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PARK**

**9th/10th
MAY, 1987**

OFFICIAL PROGRAMME

For conditions of admission see inside

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Dear Friends,

The Salop Motor Club would like to take this opportunity to welcome all our overseas visitors to Hawkstone 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 Salop Motor Club wilt met deze gelegenheid all buitenlandse bezoekers welkom heten te Hawkstone Park. We wensen all piloten en aanwezigen een aangename dag, een fijn verblijf in Engeland en een veilige terugreis.



Cher amis,

Le Salop Motor Club est heureux de pouvoir souhaiter la bienvenue à tous nos visiteurs étrangers au Hawkstone 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 Salop Motor Clue möchte hier mit dieser Gelegenheit wahrnehmen alle Besucher aus dem Ausland hier in Hawkstone Park willkommen zu heissen.

Wir hoffen dass alle Fahrer und alle Andwesenden einen vegügten Tag verbringen. Wir wünschen Ihnen einen angenehmen Aufenthalt hier in Britain und anschliessend eine sichere Heimreise.

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1987 INTERNATIONAL 250cc 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 1987 250cc Moto Cross (Individual) Championship of the World. Held under the International Sporting Code of the F.I.M., the National Sporting Code of the Auto Cycle Union, the Standing Regulations for Moto Cross and the Supplementary Regulations of the Promoting Club.

I.M.N. No. 24/3

PERMIT No. A.C.U. 1067

T.C.C. No. 77/151

Officials

International Jury:—

President of the Jury ...	P. H. Anderson
Delegate of the A.C.U. ...	M. E. Simpson
Delegate of the M.C.U.I. ...	S. McMin
Delegate of the K.N.M.V. ...	G. Wolsink
and any other representatives nominated by F.M.N's in accordance with art. 50.01 of the F.I.M. Code.	

Secretary of the Jury ...	Miss Janet Webb
Steward appointed by the Midland Centre A.C.U. ...	K. Cole
Steward appointed by the Salop Motor Club ...	D. A. Williams
Clerk of the Course ...	M. Francis
Timekeepers ...	F. Henly i/c, J. Gilbert, B. Gladders, R. Ridler, A. Morgan, A. Preston.

Scrutineers ...	E. Minor i/c, J. Oliver
Noise Meter Operators ...	E. Jones i/c, A. Blayney, J. Fletcher
Official Measurer ...	J. Oliver
Line Judge ...	T. Mansfield
Starter ...	J. Powis
Assistant Starters ...	G. Evans, P. Evans
Chief Marshal ...	D. M. Williams
Assistant Chief Marshal ...	J. Law
Chief Paddock Marshal ...	D. A. Williams
Flag Marshal ...	P. Young
Lap Scorers ...	V. Webb, L. Hill, N. Selwyn, T. Mansfield
Medical Officer i/c ...	Dr. N. Huggins
First Aid ...	St. John Ambulance Brigade
Press Officer ...	P. Fowler
Public Address ...	G. Barton
Commentators ...	D. Smith, F. Clarke, R. Kinsey
Programme Sales ...	R. Smith, S. Young, K. Johnson
Secretary of the Meeting ...	A. H. Johnson

6 Pensfold, Bicton Heath, Shrewsbury SY3 5HF

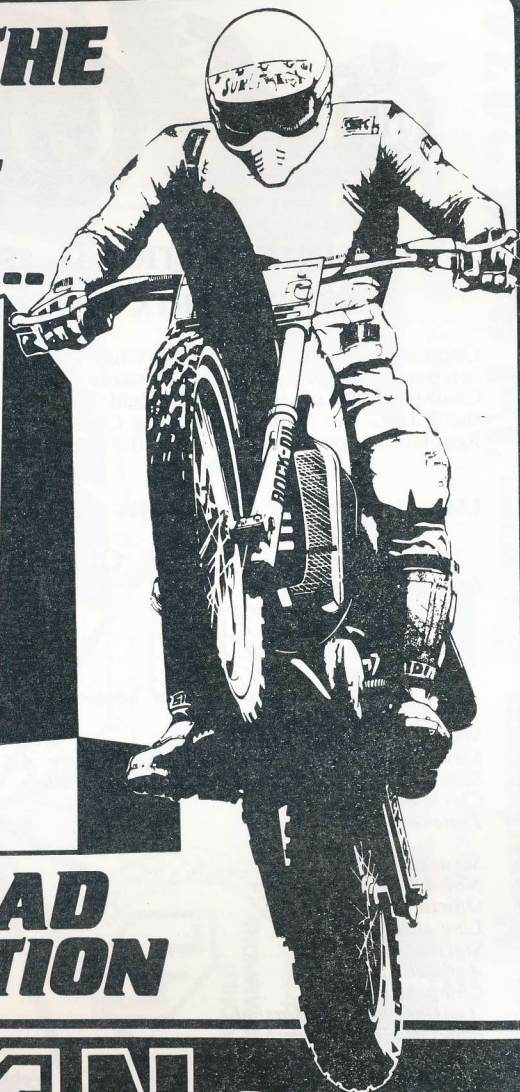
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ACTION
WITH THE
WORLD'S...**

NO. 1

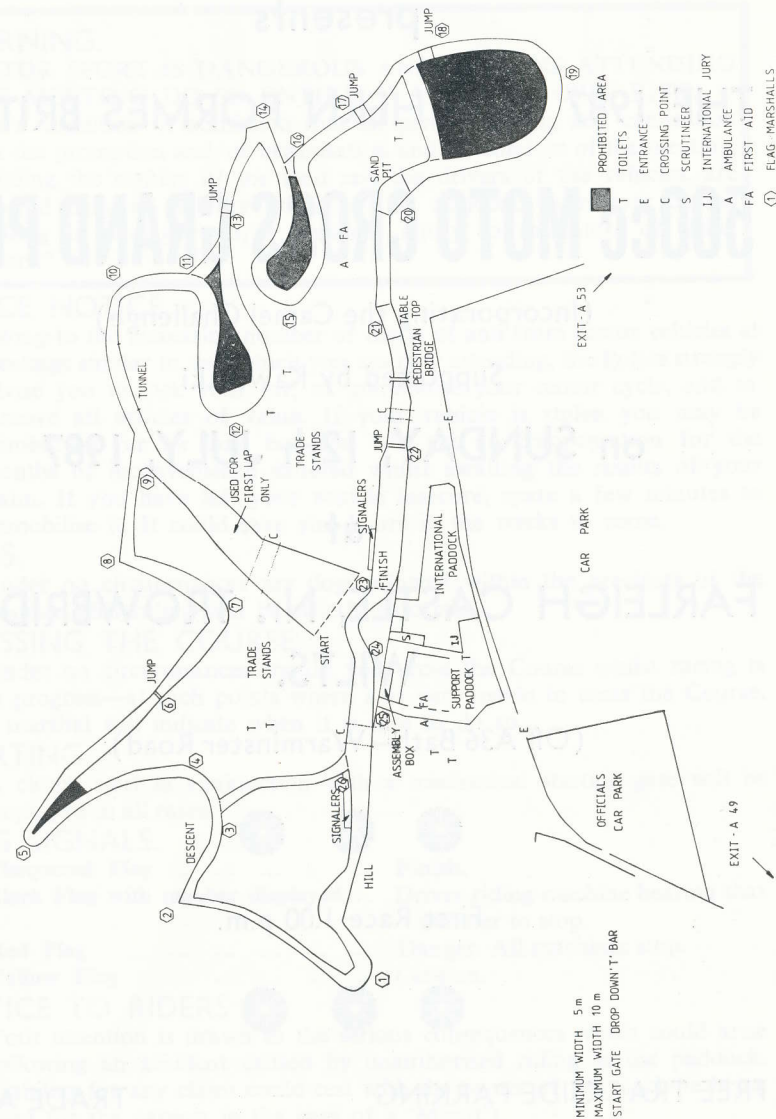
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FOREWORD — by Jack Burnicle

Hawkstone Park this year hosts the third round of the World 250cc Moto Cross Championship. It is a series which, having lost reigning titleholder Jacky Vimond (Yamaha), welcomes that mischievous ex-World 125 champion and 500 Honda GP star Erik Geboers. The Honda Racing Corporation's first ever official entrant in the 250 class, Erik was overall winner of the British 500 Grand Prix here at Hawkstone in a dramatic photo-finish last year.

The 24 year-old Belgian, popular pre-season favourite for the crown, duly won the second round in Portugal at the end of April but is nonetheless coming under pressure from Finland's Pekka Vehkonen and Swede Jorgen Nilsson. 1985 125 World Champ Vehkonen, riding the Italian factory Cagiva, sensationally won the first round—and his own maiden 250cc grand prix—on Geboers' home territory in Belgium. Hampered last year by a shoulder injury, the fair-haired Finn is looking good again.

23 year-old Nilsson (Honda) has returned to the marque on which he sprang to prominence in 1984 after two less promising years on Husqvarna and Suzuki. He currently lies in third place, just eight points behind Geboers and five behind Vehkonen. Two more Swedes fill the next two slots. Effervescent 21 year-old Peter Hansson, ex-Husqvarna team-mate of Nilsson's and one-time Honda privateer Peter Johansson have joined forces in the KTM squad and will both relish Hawkstone's rough going. Equally at home will be Dutch sand specialist Leo Combee (Kawasaki) and that veteran of many 250 GPs at Hawkstone Park, Danish Champion Soren Mortensen (Yamaha). Still only 26, Soren has contested the world circuits since 1979 and has enjoyed probably his best start to a season this year.

Factory Suzuki star Michele Rinaldi, World 125 Champion in 1984, finished runner-up to Vimond last year. A bubbling, popular little Italian, Michele is, at 28, the oldest man amongst the front runners in this youthful field. His Heron Suzuki team-mate is three times British 250 National Champ Jeremy Whatley, fourth in the world series last year. The impish, talented 24 year-old from Ringwood heads a considerable British contingent which includes his 17 year-old Hampshire compatriot Lee Hemming. Lee has already shown brilliant early season form at Matchams Park and Hawkstone, and should he have the stamina for those gruelling forty minute motos, could really make a big impression here.

Mitsui Yamaha's mercurial 18 year-old Rob Herring has disappointed so far this season. Always fast but often falling, Rob has all the credentials for success if he can start sticking together a few results. Today would be as good a time as any! Also present will be 20 year-old Irish star Alan Morrison (Honda) Cradley Kawasaki's gritty Midlander Barry Johnson; 1986 New Year's Day victor at Hawkstone, Nottingham's underrated Rob Meek (Honda); determined Derbyshireman Alan Blood (Honda); diminutive north-easterner Carl Shaw (Suzuki); Mitsui Yamaha's stylish teenager David Denley; and a trio of Kawasaki Kids—Cumbrian Mark Fulton, Welshman Derek Roberts and Kent's Gary Heaver.

Finally, making a return for his first grand prix this year after breaking a wrist last month, is the third placeman in the 1986 world 250 championship. Elegant Dutchman Gert-Jan van Doorn rides the second factory Cagiva. If he has mended well, G-J and his English mechanic Graham Kent could have a big say in today's proceedings. Hope you enjoy them.

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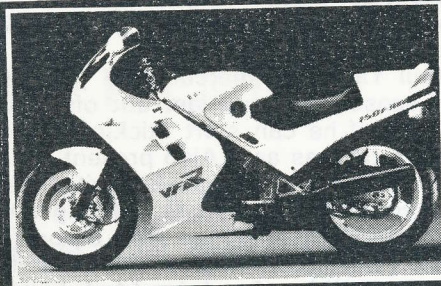
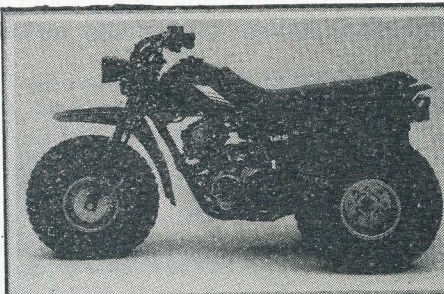
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PROGRAMME OF EVENTS

SATURDAY, 9th MAY

0900 — 1100	TECHNICAL CONTROL and VERIFICATION
1130 — 1200	JURY MEETING and DRAWING OF BALLOT
1200 — 1300	FREE PRACTICE — INTERNATIONAL DRIVERS
1330 — 1430	FREE PRACTICE — INTERNATIONAL DRIVERS
1515 — 1600	QUALIFYING PRACTICE — GROUP 'A'
1615 — 1700	QUALIFYING PRACTICE — GROUP 'B'

SUNDAY, 10th MAY

0900 — 1000	SCRUTINEERING — SUPPORT DRIVERS
1015 — 1045	FREE PRACTICE — INTERNATIONAL DRIVERS
1050 — 1110	PRACTICE — SUPPORT DRIVERS
1115 — 1215	TIMED PRACTICE — INTERNATIONAL DRIVERS

INTERVAL

1300	PRESENTATION OF INTERNATIONAL DRIVERS
1345	BRITISH 250cc MOTO CROSS GRAND PRIX— FIRST RACE
1445	SUPPORT MOTO CROSS — FIRST RACE
1540	SUPPORT MOTO CROSS — SECOND RACE
1630	BRITISH 250cc MOTO CROSS GRAND PRIX — SECOND RACE
1730	SUPPORT MOTO CROSS — THIRD LEG
1800	VICTORY CEREMONY & PRESENTATION OF PRIZES

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

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1963	Torsten Hallman	Sweden	Husqvarna
1964	Joel Robert	Belgium	CZ
1965	Victor Arbekov	USSR	CZ
1966	Torsten Hallman	Sweden	Husqvarna
1967	Torsten Hallman	Sweden	Husqvarna
1968	Joel Robert	Belgium	CZ
1969	Joel Robert	Belgium	Suzuki
1970	Joel Robert	Belgium	Suzuki
1971	Joel Robert	Belgium	Suzuki
1972	Joel Robert	Belgium	Suzuki
1973	Hakan Andersson	Sweden	Yamaha
1974	Gennady Moiseev	USSR	KTM
1975	Harry Everts	Belgium	Puch
1976	Heikki Mikkola	Finland	Husqvarna
1977	Gennady Moiseev	USSR	KTM
1978	Gennady Moiseev	USSR	KTM
1979	Hakan Carlqvist	Sweden	Husqvarna
1980	Georges Jobe	Belgium	Suzuki
1981	Neil Hudson	GB	Yamaha
1982	Danny La Porte	USA	Yamaha
1983	Georges Jobe	Belgium	Suzuki
1984	Heinz Kinigadner	Austria	KTM
1985	Heinz Kinigadner	Austria	KTM
1986	Jacky Vimond	France	Yamaha

Final Positions 1986

1.	Jacky Vimond (F)	315
2.	Michele Rinaldi (I)	222
3.	G-J Van Doorn (NL)	188
4.	Jeremy Whatley (GB)	178
5.	Jorgen Nilsson (S)	164
6.	Peter Hansson (S)	160
7.	Jo Martens (B)	160
8.	Michele Fanton (I)	137
9.	Kurt Ljungqvist (SF)	128
10.	Peter Johansson (S)	95

1987 250cc

World Championship Venues

12.04	Belgium	Wuustwezel
26.04	Portugal	Agueda
10.05	BRITAIN	HAWKSTONE PARK
17.05	Holland	Best
31.05	Czechoslovakia	Dalecin
21.06	Yugoslavia	Jastrebarsko
28.06	San Marino	Baldasserona
05.07	France	Iffendic
19.07	USA	Hollister, California
02.08	Brazil	Campos di Jordao
09.08	Argentina	Salta
30.08	Sweden	Nykoping

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GRAND PRIX WINNERS AT HAWKSTONE IN THE SEVENTIES AND EIGHTIES

1975 - 500cc

Race 1	1	Heikki MIKKOLA	Finland	Husqvarna
	2	Geritt WOLSINK	Holland	Suzuki
	3	Jaak van VELTHOVEN	Belgium	Yamaha
Race 2	1	Roger DE COSTER	Belgium	Suzuki
	2	Gerritt WOLSINK	Holland	Suzuki
	3	Ake JONSSON	Sweden	Yamaha

1976 - 125cc

Race 1	1	Gaston RAHIER	Belgium	Suzuki
	2	Jiri CHURAVY	Czechoslovakia	C.Z.
	3	Marty SMITH	U.S.A.	Honda
Race 2	1	Gaston RAHIER	Belgium	Suzuki
	2	Jiri CHURAVY	Czechoslovakia	C.Z.
	3	Pavel RULEV	U.S.S.R.	C.Z.

1977 - 250cc

Race 1	1	Gennady MOISEEV	U.S.S.R.	K.T.M.
	2	Vladimir KAVINOV	U.S.S.R.	K.T.M.
	3	Jean-Jacques BRUNO	France	K.T.M.
Race 2	1	Gennady MOISEEV	U.S.S.R.	K.T.M.
	2	Andre MALHERBE	Belgium	K.T.M.
	3	Hans MAISCH	West Germany	Maico

1980 - 250cc

Race 1	1	Kees VAN DER VEN	Holland	Maico
	2	Georges JOBE	Belgium	Suzuki
	3	Benny WILKEN	Holland	Maico
Race 2	1	Georges JOBE	Belgium	Suzuki
	2	Erik SUNDSTROM	Finland	Husqvarna
	3	Gennady MOISEEV	U.S.S.R.	C.Z.

1981 - 250cc

Race 1	1	Kees VAN DER VEN	Holland	K.T.M.
	2	Georges JOBE	Belgium	Suzuki
	3	Neil HUDSON	G.B.	Yamaha
Race 2	1	Neil HUDSON	G.B.	Yamaha
	2	Kees VAN DER VEN	Holland	K.T.M.
	3	Mike GUERRA	U.S.A.	Husqvarna

1982 - 250cc

Race 1	1	Kees VAN DER VEN	Holland	K.T.M.
	2	Danny La PORTE	U.S.A.	Yamaha
	3	David WATSON	G.B.	Yamaha
Race 2	1	Danny La PORTE	U.S.A.	Yamaha
	2	Kees VAN DER VEN	Holland	K.T.M.
	3	Henk VAN MIERLO	Holland	Suzuki

1983 - 250cc

Race 1	1	Georges JOBE	Belgium	Suzuki
	2	Danny La PORTE	U.S.A.	Yamaha
	3	Kees VAN DER VEN	Holland	K.T.M.
Race 2	1	Danny La PORTE	U.S.A.	Yamaha
	2	Georges JOBE	Belgium	Suzuki
	3	Kees VAN DER VEN	Holland	K.T.M.

1984 - 500cc

Race 1	1	David THORPE	G.B.	Honda
	2	Georges JOBE	Belgium	Kawasaki
	3	Andre VROMANS	Belgium	Honda
Race 2	1	David THORPE	G.B.	Honda
	2	Andre VROMANS	Belgium	Honda
	3	Georges JOBE	Belgium	Kawasaki

1986 - 500cc

Race 1	1	Georges JOBE	Belgium	Kawasaki
	2	Erik GEBOERS	Belgium	Honda
	3	David THORPE	G.B.	Honda
Race 2	1	Erik GEBOERS	Belgium	Honda
	2	Georges JOBE	Belgium	Kawasaki
	3	Kees VAN DER VEN	Holland	K.T.M.

Where are the Russians now?

IGOR GRIGORIEV . . . was National Champion in 1957. He was seriously injured in 1967 and retired. These days he works as a mechanic in Kiev and acts as commentator at moto cross events. YURI AGEYEV . . . now works as a mechanical and driving instructor at a youth training centre in Moscow. GUNNAR DRAUGS . . . from Riga on the Baltic, took up auto cross when he retired. VICTOR ARBEKOV . . . became Russia's first World Champion in 1965. Now 45 years old he teaches at moto cross training schools & lives in Moscow. GENNADY MOISEEV . . . three times 250cc World Champion. Can we ever forget his masterful demolition of the opposition at Hawkstone in '77? He has just completed studies at the Leningrad Institute of Physical Culture, and now acts as trainer to the 250cc National Team. See him for his autograph today! VLADIMIR KAVINOV (one rider who actually gave his team mate a run for his money in '77) . . . now lives in Kiev. In 1985 he won the 350 National Championship. VICTOR POPENKO . . . is now a resident of Kaliningrad and was National Champion in two day events in 1984-85. YURI KHOUDIYAKOV . . . lives in Moscow and was second in the 1984 500cc National Championship. ANATOLY OVCHINNIKOV . . . also from Moscow continues to participate in moto cross and enduro events. In 1985 he was runner up in the 350cc National Championship.



BRITAIN'S TOP OFF-ROAD MONTHLY MAGAZINE

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The results so far...

WUUSTWEZEL Belgium 12.4.87

1st Race

1. Jorgen Nilsson (S)
2. Leo Combee (NL)
3. Pekka Vehkonen (SF)
4. Erik Geboers (B)
5. Marc Smits (NL)
6. Yannig Kervella (F)
7. Peter Johansson (S)
8. Michele Rinaldi (I)
9. Marc Velkeneers (B)
10. Anders Eriksson (S)
11. Rob Herring (GB)
12. Soren Mortensen (DK)
13. Jan Beckers (NL)
14. Guiseppe Andreiani (I)
15. Jeremy Whatley (GB)

2nd Race

1. Pekka Vehkonen (SF)
2. Erik Geboers (B)
3. Peter Hansson (S)
4. Peter Johansson (S)
5. Leo Combee (NL)
6. Jorgen Nilsson (S)
7. Rob Herring (GB)
8. Michele Rinaldi (I)
9. Marc Smits (NL)
10. Soren Mortensen (DK)
11. Jeremy Whatley (GB)
12. Simo Taimi (SF)
13. Marc Velkeneers (B)
14. Theodoor Bouchee (NL)
15. Willie Van Der Laar (NL)

AGUEDA Portugal 26.4.87

1st Race

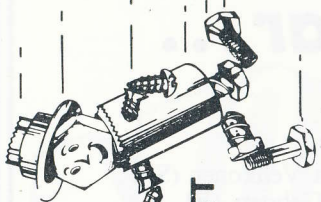
1. Erik Geboers (B)
2. Pekka Vehkonen (SF)
3. Jorgen Nilsson (S)
4. Peter Hansson (S)
5. Guiseppe Andreiani (I)
6. Soren Mortensen (DK)
7. Peter Johansson (S)
8. Adriano Ferrarini (I)
9. Robert Greisch (B)
10. Christian Vimond (F)
11. Jeff Nilsson (S)
12. Scott Burnworth (E)
13. Michele Rinaldi (I)
14. Gustav Gustavsson (S)
15. Pablo Colomina (E)

2nd Race

1. Erik Geboers (B)
2. Jorgen Nilsson (S)
3. Pekka Vehkonen (SF)
4. Jeremy Whatley (GB)
5. Peter Hansson (S)
6. Peter Johansson (S)
7. Michele Rinaldi (I)
8. Soren Mortensen (DK)
9. Adriiano Ferrarini (I)
10. Marc Pelkeneers (B)
11. Leo Combee (NL)
12. Yannig Kervella (F)
13. Mauro Lucchiari (I)
14. Rob Herring (GB)
15. Andres Kristinov (USSR)

CHAMPIONSHIP POINTS ;

1. Geboers 70; 2. Vehkonen 67; 3. Nilsson 62; 4. Johansson 41;
5. Hansson 39; 6. Combee 33; 7. Rinaldi 28; 8. Mortensen 28;
9. Whatley 19; 10. Smit 18; 11. Herring 16; 12. Velkeneers 16.



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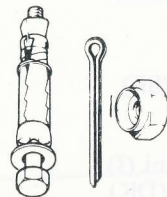
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No.	Name	Machine	Country	1st Race	2nd Race
2.	MICHELE RINALDI **	Suzuki	Italy
3.	GERT-JAN VAN DOORN **	Cagiva	Holland
4.	JEREMY WHATLEY **	Suzuki	Great Britain	.....	.....
5.	JORGEN NILSSON **	Honda	Sweden	.....	.....
6.	PETER HANSSON **	K.T.M.	Sweden	.....	.....
8.	MICHELE FANTON **	Yamaha	Italy	.....	.....
9.	ERIK GEBOERS	Honda	Belgium	.....	.....
10.	INGO GRESTL	Honda	Austria	.....	.....
11.	KARL SULZER	K.T.M.	Austria	.....	.....
12.	MARC VELKENEERS	Honda	Belgium	.....	.....
14.	LUC FEYAERTS	Suzuki	Belgium	.....	.....
15.	ROBERT GREISCH	Kawasaki	Belgium	.....	.....
16.	JEAN-MARC BLANCHY	Kawasaki	Belgium	.....	.....
17.	GUY VAN GIJSEGM		Belgium	.....	.....
18.	SERGE VAN HUFFEL		Belgium	.....	.....
19.	GINO VANDONINCK		Belgium	.....	.....
20.	PEKKA VEHKONEN	Cagiva	Finland	.....	.....
21.	DIMITAR RANGELOV	Yamaha	Bulgaria	.....	.....
22.	MIKE HARNDEN	Yamaha	Canada	.....	.....
23.	SOREN MORTENSEN	Yamaha	Denmark	.....	.....
24.	SOREN EBBESEN	Suzuki	Denmark	.....	.....
25.	JAN JESPERSEN	Honda	Denmark	.....	.....
26.	KRISTIAN WIUM	Honda	Denmark	.....	.....
27.	KARI STROM	Honda	Finland	.....	.....
28.	SIMO TAIMI	Suzuki	Finland	.....	.....
29.	JYRKI VUORINEN	Honda	Finland	.....	.....
30.	JAAKKO ECKERT	Honda	Finland	.....	.....
31.	KARI TIAINEN	Suzuki	Finland	.....	.....
32.	CHRISTIAN VIMOND	Honda	France	.....	.....
33.	YANNIG KERVELLA	Honda	France	.....	.....
34.	OLIVIER PERRIN	K.T.M.	France	.....	.....
35.	MARC VANDAMME	Yamaha	France	.....	.....
36.	ERIC BERNARD	Yamaha	France	.....	.....
37.	YANN GUEDARD	K.T.M.	France	.....	.....
38.	LEO COMBEE	Kawasaki	Holland	.....	.....
39.	KAREL-JAN BECKERS	Honda	Holland	.....	.....
40.	THEODOOR BOUCHEE	Kawasaki	Holland	.....	.....
41.	WILLIE VAN DER LAAR	Honda	Holland	.....	.....
42.	ERIK LOOMAN	Yamaha	Holland	.....	.....
43.	MARK SMITS	Honda	Holland	.....	.....
44.	HENK VAN MIERLO	Honda	Holland	.....	.....
45.	ALAN MORRISON	Honda	Ireland	.....	.....
46.	CARLO RINALDI	Suzuki	Italy	.....	.....
47.	GUISEPPE ANDREANI	Yamaha	Italy	.....	.....
48.	MAURO LUCCHIARI	Kawasaki	Italy	.....	.....
49.	PAOLO CAMELLINO	Kawasaki	Italy	.....	.....

No.	Name	Machine	Country	1st Race	2nd Race
50.	ADRIANO FERRARINI	Kawasaki	Italy	.....	.....
51.	LUCA SIMIONI		Italy	.....	.....
52.	HAKON HUSEBY	Yamaha	Norway	.....	.....
53.	SCOTT BURNWORTH	K.T.M.	Spain	.....	.....
54.	JORDI ELIAS	Yamaha	Spain	.....	.....
55.	PABLO COLOMINA	Honda	Spain	.....	.....
56.	JUAN OTERO	Yamaha	Spain	.....	.....
57.	TORBJORN AXELSSON	Honda	Sweden	.....	.....
58.	LEIF NICKLASSON	Yamaha	Sweden	.....	.....
59.	BO HOGBERG	Yamaha	Sweden	.....	.....
60.	ANDERS ERIKSSON	Yamaha	Sweden	.....	.....
61.	JEFF NILSSON	Honda	Sweden	.....	.....
62.	PETER JOHANSSON	K.T.M.	Sweden	.....	.....
63.	PETER EKLIND	Honda	Sweden	.....	.....
64.	JORGEN GUSTAVSSON	Suzuki	Sweden	.....	.....
65.	KURT MAHR	K.T.M.	Switzerland	.....	.....
66.	PIUS BEELER	Honda	Switzerland	.....	.....
67.	ANDREI LEDOVSKOY	K.T.M.	U.S.S.R.	.....	.....
68.	ALEXANDRE MOROZOV	K.T.M.	U.S.S.R.	.....	.....
69.	ANDRES KRESTINOV	K.T.M.	U.S.S.R.	.....	.....
70.	ROLAND DIEPOLD	Kawasaki	West Germany	.....	.....
71.	COLLIN DUGMORE	Kawasaki	West Germany	.....	.....
72.	MANFRED SCHAUBLE	K.T.M.	West Germany	.....	.....
73.	STANISLAV SPACEK	Honda	West Germany	.....	.....
74.	HENRY-JOHN VAN DEN BERG	Suzuki	West Germany	.....	.....
75.	KAI-ARMIN PFEFFERLE	Suzuki	West Germany	.....	.....
76.	ROB HERRING	Yamaha	Great Britain	.....	.....
77.	ROB MEEK	Honda	Great Britain	.....	.....
78.	BARRY JOHNSON	Kawasaki	Great Britain	.....	.....
79.	ALAN BLOOD	Honda	Great Britain	.....	.....
80.	CARL SHAW	Suzuki	Great Britain	.....	.....
81.	DAVID DENLY	Yamaha	Great Britain	.....	.....
82.	MARK FULTON	Kawasaki	Great Britain	.....	.....
83.	DEREK ROBERTS	Kawasaki	Great Britain	.....	.....
84.	GARY HEAVER	Kawasaki	Great Britain	.....	.....
85.	LEE HEMMING	Suzuki	Great Britain	.....	.....
86.	VIESTOURS GAOUSHIS	KTM	U.S.S.R.	.....	.....
87.	ALOIS NIEDERMAYR	Suzuki	West Germany	.....	.....
88.	HENK FRATERMAN	Honda	Holland	.....	.....

OVERALL RESULT : 1st..... 2nd..... 3rd..... 4th..... 5th.....
6th..... 7th..... 8th..... 9th..... 10th.....

**THESE DRIVERS ARE AUTOMATICALLY SEEDDED THROUGH TO THE GRAND PRIX RACES HAVING FINISHED IN THE TOP EIGHT IN THE 1986 WORLD 250cc MOTO CROSS CHAMPIONSHIP.

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

BARUM

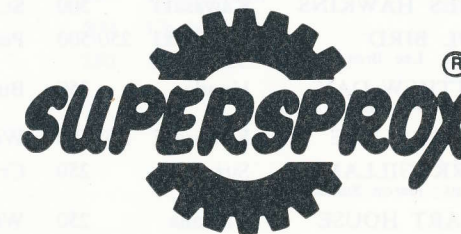


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No.	Name	Machine	cc	Town	1st leg	2nd leg	3rd leg
8.	ANDY NICHOLLS Entrant : Kawasaki Motors (UK)	Kawasaki	500	Sulhamstead
11.	RUSS JARMAN	K.T.M.	500	Thorpe	.....	.....	.....
20.	TONY CAIG	Honda	500	Kirkudbright	.....	.....	.....
23.	MARTIN COLE	Kawasaki	500	Eastleigh	.....	.....	.....
31.	MAYSON WEAR	Honda	500	Carlisle	.....	.....	.....
36.	ANDY BREACHER Entrant : Pro-Circuit	Husqvarna	250/500	Eastleigh	.....	.....	.....
40.	LEE KING Entrant : Ron Humphreys	Husqvarna	430	Abingdon	.....	.....	.....
42.	GARY HENLEY Entrant : Bikesport Newcastle	Yamaha	250	Ryton	.....	.....	.....
43.	ROB JONES Entrant : E.B.C., Ford & Ellis	Kawasaki	250/500	Roade	.....	.....	.....
46.	SPENCER BAKER Entrant : Heron Suzuki	Suzuki	250	Dudley	.....	.....	.....
51.	DAVE DORMER	Honda	500	Dartford	.....	.....	.....
53.	JAMES HAWKINS	Kawasaki	500	St. Austell	.....	.....	.....
58.	PAUL BIRD Entrant : Lee Bros.	Kawasaki	250/500	Penrith	.....	.....	.....
61.	MATTHEW DAY Entrant : John Banks Racing	Honda	250	Bury St. Edmunds	.....	.....	.....
65.	RICHARD DYE	Kawasaki	250/500	West Drayton	.....	.....	.....
70.	MARK GILLAM Entrant : Heron Suzuki	Suzuki	250	Croydon	.....	.....	.....
72.	STUART HOUSE	Yamaha	250	Wareham	.....	.....	.....
77.	STEPHEN HIRD Entrant : Cusworth	Kawasaki	250	Rotherham	.....	.....	.....
89.	ADRIAN COX Entrant : A.C.E.S. Washers	Kawasaki	500	Reading	.....	.....	.....
83.	MIKE FRANCIS Entrant : P.F.S. Moto Cross	Honda	250	Clitheroe	.....	.....	.....
87.	ALLAN SMITH	Kawasaki	500	Wheatley	.....	.....	.....
90.	ASHLEY KANE Entrant : Bikesport Newcastle	Suzuki	250	Choppington	.....	.....	.....
105.	PHILIP DALEY	Honda	500	Barnsley	.....	.....	.....
110.	MARK MITCHELL	Honda	250/500	Ipswich	.....	.....	.....
115.	MARTIN PENFOLD Entrant : K Sport	Kawasaki	250	Guildford	.....	.....	.....
119.	CRAIG HACKING	Kawasaki	500	West Houghton

[illegible]

OVERALL : 1st..... 2nd..... 3rd..... 4th..... 5th.....

6th..... 7th..... 8th..... 9th..... 10th.....

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Third Round

1987 **PIRELLI** 250cc BRITISH

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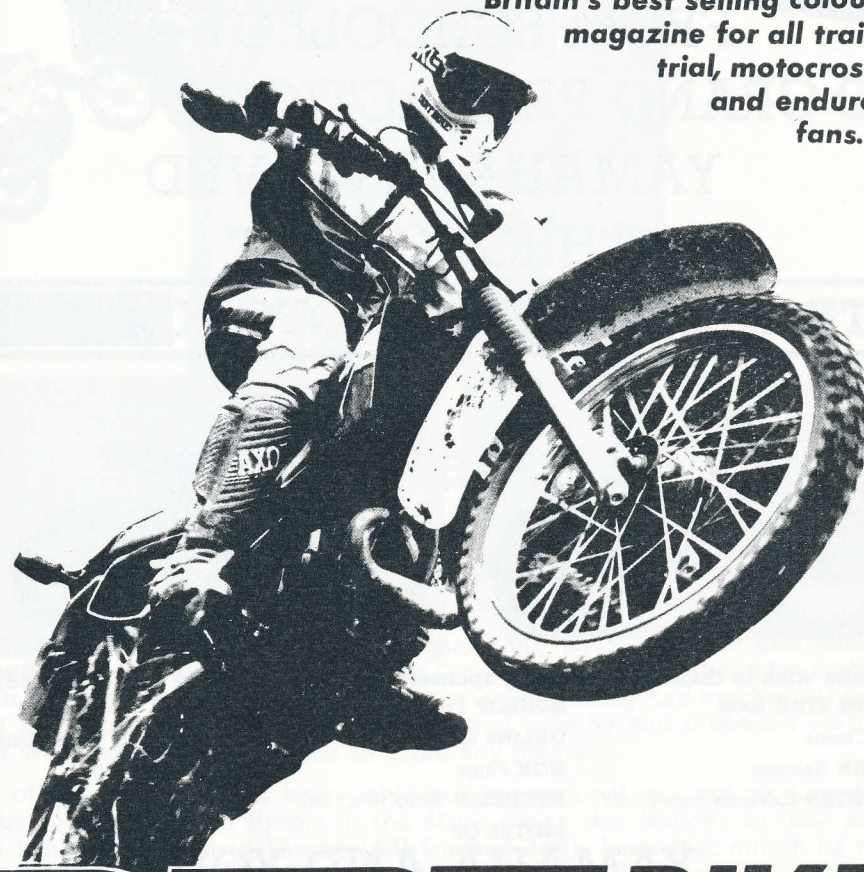
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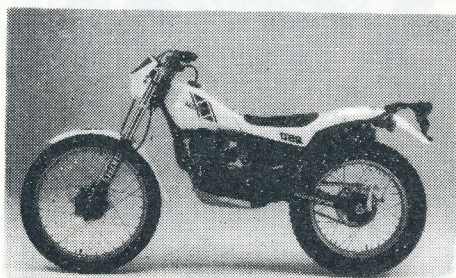
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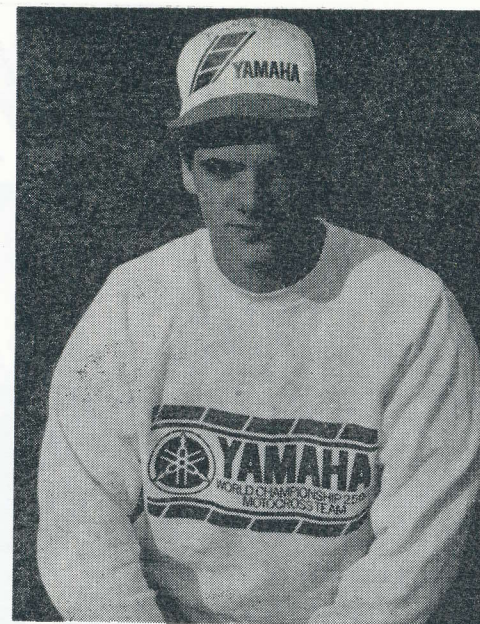
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RACING AHEAD



Rob Herring

... is the new face among the established stars. In 1986, 18 year-old Rob returned to Britain after 4 years racing in South Africa, where he won nearly everything possible. Races here were far more of a challenge.

He had to start in the Support Championship, which he won and finished second in the 250 Championship behind David Watson. He surprised everybody when he led the 125cc G.P. in Ireland, but unfortunately had mechanical problems and was forced to stop. In the second race he had problems with his front wheel and lost the chance to score any points.

One of his goals has now been achieved, international recognition. Last September he represented Britain in the Moto Cross des Nations in Italy along with Whatley and David Thorpe (GB finished 2nd). Later that month he rode in a Stadium race in Manchester and beat former US Supercross champion Jeff Ward.

At the end of the year he had discussions with Kawasaki and Yamaha, the latter securing his signature.

He rides the 250cc G.P.'s on an improved production Yamaha for Mitsui with backup from Yamaha Amsterdam.

Erik Geboers considers him as one of the main contenders in the World Championship. Herring realizes that Geboers will be the man to beat.



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ERIK GEBOERS



Honda will contest the 250cc Moto Cross World Championship at full factory level for the first time in 1987 and designated 250 rider, Erik Geboers, is excited at the prospect.

"I've no regrets about my move from the 500cc class" says the tough little Belgian. "Honda want two World Moto Cross Championships this year and I am thrilled that I am the focus of one of these efforts". Geboers knows how it feels to be World Champion—he was the 125cc title winner in both 1982 and 1983 and he wants to experience that feeling again.

Injuries have always been a part of his moto cross life and he feels, quite justifiably in many peoples' minds, that he would have had a real shot at the 500cc World title but for this.

After winning his second 125cc title in 1983, Erik was moved to the 500cc class for 1984 and freely-tipped as a potential 500cc GP winner in his very first year on the big bikes. Less than halfway through the season, however, he was out of action with a badly-broken leg after a crash in the British GP at Hawkstone Park. He fought back to fitness through the winter and was only two points of the 85 Championship lead after 5 GP rides that included wins in Sweden and Finland.

Then came disaster, leading the Spanish GP, Geboers crashed and broke his leg again. Even more disappointment was to come. After fighting back to fitness once again, Erik crashed in front of his home fans in the Belgian GP. Result another broken leg! Lesser men would have sat out the rest of the season. Geboers was back racing within three weeks (luckily this break was not as serious as the others) and gained enough points in the last GP to hoist him to third place in the Honda 1-2-3 domination of the World 500cc MX Championship!

This past winter, in fact, is the first one that Geboers has spent injury-free and he says "you don't know how good that feels, I love to run I do a lot of my thinking then, preparing myself mentally as well as physically for the season".

Instead of the recovery programmes, Erik has been able to get to total fitness early, besides the running Erik has been in the gym, honing his fitness, aiming to be 100% at the first GP, his home event at Wuustwezel on April 12. He is, he says "completely ready" for the new season and looking forward to it. He is already working out with the new bike getting everything just right for his debut in the new class.

There have also been some changes in his team, with elder brother Sylvain (himself a former GP factory rider) taking over the business and management duties instead of the mechanical work and Jukka Pentilla taking over the tuning role.

"It's not really a change" says Erik. "Jukka was my mechanic when I was World Champion in 1982 and 1983 and we've been friends for years, we still have a very settled team". Racing in the 250cc class means a lot of new tracks and a lot of new faces amongst the opposition. None of this worries Geboers. "Racing is racing" he says. "Whatever the class. I didn't have any real problems moving right up from 125cc to 500cc and I don't see any problems coming from the switch to two-fifties. I'll be out there going as fast as I can and hopefully going all season without injury.

Winter testing has been more than encouraging, Erik and Jukka have been working with the CR250M and both are confident that the modified CR has the makings of a champion.

CAREER HIGHLIGHTS

1980	3rd 125cc WORLD CHAMPIONSHIP
1981	2nd 125cc WORLD CHAMPIONSHIP
1982	125cc WORLD CHAMPION
1983	125cc WORLD CHAMPION
1984	5th 500cc WORLD CHAMPIONSHIP
1985	3rd 500cc WORLD CHAMPIONSHIP
1986	3rd 500cc WORLD CHAMPIONSHIP

BURNT TREE

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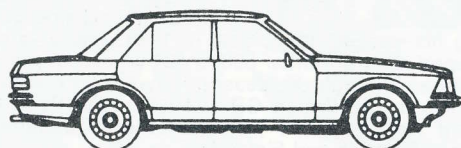


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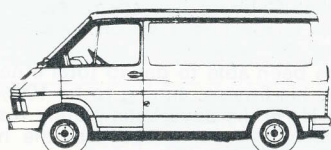
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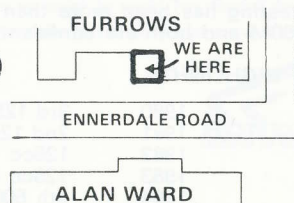
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Pekka Vekkonen

23 year-old Pekka was born in Helsinki. He was taught to ride by his uncle and ex-G.P. star Kalevi Vekkonen. His first race was in 1977, and he made his World Championship debut in 1982 but crashed a lot due to his aggressive style.

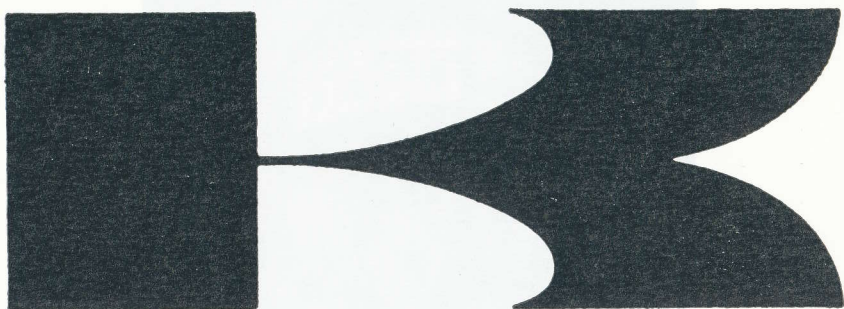
In 1983 he was given the chance to ride Jacky Vimond's factory Yamaha and soon earned the nick name "The Flying Finn".

Cagiva acquired his services in 1984, but due to injury he only finished 14th overall.

The 1985 season was a year long battle with Dutch wonderboy Davy Strijbos, but at the end of the day Vekkonen was crowned World Champion.

His winning ways continued at the beginning of 1986 when he won the first G.P. in France, but during the season due to injury he slipped down to 4th place.

This year he teams up with Van Doorn to spearhead Cagiva's challenge in the 250cc class. Pekka considers Geboers to be the biggest threat to his aim of becoming World Champion but has high hopes of winning the title.



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ACKNOWLEDGEMENTS

As usual, the Salop Club members put in a lot of voluntary work to organise an event of this magnitude—but there is also a lot of support and help from others, without whose assistance today's event just might not take place and to whom the Salop Motor Club is eternally grateful. It is therefore only fitting that special thanks should be given to these people and organisations who play an important part before, during and after the event.

THANK YOU! Shell UK Oils (Sponsors of the Grand Prix), Camel, Honda UK Ltd., Mitsui Yamaha, Suzuki, Kawasaki UK. (programme cover action picture), Century Oils, Protech Fire Control, Pete Edmundson (Eddy Barr Products), Trelleborg, Jack Burnicle (foreword), Motor Cycle News (photographs), Trials & Motocross News (photographs), The Tern Hill Hall Hotel, John Holding (Lion & Pheasant Hotel, Shrewsbury), West Mercia Constabulary, Dr. Nigel Huggins, St. John Ambulance Brigade, R.A.C., Public Address Operators, Programme Contractors, Programme Advertisers, Trade Stand Holders, Marshals, Officials and many more who have made a material contribution to the success of the meeting.

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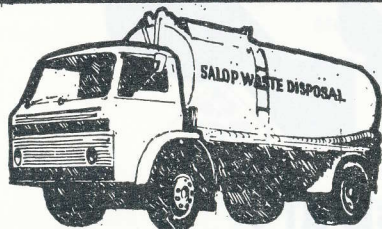
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Peter Hansson

The son of a former enduro rider, Peter first came to light in 1985 when he finished 13th overall on a Husqvarna. This was really surprising considering he did not ride all the rounds.

In 1986 he was teamed up with Belgian Jo Martens to form the official Husqvarna team. The Husky was not really looked upon as a totally competitive machine but he and Martens finished 6th and 7th respectively.

At the end of last year the Husqvarna factory was taken over by Cagiva of Italy and the race team was disbanded, which meant that Martens and Hansson had to look for new employers. Hansson's results had been closely studied by former four time World Champion Torsten Hallman who is the Swedish importer for Yamaha and K.T.M. He was soon signed by Hallman to compete on a K.T.M. for the 1987 season and is hoping for a top three finish at the end of the series.



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Jorgen Nilsson

... first came to prominence in 1983 when he finished 22nd in the 250cc World Championship. In 1984 he had a difficult season due to the fact that he was in the army, but still managed to finish 7th overall.

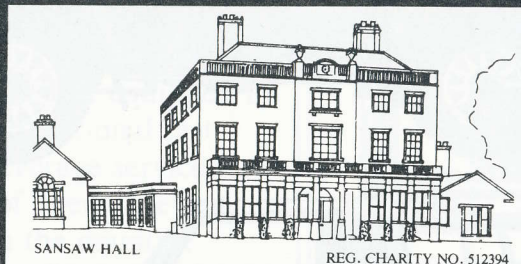
He was contracted to Husqvarna for 1985 and finished 6th, but was expected to achieve a better overall result.

The Swedish Suzuki importer signed him for the 1986 season and he was provided with similar bikes to Michele Rinaldi.

In 1987 he was due to ride a Yamaha through the Danish importer, but was refused permission to ride in Denmark so the deal fell through. He was then offered a deal by White Power Suspension in Holland to campaign a private Honda.

His ambition this year is to finish in the top three and judging by his performances in Belgium and Portugal it is a distinct possibility he will do so.

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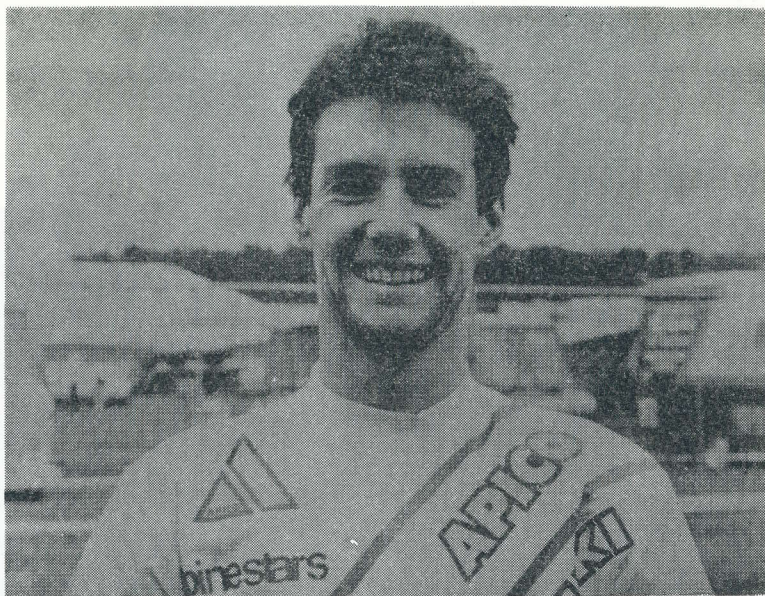


Michele Rinaldi

... made his first appearance in the 125cc World Championship in 1978. The following year he finished eighth in the same class. He became more well-known by beating Georges Jobé in a Belgian race.

Since 1980 he has never finished out of the first four at the end of the season. For three years he had to play second fiddle to Harry Everts and Erik Geboers, but in 1984 he finally became World Champion, even if it was not the way he would have liked. During practice for the final G.P. of the year in Luxembourg Corrado Maddii, who was 30 points in front, crashed heavily and broke his leg. Michele was so upset that he didn't want to ride but was persuaded to do so and became Italy's first moto cross World Champion. He took some comfort from the fact that he missed the first three G.P.s of the year due to injury.

Last year Rinaldi, who claims that pasta is one of the great things in life, finished second in the 250cc class, behind the dominant Frenchman Jacky Vimond. He is hopeful to go one better this year his only doubt being fitness due to the injury he sustained in this year's Paris-Dakar.



Jeremy Whatley

'Jem' Whatley appeared for the first time in the international moto cross news following his good results in the 'Trophee des Nations' in 1982.

At the end of the championship in 1983 he finished 'only' ninth, but the year after he finished third. Following Suzuki's withdrawal from the moto cross world, Whatley was forced to look for another ride. In 1985 he rode in a privately run team with Danny 'Magoo' Chandler in the 500cc World Championship. Unfortunately he was injured and could score no better than thirteenth place overall.

In 1986 he returned to the 250's. He was supported by the Cagiva importer (not an official factory rider) and managed to give the Italian make an amazing fourth place in the World Championship.

Because Vehkonen and Van Doorn form the official team for 1987 he was forced to look for a new sponsor. Whatley returned to his old favourite, Suzuki. He has not got a factory bike like he had in 1984. However team manager Rob Hooper is convinced that this won't be a disadvantage. Maybe special parts will be supplied to Jem during the season. In the meantime they are trying to improve the bike themselves. Furthermore there is, of course, the rider himself. Whatley likes the Suzuki and is expecting very good results in the World Championship this year.

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