	2.24.29
13 Matt Bates.....	2.24.45
14 Axel Holvoet.....	2.25.44
15 Dietmar Lacher.....	2.25.81

BRITISH

19 Dai Smith.....	2.28.79
-------------------	---------

Group 'B'

1 Donny Schmit.....	2.21.43
2 Peter Johansson.....	2.22.09
3 Bader Manneh.....	2.23.25
4 Bob Moore.....	2.23.45
5 Michele Fanton.....	2.23.48
6 Willie Van Wessel.....	2.24.02
7 Mike Healey.....	2.24.13
8 Mark Eastwood.....	2.24.28
9 Werner Dewit.....	2.24.31
10 Massimiliano Gazzarata.....	2.24.43
11 Yannig Kervella.....	2.24.47
12 Bernd Eckenbach.....	2.25.58
13 Pekka Vehkonen.....	2.25.61
14 Marco Felicetti.....	2.25.79
15 Veli-Petteri Seppala.....	2.25.80

BRITISH

20 Paul Cooper.....	2.26.78
23 David Campbell.....	2.27.82



Pre-race warm-up; Donny Schmit talks to Kenny Kay, commentator for this weekend's event. (Picture: Ray Archer).

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Chesterfield Yamaha one-two-three in moto three; Schmit leads from Moore and Alex Puzar. (Picture: Ray Archer).



Parker (left) and Schmit (right) admire Mike Healey's autographing of a young English fan. (Picture: Ray Archer).

1992 Castrol British 250 GP

Round 6

		1st leg	2nd	3rd	Total	
1	Bob Moore, USA	Yamaha	17	20	17	54
2	Donny Schmit, USA	Yamaha	0	17	20	37
3	Trampas Parker, USA	Honda	13	15	9	37
4	Rob Herring, GB	Honda	20	0	13	33
5	Jamie Dobb, GB	Kawasaki	9	13	11	33
6	Michele Fanton, Italy	Honda	10	4	15	29
7	Edwin Evertsen, Holland	Kawasaki	11	8	8	27
8	Paul Malin, GB	Kawasaki	15	10	0	25
9	Peter Iven, Belgium	Kawasaki	6	6	10	22
10	Peter Johansson, Sweden	Yamaha	5	9	7	21
11	Alex Puzar, Italy	Yamaha	3	11	0	14
12	Mike Healey, USA	Suzuki	8	1	5	14
13	Bader Manneh, USA	Honda	7	7	0	14
14	Marnicq Bervoets, Belgium	Yamaha	0	5	6	11
15	Mark Eastwood, GB	Suzuki	2	2	4	8
16	Pekka Vehkonen, Finland	Yamaha	4	0	3	7
17	Massimiliano Gazzarata, It.	Suzuki	0	3	0	3
18	Yannig Kervella, France	Kawasaki	0	0	2	2
19	Axel Holvoet, Belgium	Kawasaki	0	0	1	1
20	Ryan Hunt, GB	Yamaha	1	0	0	1

Championship points: 1 Schmit 223, 2 Parker 193, 3 Puzar 188, 4 Moore 185, 5 Everts 149, 6 Johansson 148, 7 Herring 142, 8 Manneh 137, 9 Bervoets 131, 10 Evertsen 124, 11 Dobb 111, 12 Fanton 95, 13 Healey 78, 14 Malin 77, 15 Vehkonen 65. **British:** 23 Eastwood 14, 32 Cooper 3, 33 Hunt 3.

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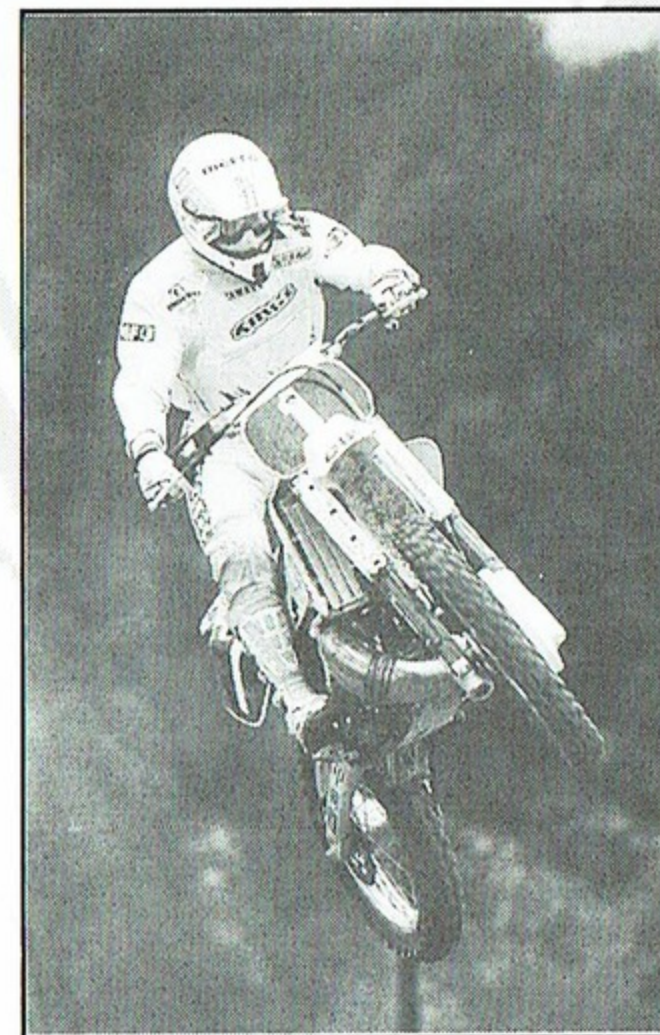
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1965	V Arbekov	1981	N Hudson
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1967	T Hallman	1983	G Jobe
1968	J Robert	1984	H Kinigadner
1969	J Robert	1985	H Kinigadner
1970	J Robert	1986	J Vimond
1971	J Robert	1987	E Geboers
1972	J Robert	1988	J van den Berk
1973	H Andersson	1989	J-M Bayle
1974	G Moisseev	1990	A Puzar
1975	H Everts	1991	T Parker
1976	H Mikkola	1992	D Schmit
1977	G Moisseev		



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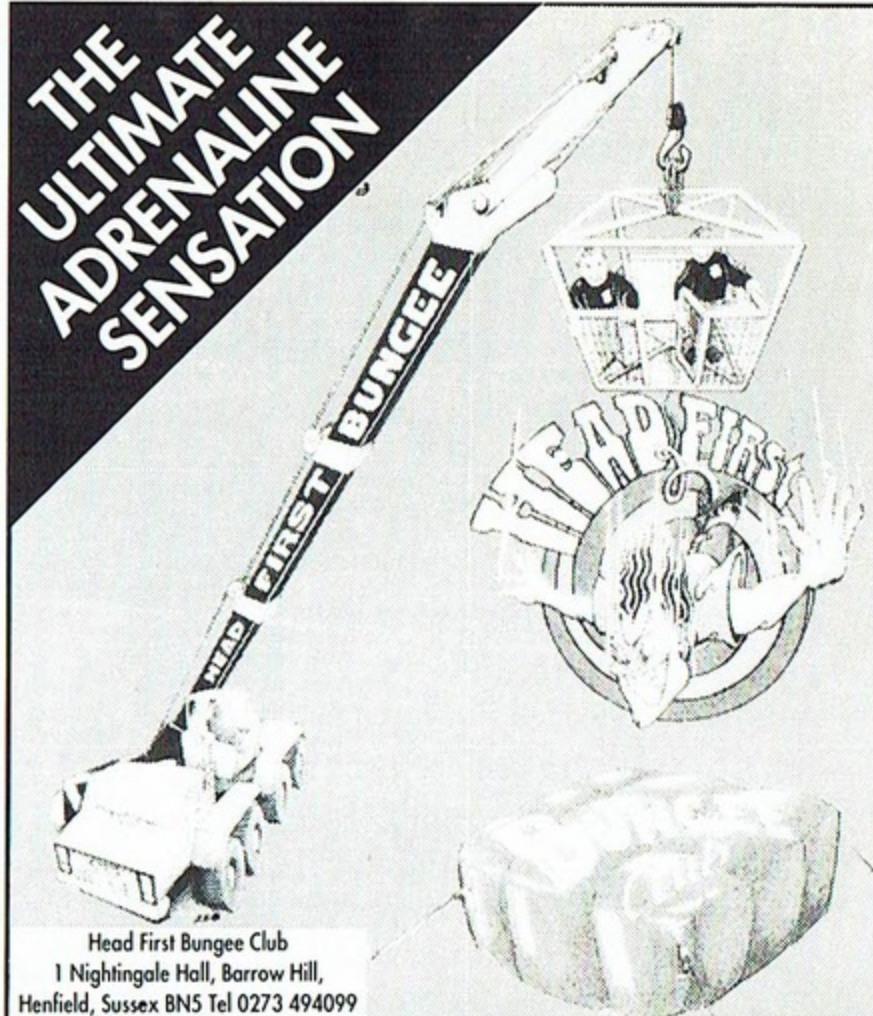
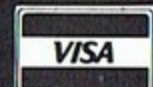
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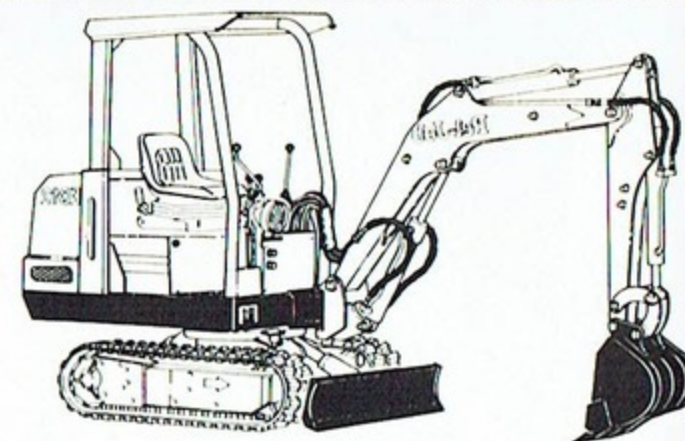
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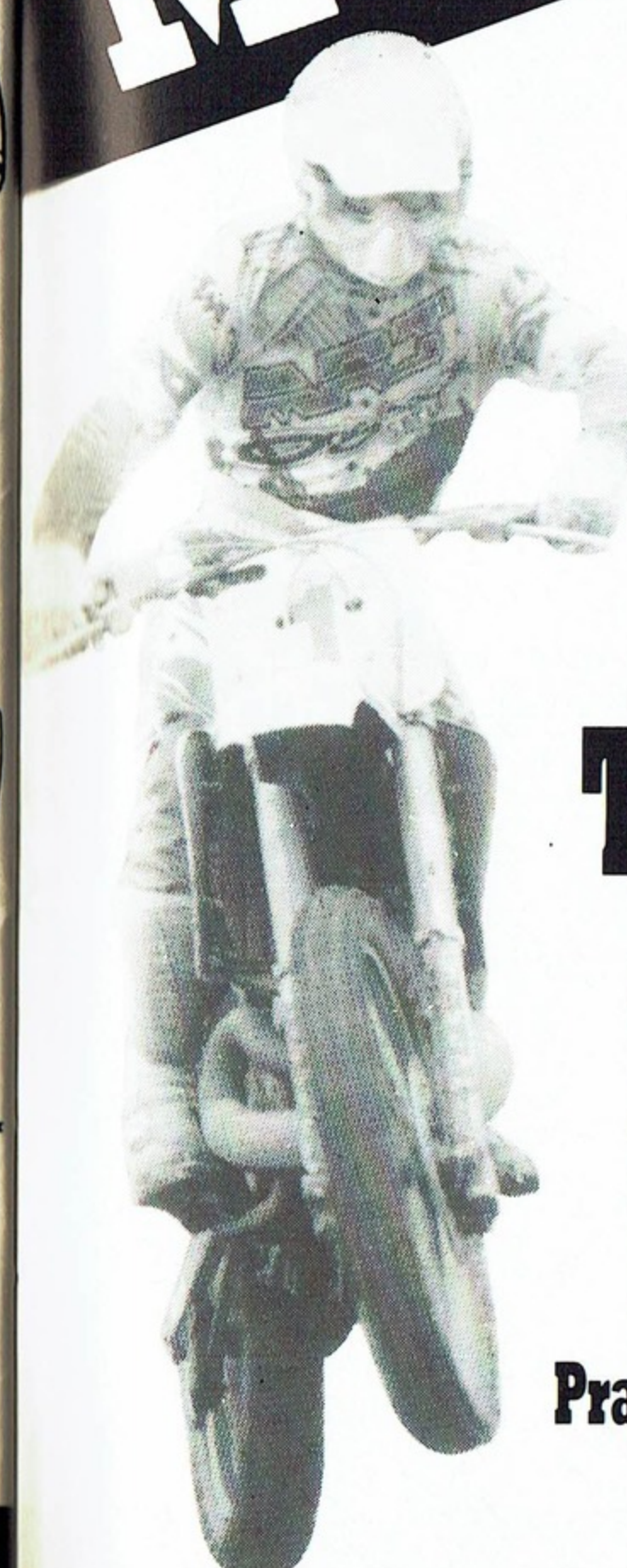
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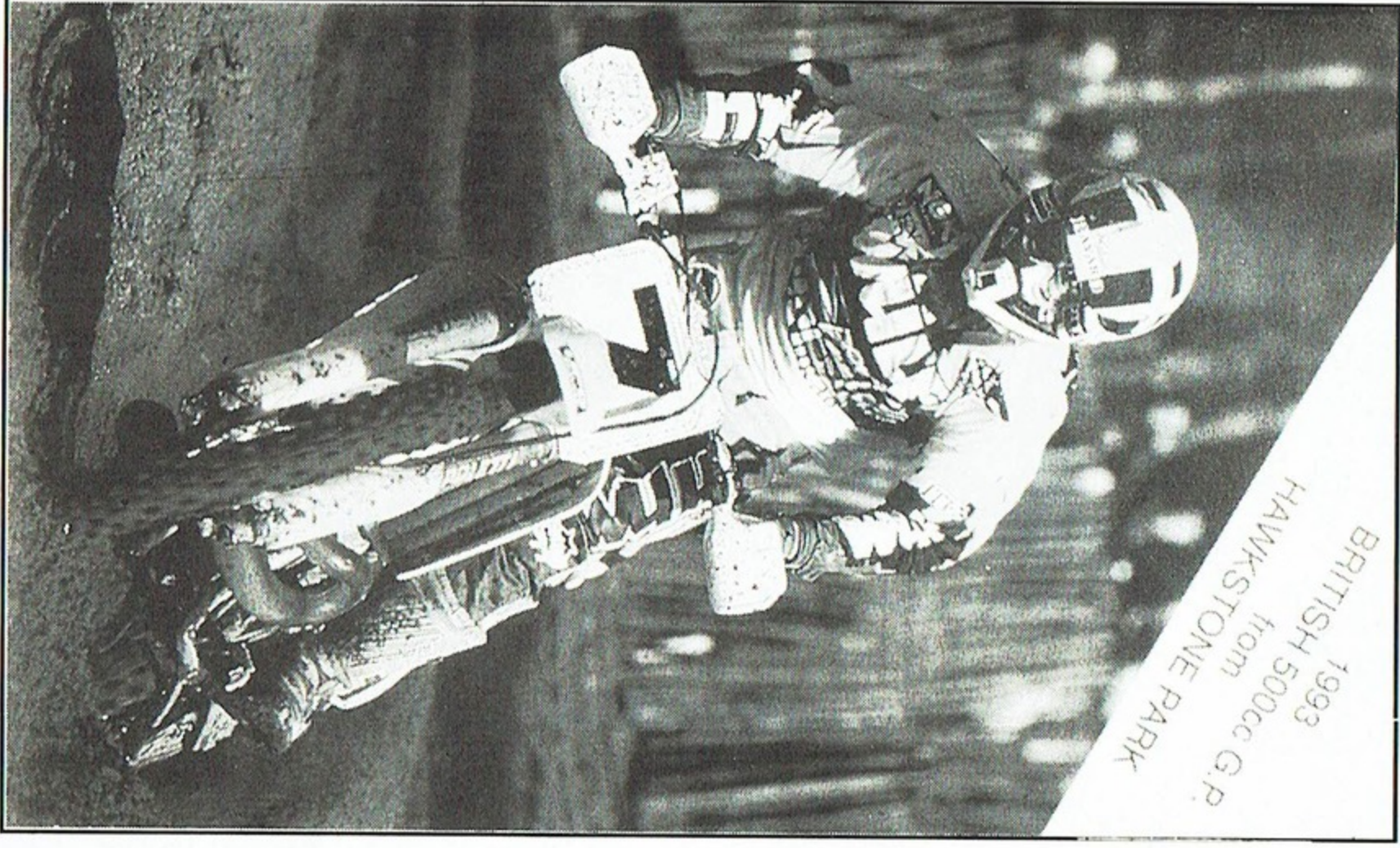
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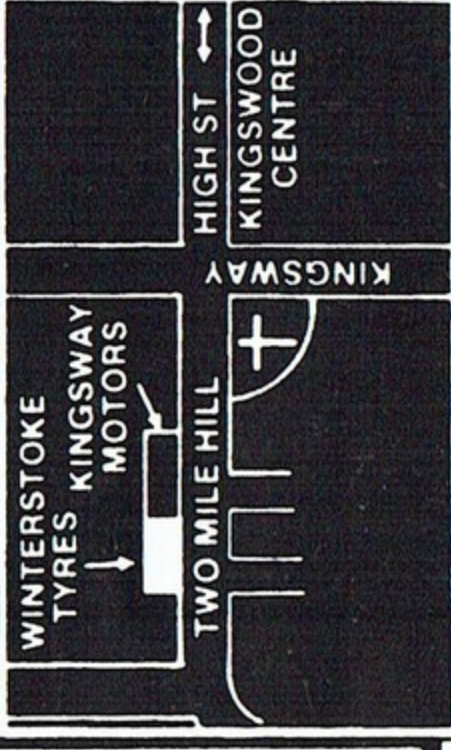
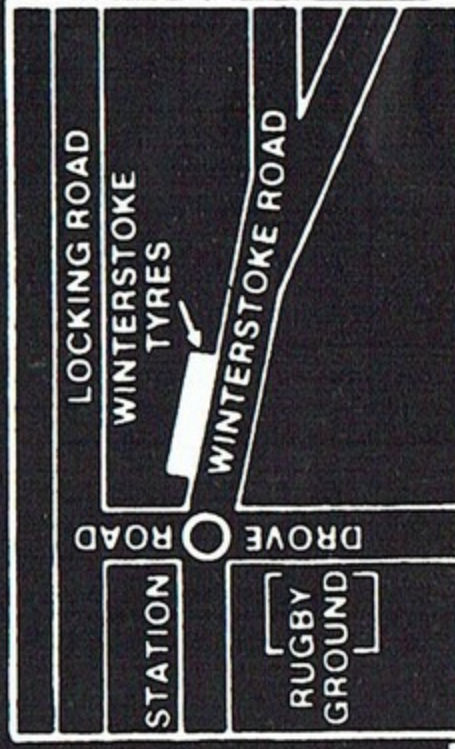
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Under no circumstances are dogs allowed within the precincts of the course. This ruling will be strictly enforced.

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