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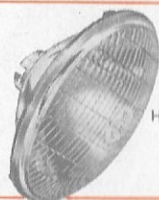
SUNDAY 4th JULY 1965

HAWKSTONE PARK / SALOP

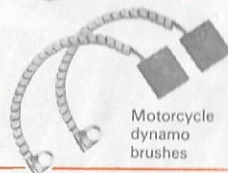
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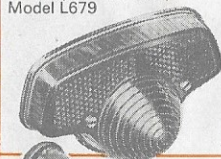


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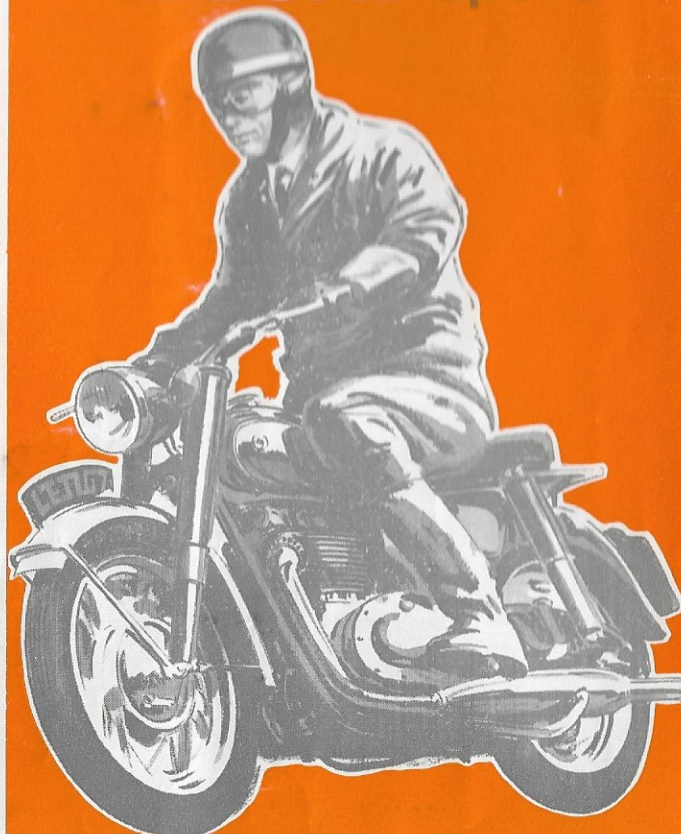
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THE SUN

THE INTERNATIONAL Moto-Cross GRAND PRIX OF GREAT BRITAIN

FOR THE

SUN TROPHY



To be held at

HAWKSTONE PARK - SHROPSHIRE

On Sunday, 4th July, 1965

Racing commences at 2 p.m.



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

*Held under the International Sporting Code of the F.I.M. Permit A.C.U. 731; T.T.C. 97
Practising on Saturday, 3rd July, from 3 p.m. to 6 p.m. and on Sunday, 4th July from 10-30 a.m.
to 12 noon.*

The INDOMITABLE SPIRIT of the 'GIANTS'

by Laurie Burrills

SUN Scrambling Correspondent

Two years ago when the 500 cc Moto-Cross Grand Prix was last held in Britain here at Hawkstone Park, I wrote that for the first time in SEVEN years we were again seriously in the hunt for the world title. At that time the Swedish giant Rolf Tibblin, winner of the title the previous year, was leading the series. It is now history that he went on to win the 1963 championship, but even then the writing was on the wall. Another Swede and a former world champion, Sten Lundin, scraped into second place only a whisker ahead of Jeff Smith, who so defiantly closed the series with a brilliant win in East Germany, while Yorkshireman Arthur Lampkin finished fifth and the ever-popular Midlander John Burton was eighth.

That was the beginning. Last year—ironically it had to be in the year in which Britain was denied a 500 cc Grand Prix because we were already committed to staging the Moto-Cross des Nations—Jeff Smith had his greatest-ever season winning the world crown and leading a British team to a steam roller victory over the rest of Europe when Sweden, long acknowledged masters of moto-cross, were at their peak.

The thing that made Smith's triumph all the more remarkable was that even towards the end of last year's tremendous running battle through 14 countries, over 30,000 miles of hard driving, strenuous work on machines followed by hours of demon-like riding in blistering heat or choked by sand, rain and mud, not just for a week or two but for five long months he was never without that cheeky grin. He was always optimistic and still dared to hope that he would one day be the world's greatest rider.

If it was agony for us on the sidelines, it must surely have been a gruelling hell for him as fate held him dangling on a slender thread as his old enemy, Rolf Tibblin, seemed to take a new lease of life. The big Swede slammed Jeff hard against the wall in the season's first four meetings and although Jeff held grimly to second place, even he thought that Tibblin was destined to keep his crown.

Then came the breakthrough. Jeff, who typically gives credit first to his team mate Arthur Lampkin for help in the dark days, and later to friend, helper, adviser and mechanic John Harris, broke Tibblin's stranglehold by winning the Dutch Grand Prix. He went down again to Tibblin in France,

soared over the Swede in Italy and Russia, only to crash to the depths of gloom in Czechoslovakia when blistered hands robbed him of victory.

Remarkably he bounced back again to win in Belgium and Luxembourg and at this point, with John Harris doing the long-haul driving and keeping the machines in fine fettle, Jeff could again begin to think that the world title was still possible for him. But it was not to be yet. Out of the blue Sten Lundin, another Swede and former world champion, beat both Tibblin and Smith in the West German clash, and again Jeff saw the elusive world crown slipping gently from his grasp.

Whatever it was that kept him buoyant we shall never know. With only two meetings to go Jeff had to win in East Germany to keep Tibblin down. He did it, but by the bare margin of one fifth of a second after two fantastic hour-long races. I'm told Jeff did an unrehearsed jig in front of the huge crowd when the result was announced. He doesn't recall what happened except that his thoughts were in a mad whirl. Still the battle was not won. Only victory in San Sebastian, the final clash, could decide. Whoever won this would be king. And, as Jeff said: "The date was September 13. Thirteen was going to be unlucky for one of us."

It was Tibblin's luck that ran out. Jeff, immaculately prepared for the greatest scrap of his life, streaked away. He was a certain winner long before Tibblin punctured and retired. But great sport that the Swede is, Tibblin stood on the track where Jeff could see him, grinning and applauding the new champion along with the crowd.

So, for the first time in the long history of this world championship there stood, on the topmost dais, a British scrambler. Not just any British scrambler . . . the greatest scrambler of our generation. And now, as remarkably magnificent as was his 1964 triumph, he is again poised for victory in the toughest series in the world of sport. At the time of writing just after the Swedish Grand Prix (the fifth round in the current championship), Jeff has just notched his fourth consecutive win.

No one, least of all Jeff, wants to crow over the misfortunes of his rivals (although Jeff has had more than his share of ill luck in the past) or even to begin counting the chances of his pulling it off again, but the signs are right, his machine is showing the reliability that every world champion must have and he has already bested the Swedes in their own country.

Ten countries were invited to send their best riders to contest today's event . . . Sweden, Canada, Belgium, Holland, Denmark, Austria, Finland, France, Switzerland and Russia . . . and I think you will agree that the line-up for the two 12-lap races which comprise the Grand Prix, is well up to world standard.

Whatever the outcome of today's racing I hope you will forgive me if I shed a little of that "completely unbiased outlook" that reporters are expected to maintain in similar circumstances, and share with those that hope Jeff Smith, Britain's scrambler extraordinary, seven times British champion, master of moto-cross and a superb craftsman, wins today and goes on to retain that title which we all know he so richly deserves.

And, remember . . . tomorrow's SUN will carry a full report plus results and a round-up of the rest of the day's motor-cycle sport.



JEFF SMITH

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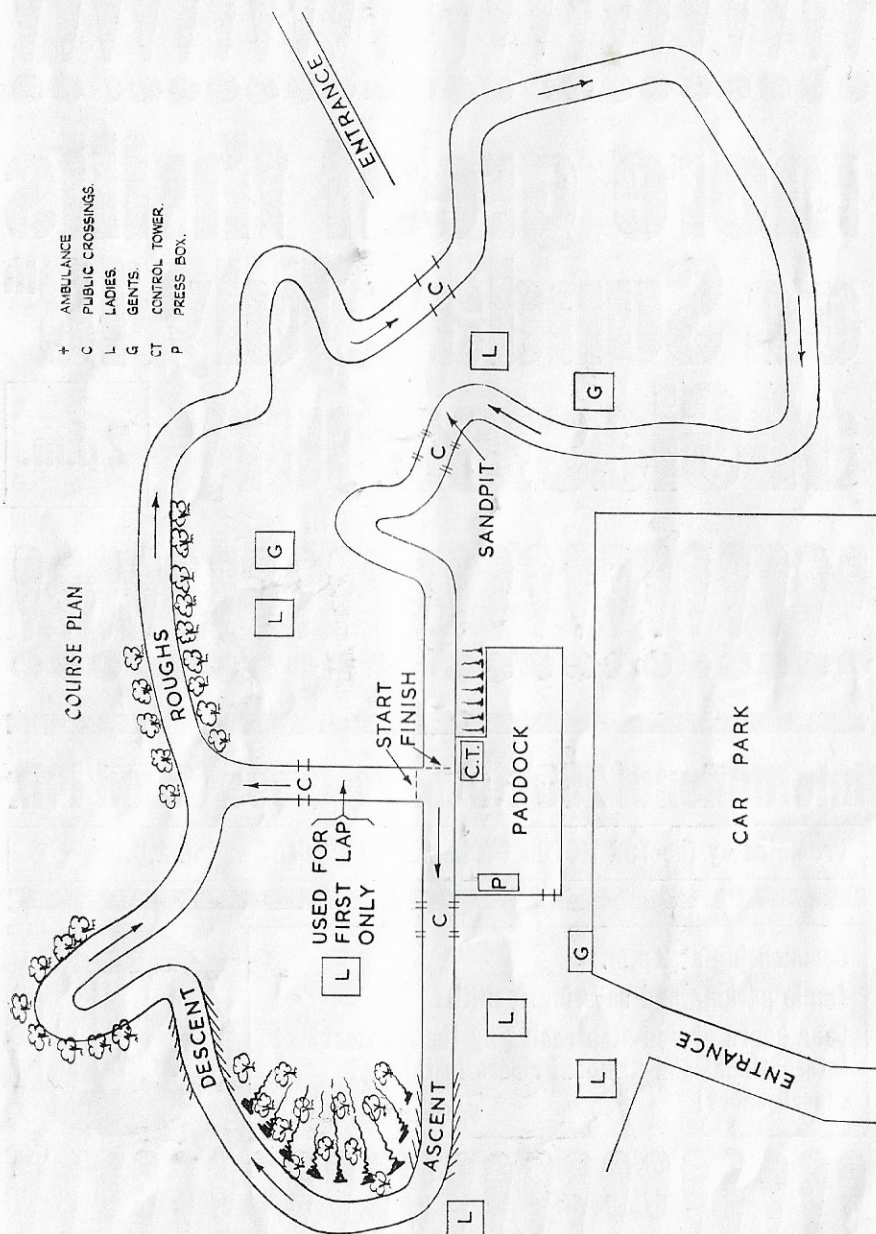
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H. EMBREY, L. SMITH, L. LAUNCHBURY
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and any others nominated by F.I.M. in accordance with the
International Sporting Code.

Judge . . . G. J. FENN-WIGGIN

Timekeepers . . . H. W. SHUTTLEWORTH (International) in charge
A. TAYLOR (Grade A)

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Chief Marshals . . . A. CHOAK and A. DUDGEON

Travelling Marshal . . . J. GRIFFIN

Lap Scorers . . . R. FRADLEY, A. EDWARDS
H. MANSFIELD, B. TOLFREE

Scrutineers . . . V. BRITAIN, T. MARTIN
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R. EVANS, E. MINOR, J. MEREDITH
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500 c.c. WORLD CHAMPIONSHIP TABLE

Today's Moto-Cross Grand Prix at Hawkstone Park is the eighth of 14 rounds in this year's series for the 500 c.c. World Championship. The first seven rounds were held in Austria, Switzerland, France, Finland, Sweden, Czechoslovakia and Russia. Venue for rounds 9 to 14 are Italy, West Germany, Holland, Luxembourg, East Germany and Spain.

A rider's seven best scores from individual rounds in the series count for the championship. Positions in the 1965 World Championship table after the first seven rounds are as follows:

Rider	Country	Points
JEFF SMITH	Great Britain	38
STEN LUNDIN	Sweden	17
PAUL FRIEDRICHS	East Germany	16
VIC EASTWOOD	Great Britain	14
P. O. PERSSON	Sweden	12
JERRY SCOTT	Great Britain	9
N. GRIGORIEV	Russia	8
J. HREBECEK	Czechoslovakia	8
GUNAR JOHANSSON	Sweden	7
J. JOHANSSON	Sweden	6
KAREL PILAR	Czechoslovakia	6
A. KLAVINS	Russia	6
ARTHUR LAMPKIN	Great Britain	5
BROER DIRKZ	Holland	4
R. TIBBLIN	Sweden	4
CHRIS HORSFIELD	Great Britain	4
E. KRAJCOVIC	Czechoslovakia	2
H. DE SOETE	Belgium	1
JOACHIM HELMHOLD	East Germany	1

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RIDERS IN INVITATION RACES

No.	Name	Machine	c.c.	Town
31	G. Johnson	Metisse	500	Salop
32	D. Williams	Tribsa	500	Aberporth
33	B. Hatton	Dot	250	Marple
34	A. R. C. Lampkin	B.S.A.	440	Silsden
35	H. Bent	Metisse	500	Liverpool
36	L. H. Hughes	Dot	250	Welshpool
37	J. Lewis	Metisse	500	Rhayader
38	C. Harrison	Dot	250	Derby
39	D. Sykes	Triumph	500	West Hartlepool
40	R. Hubbert	Kyffin	500	Newcastle
41	A. Clough	Greeves	250	Cheadle
42	E. Shaw	Tribsa	500	Newcastle
43	C. Edwards	Metisse	500	Wrexham
44	K. Woods	Greeves	250	Birkenhead
45	A. Hill	Dot	250	Pontesbury
46	G. H. Guy	Metisse	500	Madeley
47	D. Wigley	Mabsa	500	Alton
48	E. J. Sisman	Cotton	250	Kidderminster
49	B. Gwynne	Greeves	250	Bicester
50	R. Hooper	Tribsa	500	Stafford
51	R. Porter	Dot	250	Hemel Hempstead
52	D. Buckley	Greeves	250	Northwich
53	D. Smith	Matchless	500	Birmingham
54	G. Armitage	Greeves	250	Hyde
55	J. P. Holt	Tribsa	500	Bolton
56	J. S. Hine	Dot	250	Manchester
57	J. Aim	Metisse	500	Sible Headingham
58	R. Bennett	B.S.A.	250	Birmingham
59	G. Rowley	Dot	250	Tamworth
60	C. White	Metisse	500	Lymington
61	F. Cocker	Greeves	250	Bolton
62	T. Wood	Metisse	500	Whitegate
63	H. Bayley	Tribsa	500	Wombourne
64	B. G. Curtis	Metisse	500	Lymington
65	G. Hancock	Grevstar	250	Crewe
66	P. Robinson	B.S.A.	500	Nantwich
67	P. Ormisher	Greeves	250	Poynton
68	K. Dodd	K.D.S.	500	Danbury
69	F. Bourne	F.B.S.	500	Market Drayton
70	J. Banks	B.S.A.	440	Bury St. Edmunds
71	M. Spray	B.S.A.	500	Nottingham
72	E. Morris	Dot	250	Oswestry
73	T. F. Drewe	Dot	250	Hemel Hempstead
74	P. Lamper	Greeves	250	Altrincham
75	B. G. Calkin	Greeves	250	Wallasey
76	M. Gaskin	Greeves	250	Liverpool
77	C. Starley	Greeves	250	Brighton
78	D. Nicoll	Matchless	500	Essex
79	J. W. Young	Greeves	250	New Ferry
80	B. Canning	Cotton	250	Stafford
81	H. Webster	Greeves	250	Crewe
82	D. Wilson	Greeves	250	Oswestry
83	B. Andrews	Metisse	500	Stafford
84	G. Brookes	Tri Metisse	500	Stafford
85	G. Shenton	Metisse	500	Salop
86	A. Nicklin	James	250	Dudley
87	P. Baker	Excalibur	500	Bristol
88	A. Cumming	Dot	250	Chester
89	R. Brough	B.S.A.	500	Birmingham
90	F. Spann	Metisse	250	Northwich
91	D. Clark	Matchless	500	Cheadle
92	T. Jones	Greeves	250	Mold
93	E. Jones	E.R.V.	250	Mold
94	R. Morris	E.R.V.	250	Mold
95	J. Harrison	Dot	250	Pontefract
96	J. Done	Greeves	250	Knutsford
97	L. Vale-Onslow	Metisse	500	Birmingham
100	R. Winwood	Velo	500	Birmingham
101	T. Leadbetter	Metisse	500	Stafford
111	T. Challinor	Dot	250	Pontesbury
116	P. Bright	Husqvana	250	Stafford
131	M. Winwood	Velo	500	Birmingham

Reserve Riders: 181 T. H. Slinn 139 M. T. Slinn



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**WEDNESDAY
SIXPENCE**

Event 1

2.00 p.m.

FIRST INVITATION RACE

Machines up to 250 c.c.

10 Laps

33 B. Hatton	72 E. Morris
36 L. H. Hughes	73 T. F. Drewe
38 C. Harrison	74 P. Lamper
41 A. Clough	75 B. G. Calkin
44 K. Woods	76 M. Gaskin
45 A. Hill	77 C. Starley
48 E. Sisman	80 B. Canning
49 B. Gwynne	82 D. Wilson
51 R. Porter	86 A. Nicklin
52 D. Buckley	90 F. Spann
54 G. Armitage	92 T. Jones
56 J. Hine	93 E. Jones
58 R. Bennett	94 R. Morris
59 G. Rowley	95 J. Harrison
61 F. Cocker	96 J. Done
65 G. Hancock	111 T. Challinor
67 P. Ormisher	116 P. Bright

1st Reserve, 79 J. W. Young ; 2nd Reserve, 81 H. Webster

28M.48S, 3rd Reserve, 88 A. Cumming

1. 96	2. 74	3. 49	4. 84	5. 33
6. 95	7. 94	8. 88	9. 86	10. 42
11. 52	12. 77	13. 56	14. 58	15. 73

First Fifteen Riders go to Event 5



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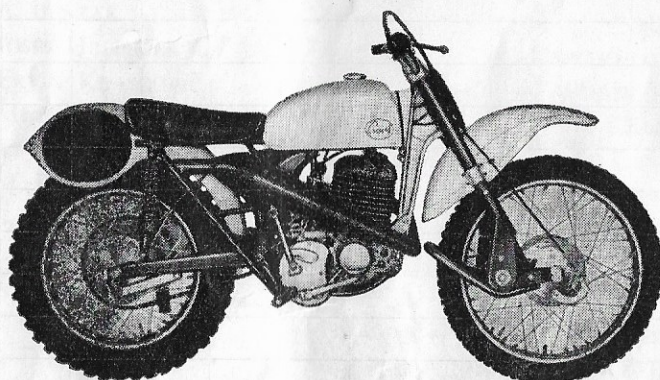
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Event 3

3.45 p.m.

SECOND INVITATION RACE

Machines over 250 c.c. to 500 c.c.

10 Laps

31 G. Johnson	64 B. Curtis
32 D. Williams	66 P. Robinson
34 A. R. C. Lampkin	68 K. Dodd
35 H. Bent	69 F. Bourne
37 J. Lewis	70 J. Banks
39 D. Sykes	71 M. Spray
40 R. Hubbert	78 D. Nicoll
42 E. Shaw	83 B. Andrews
43 C. Edwards	84 G. Brookes
46 G. H. Guy	85 G. Shenton
47 D. Wigley	87 P. Baker
50 R. Hooper	89 R. Brough
53 D. Smith	91 D. Clarke
57 J. Aim	100 R. Winwood
60 C. White	101 T. Leadbetter
62 T. Wood	131 M. Winwood
63 H. Bayley	

1st Reserve, 55 J. P. Holt ; 2nd Reserve, 97 L. Vale-Onslow

1 <u>70</u>	2 <u>57</u>	3 <u>37</u>	4 <u>66</u>	5 <u>83</u>
6 <u>34</u>	7	8	9	10
11	12	13	14	15

First Fifteen Riders go to Event 5

29-59/4

[illegible]

Event 5

5.25 p.m.

THIRD INVITATION RACE

10 Laps

1.....	16.....
2.....	17.....
3.....	18.....
4.....	19.....
5.....	20.....
6.....	21.....
7.....	22.....
8.....	23.....
9.....	24.....
10.....	25.....
11.....	26.....
12.....	27.....
13.....	28.....
14.....	29.....
15.....	30.....

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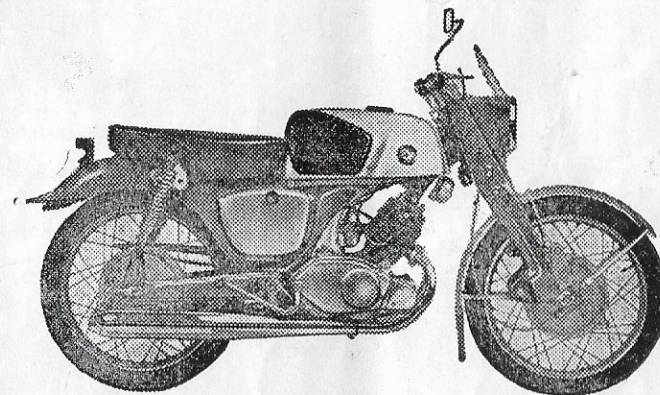
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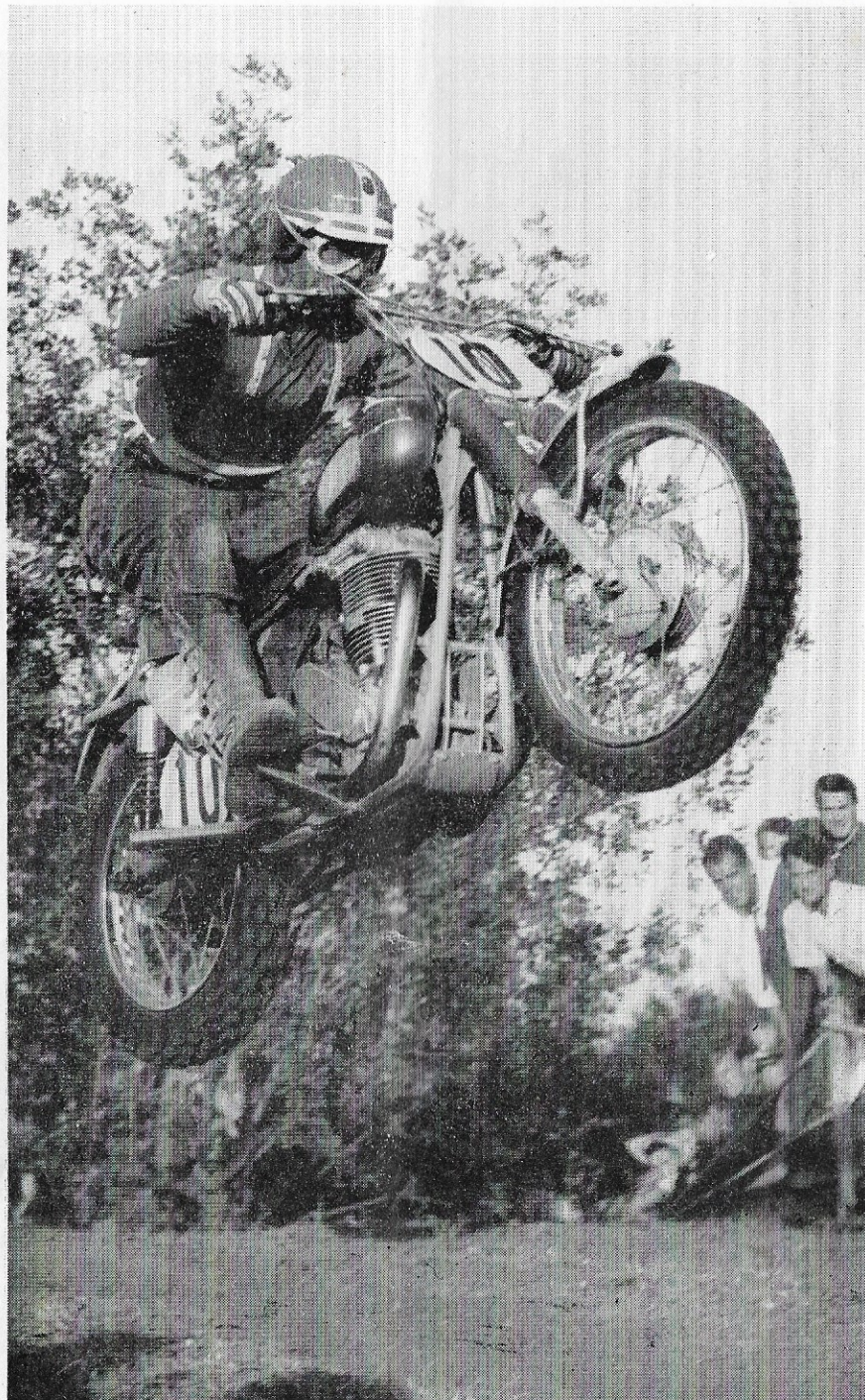


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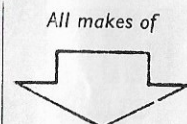
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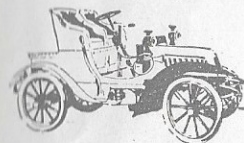
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Five Ways
Cradley Heath*

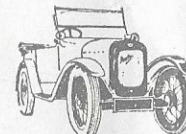
Meet Sidecar Driver
RAY ROUND

Cradley Heath
69366

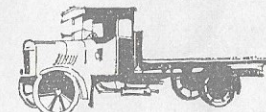
Over 60 years Some of the many FIRSTS for Ferodo



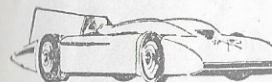
1904 FERODO FIRST
with purpose-made
brake linings for the first
petrol-driven cars



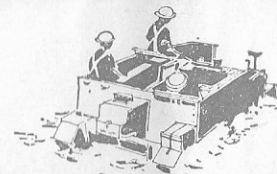
1922 FERODO FIRST
on Austin 7 - first
popular car fitted with
4-wheel brakes



1929 FERODO FIRST with
heavy-duty, non-
metallic woven asbestos lin-
ings for commercial vehicles



1935 FERODO FIRST
on Bluebird - first
car to exceed 300 m.p.h.



1944 FERODO FIRST
with *underwater*
brake linings for Bren
gun carriers



1955 FERODO FIRST
on the first
public service vehicles
fitted with disc brakes



1957 FERODO FIRST on
the Vanwall - first
British racing car to win
world championship honours



1957 FERODO FIRST
on the Gilera which
achieved the first-ever
100 m.p.h. T.T. lap



1963 FERODO FIRST
on the Rover-B.R.M.
turbine car at Le Mans

FERODO
Anti-Fade Linings for Drum or Disc Brakes

FERODO LIMITED • CHAPEL-EN-LE-FRITH • ENGLAND
A Turner & Newall company

