



500cc BRITISH

# MOTO CROSS GRAND PRIX

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**11th/12th  
JULY, 1986**

**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.



Der Salop Motor Club möchte hier mit die Gelegenheit wahrnehmen, alle Besucher aus dem Ausland hier in Hawkstone Park willkommen zu heissen.

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



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## 1986 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 1986 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. 77/151

### Officials

#### International Jury :—

President of the Jury	...	B. Wall
Delegate of the A.C.U.	...	A. Carter
Delegate of the M.C.U.I.	...	R. A. Alton
Delegate of the K.N.M.V.	...	H. Goossens

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

Secretary of the Jury	...	Miss Janet Webb
Steward appointed by the Midland Centre A.C.U.	...	T. Fairbrother
Steward appointed by the Salop Motor Club	...	D. A. Williams
Clerk of the Course	...	M. Francis
Timekeepers	...	Fred Henley I/C, Alun Morgan, John Gilbert, Betty Gladders, Allan Preston

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

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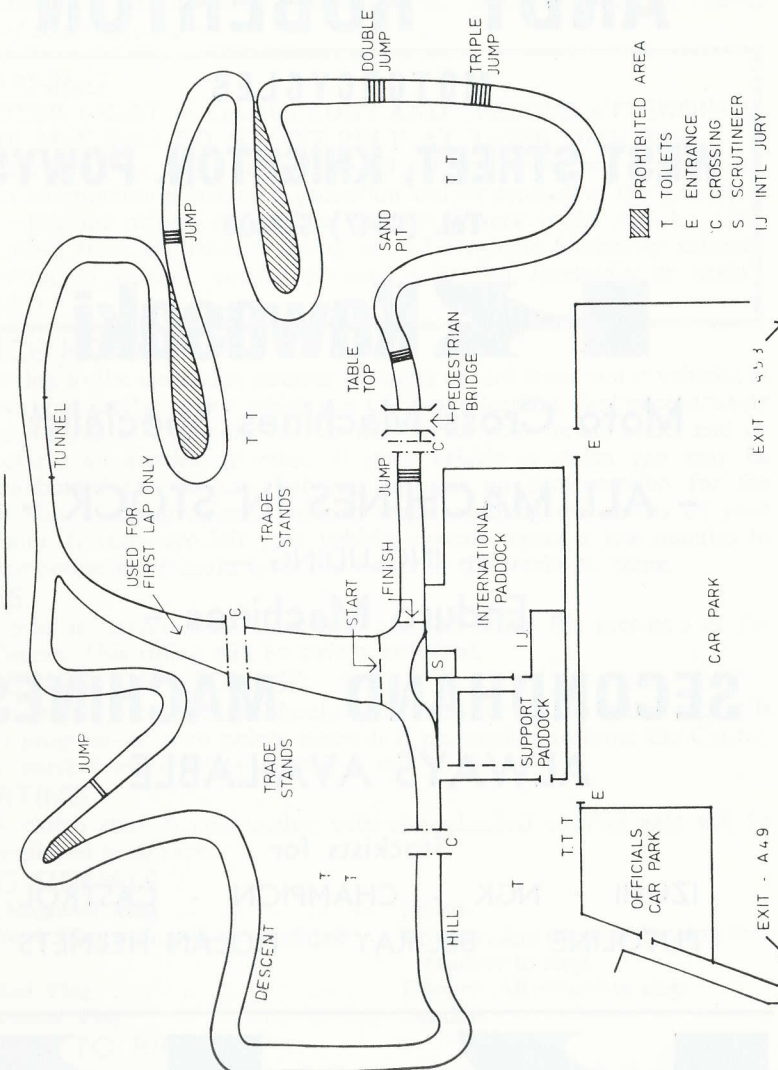
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*It would be appreciated if all those attending today's Meeting would kindly read the following announcements, which are of direct interest and concern to them.*

**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."

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.

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

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.

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

<b>Chequered Flag</b> ... ..	<b>Finish.</b>
<b>Black Flag with number displayed</b> ...	<b>Driver riding machine bearing that number to stop.</b>

**Red Flag** ... .. **Danger. All machines stop.**

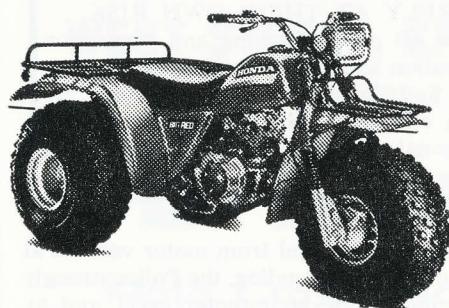
**Yellow Flag** ... .. **Caution.**

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').



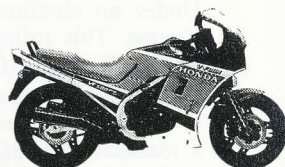
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## Foreword

by JACK BURNICLE

Last year, Britain's Dave Thorpe on his Japanese works Honda motorcycle laid the foundations of his 500cc World Moto Cross Championship with a brilliant performance in the American Grand Prix. While his arch-rival Andre Malherbe (Honda) struggled to sixth overall at Carlsbad, in California, Thorpe finished a strong second. But this season has worked out differently.

Thorpe left Europe for the Canadian GP with a fifteen point cushion over the Monte Carlo-based Belgian, only to see Malherbe win in Ontario then finish fourth overall behind all-conquering Americans Ricky Johnson, David Bailey and Jeff Ward in California. Suddenly, Thorpe's advantage was trimmed to a meagre six points and the heat was on.

The remarkably consistent, debonair 30 year-old Malherbe won the world title for Honda in 1980 and '81, broke a leg in 1982, narrowly lost out to Hakan Carlqvist (Yamaha) in '83 and then beat Georges Jobé (Kawasaki) to the crown in 1984. He and Thorpe subsequently went down to the wire in 1985 before the 23 year-old Berkshireman took his first world championship.

Now, the two best racers in world Moto Cross are neck and neck once more, and with only two further rounds in Belgium and Luxembourg to follow this weekend's crucial British GP both men need to win!

Chasing them hard is the third Honda factory rider, twice 125cc world champion Erik "the Kid" Geboers. This stocky, ebullient little Belgian is at his finest on rough, sandy tracks so Hawkstone Park should suit his spectacular, forceful style. Another Belgian, Team Green's Georges Jobé, holds fourth place in the table. 25 year-old "Gorgeous Georges" is best remembered for two previous 250cc grand prix wins here at Hawkstone, as well as his breathtaking leap over Malherbe's head during the 500cc round here in 1984. Watch for more exciting aerobatics from this talented two-time world 250 champion.

Never a world champion but often close, Dutch sand ace Kees van der Ven (KTM) is enjoying his maiden season in 500 GPs after coming close in both 125 and 250 classes. 28 year-old Kees loves Hawkstone Park, has won 250 races here before and should demonstrate his gentle mastery of the world's toughest track. Also in contention will be the 21 year-old Swede Leif Persson (Yamaha), who, on the only air-cooled factory bikes still around, has produced his best results this year in sand. Leif has taken over the mantle of Swedish number one from his legendary team-mate and twice world champion Hakan Carlqvist. 32 year-old Carla, probably the most popular man in world Moto Cross, has once more been stricken by injuries this season which have taken the edge off his speed. But nevertheless look to the Scandinavian iron man for a last glimpse of the powerful, all-action attack which makes him such a joy to watch.

Our second home banker, Kawasaki's Kurt Nicoll, has gradually fought back into form after a late-season leg-break last September. The 21 year-old from Essex will want to continue his rehabilitation at Hawkstone and seal his top eight position for automatic race qualification next year.

Behind Kurt comes the burly 25 year-old Ulsterman Laurence Spence (KTM), always a sound performer in Shropshire. But his Austrian team-mate Heinz Kinigadner, the reigning 250 world champ, crashed heavily in Canada and is out for the rest of the year. This cruel blow is good news for 23 year-old Worcestershireman Rob Andrews (Kawasaki), who would love to grab that illustrious top ten slot in Kinigadner's absence.

Other competitors to watch will be Kawasaki duo Mervyn Anstie, from Newbury and Dutchman Johnny Ponjee, the sturdy 31 year-old Scot Willie Simpson (Maico) and his tearaway team-mate Tony Caig and Spence's Cecil KTM sidekick Stuart Coyle. This quiet 20 year-old Welshman startled everyone by scoring good points in Sweden before breaking his wrist. Hopefully the injury will have recovered in good time for today's races.

Finally, let's welcome ITV's World Of Sport programme, based today in this most beautiful corner of Shropshire, and hope you all enjoy a spirited and sporting weekend.



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# PROGRAMME OF EVENTS

## FRIDAY, 11th JULY

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'

## SATURDAY, 12th JULY

0830 — 0900	SCRUTINEERING — SUPPORT DRIVERS
0900 — 0930	FREE PRACTICE — INTERNATIONAL DRIVERS
0935 — 0950	PRACTICE — SUPPORT DRIVERS
1000 — 1100	TIMED PRACTICE — INTERNATIONAL DRIVERS

## INTERVAL

1200	PRESENTATION OF INTERNATIONAL DRIVERS
1245	SUPPORT MOTO CROSS — FIRST RACE
1330	BRITISH 500cc MOTO CROSS GRAND PRIX — FIRST RACE
1430	SUPPORT MOTO CROSS — SECOND RACE
1515	SUPPORT MOTO CROSS — THIRD RACE
1600	BRITISH 500cc MOTO CROSS GRAND PRIX — SECOND RACE
	VICTORY CEREMONY
1715	PRESENTATION OF PRIZES

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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### Final Positions 1985

1	David Thorpe (GB)	388
2	Andre Malherbe (B)	378
3	Erik Geboers (B)	227
4	Georges Jobe (B)	224
5	Kurt Nicoll (GB)	204
6	Andre Vromans (B)	144
7	Danny Chandler (US)	141
8	Jo Martens (B)	113
9	Leif Persson (S)	110
10	David Watson (GB)	106

### 1986 500cc

### World Championship Venues

06.04	Switzerland	Payenne
20.04	Austria	Sittendorf
27.04	Holland	Markelo
04.05	Sweden	Vimmerby
11.05	Finland	Ruskeasanta
08.06	W.Germany	Beuern
22.06	Canada	Chatsworth, Ont
29.06	USA	Carlsbad, Calif
06.07	France	Chateau du Loir
12.07	BRITAIN	HAWKSTONE PARK
03.08	Belgium	Namur
10.08	Luxembourg	Kohlenberg

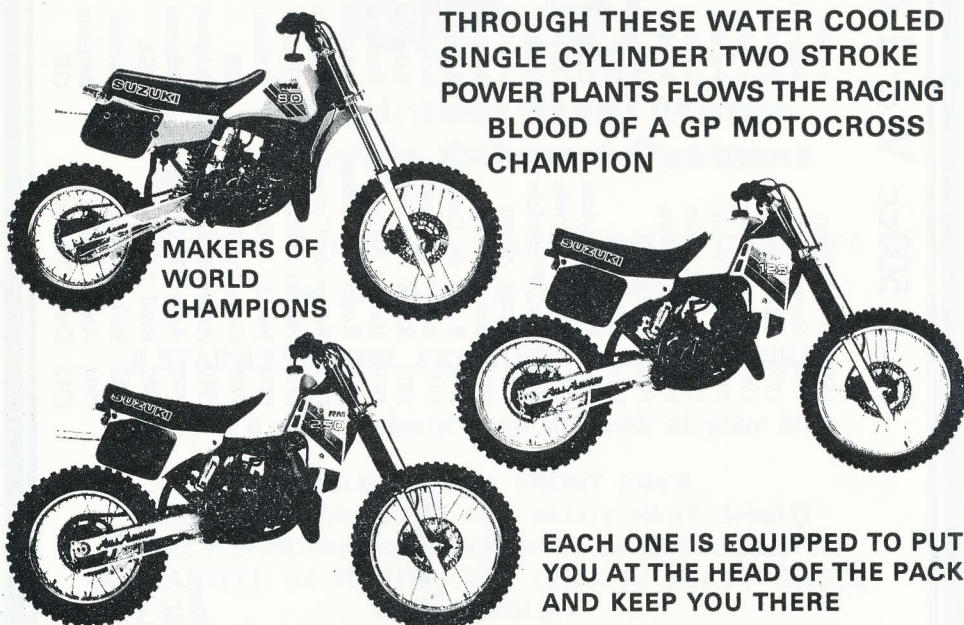
### Past 500cc World Champions

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
1984	Andre Malherbe	Belgium	Honda
1985	David Thorpe	GB	Honda



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## GRAND PRIX WINNERS AT HAWKSTONE IN THE SEVENTIES AND EIGHTIES

<b>1975 - 500cc</b>			
Race 1	1	Heikki MIKKOLA	Finland
	2	Gerritt WOLSINK	Holland
	3	Jaak van VELTHOVEN	Belgium
Race 2	1	Roger DE COSTER	Belgium
	2	Gerritt WOLSINK	Holland
	3	Ake JONSSON	Sweden
			Husqvarna Suzuki Yamaha Suzuki Suzuki Yamaha
<b>1976 - 125cc</b>			
Race 1	1	Gaston RAHIER	Belgium
	2	Jiri CHURAVY	Czechoslovakia
	3	Marty SMITH	U.S.A.
Race 2	1	Gaston RAHIER	Belgium
	2	Jiri CHURAVY	Czechoslovakia
	3	Pavel RULEV	U.S.S.R.
			Suzuki C.Z. Honda Suzuki C.Z. C.Z.
<b>1977 - 250cc</b>			
Race 1	1	Gennady MOISEEV	U.S.S.R.
	2	Vladimir KAVINOV	U.S.S.R.
	3	Jean-Jacques BRUNO	France
Race 2	1	Gennady MOISEEV	U.S.S.R.
	2	Andre MALHERBE	Belgium
	3	Hans MAISCH	West Germany
			K.T.M. K.T.M. K.T.M. K.T.M. K.T.M. Maico
<b>1980 - 250cc</b>			
Race 1	1	Kees VAN DER VEN	Holland
	2	Georges JOBE	Belgium
	3	Benny WILKEN	Holland
Race 2	1	Georges JOBE	Belgium
	2	Erik SUNDBSTROM	Finland
	3	Gennady MOISEEV	U.S.S.R.
			Maico Suzuki Maico Suzuki Husqvarna C.Z.
<b>1981 - 250cc</b>			
Race 1	1	Kees VAN DER VEN	Holland
	2	Georges JOBE	Belgium
	3	Neil HUDSON	G.B.
Race 2	1	Neil HUDSON	G.B.
	2	Kees VAN DER VEN	Holland
	3	Mike GUERRA	U.S.A.
			K.T.M. Suzuki Yamaha Yamaha K.T.M. Husqvarna
<b>1982 - 250cc</b>			
Race 1	1	Kees VAN DER VEN	Holland
	2	Danny La PORTE	U.S.A.
	3	David WATSON	G.B.
Race 2	1	Danny La PORTE	U.S.A.
	2	Kees VAN DER VEN	Holland
	3	Henk VAN MIERLO	Holland
			K.T.M. Yamaha Yamaha Yamaha K.T.M. Suzuki
<b>1983 - 250cc</b>			
Race 1	1	Georges JOBE	Belgium
	2	Danny La PORTE	U.S.A.
	3	Kees VAN DER VEN	Holland
Race 2	1	Danny La PORTE	U.S.A.
	2	Georges JOBE	Belgium
	3	Kees VAN DER VEN	Holland
			Suzuki Yamaha K.T.M. Yamaha Suzuki K.T.M.
<b>1984 - 500cc</b>			
Race 1	1	David THORPE	G.B.
	2	Georges JOBE	Belgium
	3	Andre VROMANS	Belgium
Race 2	1	David THORPE	G.B.
	2	Andre VROMANS	Belgium
	3	Georges JOBE	Belgium
			Honda Kawasaki Honda Honda Honda Kawasaki





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## A REMINDER OF THE PAST !

Were you at Hawkstone 30 years ago this week ? — July 7th, 1956 to be precise — If so, the following list of entries for the British Grand Prix will no doubt bring back many happy memories !!

1	John Draper	B.S.A.	Gt. Britain
2	Aguste Mingels	F.N.	Belgium
3	Reme Klym	B.S.A.	France
4	Jeff Smith	B.S.A.	Gt. Britain
5	Sten Lundin	B.S.A.	Sweden
6	Gilbert Brassine	B.S.A.	France
7	Dave Curtis	Matchless	Gt. Britain
8	Lars Gustafsson	B.S.A.	Sweden
9	Les Archer	Norton	Gt. Britain
10	Rene Baeten	F.N.	Belgium
11	Geoff Ward	B.S.A.	Gt. Britain
12	Phil Nex	B.S.A.	Gt. Britain
14	Nic Jansen	Matchless	Belgium
15	Dave Tye	B.S.A.	Gt. Britain
16	Jan Clynk	Matchless	Holland
17	Brian Martin	B.S.A.	Gt. Britain
18	Frank Benthams	A.J.S.	Gt. Britain
19	Eje Bergman	B.S.A.	Sweden
20	Andre Heuverswijn	Sarolea	Belgium
21	J. F. Sheehan	Ariel	Gt. Britain
22	John Avery	B.S.A.	Gt. Britain
23	Terry Cheshire	B.S.A.	Gt. Britain
24	Jan Rombauts	Sarolea	Belgium
25	Brian Stonebridge	B.S.A.	Gt. Britain
26	Tony White	Velocette	Gt. Britain
27	Roy King	B.S.A.	Gt. Britain
28	Gordon Jackson	A.J.S.	Gt. Britain
29	Ray Sigvardsson	A.J.S.	Sweden



# THORPE RUNS DOWN THE TITLE TRACKS

**SWITZERLAND (Payerne, April 6):** The first time I rode there, I hurt my knee. But I like the track — it's fast and hilly and from past experience, I know only too well that Andre Malherbe and Georges Jobe go well there.

**AUSTRIA (Sittendorf, April 20):** It's a very difficult track to pass on, so if I can get the holeshot, I should win. Riders usually get a lot of punctures there because there are many sharp stones, but touch-wood I'll keep out of trouble.

**HOLLAND (Markelo, April 27):** Markelo is a sandy circuit. It's not deep sand and I like it. I've ridden there a lot, so I'm used to the circuit and know how to tackle the circuit.

**SWEDEN (Vimmerby, May 4):** You can't really pick out any one rider to win in Sweden. Haken Carlqvist and Leif Persson should do well, but it's rare you get a local rider winning on home soil. Having never ridden on the track, I don't know what it's like but I'm told it's sandy. By the time the event comes, we'll have some idea who is capable of winning.

**FINLAND (Ruskeasanta-vantaa, May 11):** Don't talk about Finland! I was ill there last year and it was my worst result. I've never had a good ride there, but hopefully my luck will change. The track is strange. Most of it is sandy, then there is a bit of hard going. Malherbe and Geboers should prove the ones to beat.

**GERMANY (Beuern, June 8):** They didn't have a round last year, so I'm not sure what to expect. When the time arrives, it will be obvious who will win.

**CANADA (Chatsworth, Ontario, June 22):** I was quickest in timed-training last time the event was held in Canada, but I broke down in the race. The track

is very good and spectacular with a mixture of hard and sandy going.

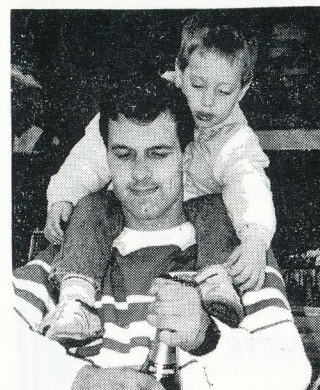
**USA (Carlsbad, June 29):** America is always one of the toughest of the year, because their home riders have one ambition — to win. The GP riders have to go there with a different attitude and not take as many risks as say David Bailey and Broc Glover. The track is like tarmac, so it hurts when you crash. I want to win but can't take too many chances because there are four rounds still to go.

**FRANCE (Chateau-du-loir, July 6):** It's a different track to last year where I broke down in the first race. The French events always attract the largest crowds and the circuit is spectacular, fast and hilly. I rode there in 1983 when I was second to Harry Everts and I won in 1984.

**GREAT BRITAIN (Hawkstone Park, July 13):** I'll have been looking forward to this event all year. My home round is always the best because of such a good atmosphere. It's an added bonus that Hawkstone is a really good venue and I like it. I hope by that time, I'll have sewn up the series!

**BELGIUM (Namur, August 3):** Namur is like the Isle of Man TT. You have to be extra cautious because if you make one mistake there, it's often a big one. There are a lot of trees at the side of the track and it's very fast and spectacular. Last year, me and Andre took chances because it was close in the championship and we were 90 seconds quicker than anyone else.

**LUXEMBOURG (Kohlenberg, August 10):** If I had a choice, no way would this be the final deciding round, especially if the championship turns out to be really close. It's not very technical and most riders are about the same speed.



**DAVE THORPE —**  
Assisted by his son Lewis

## HIS RIVALS WISH HE'D HAVE STAYED WITH SOCCER !

World Moto Cross Champion, Dave Thorpe, could have been a professional soccer player right now . . . and his rivals on the racetrack probably wish he was! At 15 years old — when already a many time British Junior MX Champion — he was such a star soccer player at schoolboy level that he was offered professional terms by one of Britain's leading Division One soccer teams, Queens Park Rangers.

To the chagrin of his current Moto Cross opponents, the young Thorpe decided that his future lay with two wheels rather than two feet! Dave is still only 23 years old but has already reached the pinnacle of the motocross world and is reaping the rewards in income and prestige that comes with it. His judgement at 15 years old has proved right time and again.

In fact, there was never much question that he would desert the Moto Cross scene. Even when he began racing minibikes at five years old, Dave's dream was to be World Champion. In 1985, he survived a nail-biting finish to the season and out-battled his Honda team-mate, Andre Malherbe, to take the crown. Thorpe went into the last round at Wohlen in Switzerland with a 15-point advantage over former three-time Champion, Malherbe.

After winning the first leg, he refused to be pressured in the second and settled for a comfortable sixth place to take the crown. Guided by his supportive and ever-enthusiastic father, Keith, the young Thorpe seemed destined for stardom from the word "go". He won his first race when he was just five years old and then dominated the British schoolboy Moto Cross scene at his various age levels for the next 10 years! Dave won the British Junior Schoolboy Championships in 1967, 1969 and 1970 . . . then followed up with the Senior Schoolboy titles in 1976 and 1977.

The switch to adult class racing was equally-successful. First riding with the British AMCA amateur sanctioning body, he won the 250cc and Superclass (500) Championships for Honda Britain in 1978 . . . his first year of adult racing!

A year later, he switched to ACU racing, to begin his climb through the professional ranks and won the British Under-18 title. After a spell with Kawasaki (in which he won the British 250 Championship and finished sixth in World 500cc points) Dave returned to Honda for 1983.

His winning ways continued with his first-ever British Championship in the toughest and most prestigious 500cc class, plus one more step up the World title ladder to fifth place overall in the 500cc standings.

That British title was retained in 1984 and two more World Championship rungs were climbed as Dave finished third in the World ratings. He actually won all six races in the final three Grand Prix of the year but had ruined his Championship chances with uncharacteristically poor results in America and Canada.

"It was a good lesson" says Dave. "The last three races of 1985 proved that I had what it takes to be Champion. The poor mid-season results proved to me that I had to keep up the pressure on myself all year long. It was a disappointment but a valuable lesson and I knew just what I had to achieve for 1985. Total fitness and complete consistency in my riding".

The results of that lesson are now history. Thorpe failed to finish only once in 24 races . . . and that was due to a small mechanical failure. He came right out and won the next moto and carried on at, or very close to, the front of the pack for the rest of the season.

A completely worthy World Champion and — for the third successive year — British Champion as well!

CAREER HIGHLIGHTS — FAR TOO MANY TO GET ON ONE PAGE!!

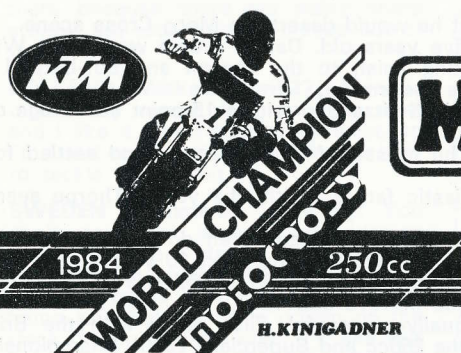




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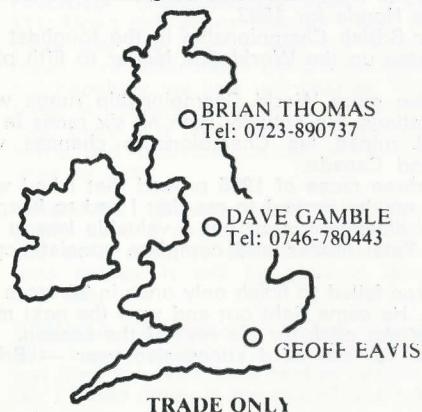
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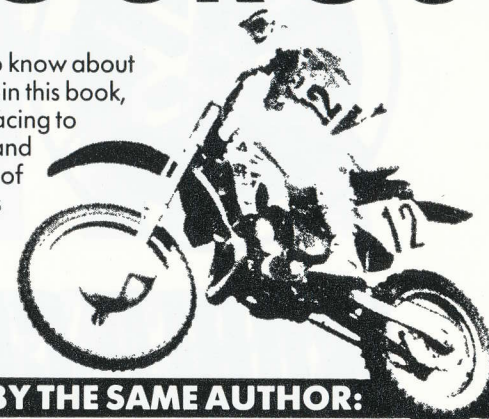
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by Frank Melling

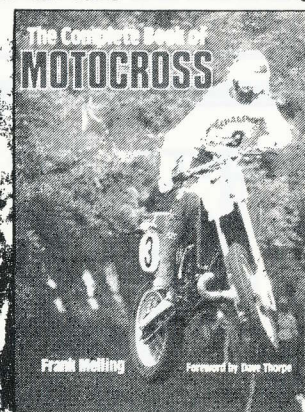
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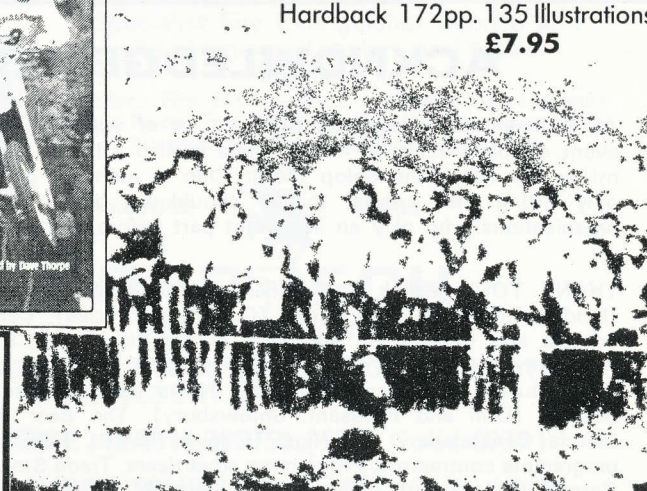


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# YAMAHA

## ***WORLD CHAMPIONSHIP MOTOCROSSERS***

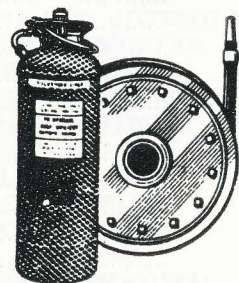
### **ACKNOWLEDGEMENTS**

As is usual, 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 for which 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! Sealink British Ferries, Camel, Shell Motor Oils, Kawasaki, Honda, Yamaha, Gordon Jones (Cecil Motorcycles), Century Oils, Southern Formes and Cutters (in particular Bobby Blackburn), Protech Fire Control, Pete Edmondson and Trelleborg, Motor Cycle News, Jack Burnicle (foreword and pictures), Trials and Motocross News (pictures and supplement), John Holding (Lion and Pheasant, Shrewsbury), The Bear Inn (Hodnet), West Mercia Constabulary, Dr. Nigel Huggins, R.A.C., Public Address operators, programme contractors, Programme advertisers, Trade Stand holders, Westbury Garage (Salop) Ltd., Officials, Marshals, St John Ambulance Brigade, and many more who have made a material contribution to the success of the meeting.

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**SEALINK** *BRITISH FERRIES*

## 500cc Moto Cross Grand

(incorporating the

No.	Name	Machine	Country	1st Race	2nd Race
1	DAVID THORPE **	Honda	Great Britain	3	4
2	ANDRE MALHERBE **	Honda	Monaco		7
3	ERIC GEBOERS **	Honda	Belgium	2	1
4	GEORGES JOBE **	Kawasaki	Belgium	1	2
5	KURT NICOLL **	K.T.M.	Great Britain	5	11
6	ANDRE VROMANS	K.T.M.	Belgium		
9	HEINZ KINIGADNER	K.T.M.	Austria	N/S	
10	JEAN CLAUDE LAQUAYE	Honda	Belgium		
11	HAKAN CARLQVIST **	Yamaha	Sweden	6	6
12	ERWIN GABRIEL	K.T.M.	Belgium	8	10
14	ETIENNE JAEMERS	Honda	Belgium	12	
15	LUC BURSENS	K.T.M.	Belgium		
16	FRANK SVENDSEN	K.T.M.	Denmark		
17	TAPIO KOKKONEN	Honda	Finland	N/S	
18	JEAN LUC FOUCHET	K.T.M.	France	N/S	
19	YVES GERVAISE	K.T.M.	France		
20	JEAN PAUL MINGELS	Yamaha	France	N/S	
21	KEES VAN DER VEN **	K.T.M.	Holland	4	3
22	GERAND ROND	K.T.M.	Holland		
23	PETER HERLINGS <i>BURSENS</i>	Honda	Holland		14
24	JOHNNY PONJEE	Kawasaki	Holland	10	12
25	SJAAK VERWAAIJEN	Kawasaki	Holland		
26	GIELJO VAN ZOGGEL	Honda	Holland	N/S	
27	ADDIE JANSSEN	Honda	Holland		
28	BENNY WILKEN	Maico	Holland	N/S	
29	CORRADO MADDII	Kawasaki	Italy	9	
30	MICHELE MARGAROTTO	Kawasaki	Italy		
31	CLAUDIO DE CARLI	Honda	Italy	N/S	
32	LUIGI CESARI	Kawasaki	Italy	N/S	
33	PHIL LARSSON	Maico	Italy	15	
34	LAURENCE SPENCE	K.T.M.	Ireland		
35	STEPHAN DESMARE	Kawasaki	Luxembourg	N/S	
36	GIOVANNI CAVATORTA	Honda	San Marino	N/S	
37	LEIF PERSSON **	Yamaha	Sweden	7	5
38	CENNETH ENGSTRAND	Honda	Sweden		

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## Prix of Great Britain

Camel Challenge)

No.	Name	Machine	Country	1st Race	2nd Race
39	STEFAN LARSSON	Kawasaki	Sweden		
40	BJORN JONSSON	Husqvarna	Sweden		
41	JONAS ANDERSSON	K.T.M.	Sweden		
42	ULRICH SCHLEGEL	K.T.M.	Switzerland		
43	FRITZ GRAF	Yamaha	Switzerland	N/S	
44	SERGE DAVID	Honda	Switzerland		
45	GAUDENZ GISLER	Kawasaki	Switzerland		
46	WERNER SIEGLE	K.T.M.	West Germany	11	13
47	MICHAEL HEUTZ	Maico	West Germany	N/S	
48	RALF-DIETER WOELFINGER	Maico	West Germany	N/S	
49	HELMUT SCHILLER	Suzuki	West Germany	N/S	
50	LUDWIG SAEGER	Honda	West Germany		
51	BERT VON ZITZEWITZ	Maico	West Germany		
52	WALTER GRUHLER	Kawasaki	West Germany	N/S	
53	ROB ANDREWS	Kawasaki	Great Britain		25
54	MERVYN ANSTIE	Kawasaki	Great Britain		8
55	STUART COYLE <i>R JARMAN</i>	K.T.M.	Great Britain	20	16
56	TONY CAIG	Maico	Great Britain		
57	WILLIE SIMPSON	Maico	Great Britain	14	15
58	BRETT STEELE	Kawasaki	Great Britain		23
59	STEVE BIRCHER	Kawasaki	Great Britain		
60	<i>S. GARDNER</i>			26	
61	JOHAN VAN POPPEL	K.T.M.	Luxembourg		9
62	GEORG REITER	K.T.M.	Austria		
63	JEAN-MARC BLANCHY	Kawasaki	Belgium		
64	ROBERTO COSTA		Italy	N/S	
65	SIMEONI LUCA	Kawasaki	Italy	N/S	

Overall Result : 1st... *GEBOERS* 2nd... *JOBE* 3rd... *VAN DER VEN* 4th... *THORPE* 5th... *PERSSON*  
6th... *CARLQVIST* 7th... *MALHERBE* 8th... *GABRIEL* 9th... *VAN POPPEL* 10th... *ANSTIE*

\*\* THESE DRIVERS ARE AUTOMATICALLY SEEDED THROUGH TO THE GRAND PRIX RACES, HAVING SCORED THE MOST WORLD CHAMPIONSHIP POINTS IN THE FIRST SIX ROUNDS OF THE COMPETITION.



Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
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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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# 1986 WORLD CHAMPIONSHIP POINTS TABLE-Leading Positions

	06.04	20.04	27.04	04.05	11.05	08.06	22.06	29.06	Tot.	06.07	12.07
	CH	A	NL	S	SF	D	CAN	USA		F	GB
1. DAVID THORPE (Honda) G.B.	20	—	1720	1715	1717	1320	20	9	1010	205	257
2. ANDRE MALHERBE (Honda) Monaco	1520	1317	1017	—	13	2015	1520	1113	199	—	247
3. ERIC GEBOERS (Honda) Belgium	6	3	1513	1111	2020	1111	1717	911	175	—	244
4. GEORGE JOBE (Kawasaki) Belgium	715	20	—	—	1015	1717	1115	8	9	144	221
5. KEES VAN DER VEN (KTM) Holland	11	9	311	1520	1111	1510	1011	—	5	142	190
6. LEIF PERSSON (Yamaha) Sweden	517	1115	2010	13	—	8	2	1313	4	—	168
7. H. CARLQVIST (Yamaha) Sweden	17	—	10	1313	15	8	—	8	7	8	143
8. KURT NICOLL (Kawasaki) G.B.	—	8	7	—	5	9	7	913	5	4	113
9. LAURENCE SPENCE (KTM) G.B.	210	9	—	—	—	10	7	5	7	2	52
10. HEINZ KINIGADER (KTM) Austria	8	7	—	9	9	7	—	—	—	—	49
11. ROB ANDREWS (Kawasaki) G.B.	913	—	6	8	—	—	6	—	3	45	—
12. RICK JOHNSON (Honda) U.S.A.	—	—	—	—	—	—	—	2020	40	—	—
13. DAVID BAILEY (Honda) U.S.A.	—	—	—	—	—	—	—	1517	32	—	—
13. JEFF WARD (Kawasaki) U.S.A.	—	—	—	—	—	—	—	1715	32	—	—
15. PHIL LARSON (Maico) Italy	4	—	10	7	—	—	—	—	31	—	—
15. WERNER SIEGLE (KTM) W.Germany	1011	—	—	2	2	6	—	—	31	—	—
17. MERVYN ANSTIE (Kawasaki) G.B.	—	—	—	—	4	4	6	8	—	5	—
18. J. PONJEE (Kawasaki) Holland	—	—	—	2	1	8	6	3	—	1	25
19. WILLIE SIMPSON (Maico) G.B.	—	—	—	8	5	6	—	—	22	—	—
20. ERWIN GABRIEL (KTM) Belgium	—	—	—	4	3	2	7	—	20	—	—
20. TAPI KOKKONEN (Honda) Finland	—	—	—	4	7	—	4	—	20	—	—
22. MICHELE MAGAROTTO (Kaw.) Italy	13	—	—	—	—	2	1	—	16	—	—
23. JARED SMITH (Kawasaki) G.B.	3	—	2	1	6	3	—	—	15	—	—
23. PETER HERLINGS (Honda) Holland	—	—	—	6	9	—	—	—	15	—	—
23. DAVE HOOVER (Honda) Canada	—	—	—	—	—	—	7	8	15	—	—
23. JEAN-C LAQUAYE (Honda) Belgium	—	—	—	—	—	4	5	—	15	—	—
27. GERARD ROND (KTM) Holland	—	6	—	—	—	8	1	—	14	—	—
27. ETIENNE JAEMERS (Honda) Belgium	—	—	—	—	—	5	—	1	2	14	—

36.

Points scored (each race) 1st 20pts; 2nd 17pts; 3rd 15pts; 4th 13pts; 5th 11pts; 6th 10pts; 7th 9pts; 8th 8pts; 9th 7pts; 10th 6pts; 11th 5pts; 12th 4pts; 13th 3pts; 14th 2pts; 15th 1pt.



KURT NICOLL

At the start of the '85 season, this young rider from Newport, Essex really hit the headlines after some excellent races when he consistently beat the top riders.

Hailed as a future World Champion, Kurt then had the misfortune to suffer a badly broken leg which halted his career for the remainder of the season.

On joining Team Green, his main priority for the '86 season was to regain his form and confidence after such a tragic incident, and this he was achieving most successfully, until the Dutch GP when he fell in the second race, damaging that same leg once again.

Like Jobe, Kurt had to sit out the Swedish round, but he was determined to get back in the saddle and regain his form, so despite being in considerable pain, he raced at the Finnish event — and achieved his best result of the season with an excellent sixth place!

Now concentrating on getting fully fit, Kurt should be really on form at this meeting, and feature high in the results.

1984—8th 500cc World Championship

1985—5th 500cc World Championship

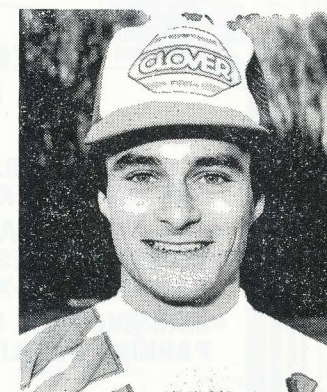
ROB ANDREWS

Since joining Team Green, this Worcester rider has'nt looked back. He started the '85 season riding for a rival company the previous year, and was dejected after failing to score a single point in the first three rounds of the British Championships.

Switching saddles to a Kawasaki, he found success straight away, scoring 82 points in the next three rounds on a standard production bike.

The current season began tremendously for him as he placed second overall at the first GP of the season!

Riding an '85 Works Kawasaki, he is now a regular points scorer as he learns his trade on the GP circuits of the World, and should finish the year well within the top ten, which would be a very satisfying result for this youngster.



37.



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## GEORGES JOBE

Unquestionably one of the most exciting riders in modern Moto Cross, as anyone who witnessed this Belgian rider clearing the "double-jump" at Hawkstone Park in 1984 will agree! See front cover for proof!!

Georges' talents extend further than just spectacular feats though, and he is regarded with respect by all the top riders, who acknowledge that this former 250cc World Champion is one of the few who can not only challenge but beat the current 500cc World Champion.

This is Jobe's third season with Kawasaki. By the end of the first season he was second in the World standings, but the following year was one he would rather forget, with personal problems combining with a seemingly endless run of punctures spoiling all chances of top honours.

By the end of '85, however, he was back on form and clearly a serious contender for the GP series.

Bad luck though has struck again. Having won the first leg of the Dutch GP, a rare mechanical failure sidelined Jobe whilst he was well clear of the opposition in the second leg. Even worse, a practice tumble before the Swedish GP (Round 4) resulted in a broken arm.

Zero points for that meeting, but just a week later he was riding again — scoring third place in the Finnish GP!

As his arm continues to heal, so Georges is determined to prove his ability, and the British GP would be an ideal place to notch the victory he needs . . . and deserves.

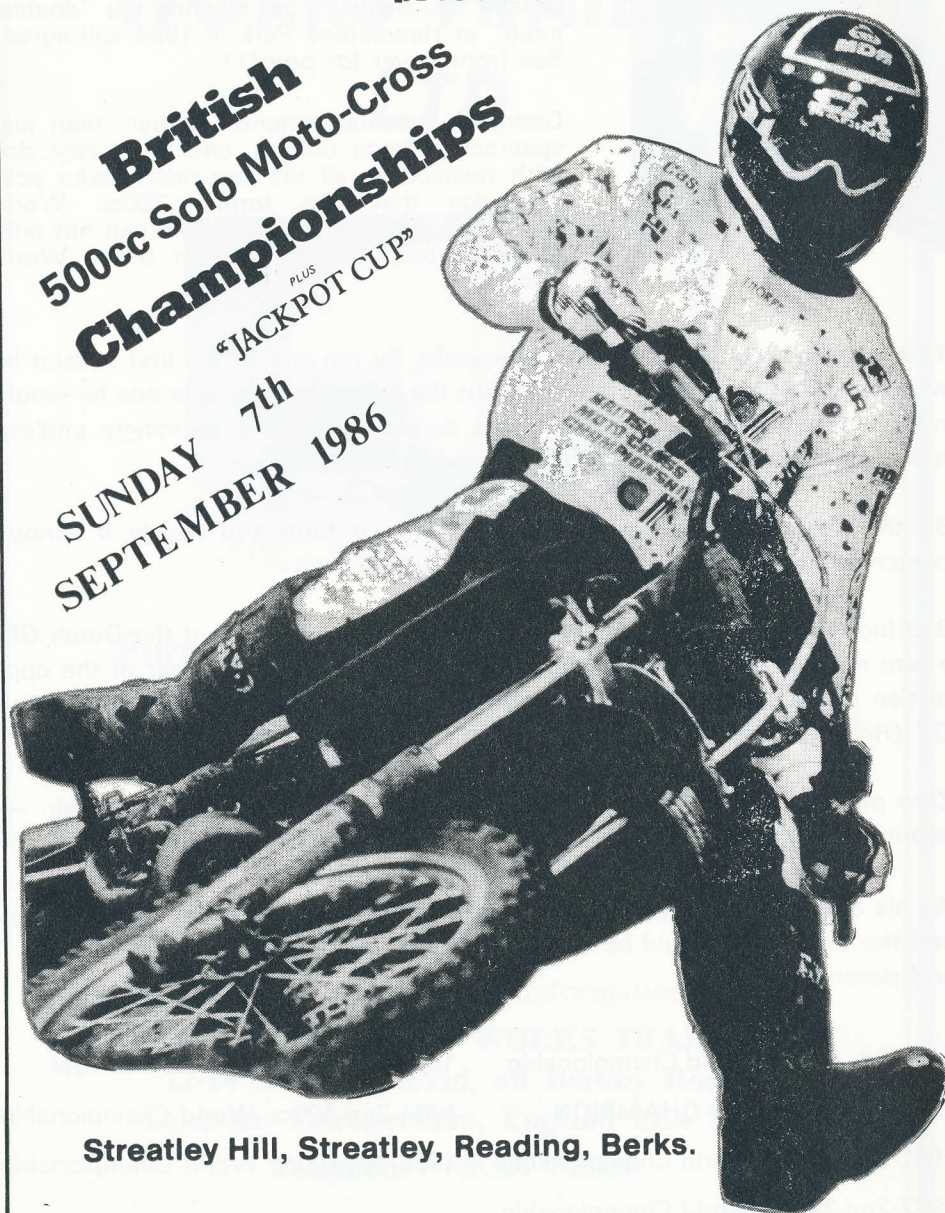
1979-7th-250cc World Championship	1983-250cc WORLD CHAMPION
1980-250cc WORLD CHAMPION	1984-2nd-500cc World Championship
1981-2nd-250cc World Championship	1985-4th-500cc World Championship
1982-2nd-250cc World Championship	



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**RACES 1, 3 & 4 — EACH RACE 20 MINUTES PLUS 2 LAPS**

No.	Name	Machine	cc	Town	1st leg	2nd leg	3rd leg
4	ANDY NICHOLLS Entrant : Mitsui	Yamaha	500	Sulhamstead	.....	.....	.....
8	PERRY LEASK Entrant : Heron — Suzuki	Suzuki	500	Crawley	.....	.....	.....
12	GREG HANSON Entrant : Ford & Ellis	Kawasaki	500	High Wycombe	.....	.....	.....
14	KEVIN FROUD Entrant : Mitsui	Yamaha	250	Ringwood	.....	.....	.....
16	MARK BENNETT Entrant : H. C. Cecil	K.T.M.	500	Cowley	.....	.....	.....
22	PAUL LUSCOMBE	Honda	500	Fawkham	.....	.....	.....
23	ROB HOOPER	Suzuki	250	Brereton	.....	.....	.....
24	ROB MEEK	Yamaha	250	Gunthorpe	.....	.....	.....
25	GARY HEAVER	Honda	250/500	Darent	.....	.....	.....
26	PETE MATHIA	Maico	250/500	Whitchurch	.....	.....	.....
27	MARK FULTON Entrant : Wulf Sport	Maico	320	Cockermouth	.....	.....	.....
28	RUSS JARMAN Entrant : Bryan Goss M/Cycles	K.T.M.	500	Thorpe	.....	.....	.....
29	MAYSON WEAR Entrant : Bill Head	Honda	250/500	Welton	.....	.....	.....
30	CHRIS MAINDONALD	Honda	500	Amersham	.....	.....	.....
32	DAVE DENLEY Entrant : Cagiva Sport	Cagiva	500	Wantage	.....	.....	.....
33	RICHARD DYE	Kawasaki	500	West Drayton	.....	.....	.....
35	CHRIS BOWD	Honda	500	Cholsey	.....	.....	.....
37	CHRIS BENFORD	Kawasaki	500	Seer Green	.....	.....	.....
38	SEAN DUDMAN Entrant : Heron — Suzuki	Suzuki	250	Haslemere	.....	.....	.....
39	GARY WOOLLAM Entrant : Heron — Suzuki	Suzuki	250	Old Woking	.....	.....	.....
40	PAUL BICKERS	Honda	500	Coddenham	.....	.....	.....
51	DAVE DORMER Entrant : Vic Eastwood	Honda	500	Dartford	.....	.....	.....
57	CARL SHAW	Yamaha	500	Bishop Auckland	.....	.....	.....
59	ANDY BREACHER	K.T.M.	250/500	Eastleigh	.....	.....	.....
69	ALAN BLOOD	Honda	500	Derby	.....	.....	.....
70	ANDY WATKINS Entrant : David Jones M/Cycles	Yamaha	250	Brecon	.....	.....	.....
77	MARTIN COLE Entrant : 'K' Sport	Kawasaki	500	Eastleigh	.....	.....	.....

**RACES 1, 3 & 4 — EACH RACE 20 MINUTES PLUS 2 LAPS**

[illegible]

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4th..... 5th..... 6th..... 7th..... 8th.....



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## ERIK "THE KID" GEBOERS: SMALL IN STATURE, BIG IN HEART

Erik Geboers, affectionately known as "The Kid" in motocross racing circles, is small in stature but there's no bigger man around when it comes to having the heart and soul for the job.

At 23 years old, he's already twice been World 125 Motocross Champion and was being freely tipped as a potential 500cc winner in his very first season on the big bikes. After less than half of that 1984 season, he was put on the sidelines with a badly-broken leg after a crash in the British GP at Hawkstone Park.

It took six months to recover, so the 1985 season was obviously going to be one that would test the young Belgian. Just how much it would test him —

and just how well he would respond — no-one could possibly have guessed.

The season began sensibly and cautiously at Sittendorf in Austria, Erik putting in two steady rides and finding that he suffered only minor discomfort from the still-strengthening leg.

A third and fourth placing in the two French GP motos boosted his confidence still further and he followed this with fine wins in Sweden and Finland, plus a second overall in Italy. As the riders lined up for the start of the Spanish GP on the rock-hard Junquera circuit, he was only two points away from the Championship lead.

Luck was once more against "The Kid", however, and his Championship dream for 1985 ended in the Spanish dust.

Leading the second moto, he crashed on the fastest part of the course, breaking his leg just above the ankle. Ironically, if he had held his lead to the flag, he would have led the title-chase going into a series of races on tracks that perfectly-suited his riding style. Even more disappointment was in store. Erik fought back from the Spanish injury only to crash in his home GP at Namur and break his leg again! This time it was not quite such a serious break and, within 21 days, the indomitable little Belgian turned out at the final GP of the year at Wohlen in Switzerland.

He scored enough points to snatch third place in the standings and complete a Honda 1—2—3!

Erik has already shrugged off his misfortunes ("they could happen to anybody" he says!) and has already fixed his sights on the 1986 World 500cc Championship.

The pre-season preparation which a motocross star undergoes is unparalleled in any other sport. The physical and mental demands are as strong as any top athlete in track and field events and the motocross racer also has to control a motocross machine with more than 60hp across some of the toughest terrain imaginable.

"The Kid" comes from a real "motocross family" at Mol, deep in the heart of the Belgian countryside. Brother, Sylvain, was a factory star with CZ and Suzuki.

Uncle, Jef Teuwissen, was one of the aces of the nineteen-fifties, famed for his "ironman" handling of big four-strokes on the deep, sandy tracks of Belgium and Holland.

It's from his family that Erik gains support and encouragement as he pounds out literally thousands of pre-season training kilometres and endless hours in the gymnasium.

"I love to run" says Erik "and I do about 10km per day, as well as the work in the gym and training on the bike. When I'm running, my mind is free to think about my racing". So intense is his desire to be the peak of physical fitness, that he did not even ride his motocrosser until late January.

"I know I can ride the bike" says Erik. "My first priority is to have my body and mind ready".

The 1986 season represents the biggest challenge of Erik's career. Everyone knows he has the ability to become Champion. He needs to find the consistency and hope that, for once, luck will be on his side.



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## HAKAN CARLQVIST

**Nationality :** Swedish

**Date of Birth :** January 15th 1954

**Hobbies :** Tennis and other sports

**Career** 1978—Won Spanish 250cc GP.

**Highlights :** Placed 7th in 250cc World Championship  
1979—Won 250cc World Championship  
1980—Placed 3rd in 500cc World Championship  
1981—Placed 3rd in 500cc World Championship  
1982—Placed 8th in 500cc World Championship  
1983—Won 500cc World Championship  
1984—Placed 10th in 500cc World Championship  
1985—Placed 16th in 500cc World Championship

The 1985 500cc Grand Prix season was anything but a very successful year for these two Yamaha riders. Former World Champion, Hakan Carlqvist, suffered several injuries and was never able to race in his best physical condition. However, Carla still managed to prove, on several occasions, that he should still be counted as a serious title contender without the ever present injury problems.

His team mate and compatriot, Leif Persson, also suffered from an injury before the Grand Prix season started. It took him a long time to get 'back in form', but then Leif achieved some impressive performances, such as third place in the Dutch GP, and two second places in the last round in Switzerland. In 1986, both Carla and Leif are riding improved YZM 500 machines and are confident of scoring well in the World Championship; a justifiable confidence, as both feature in the top eight in the World at halfway stage of the Championship, which automatically guarantees them qualification for the remaining rounds.

## LEIF PERSSON

**Nationality :** Swedish

**Date of Birth :** February 20th 1964

**Hobbies :** Golf, music and squash

**Career** 1976—Won 500cc Swedish Junior Championship

**Highlights :** 1983—Placed 2nd in 500cc Swedish National Championship  
1984—Placed 9th in 500cc World Championship  
1985—Swedish Champion Placed 9th in 500cc World Championship





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### Saturday and Sunday 13th and 14th September (same time-schedule)

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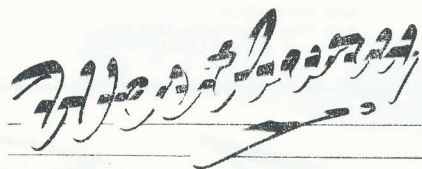
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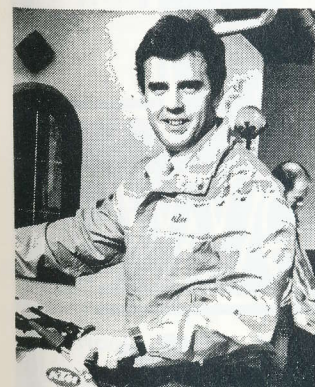


## HEINZ KINIGADNER

Heinz is 26 years old and is 6ft. 4 in. tall. He lives in the small village of Vderns in the Austrian Tyrol. His hobbies include swimming, surfing and fast cars. He was world 250cc champion in 1984 and 1985. This season is the first time Heinz has contested the 500cc world championship. The Kinigadner family are well known in Austria as bakers and cake makers.

## KEES VAN DER VEN

Kees is 29 years old and lives in Bakel, Holland. He is married to Marietta and has a son Kevin who is 2½ years old. Kees is the first rider in Moto Cross history to have won a Grand Prix in all three classes. 125 — 250 — 500. He is no stranger to Hawkstone having won the 250cc here in 1981, finished 2nd in 1982 and 3rd in 1983. He is the undisputed king of beach racing having won the Le Touquet classic 5 times.



## LAURENCE SPENCE

Laurence is a native of Belfast N. Ireland, but is now resident in Ledbury, Herefordshire so he is a local rider at Hawkstone Park. He is 25 years old and is one of our most consistent Grand Prix riders. His relaxed and pleasant attitude makes him one of the most popular. Laurence likes swimming and playing squash and is well known for his practical jokes. Young, free and single is our best description of Laurence.



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## WHERE ARE THEY NOW ?

**HERBERT SCHMITZ** . . . retired in 1985 after finishing 5th in the West German 500cc championship and is now a motorcycle dealer. **ADOLF WEIL** . . . loyal to Maico throughout his career and winner of many Grand Prix in the 70's also runs a motorcycle business. **FRITZ KOBELE** . . . regular Grand Prix rider in the 70's and early 80's is now the owner of a bicycle shop. **FRITZ SCHNEIDER** . . . former Sachs factory rider is now a farmer. **HANS MAISCH** . . . runs, together with his two brothers, the new look Maico factory. **WILLY BAUER** . . . nearly 500cc World Champion in 1972 on a Maico was forced to retire in 1978 after he broke his back in Scotland. He is now a member of the OMK (German Federation) moto cross Commission and also works for the Bel Ray oil company as head of the race service department. **BRAD LACKEY** . . . World Champion in 1982 on a Suzuki, he lives in San Francisco, California and still rides occasionally just for fun. His last Grand Prix was the French 250 in 1985. He rode in a fund raiser in Sacramento a few weeks ago for Danny 'Magoo' Chandler who was injured at the Paris Supercross last December, also riding was **JIM POMEROY** . . . the first American to win a Grand Prix in Spain 1973, he lives in Yakima, Washington and rides all the time, mostly in local events, and also runs Moto Cross schools. **MARTY SMITH** . . . won 4 American titles in the 70's finished 3rd in the 1976 125cc World Championships all for Honda. He later moved to Suzuki before retiring. He now lives in San Diego, California, where he gives individual lessons as well as teaching some Moto Cross schools. He still rides in some desert races. **MIKE GUERRA** . . . last held a competition licence in 1982. He rode 250 GP's in 81 and 82 for Husqvarna. He is believed to be living in Connecticut, New England. **BROER DIRKS** . . . rode at Hawkstone in the late 50's on a B.S.A. When his solo career finished he became a development rider for Laverda sidecars. He lives in Valkenswaard, Southern Holland, and drives a lorry for a living. **FRANS SIGMANS** . . . still rides in the Dutch Championship, but will probably retire this year. He lives in Bakel and runs a motorcycle shop. **GERRIT WOLSINK** . . . lives in Laren and has returned to dentistry. He is also manager of the Venko Honda team and co-organiser of the Dutch Supercross at Nijmegen. **PIERRE KARSMARKERS** . . . after many years in America where he rode for Yamaha and Honda, he also gave the open class Honda its debut ride at Hawkstone in 1975, Pierre returned to Europe and rode a 4 stroke Husqvarna for a short time. He now lives just over the border in Belgium and with his brother Paul runs a motorcycle accessories and BMX import firm. He also rides in some desert races.



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