

BRITISH 500cc

MOTO-CROSS GRAND PRIX

(incorporating the Camel Challenge)

HAWKSTONE
PARK

20/21st
JULY, 1984

OFFICIAL
PROGRAMME

For conditions of admission see inside

70p

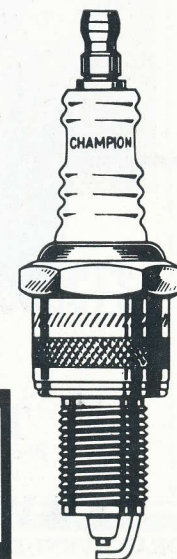


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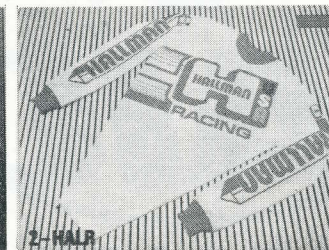
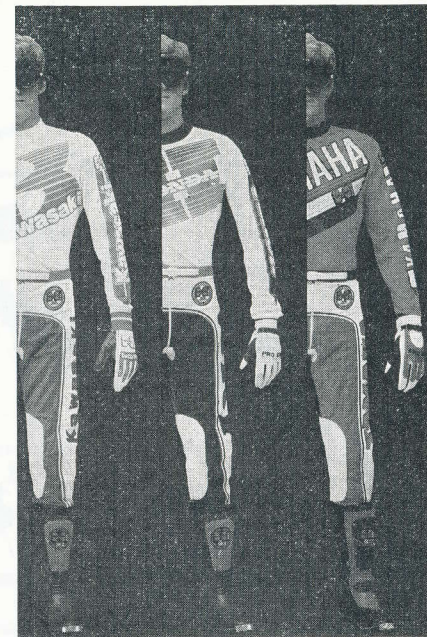


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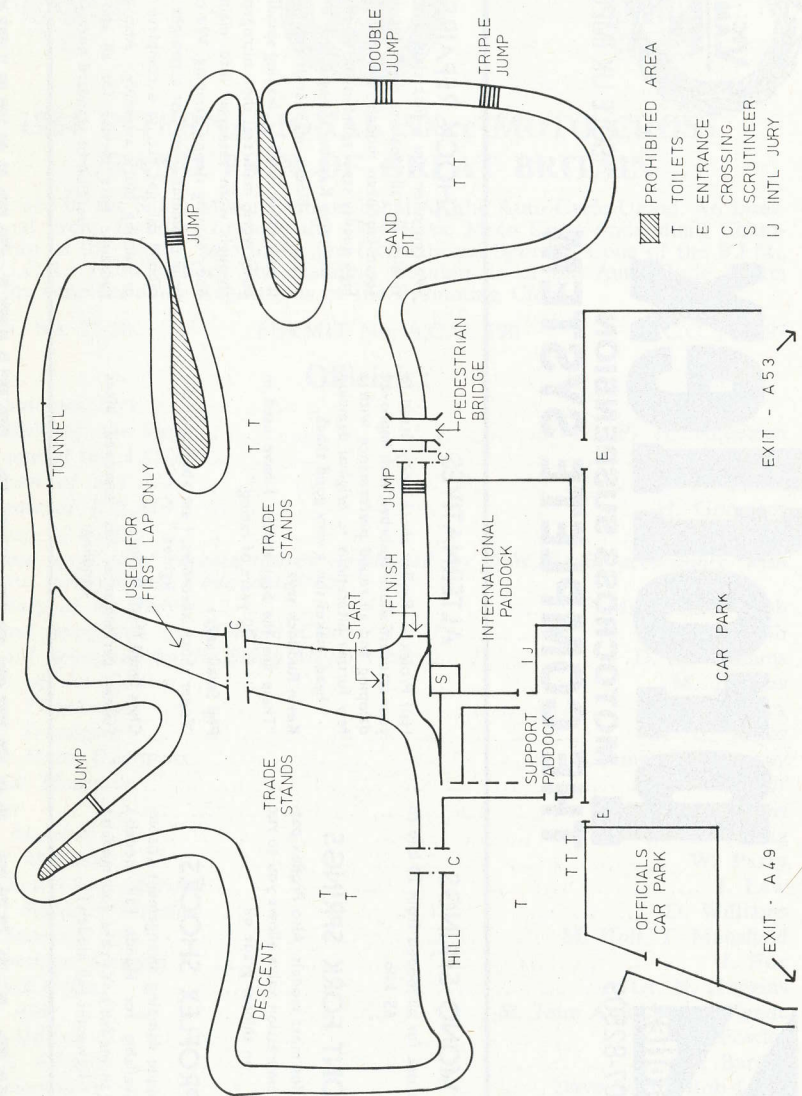
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1984 INTERNATIONAL 500cc MOTO CROSS GRAND PRIX OF GREAT BRITAIN

Organised by the Salop Motor Club on behalf of the Auto Cycle Union. An International event, counting towards the 1984 500cc Moto Cross (individual) Championship of the World, held under the International Sporting Code of the F.I.M., the G.C.R.s (10th edition), the Standing Regulations of the Auto Cycle Union and the supplementary Regulations of the Promoting Club.

I.M.N. No. 25/10

PERMIT No. A.C.U. 190

T.C.C. No. 97

Officials:

International Jury:—

President of the Jury	...	P. H. Andersen
Delegate of the A.C.U.	...	K. Blampied
Delegate of M.C.U.I.	...	R. A. Alton
Delegate of K.N.M.V.	...	H. Goossens
Delegate of F.M.I.	...	C. Annichini

and any other representatives nominated by F.M.N's in accordance with the International Code Art. 01.51.

Secretary of the Jury	...	Miss Janet Webb
Steward appointed by Midland Centre A.C.U.	...	P. Smith
Steward appointed by the Salop Motor Club	...	D. A. Williams
Clerk of the Course	...	M. Francis
Chief Timekeeper	...	F. Henley
Chief Scrutineer	...	E. Minor
Noise Meter Operators	...	E. Jones, A. Blayney
Official Measurer	...	J. Oliver
Starter	...	J. Powis
Flag Marshal	...	P. Young
Chief Marshal	...	W. Parry
Assistant Chief Marshal	...	J. Law
Chief Paddock Marshal	...	D. Williams
Lap Scorers	...	M. Holt, T. Mansfield
Competitors Steward	...	J. Fox
Medical Officer	...	Dr. N. Huggins
First Aid	...	St. John Ambulance Brigade
Press Officer	...	P. Fowler
Public Address	...	G. Barton
Commentators	...	Dave Smith, Bob Light
Programme Sales	...	Ann Johnson
Secretary of the Meeting	...	A. H. Johnson

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ANNOUNCEMENTS ! !

It would be appreciated if all those attending today's Meeting would kindly read the following announcements, which are of direct interest and concern to them.

WARNING.

MOTOR SPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK.

"It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders."

POLICE NOTICE.

Owing to the increasing number of thefts of and from motor vehicles at meetings similar to that which you are now attending, the Police strongly advise you to lock your car, or immobilise your motor cycle, and to remove all articles of value. If your vehicle is stolen you may be reimbursed for its loss, but you will get no compensation for the months of inconvenience suffered whilst awaiting the results of your claim. If you have left your vehicle insecure, spare a few minutes to immobilise it. It could save you hours in the weeks to come.

DOGS.

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

CROSSING THE COURSE

Under no circumstances should you cross the Course whilst racing is in progress—at such points where it is permissible to cross the Course, a marshal will indicate when it is safe to do so.

STARTING.

A clutch start in conjunction with a mechanical starting gate will be employed in all races.

FLAG SIGNALS.

Chequered Flag	Finish.
Black Flag with number displayed ...	Driver riding machine bearing that number to stop.
Red Flag	Danger. All machines stop.
Yellow Flag	Caution.

NOTICE TO RIDERS

Your attention is drawn to the serious consequences which could arise following an accident caused 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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Dear friends,

The Salop Motor Club once again welcomes you to Hawkstone Park. After an absence of 9 years the 500 has at last returned "home", to what is expected to be a classic battle for the eventual top prize in world moto cross. We hope you have a good days sport and a safe journey home.

Beste vrienden,

De Salop Motor Club heet u weer eens welkom te Hawkstone Park. Na een afwezigheid van 9 jaar de 500 is eindelijk terug "thuis" voor, naar wat wordt verwacht, een klassieke strijd voor de uiteindelijke topprijs in de wereld moto cross. We hopen dat u een fijne sportdag hebt en een veilige terugreis.

Liebe freunde,

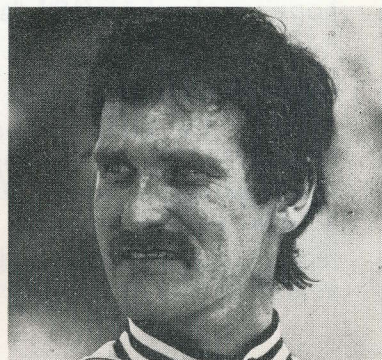
Der Salop Motor Club heisst sie wieder willkommen zu Hawkstone Park. Nach einer abwesenheit von 9 jahren ist die 500 klasse endlich wieder hier hin zuruck gerehrt, zu einem klassischen wettstreit der zu dem eventueellen haupt preis im welt moto cross fuhren kann. Wir hoffen dass sie einen erfolgreichen sporttag haben und wunschen ihnen eine gute und sichere heimfahrt.

Cher amis,

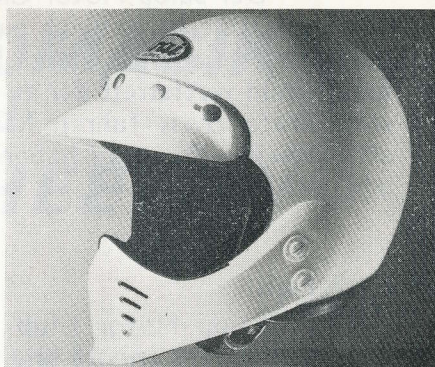
Salop Motor Club vous dit "Soyez le bienvenu a Hawkstone Park encore une fois." Après une absence de neuf ans, le 500 est enfin rentré chez lui. On espère qu'il y aura une bataille de géants pour le prix éventuel le plus convoité dans le monde de moto cross. Nous espérons que vous allez vous amuser bien et bon voyage de retour.

'The only difference between my Arai MX 80 helmet and yours is—mine goes faster.'

Says Roger Harvey, 125cc National Champion, 'I have worn Arai helmets for several years, they really are the best around. Certainly in competitions, the MX-80 gives me the confidence to get out in front and stay there.'



Roger Harvey, 125cc National Motocross Champion.



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1984 BRITISH 500cc MOTO CROSS GRAND PRIX

Foreword by Jack Burnicle

The British 500 Moto Cross Grand Prix makes a welcome return today to its traditional home at Hawkstone Park after an absence of nine years.

And what a time to come back to the roughest, toughest track in the world. Four outstanding riders are fighting tooth and nail for the sport's premier title. Three are already world champions, and the fourth our own brilliant national champion Dave Thorpe.

Twenty one year-old Thorpe, from Reading, enjoying his second season with the Honda factory, finished on the rostrum at the opening **seven** GPs. The tall, handsome Berkshire man is locked in battle with team-mates Andre Malherbe and Erik Geboers and Team Green Kawasaki's thorn in their side, reigning 250 world champion Georges Jobe.

Of this thunderous quartet, only Geboers, 21 year-old reigning 125 world champion, is new to Hawkstone's loose Shropshire earth and the tough little Belgian is an exceptional rider of soft, sandy circuits, as his double victory in Holland showed.

His compatriot Malherbe, now 27 years-old and bidding to reclaim a title he held in 1980 and '81, finished third here behind the all-conquering Russians in the 1977 British 250 Grand Prix. Malherbe is a truly menacing figure. Smooth and ice-cool, his sheer psychological presence is a daunting one.

23 year-old Jobe won last year's 250 grand prix here on his way to a second world title. Now he and Geboers have unleashed themselves on the 500 class with stunning effect, Jobe winning the opening round in Austria. One of the great stylists and an insatiable competitor, Georges will be looking to halt Honda's red tide!

Returned to swell those ranks via Honda UK is 1979 world champion and five times British champion Graham Noyce, a determined and resourceful fighter round Hawkstone Park. And as if that wasn't enough the fourth member of the Honda factory squad is **another** Belgian sand supremo, Andre Vromans, while Honda Finland wield the hairy but rapid Finn Jukka Sintonen. Jukka has had a season-long squabble for sixth place with Jobe's stocky Irish teammate Laurence Spence. The fast, tidy 23 year-old Ulsterman should be challenging hard today round a track he knows well.

Sadly sidelined by early season injuries, popular defending champ Hakan Carlqvist (Lumama Yamaha) will be back refreshed and ready to win. The powerful Swede also competed here in 1977. He has wanted to return ever since and will see today as a vital springboard into his 1985 challenge.

Carla's 19 year-old compatriot Leif Persson (Husqvarna) has been locked in early season duels with Britain's own teenage tear-away Kurt Nicoll (KTM) for a top ten championship placing. Other British interest will revolve around 23 year-old Gloucestershireman Dave Watson, now a full-blooded Kawasaki factory pilot alongside Jobe and Spence, and the burly 28 year-old Scot Willie Simpson, a genuine privateer and regular points-scorer on his Heron Suzuki. Willie loves Hawkstone Park!

Good luck to all the riders. Let's hear your support for the British boys reverberating round this lovely Shropshire valley. But perhaps we can be excused a little bias towards big Dave Thorpe as he fights to bring the world title back to Britain!

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PROGRAMME OF EVENTS

Friday 20th July

09.30 Hours to 11.30 Hours — TECHNICAL INSPECTION AND VERIFICATION
11.30 Hours to 12.00 Hours — JURY MEETING and DRAWING OF BALLOT
12.00 Hours to 13.00 Hours — FREE TRAINING — INTERNATIONAL DRIVERS
13.30 Hours to 14.30 Hours — FREE TRAINING — INTERNATIONAL DRIVERS
15.15 Hours to 16.00 Hours — QUALIFYING TRAINING — GROUP 'A'
16.15 Hours to 17.00 Hours — QUALIFYING TRAINING — GROUP 'B'
18.00 Hours — JURY MEETING

Saturday 21st July

08.00 Hours to 08.30 Hours — SCRUTINEERING — SUPPORT MOTO CROSS DRIVERS
08.35 Hours to 08.50 Hours — TRAINING — SUPPORT MOTO CROSS DRIVERS
09.00 Hours to 09.30 Hours — FREE TRAINING — INTERNATIONAL DRIVERS
09.35 Hours to 09.50 Hours — TRAINING — SUPPORT MOTO CROSS DRIVERS
10.00 Hours to 11.00 Hours — TIMED TRAINING — INTERNATIONAL DRIVERS

INTERVAL

11.30 Hours — PRESENTATION OF INTERNATIONAL DRIVERS
12.25 Hours — 500cc MOTO CROSS GRAND PRIX — FIRST RACE
13.30 Hours — SUPPORT MOTO CROSS — FIRST RACE

INTERVAL

14.15 Hours — SUPPORT MOTO CROSS — SECOND RACE
15.00 Hours — 500cc MOTO CROSS GRAND PRIX — SECOND RACE
16.00 Hours — SUPPORT MOTO CROSS — THIRD RACE
17.00 Hours — PRESENTATION OF AWARDS

N.B. — The above times are approximate and may be altered at the discretion of the International Jury, the Organisers or Stewards of the Meeting.

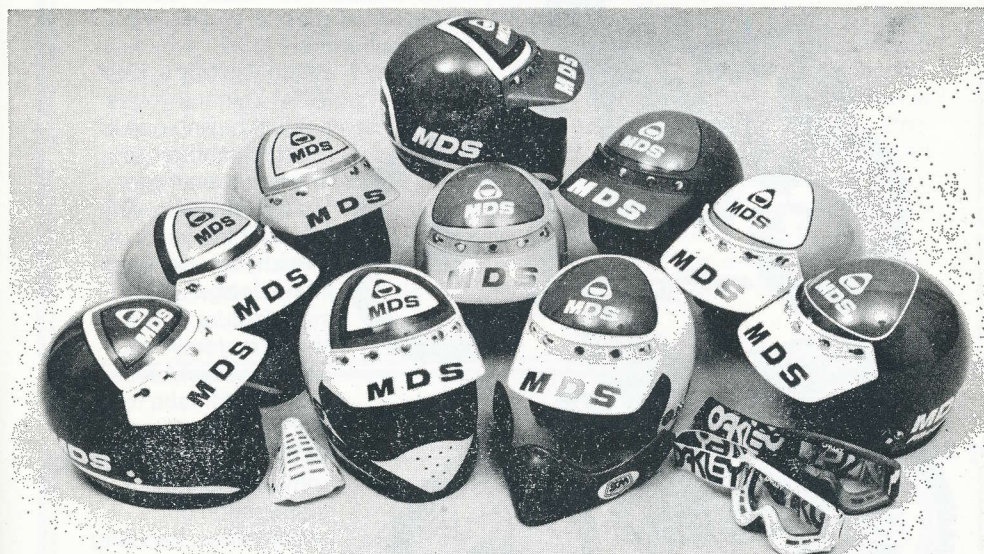
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ACKNOWLEDGEMENTS

As usual, Club members put in a lot of voluntary work to organise an event of this nature and magnitude but there is also a lot of support and help from others for which the Salop Motor Club is eternally grateful. It is therefore only fitting that thanks should be given to these people and organisations who have played an important part before, during and after the event.

Special thanks to: Camel, Champion, Century Oils, Kawasaki, Honda, Yamaha, Vic Lamb, Southern Forms and Cutters, County Show Caterers, Pete Edmundson, Salop Waste, Kynastons, Silkolene, Bryan Goss, C.G.H. Moto Cross, Salop Cash Register, Protec Fire Control, The Bear Inn (Hodnet), The Lion Hotel (Shrewsbury), West Mercia Constabulary, Dr. Nigel Huggins, St. John Ambulance Brigade, Programme contractors, Public Address Operators, Jack Burnicle (foreword and photographs), Programme Advertisers, R.A.C., Trade Stand Holders, Officials, Mashals and many more who may have made a material contribution to the success of the meeting.

St. John Ambulance Brigade attend the meeting (for everyone's benefit) on a voluntary basis, so please give generously to their funds when the collection is made.

- Fourth Round -

1984 BRITISH MOTO CROSS CHAMPIONSHIP

Organised by

WEST OF ENGLAND MOTOR CLUB

NEXT SUNDAY, 29th JULY

at

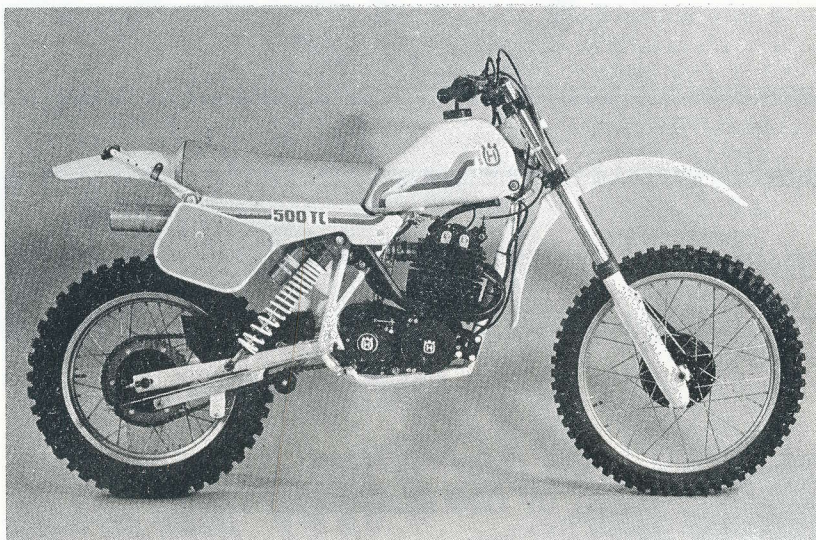
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Husqvarna

Since its introduction the 1984 range of production Husqvarnas have proved to be the most competitive machines at all levels. Willie Simpson took the 1984 production 500CR to 6th in the British Championships and to the overall win in the Weston Beach Race, while Stuart Coyle has taken the 250CR to many successes and is now about to take on the British Support Class in '84. Our 125 has also proved to be a class winner showing many lads that a fast bike can also handle and be reliable too.

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Final Positions 1983

1	Hakan Carlqvist (S)	260
2	Andre Malherbe (B)	253
3	Graham Noyce (GB)	173
4	Harry Everts (B)	145
5	David Thorpe (GB)	93
6	Andre Vromans (B)	81
7	Jukka Sintonen (SF)	80
8	Jean-J. Bruno (F)	54
9	Ivan v.d. Broeck (B)	51
10	J. v. Velthoven (B)	50

1984 500cc

World Championship Venues

15.04	Austria	Schwanenstadt
29.04	Switzerland	Payerne
05.05	Spain	Junquera
13.05	France	Brou
20.05	Sweden	Strup
03.06	W. Germany	Beuern
17.06	Holland	Halle
24.06	USA	Carlsbad
01.07	Canada	Chatsworth Moto Parc
21.07	BRITAIN	HAWKSTONE PARK
06.08	Belgium	Marche
26.08	Italy	Esanatoglia

Past 500cc World Champions

1957	Bill Nilsson	Sweden	Crescent/AJS
1958	Rene Baeten	Belgium	FN
1959	Sten Lundin	Sweden	Monark
1960	Bill Nilsson	Sweden	Husqvarna
1961	Sten Lundin	Sweden	Lito
1962	Rolf Tibblin	Sweden	Husqvarna
1963	Rolf Tibblin	Sweden	Husqvarna
1964	Jeff Smith	GB	BSA
1965	Jeff Smith	GB	BSA
1966	Paul Friedrichs	DDR	CZ
1967	Paul Friedrichs	DDR	CZ
1968	Paul Friedrichs	DDR	CZ
1969	Bengt Aberg	Sweden	Husqvarna
1970	Bengt Aberg	Sweden	Husqvarna
1971	Roger de Coster	Belgium	Suzuki
1972	Roger de Coster	Belgium	Suzuki
1973	Roger de Coster	Belgium	Suzuki
1974	Heikki Mikkola	Finland	Husqvarna
1975	Roger de Coster	Belgium	Suzuki
1976	Roger de Coster	Belgium	Suzuki
1977	Heikki Mikkola	Finland	Yamaha
1978	Heikki Mikkola	Finland	Yamaha
1979	Graham Noyce	GB	Honda
1980	Andre Malherbe	Belgium	Honda
1981	Andre Malherbe	Belgium	Honda
1982	Brad Lackey	USA	Suzuki
1983	Hakan Carlqvist	Sweden	Yamaha

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AND THE RIGHT COLOUR

COME AND SEE OUR PRODUCTS ON OUR STAND TODAY.

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Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
LAP SCORE CHART																		



500cc Moto Cross Grand Prix of Great Britain

(incorporating the Camel Challenge)



RACES 1 & 4

40 MINUTES PLUS 2 LAPS

No.	Name	Machine	Country	1st Race	2nd Race
1	HAKAN CARLQVIST *	Yamaha	Sweden	.....	.....
2	ANDRE MALHERBE *	Honda	Belgium	.....	.....
3	GRAHAM NOYCE	Honda	Great Britain	.....	.....
4	HARRY EVERTS	Husqvarna	Belgium	.....	.....
5	DAVE THORPE *	Honda	Great Britain	.....	.....
6	ANDRE VROMANS *	Honda	Belgium	.....	.....
7	JUKKA SINTONEN *	Honda	Finland	.....	.....
10	JAACK VAN VELTHOVEN	K.T.M.	Luxembourg	.....	.....
11	GEORG REITER	K.T.M.	Austria	.....	.....
12	GEORGES JOBE *	Kawasaki	Belgium	.....	.....
14	MARC MARIEN	Honda	Belgium	.....	.....
15	ERIC GEBOERS *	Honda	Belgium	.....	.....
16	STEPHAN DESMARE	Yamaha	Belgium	.....	.....
17	PAUL HEYLEN	Yamaha	Belgium	.....	.....
18	ERIK PEDERSEN	Honda	Denmark	.....	.....
19	PIERRICK LE BLANC	Yamaha	France	.....	.....
20	FRANCOIS BROUAL	Honda	France	.....	.....
21	YANN BAULARD	Yamaha	France	.....	.....
22	PETER HERLINGS	Yamaha	Holland	.....	.....
23	GIELJO VAN ZOGGEL	Suzuki	Holland	.....	.....
24	TOON KARSMARKERS	Honda	Holland	.....	.....
25	BENNY WILKEN	Honda	Holland	.....	.....
26	JAN LEMMENS	K.T.M.	Holland	.....	.....
27	RENE VAN DER MADE	Honda	Holland	.....	.....
28	JOHNNY PONJEE	Kawasaki	Holland	.....	.....
29	HENK SEPPENWOOLDE	Honda	Holland	.....	.....
30	FRANCO PICCO	Yamaha	Italy	.....	.....
31	CLAUDIO DE CARLI	Yamaha	Italy	.....	.....
32	MICHELE MAGAROTTO	Kawasaki	Italy	.....	.....
33	ENO CARDUCCI	Yamaha	Italy	.....	.....
34	CLAUDIO BECCHIS	Honda	Italy	.....	.....
35	LAURENCE SPENCE *	Kawasaki	Ireland	.....	.....
36	ALAN MAGEE	Honda	Ireland	.....	.....
37	EDDY STERCKX	Kawasaki	Luxembourg	.....	.....
38	LEIF PERSSON	Husqvarna	Sweden	.....	.....
39	KENNETH JOHANSSON	Husqvarna	Sweden	.....	.....

No.	Name	Machine	Country	1st Race	2nd Race
40	ANDERS PATRIKSSON	Husqvarna	Sweden	.....	.....
41	THOMAS SODERBERG	Husqvarna	Sweden	.....	.....
42	JONAS ANDERSSON	Yamaha	Sweden	.....	.....
43	ADRIAN BOSSHARD	Honda	Switzerland	.....	.....
44	LOUIS RISTORI	Honda	Switzerland	.....	.....
45	ANDRE THEUENAZ	Yamaha	Switzerland	.....	.....
46	KURT THOMET	Yamaha	Switzerland	.....	.....
47	CHRISTOF HUSSER		Switzerland	.....	.....
48	PHILLIP LARSON	Honda	U.S.A.	.....	.....
49	ERIC McKENNA	Honda	U.S.A.	.....	.....
50	ERIC EATON	Honda	U.S.A.	.....	.....
51	MICHAEL HEUTZ	Yamaha	West Germany	.....	.....
52	KLAUS-BERND KREUTZ	Maico	West Germany	.....	.....
53	BERT VON ZITZEWITZ	Maico	West Germany	.....	.....
54	WALTER GRUHLER	Kawasaki	West Germany	.....	.....
55	ROLF ROMMERSKIRCHEN	Yamaha	West Germany	.....	.....
56	HELMUT SCHILLER	Suzuki	West Germany	.....	.....
57	WERNER SIEGLE	K.T.M.	West Germany	.....	.....
58	KURT NICOLL	K.T.M.	Great Britain	.....	.....
59	DAVID WATSON	Kawasaki	Great Britain	.....	.....
60	PERRY LEASK	Honda	Great Britain	.....	.....
61	BRETT STEELE	Husqvarna	Great Britain	.....	.....
62	WILLIE SIMPSON	Suzuki	Great Britain	.....	.....
63	TONY CAIG	Honda	Great Britain	.....	.....
64	CARL POPE	Honda	Great Britain	.....	.....
65	MIKE PEARCE	Kawasaki	Great Britain
66
67
68
69
70

Overall Result : 1st 2nd 3rd 4th 5th

6th 7th 8th 9th 10th

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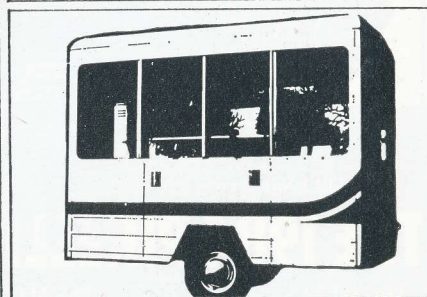
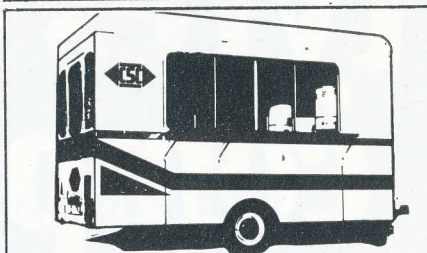
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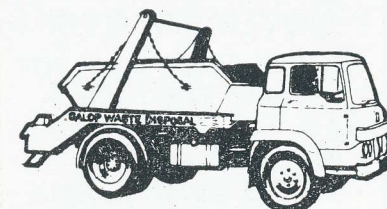
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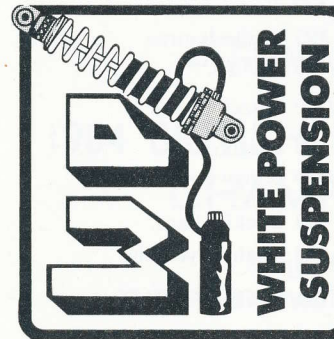
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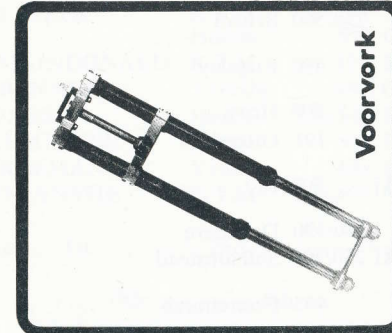
HOLLAND



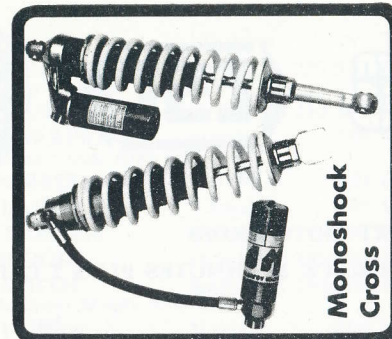
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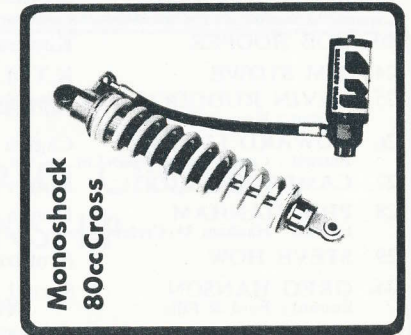
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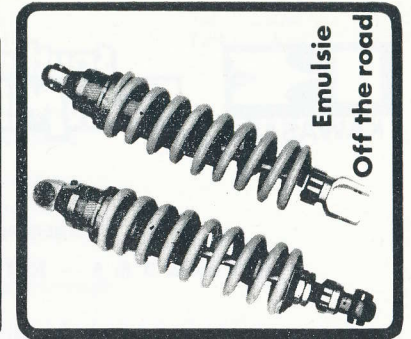
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No.	Name	Machine	cc	Town	1st Leg	2nd Leg	3rd Leg
2	NEIL HUDSON Entrant : Honda Britain	Honda	250/500	Bristol			
7	ROGER HARVEY Entrant : Mitsui-Yamaha	Yamaha	490	Rugeley			
9	STEVE BEAMISH	Suzuki	500	Hove			
10	PAUL HUNT Entrant : Cagiva Sport (UK) Ltd.	Cagiva	191	Ottershaw			
12	GEOFF MAYES Entrant : Stuart Nunn M/Cycles	Kawasaki	500	Ely			
16	PETE MATHIA	Maico	250/490	Delamere			
17	ANDY NICHOLLS Entrant : Kawasaki Motors	Kawasaki	250/500	Sulhamstead			
18	DAVE TOMASIK	K.T.M.	495	Peterchurch			
19	STEVE RUSSELL Entrant : Heron Suzuki (UK) Ltd.	Suzuki	500	Newtownards			
20	ROB HOOPER	Kawasaki	500	Rugeley			
24	TIM STOWE	K.T.M.	495	Wellesbourne			
25	KEVIN RUDDOCK Entrant : Kawasaki Motors	Kawasaki	250/500	Slough			
26	HOWARD LUCAS Entrant : Cagiva Sport (UK) Ltd.	Cagiva	191/500	Hazel Grove			
27	CAMERON KNOX	Honda	500	Paignton			
28	PHIL HANHAM Entrant : Hanham M/Cycles	Honda	250/500	Ringwood			
29	STEVE HOW	Armstrong	500	Buckingham			
34	GREG HANSON Entrant : Ford & Ellis	Suzuki	500	High Wycombe			
35	MARK FULTON Entrant : Cagiva Motors (UK) Ltd.	Cagiva	191	Cockermouth			
37	RICHARD DYE Entrant : H.M.X. Spares	K.T.M.	500	Uxbridge			
41	GARY WOOLLAM	Suzuki	250	Woking			
46	MARK BANKS Entrant : Honda UK	Honda	500	Bury St. Edm'nds			
49	JULIAN CLARK	Suzuki	250	Sevenoaks			
51	STUART COYLE	Yamaha	250/490	Builth Wells			
54	GARY HEAVER Entrant : Paul Smart	Suzuki	250/500	Darenth			
55	MAYSON WEAR Entrant : Honda (UK) Ltd.	Honda	500	Carlisle			

No.	Name	Machine	cc	Town	1st Leg	2nd Leg	3rd Leg
56	STEVE BIRCHER Entrant : Maico GB	Maico	250/500	Barrow			
57	CARL SHAW	Honda	250/500	Spennymoor			
58	ALAN MORRISON Entrant : Heron Suzuki (UK) Ltd.	Suzuki	250	Smallldole			
59	MARTIN BROUGH	K.T.M.	250	Coventry			
60	BRIAN BADER	Yamaha	490	Windsor			
64	KEITH TURNER	Yamaha	490	Stonehouse			
69	ALAN BLOOD	Honda	250/500	Derby			
71	JARED SMITH Entrant : Kawasaki Motors (UK) Ltd.	Kawasaki	250/500	Guisborough			
76	IAN BETTISON Entrant : Ian Bettison Racing	Yamaha	490	Liskeard			
79	ROBERT MEEK	K.T.M.	250				
		Honda	500	Gunthorpe			
84	CHRIS MAINDONALD	K.T.M.	495	Mkt.H'Borough			
91	MARK BENNETT	Yamaha	490	Cowley			
96	ROB. JONES	Honda	250/500	Road			
109	PAUL LUSCOMBE	Honda	500	Fawkham			
118	PETE FREEMAN	Yamaha	490	Rugeley			
129	MERVYN ANSTIE	K.T.M.	250/495	Newbury			

Overall Result : 1st 2nd 3rd 4th 5th

6th 7th 8th 9th 10th

- Fifth Round -

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HAKAN CARLQVIST—From Ice Hockey Pro to Double MX Champion!

Twelve years ago in his native Sweden, Hakan Carlqvist, was a professional ice hockey player facing one of the most important decisions of his life. As well as excelling on the ice rink, he was also an above-average motocross rider and, at 18 years old, he felt it necessary to concentrate on one sport or the other.

Luckily for motocross fans, Hakan chose motorcycles over skates and since that date has become one of only two riders in the world to win World Championships in both 250cc and 500cc classes!

This year, Hakan leads Team Yamaha/Lumaca in a lone assault on the World 500cc Championship, aiming to retain the title which he so convincingly won in 1983.

This 500cc class victory ranks Hakan alongside another Yamaha star of just a few seasons ago, Heikki Mikkola, as the only rider to have won both 250 and 500cc titles. Interestingly, both won their 250cc Championships for Husqvarna, then moved to Yamaha to capture the biggest motocross prize of all.

After serving his apprenticeship in Swedish national events, Carlqvist was signed by the Swedish importer of the Spanish OSSA motorcycles to contest the World 250cc Championship series in 1976.

A year later he moved to the "home" factory, Husqvarna, and scored his first Grand Prix win for that marque in Spain during 1978. That year, he placed seventh in world points.

The following year, Carlqvist repaid the Swedish factory's confidence in him by bringing them the World 250cc Championship, the last world title that the factory has won to date.

Feeling that the 250cc class had given him all that it had to offer, the ambitious Swede was anxious to contest the acknowledged toughest class in motorcycling, the 500cc bracket.

Considering that Yamaha offered the strongest chance of a 500cc title, he joined the company that he has been with ever since.

In his very first 500cc season, "Carla" took the Swedish national title and finished 3rd in world points. He very nearly took the title to equal Mikkola's record of consecutive 250 and 500cc wins but narrowly missed it thanks to a combination of crashes and mechanical troubles.

Third again in 1981, Carlqvist was acknowledged as about the fastest man in motocross but a man who had too much of a will to win. Often his unceasing charges to the front of the pack brought crashes or broken machinery and injuries saw him slump to eighth place in 1982 ratings.

Observers underestimated the Swede's determination, however, and last year he not only won Grands Prix motos in Austria, Sweden, Italy, America, Britain and Belgium but also tempered this with the consistency necessary to win the title.

As a result, the tough Swede received the highest honour possible from his home fans. He was voted Sweden's 1983 "Sportsman of the Year" . . . a title held in past years by no less a personality that all-time tennis great, Bjorn Borg.

Hakan himself is no mean tennis player, counting the game as his favourite hobby.

He has yet, however, to play Borg!

"Maybe we'll get a game together sometime" says Hakan.

"And maybe I'll see how he can ride a motocross bike as well!"

CAREER HIGHLIGHTS

1970-71—Professional ice-hockey player. 1976—contested World 250cc MX Champion ship. 1977—Joined Husqvarna works team for 250cc Championship. 1978—Won first Grand Prix in Spain—finished 7th in World 250cc Championship. 1979—Won World 250cc Championship for Husqvarna. 1980—Joined Yamaha Team—Third in World 500cc Championship—Won Swedish National 500cc title. 1981—Third in World 500cc Championship. 1982—Eighth in World 500cc Championship. 1983—WORLD CHAMPION 500cc MOTO-CROSS—Sweden's "SPORTSMAN OF THE YEAR".

Personal details

Nationality: Swedish. Date/Place of birth: January 15, 1954 in Stockholm. Residence: Sollentuna, Sweden. Height: 1-84m. Weight: 85gs. Profession: Professional Motocross rider. Hobbies: Tennis. First race/motorcycle: Enköping 1971, KTM Penton 125cc. Motorcycle for 1984: YZM 500. Ambitions: Retain 500cc Motocross World Championship title in 1984.

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CR250R Not only is the CR250R's power up to 45BHP for 1984, but it's been achieved without sacrificing low and mid-range power through the use of our ATAC exhaust system. Braking power is up too, with a single disc front brake with dual piston caliper.

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CR125R The latest CR125's engine now features our ATAC exhaust system so that its output could be boosted to 33BHP without sacrificing low and mid-range power.

Braking power is also increased with the use of a single disc front brake with dual piston caliper.

CR80R Like its bigger brothers, the CR80R gets a boost in power, to 22.5BHP. And, like the CR250R and CR125R, it doesn't sacrifice low and mid-range power thanks to its ATAC exhaust system.

Front forks are now beefy 33mm units with 15mm more travel. Rear wheel travel is also increased, up from 210mm to 255mm.

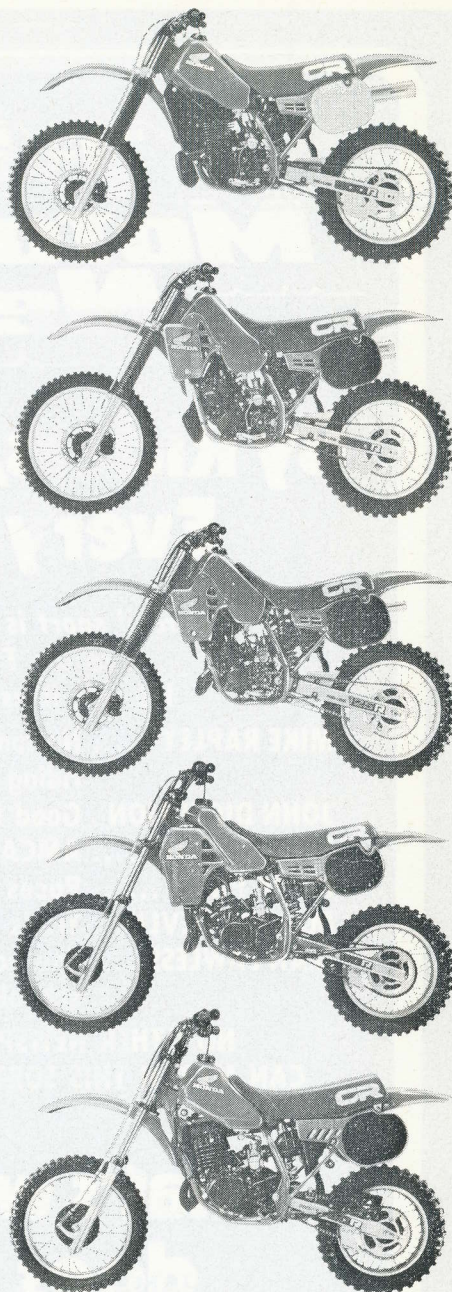
CR50R All-new for 1984, the CR50R has an air-cooled single cylinder two-stroke engine with a 10BHP sting in its tail and a six-speed gearbox.

Front forks are sturdy 30mm units with 205mm of travel, and rear suspension is Pro-Link with 210mm of travel.

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ANDRE MALHERBE

Championship Number Three?

Former world 500cc Motocross Champion, Andre Malherbe, could hardly wait for the 1984 season to get under way to give him the chance to clinch his third Championship crown.

The 27 year old Belgian star won the title for Honda in both 1980 and 1981 and looked well on course to make it a hat-trick in 1982 as the American GP came around at mid-season. By this point Malherbe had won five World Championship qualifying races and had title "number three" in his sights.

Then, in the first moto on the bone-hard California track he crashed and broke his leg. His season was over . . . but even by that time he had done enough to claim a final fifth place on points.

Receiving tremendous support and encouragement from his biggest fan—his wife Sabine—Andre fought back to complete fitness and last season fought an epic battle with his greatest rival, Hakan Carlqvist.

The duel went on right to the last round at St. Anthonis in Holland. Malherbe did everything that was asked of him and won the Grand Prix. Carlqvist, however, rode a safe, calculated race, taking the title by a handful of points. Typically, Andre won the second moto and then waited, almost buried under a seething mass of Belgian fans who had travelled over the border to see him, for Carlqvist to arrive at the finish line. It was almost a minute before the Swede arrived in fourth place, and Malherbe was among the first to congratulate him on his title.

In motocross-mad Belgium, Andre began racing when he was 11 years old, riding a 50cc Honda prepared by his father. Only five years later he won the Belgian 250cc Championship and, at just 16 years old, set his sights on International honours.

Contesting the 125cc European Championship (later to get World Championship status) he took the title at the first time of asking!

For 1976 he switched to the 250cc class and quickly mastered the machine, so well, that he finished a solid third behind the all-conquering Russians in 1977.

Encouraged by this, he again moved up a class . . . to the toughest one of them all, the 500cc World Championship. This time he was sixth in his debut season and Honda were so impressed by his efforts that they signed him for their Grand Prix team.

Following Graham Noyce's win in 1979, Andre took the title in both 1980 and 1981 to give Honda three Championships in succession.

Malherbe's positive attitude and dedication to his sport were never more apparent than in the way he fought back to fitness and immediately regained his competitive mental edge after the immense disappointment of losing the title in 1982.

Career Highlights

- 1974 125cc European Champion
- 1975 4th 125cc World Championship
- 1976 14th 250cc World Championship
- 1977 3rd 250cc World Championship
- 1978 6th 500cc World Championship
- 1979 3rd 500cc World Championship
- 1980 500cc World Champion
- 1981 500cc World Champion
- 1982 5th 500cc World Championship
- 1983 2nd 500cc World Championship

Personal Details

Home Town: Huy. Country: Belgium. Date of Birth: 28/3/56. Wife's Name: Sabine. Hobbies: Tennis, fast cars. Ambitions: Regain and hold 500cc World Championship.



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DAVID THORPE

"Chose Motocross over Professional Soccer"

David Thorpe—already British Champion at 21—is determined to add a World Championship crown to his long list of honours and feels that this is the year he can do it.

Despite his Championship win in Britain last season, the win-hungry Thorpe was bitterly disappointed at not winning a Grand Prix on his way to fifth place in World points.

Ever since he took his first British schoolboy title, when he was just six years old, Thorpe has set his sights on being World Motocross Champion.

This year, when he sat astride his RC500 Honda on the start line of the opening Austrian GP, he was ready for the battles that lay ahead—getting up to go running every day at 6.30 am and then spending the rest of each day either training in the gym or riding and testing the bike.

Thorpe lives at Woodley in Berkshire, not far to the west of London—with his wife, Sharron and new baby, Lewis David.

It's the same area that he grew up in and where, with tremendous support from his father Keith, he was at the top of the British Schoolboy MX Championship scene.

David was British Junior Schoolboy Champion in 1967, 1969 and 1970. Then he moved to the senior ranks, culminating his "Schoolboy MX" career with the Senior Championship in both 1976 and 1977.

While he was winning motocross titles, David still found time to excel at other sports particularly soccer. In 1977, he appeared in a penalty-kicking competition at Wembley Stadium . . . in front of 100,000 fans and millions of TV viewers watching Britain's "Cup Final".

Soon after this, David was offered professional contract terms with Queens Park Rangers. He turned the offer down, never having any doubt that what he really wanted was to be a professional motocross star.

"I rode my bike more naturally than I kicked a ball" he remembers "and I certainly have no regrets about making motocross my career".

David still enjoys "kicking a ball" when he has the time, as well as a game of golf.

In 1979, Thorpe emerged from the schoolboy ranks and began racing with AMCA. He won the 250cc and "supercross" titles, then moved into the "big league" ACU events. Success continued, David won the ACU "Under 18" title and the Support Championship.

It seemed as nothing could stop Thorpe's steady progression towards his first full British title but a broken leg, while riding for Kawasaki in 1981, halted the advance.

David, however, bounced right back and won the British 250cc Championship in 1982.

For 1983, the circle was completed. David returned to Honda and won the 500cc Championship, the major honour in national motocross.

Now, there is really nothing left for him to do in Britain. He is aiming higher . . . at the World Championship itself. Aiming to repeat the feat of his former team-mate and most respected rival, Graham Noyce. The feat of winning the World 500cc Motocross Championship for Britain and Honda.

Career Highlights

- 1976 British Schoolboy Champion all classes
- 1977 British Schoolboy Champion all classes
- 1978 AMCA 250cc and Superclass Champion
- 1979 British Under 18 500cc Champion
- 1980 500cc British Support Champion
- 1981 Broken leg mid-season
- 1982 6th 500cc World Championship—British 250cc Champion
- 1983 5th 500cc World Championship—500cc British Champion

Personal Details

Home Town: Woodley, Berkshire. Date of Birth: 29/9/62. Wife's Name: Sharron. Children: Lewis, born 9/2/84. Hobbies: Squash, Golf, Soccer. Ambitions: To win 500cc World Championship.