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Organised by the Auto Cycle Union. An International event counting towards the 1998 Sidecar Motocross 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 motocross, and these Supplementary Regulations.

I. M.N.: 206/8. PERMIT NO: A.C.U. 00056 TTC NO: 98/621

INTERNATIONAL JURY:

President of the Jury	..... Tony Skillington
F.I.M. (CMS)	..... Andre Vantomme
F.M.H.R. - A.C.U.	..... Eddie Herd 3019
DELEGATES F.M.N.:	
Great Britain	..... Denis Slaughter
Germany	..... K. Schmidt
Sweden	..... Jars Olaf Jarenburg
and any other representative nominated by an FIM, in accordance with Art.50.08. of the FIM Code	
Clerk of the Course International	..... Frank Dixon 3029
National Clerk of the Course	..... Chris Warren 3028
Safety Officer	..... Bob Hewson
Secretary of the Jury	..... David Smith
Stewards appointed by the ACU	..... Nick Fisk & Ray Miller
G.P. Manager	..... George Skeates
Timekeeper i/c	..... F. Claas AA9106
Chief Technical Steward	..... Eddie Jones AA0095
Noise Meter Operators	..... Gordon Jacobs & Mrs Jacobs
Finish Judge	..... John Theobald
Event Co-ordinator	..... Roy Collins
Start Gate	..... Portsmouth Motor Cycle Racing Club
Chief Marshal	..... John Brooks
Doctor's	..... Dr. Riley and Dr. Drew
First Aid	..... British Red Cross Society
Announcer	..... Sean McClaren
Commentator	..... John Mould
Secretariat i/c	..... Denise Warren
Environmental Officer	..... P. Gregory 2311
Secretary of the Meeting	..... Miss Sonia Goggin
	ACU Headquarters, ACU House, Wood Street, Rugby, Warks. CV21 2YX.

The Organising Committee wish to thank all Marshals, Helpers, Red Cross Officials, and Hampshire Police for their co-operation, and to Mr. & Mrs. Peter Lambert for the use of their land, and the Waterlooville M.C.C. for their help and co-operation.
Front Cover Photograph: Chris Etheridge/Gary Williams by Chris Helm

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**SEAN'S MX
DIARY**
IN
**Trialst
Motocross
News**

WARNING
MOTOR SPORT CAN BE DANGEROUS

Despite the organisers taking all reasonable precautions, unavoidable accidents can happen. Please comply with all instructions of marshals and notices and remain in permitted areas only.

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FLAG SIGNALS

The following Flag Signals will be used:-

- RED:** Stop ALL Riders.
- BLACK WITH RIDERS NUMBER:** That Rider to Stop.
- YELLOW WAVED:** Great Danger, be prepared to Stop
NO OVERTAKING.
- YELLOW MOTIONLESS:** Danger Take Care, Drive Slowly.
- GREEN:** Course Clear.
- BLUE WAVED:** WARNING you are about to be lapped.
- CHEQUERED:** Finish.

NOTICE TO PUBLIC

This event is being held on private property and you are strictly forbidden to cause damage in any way.

Spectators are forbidden on the Course or in the Competitors Paddock or to proceed beyond the spectator area.

Persons ignoring the Course Marshals do so at their own risk. The Promoters do not accept responsibility for any accident arising therefrom.



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Motorcycling Great Britain - The Auto-Cycle Union's Role at Langrish *Making Bike-Sport and Leisure Happen*

Officially the ACU is grandly known as the Governing Body of motorcycle sport in Britain. It is a title that brings with it a lot of responsibilities.

The ACU's main purpose is to make sure that the conditions exist for the contests that will take place at this Grand Prix weekend to be fairly fought out. Stakes are high and rules risk getting bent in the chase to be the first to reach the chequered flag. Many back-room people will be almost invisible at Langrish whose job it is to be the independent regulator for this thrilling, risky and potentially dangerous sport. The ACU keeps bike-sport as safe as it can be, and trains the officials that keep the playing field level and the competition fair. They will be making sure that everyone has space in the paddock and that the bikes are technically eligible and that no rider has any unfair advantage over any other. They will ensure that the track is safe and that riders are kept informed if conditions change. They'll manage the start line, keep lap times and placings and watch the conduct of riders during the races. ACU officials are also responsible for ensuring that the many thousands of spectators who are desperate to get close to the action also remain safe, and that sensitive environmental concerns are not offended. All of this is done through the application of a set of rules that organisers, riders and officials have to abide by. The ACU and the ACU's officials at this Grand Prix are the keepers of those rules.

Over this weekend of the best Sidecar Cross racing in the World the ACU also acts as agent for the Federation Internationale Motorcycliste (FIM), the World governing body of motorcycle sport. From its offices in Geneva, Switzerland, the FIM applies some special rules that apply when riders from different nations and cultures meet on the race track when the competition is strongest. The FIM also co-ordinates the whole championship series.

If Clerk of the Course Frank Dixon and his team have been successful this weekend they will have applied the ACU's and FIM's rules without anyone really noticing. That's how I hope it will be at Langrish for these 20th Century charioteers and the people who come to cheer them on.

GEOFF WILSON - Chief Executive, Auto-Cycle Union

EAST HAMPSHIRE DISTRICT COUNCIL

Support for *Sport*

Good luck
to all
Competitors in
The 1998
GRAND
PRIX



BRITISH SIDECAR MOTO-CROSS GRAND PRIX

Schedule / Horaire des Cours / Zeitplan

FRIDAY/VENDREDI 28/8/98

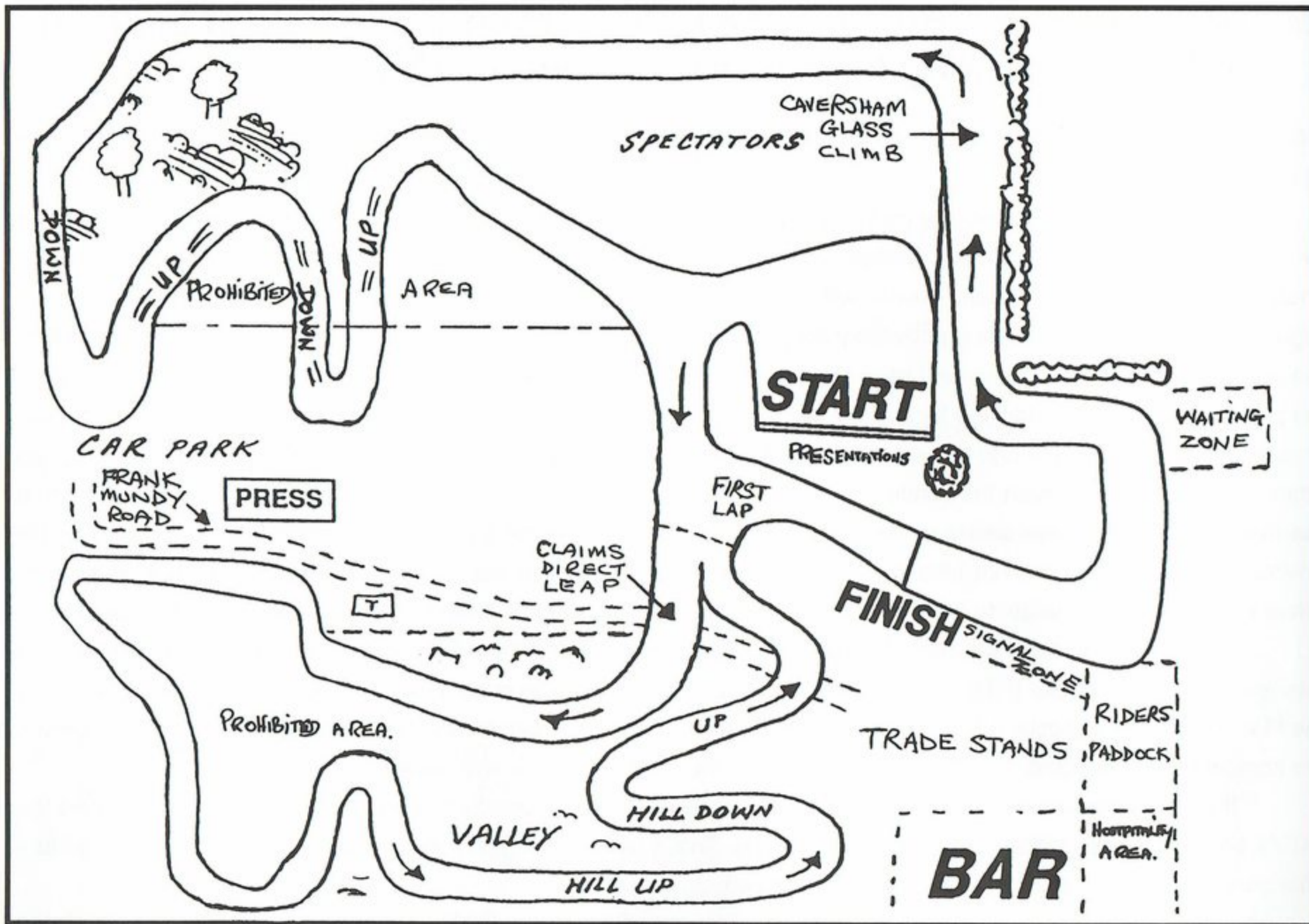
1500 - 1800 Machine Examination/Verification Grand Prix

SATURDAY/SAMEDI 29/8/98

0730 - 0930 Machine Examination/Verification Grand Prix
 1000 Jury Meeting/Seance De Jury (1)
 1100 - 1140 Free Practice/L'Entrainement Libre (A) Grand Prix
 1200 - 1240 Free Practice/L'Entrainement Libre (B) Grand Prix
 1300 Riders Meeting
 1330 - 1410 Free Practice/L'Entrainement Libre (A) Grand Prix
 1430 - 1510 Free Practice/L'Entrainement Libre (B) Grand Prix
 1530 - 1610 Qualifying Practice/Essais Qualificatifs Obligatoires Grand Prix
 1630 - 1710 Qualifying Practice/Essais Qualificatifs Obligatoires Grand Prix
 1730 Jury Meeting/Seance De Jury (2)
 1710 - 1810 Machine Examination/Verification Ken Hall Solo

SUNDAY/DIMANCHE 30/8/98

0800 - 0900 Machine Examination/Verification Ken Hall Solo
 0945 - 0950 Qualifiers Group - Start Test Session/Test Libre De Départ (A) Grand Prix
 0955 - 1000 Qualifiers Group - Start Test Session/Test Libre De Départ (B) Grand Prix
 1000 - 1040 Free Practice/L'Entrainement Libre Grand Prix
 1045 - 1115 Free Practice/L'Entrainement Libre Ken Hall Solo
 1100 Jury Meeting/Seance De Jury (3)
 1130 - 1200 Riders Presentation/Presentation Des Coureurs Grand Prix
 1215 - 1245 Support Races - 20 mins + 2 laps Ken Hall Solo
 1330 - 1415 First Race/Course 30 mins + 2 laps Grand Prix
 1415 - 1430 Ceremony/Ceremonie
 1430 Jury Meeting/Seance De Jury (4)
 1430 - 1500 Support Race - 20 mins + 2 laps Ken Hall Solo
 1500 - 1550 Interval/Pauze
 1600 - 1645 Second Race/Course 30 mins + 2 laps Grand Prix
 1645 - 1700 Ceremony/Ceremonie
 1700 Jury Meeting/Seance De Jury (5)
 1700 - 1730 Support Race/Course 20 mins + 2 laps Ken Hall Solo
 1745 Prize Giving/Distribution Des Prix



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WELCOME TO LANGRISH

After a break of five years it is wonderful to see the British round of the World Sidecar Cross Championship return to Langrish. A track that is well liked by most crews and was described by four times World Champion Andreas Führer as his favourite Grand Prix circuit.

This year Langrish is round eight of the ten round series and will be a welcome break for most riders as it is sandwiched between sand tracks in the Balkans and Holland.



Daniel & Marcel Willemsen (BSU Zabel)

Last year the fastest crews were the Dutch brothers Daniel & Marcel Willemsen (No. 3) and the current World Champions Kristers Sergis and Artis Rasmanis from Latvia. Over the winter period they have certainly lost none of their speed but for the first part of the season they have both suffered more than their fair share of machine unreliability. Also, the Willemsens have managed a number of high speed, spectacular crashes during the past twelve months resulting in races being missed and consequently points being dropped.

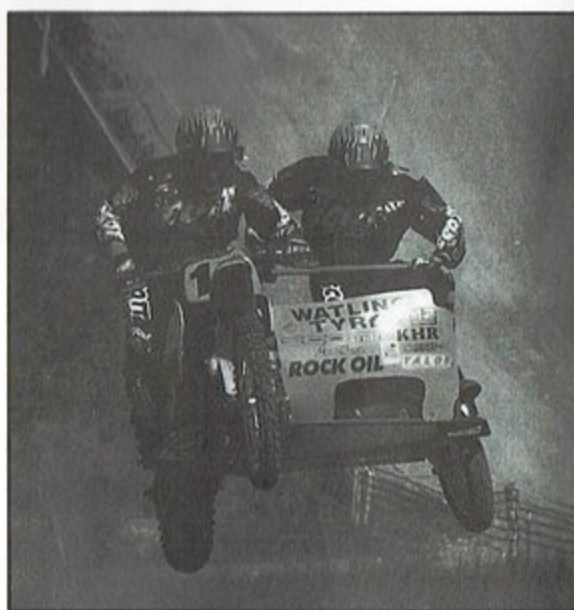
Over the past three GPs they have scored 96 and 98 points respectively out of a possible 120 points, leaving them currently in 3rd and 1st places.

At present sandwiched between them in second place are the vastly experienced German brothers Klaus and Thomas Weinmann. They both like the track at Langrish and will be keen to improve on the nine points scored here in '93. Their total dedication and professionalism has paid off in recent years and last year they finished every GP except one and were in the top six in 16 of the 19 races that they finished.

A newly formed pairing this year are the French crew of Benoit Beaumont and Emmanuel Rostaing. They have both competed in GPs for many years but neither has reached their full potential until now. To date this year they have won their domestic championship, taken the overall win at their home GP and are currently placed fifth in the world.

Having missed the first GP through injury and broken down in race two at the second GP, the season has not started well for German driver Alois Wenninger and his Dutch passenger Henry van de Wiel. Alois came to Langrish last year with stand-in passenger Jürgen Jakk and showed everyone the way home. Their form over the past two GPs has improved dramatically with a win, a second and two third places having led all four races from the line.

Of the eight British crews entered the top four in the British Championship, namely Peter Clark/John Chambers, Colin Philpott/Ian Beavis, Chris Etheridge/Garry Withers and Stuart Brown/ Luke Peters plus Shaun Mallows and Jason Peters are all capable of scoring good points, but so far this year the results have been disappointing. The other entrants, John Grahame/Gary Burt, Kevin Turner/Gary Balsom and Scott Wilkinson/Colin Dunkley plus the Irish crew of Kim Logan/Paul Hutchman will be lucky to qualify given the fierce competition at today's GPs.



Shaun Mallows/Jason Peters (KHR KTM)

So, in order to spur them all on, get those programmes and Union Jack's waving and with a bit of luck we could see a British crew on the podium tonight.

To all the competitors here today I wish them an enjoyable weekend here at Langrish and may the best team win.

1998

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1998 KEN HALL INTERNATIONAL OPEN SOLO 1998

Trophies Sponsored By: *Trevor Pope Motorcycles*

No.	Name	Machine	Entrant	Home Town
1	Paul Malin	125 Yamaha	Cadbury/Tim Brinton Cars/Yamaha	Codnor Park
2	James Dobb	Honda	CAT Honda Team	Derby
3	Luigi Seguy	Honda	CAT Honda Team	Ascot
4 85	Neil Prince	125/250 TM	TM Moto UK	Wrexham
5	Stephen Sword	125 Kawasaki	M.J. Church	Chippenham
6	Mark Hucklebridge	125 Kawasaki	M.J. Church	Chippenham
7	Neil Sheppard	400 Yamaha	Cadbury/Tim Brinton Cars/ Yamaha	Gosport
8	Danny Smyth	125 Yamaha	Hanson Racing	Scaynes Hill
9	Perry Leask	610 Husquama	Husky Sport	Crawley
10	Russell Jarman	620 KTM	KTM UK	Staines
11	James Painton	250 Suzuki	Bert Harkins Suzuki MX Racing Team	Abingdon
12	Tom Church	125 Kawasaki	M.J. Church	Chippenham
14	Jody Smyth	125 Yamaha	Hanson Racing	Scaynes Hill
15	Gordan Crockard	249 Honda	CAS Honda	Brigstock
16	Lee King	600 Husaberg		Abingdon
17	Scott Ainsworth	250 Honda	CAS Honda	Brigstock
18	Sven Beugelmans	250 Kawasaki		Belgium
19	Chris Hammal	125 Yamaha	Poole Motorcycles	Durley
20	Neil Hewson	250 Yamaha	Trevor Pope m/c	Lovedean
21	Jurgen Van Camp	250 Honda		Belgium
22	Paul Spacagna	250 Yamaha		Southampton

No.	Name	Machine	Entrant	Home Town
23	Stewart Penny	400 Yamaha	Weston Nurseries	Warminster
24	Oliver Clayton	250 Kawasaki		Cranleigh
25	Fred Sparkes	600 Husabar		Abingdon
26	Jason Morris	400 Yamaha	Boretec Yamaha	Bognor
27	Ben Taylor	250 Honda	Wiseco Honda Team	Purley
28	Steven Heyler	500 Honda		Tadley
29	Christof Godrie	259 Kawasaki		Belgium
30	Tony Tunnell	500 Honda		Baughurst
31	Paul Moyes	250 Yamaha		Alresford
32	Dave Hamer	500 Honda		Southampton
33	Chris Warren	500 Honda		Portsmouth
34	Graham Burton	250 Kawasaki		Dorking
35	Matthew Cox	250 Yamaha		Eastleigh
36	Howard Standfield	250 Yamaha		Andover
37	Christopher Brooks	250 Honda		Portsmouth
38	Christian Hatherall	250 Honda		Swindon

RESERVES:

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1998 KEN HALL INTERNATIONAL OPEN SOLO

1st Leg - 20 minutes + 2 Laps

1st	4	2nd	6	3rd	11	4th	7	5th	5
6th	27	7th	9	8th	1	9th	26	10th	10
11th	8	12th	12	13th	36	14th	18	15th	29

2nd Leg - 20 Minutes + 2 Laps

1st	1	2nd	7	3rd	6	4th	4	5th	5
6th	26	7th	11	8th	36	9th	27	10th	29
11th	12	12th	10	13th	8	14th	39	15th	9

1998 KEN HALL INTERNATIONAL OPEN SOLO

3rd Leg - 20 Minutes + 2 Laps

1st	.....	2nd	.....	3rd	.....	4th	.....	5th	.....
6th	7th	8th	9th	10th
11th	12th	18	13th	36	14th	12	15th	39

OVERALL WINNER:

1st	2nd	3rd
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FIVE YEARS ON

Yes, after five years The Sidecar Grand Prix has returned to Langrish. Once again incorporating the traditional KEN HALL event. This has only been possible, by hours of work from dedicated members of the Waterlooville and surrounding Club members.

Changes you will see this year are the new Frank Mundy Road, across the circuit, thanks to the generosity of Frank and the hard work by our Clerk of the Course Frank Dixon and his machine.

Once again SLD Pumps are backing us with a set up of 22 sprays to solve the dust problem before it happens. Leigh Onyx and SARP formerly LEIGH ENVIRONMENTAL are 100% behind us with water and waste facilities. Gales, Somerfield and the East Hants District Council are looking after our foreign and VIP guests. Mott Motorcycles of Basingstoke are fencing the pits with Southern Electric Contracting looking after the electrics supplied by Aggreko Generators. Other generous helpers include HI Bar, Nimrod Fire, Boarhunt Garage, Bussell Haulage, Speedy Hire, NAP Construction, Black and Decker, Beaver Tool Hire, and Honda.

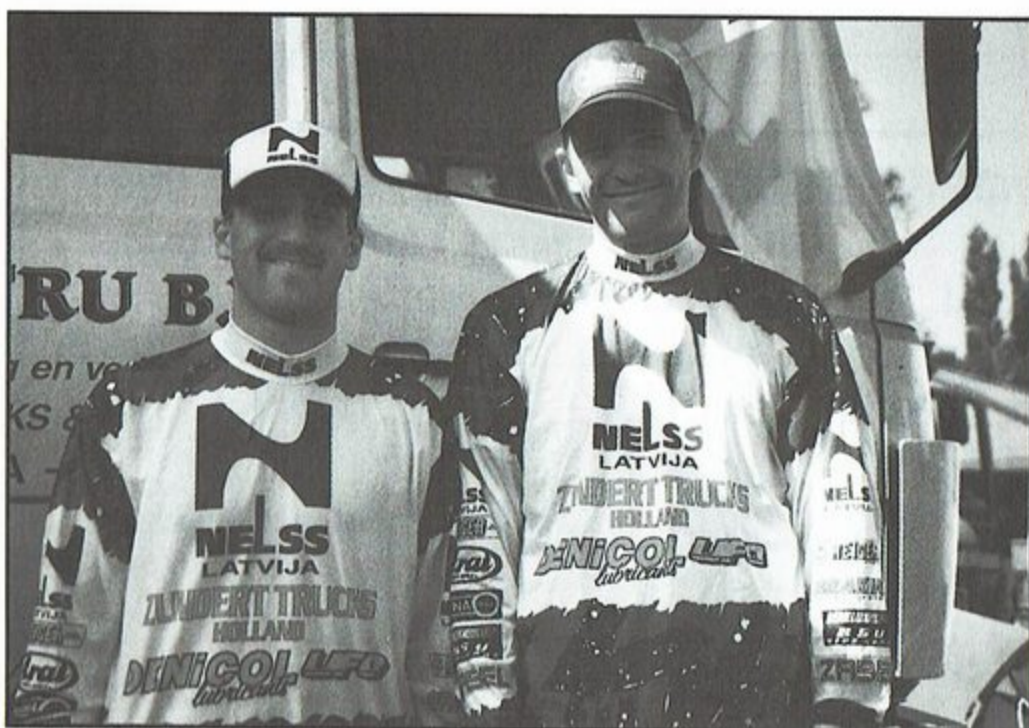
Have a good and exciting day and please put your rubbish in bins provided.

Roy Collins - Event Co-ordinator

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KRISTERS SERGIS and ARTIS RASMANIS Latvia Riding Number 1



*Kristers Sergis and Artis Rasmanis
(Latvia - Riding Number 1)*

The current World Champions, although originating from Latvia, at present live in Belgium during the motocross season.

They started riding together in 1990 and within three years had become the National Champions in Latvia. This was repeated in '95 but to date these are the only 2 National titles they have obtained. During the mid-90s they went their separate ways only to re-unite at the end of the '95 season and since then they have not looked back.

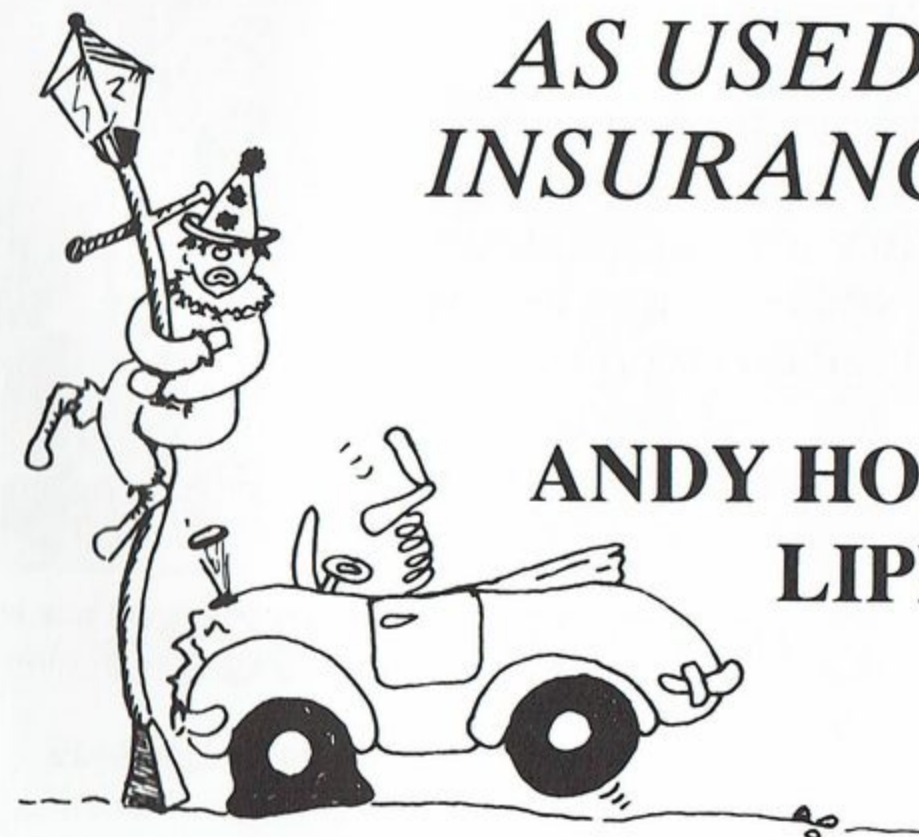
Having won the world title last year (Latvia's first ever World Champion in any sport) on a KTM-EML they have changed machinery for this year's defence to Zabel-BSU.

After a poor start to this season they are now back where they want to be at the top of the pile with their home GP still to come.

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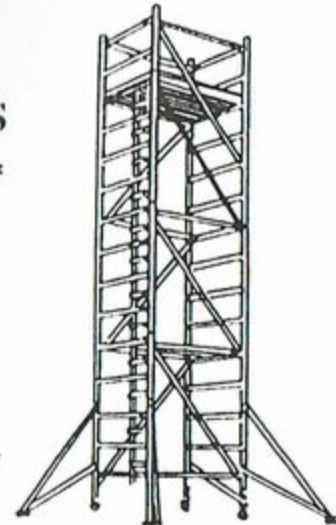
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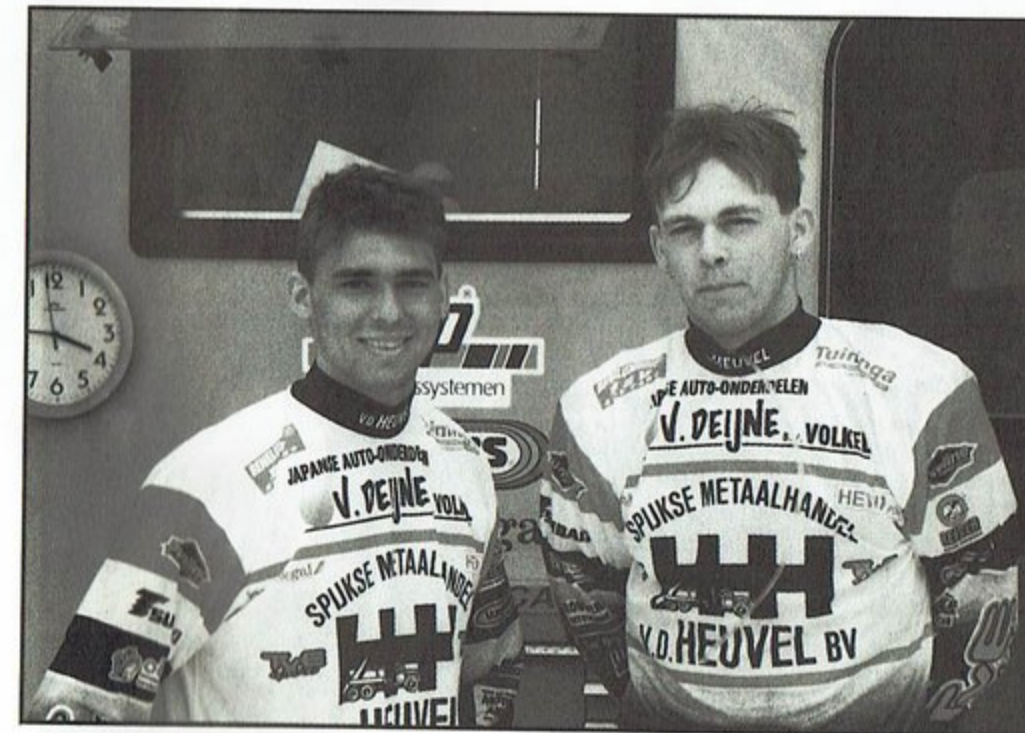
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DANIEL and MARCEL WILLEMSSEN Holland Riding Number 3



Daniel and Marcel Willemsen
(Holland - Riding Number 3)

Despite their youth, Daniel is 23 and Marcel 21, they have been riding together for 15 years. In fact, when Daniel became old enough to obtain his first International Licence he had to ride with a stand-in passenger because Marcel was too young to get a licence.

In '97 they showed that they are the fastest crew around and reinforced this by winning seven GP races and of the 16 races they completed their lowest position was sixth. If they had not missed the other two GPs through injury there is not much doubt that they would have won the title.

Daniel will be praying for wet, muddy conditions today, because the worse the track conditions are the more he likes it.

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ALOIS WENNINGER and HENRY van de WIEL Germany and Holland Riding Number 2



Alois Wenninger and Henry van de Wiel
(Germany and Holland - Riding Number 2)

Many of you will probably remember Alois from the '97 Ken Hall meeting when he rode with stand-in passenger Jürgen Jakk and took the overall win.

This very likeable Bavarian and his passenger Henry from S'Hertogenbosch in Holland have been riding together for three years. Last year was their best season to date finishing fourth in the Dutch Championship, second in the World and winning the coveted German title.

Before he met up with Henry, Alois admits that riding in the deep sand of Holland and Belgium was something of a lottery but since teaming up with Henry he has learned how to ride it quickly and safely.

Noted for their fast getaways, it is unlikely that you will see them practising starts on Sunday morning - their philosophy is that whatever you prepare and practice for, something completely unexpected will happen!

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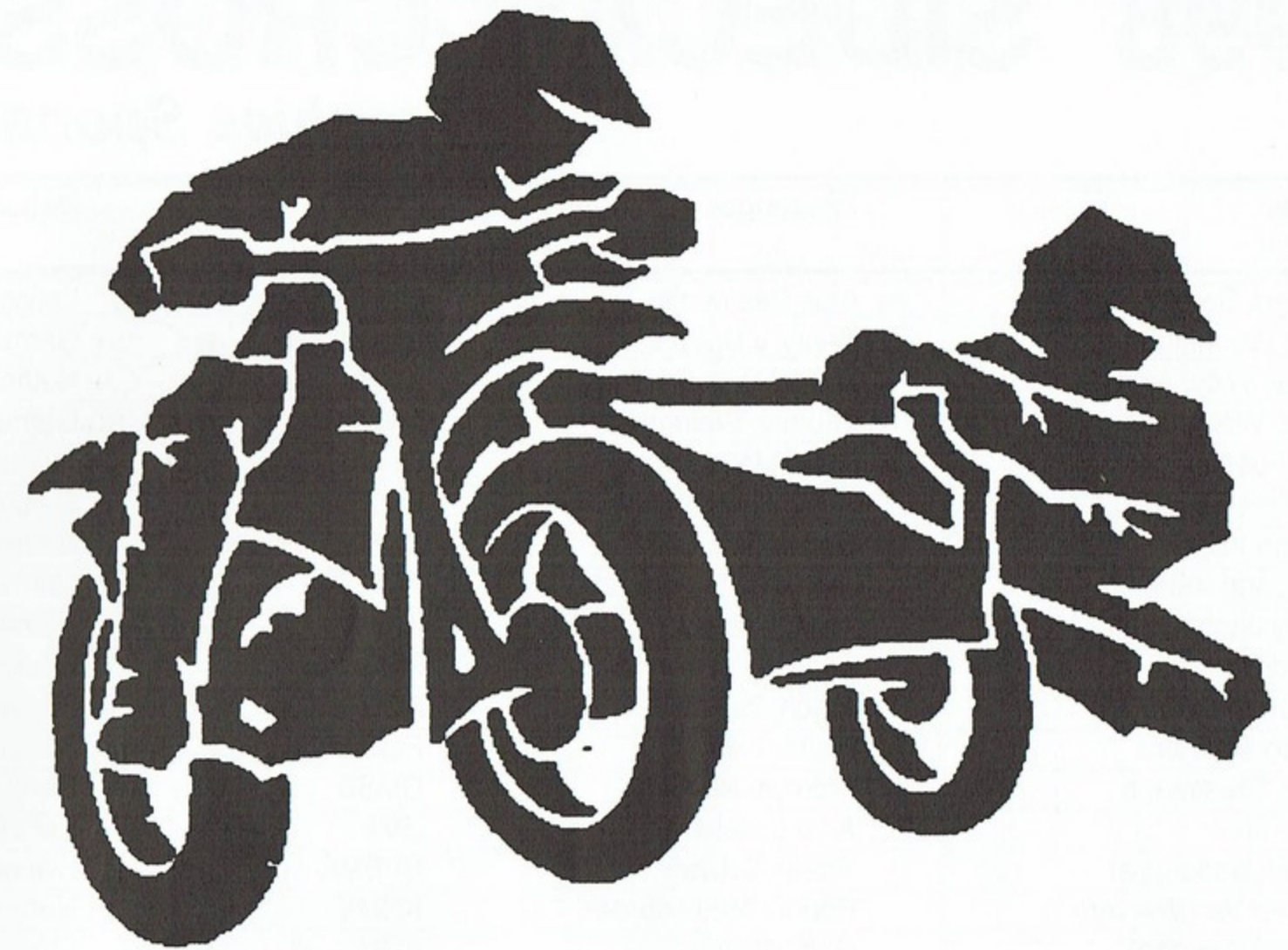


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1998 SIDECAR CROSS WORLD CHAMPIONSHIP 1998

Trophies Sponsored By: Roger Brown Trophies

No.	Driver	Passenger	FMNR	Nationality Driver	Nationality Passenger	Machine	POINTS TO DATE	RACE 1		RACE 2		TOTAL POINTS
								Pos	Pts	Pos	Pts	
1	Kristers Sergis	Artis Rasmanis	LaMSF 2.28.37	Latvia	Latvia	BSU Zabel	204	4	13	1	20	33
2	Alois Wenninger	Henry V.D. Wiel	DMSB 2.25.24	Germany	Netherlands	EML MTH	144					
3	Daniel Willemssen	Marcel Willemsem	KMNV 2.22.64	Netherlands	Netherlands	BSU Zabel	190	1	20	2	17	37
4	Klaus Weinmann	Thomas Weinmann	DMSB 2.25.84	Germany	Germany	BSU MTH	175	2	17			17
6	Karl Fussenege	Josef Meusburger	OeAMTC 2.27.58	Austria	Austria	EML MTH	52	9	7	4	13	20
7	Dominik Schoch	Hans Ruedi Schlapher	FMS 2.30.18	Switzerland	Switzerland	VML Yamaha	85			15	11	1
8	Gerton Kops	Gerwin Wijs	KNMV	Netherlands	Netherlands	BSU KTM	33					
9	Wolfgang Kuhn	Jochen Zimmermann	FMS 2.25.24	Germany	Germany	EML Yamaha	85	5	11	3	15	26
10	Jacky Janssen	Wiljam Janssen	KNMV 2.27.00	Netherlands	Netherlands	EML UHS	75	10	6	12	14	10
11	David Barat	Sebastian Bellaud	FFM	France	France		0					
12	Shaun Mallows	Jason Peters	ACU 2.26.68	England	England	KHR KTM	10					
13	Marco Bischof	Walter Neff	FMS 2.29.78	Switzerland	Switzerland	JHR Kawasaki	50					
14	Josef Brustmann	Premysl Novotny	DMSB 2.28.49	Germany	Czechoslovakia	EML Zabel	46	3	15			15
15	Are Kaurit	Arvo Laksberg	EMF 2.28.60	Estonia	Estonia	AYR Zabel	78	6	10	6	10	20
16	Henrik Sodergvist	Tobias Sylwan	SVEMO 2.29.71	Sweden	Sweden	EML MTH	41	7	9	5	11	20
17	Wilfred Van Werven	Ronnie Meulenbroek	KNMV 2.31.87	Netherlands	Netherlands	EML MTH	26					
18	Chris Etheridge	Gary Withers	ACU 2.29.56	England	England	BSU Zabel	2					
19	Benoit Beaumont	Emmanuel Rostaing	FFM 2.26.81	France	France		111	14	2	13	3	5
20	Stuart Brown	Luke Peters	ACU 2.28.96	England	England							
21	Werner Wittmann	Jurgen Jakk	DMSB 2.28.35	Germany	Estonia	Cradley Zabel	0	13	3			3
22	Eric Schrijver	Alco Van De Ketterij	KNMV 2.31.40	Netherlands	Netherlands	EML Zabel	48			7	9	9
23	Geert Devoldere	Michel Imbert	FFM 2.30.31	Belgium	France		3					
24	Erik Palinckx	Ramon Van Mil	FMB 2.28.79	Belgium	Netherlands	EML KTM	55	15	1	10	6	7
25	Kees Kuidhof	Kees Den Dekker	KNMV 2.32.66	Netherlands	Netherlands	BSU KTM	11	12	4	14	2	6
26	Marko Happich	Beat Meyer	DMSB 2.30.22	Germany	Netherlands	BSU KTM	11					
28	Alvar Korjus	Raimo Kaul	EMF 2.31.98	Estonia	Switzerland	EML MTH	42			9	7	7
29	Mickarl Poirier	Bertrand Poirier	FFM	France	Estonia	AYR MTH	0					
32	Peter Clark	John Chambers	ACU 2.29.46	England	France		1					
33	Colin Philpott	Ian Beavis	ACU 2.29.59	England	England	EML Zabel	0	8	8	8	8	16
35	Cenneth Engstrand	Stefan Nyberg	SVEMO 2.31.30	Sweden	England	KHR EML	9	11	5	11	5	10
36	David Surcin	Herve Allier	FFM 2.30.47	France	Sweden	BSU MTH	0					
41	Hugo De Vries	Rob Lukassen	MUL 2.34.38	Netherlands	France		14					
43	Martin Golz	David Keane	DMSB	Germany	Netherlands	VMC Zabel	0					
45	John Grahame	Gary Burt	ACU 2.32.58	England	England	VMC Zabel	5					
48	Johan Smit	Rene Ten Have	MUL 2.31.30	Netherlands	England	KHR EML	0					
49	Mike Bens	Patrick Nieuwenhuizen	KNMV	Netherlands	Netherlands	BSU Zabel	0					
50	Ullar Pold	Helgur Veeret	EMF	Estonia	Netherlands	VMC Zabel	23					
52	Ben Vanluchene	Dimitri Vandeursen	FMB	Belgium	Estonia	EML Zabel	5					
53	Jean Marie Ains	Hermann Lievre	FFM	France	Belgium	MTH VMC	0					
54	Scott Wilkinson	Colin Dunkley	ACU	England	France		0					
55	Kevin Turner	Garry Balsom	ACU	England	England	Zabel VMC	0					
56	Hans Rudilf Herren	Stefan Wulser	FMS	Switzerland	England	KTM BSU	0					
57	Kim Logan	Paul Hutchman	MCUI	England	Switzerland	KTM 640	0					
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KLAUS and THOMAS WEINMANN
Germany Riding Number 4



*Klaus and Thomas Weinmann
(Germany - Riding Number 4)*

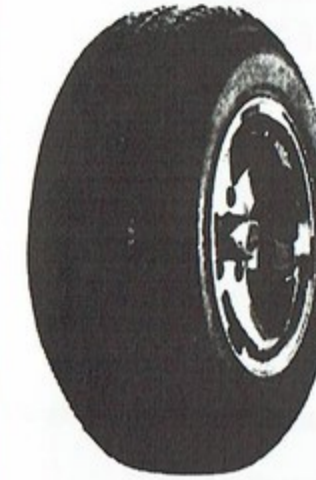
Klaus, 36, started racing in GP's in 1984 on a right-hand chair with Jürgen Hassold as his passenger. His first ever GP was at Frome where he achieved an incredible sixth place in race one.

In the following year Klaus broke his left leg twice in separate racing incidents and decided that in order to protect his weakened limb a left-hand sidecar was called for.

Initially the results were poor, but when he teamed up with younger brother Thomas in 1987 things started to change. Since then they have won the German Championship twice and to date they have won 16 GP races.

At the time of writing they are in second position in this year's World Championship.

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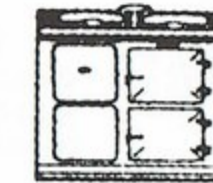
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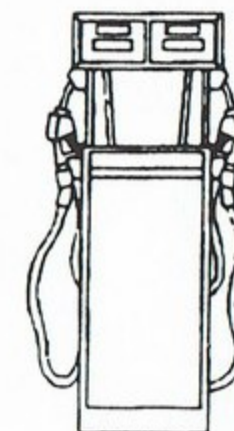
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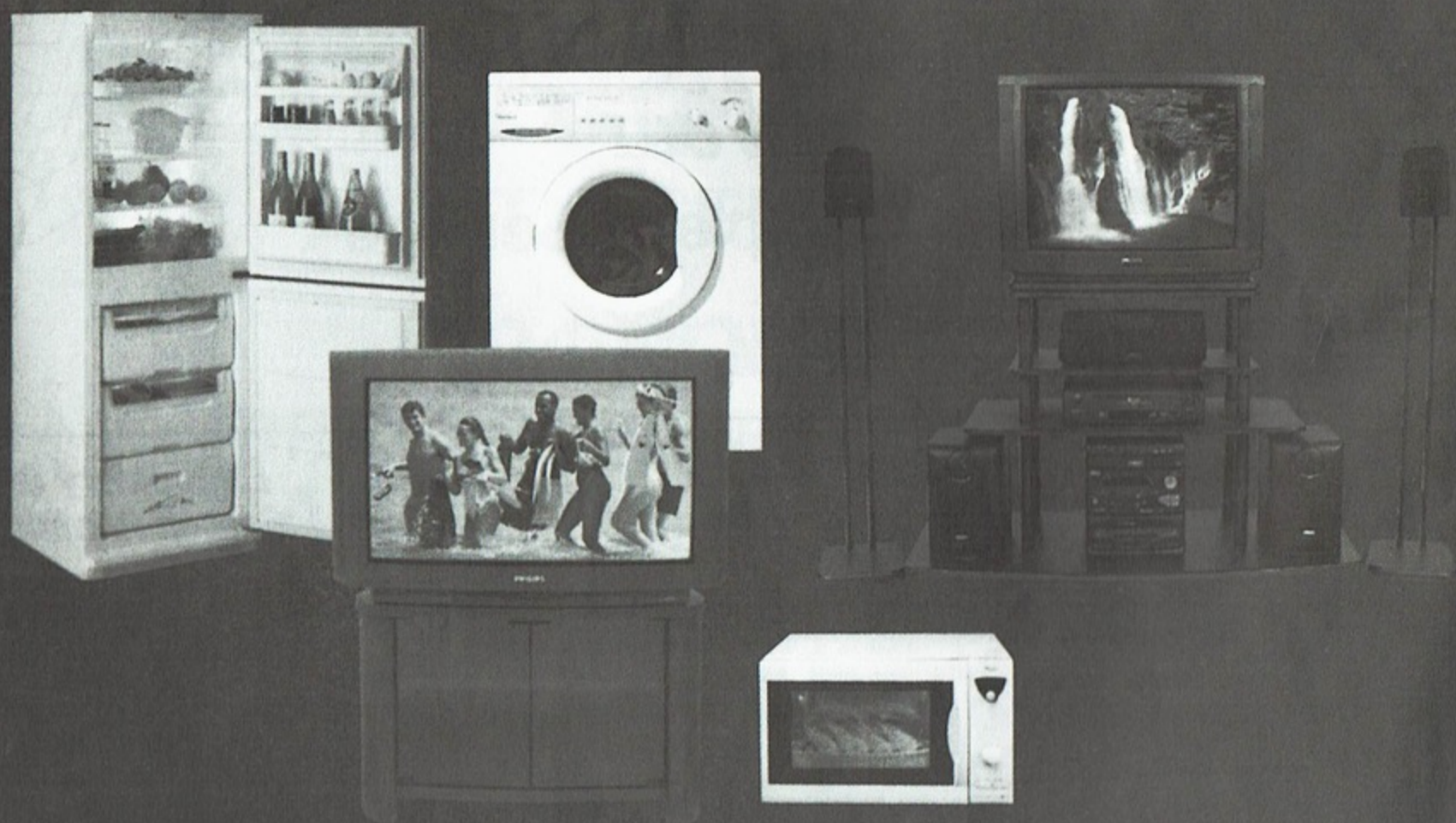
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SHAUN MALLOWS and JASON PETERS Great Britain Riding Number 12



Shaun Malloys and Jason Peters
(Great Britain - Riding Number 12)

Shaun and Jason's GP career has been in two halves with a gap between 1993 and 1995. During the pre '93 period they achieved three GP race wins and in '92 they finished in the top ten.

On their return to the scene the initial results were disappointing and it was not until the final round at Strassbessenbach, Germany in '96 that they again scored points.

In '97 things improved significantly with their best performance being a second place at Erbach, Germany (scene of their first two wins) in August. By the end of the year they had amassed 72 points and finished twelfth in the World Championship.

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V. ALLEN	1969	B. SPENCER / T. COUZENS
B. GOSS	1970	B. GOLLNER / T. COUZENS
B. GOSS	1971	J. TURNER / M. MERIDETH
B. GOSS	1972	N. THOMPSON / D. BEAVIS
V. EASTWOOD	1973	T. GOOD / J. RIXON
G. NOYCE	1975	N. THOMPSON / D. BEAVIS
C. SCRIVENS	1976	N. THOMPSON / G. WITHERS
G. NOYCE	1977	N. THOMPSON / G. WITHERS
G. NOYCE	1978	J. TURNER / M. RIPPER
S. BEAMISH	1979	J. TURNER / M. RIPPER
G. ROND	1980	T. GOOD / B. WILLIAMS
D. THORPE	1981	J. TURNER / D. HENLEY
D. THORPE	1982	D. FOX / J. COOPER
D. THORPE	1983	T. GOOD / G. WITHERS
B. STEELE	1984	T. GRAF / M. VON-ROTZ
P. LEASK	1985	K. LOGAN / S. RICE
H. CARLQVIST	1986	P. MILLARD / M. MILLARD
M. BENNETT	1987	R. BROOKS / A. BROOKS
S. COYLE	1988	C. ETHERIDGE / S. SKEATES
P. MALIN	1989	C. PHILPOTT / P. CHAPMAN
S. COYLE	1990	G. MECENE / E. MORGAN – GRAND PRIX
C. PRATLEY	1991	E. TIMMERMAN / E. VERHAGAN – GRAND PRIX
D. THORPE	1992	C. ETHERIDGE / G. WITHERS – GRAND PRIX
D. THORPE	1993	C. ETHERIDGE / G. WITHERS
R. HERRING	1994	C. ETHERIDGE / G. WITHERS
J. KARLSSON	1995	C. ETHERIDGE / G. WITHERS
M. EASTWOOD	1996	C. ETHERIDGE / G. WITHERS
M. EASTWOOD	1997	A. WENNINGER / J. JAKK

CHRIS ETHERIDGE and GARRY WITHERS Great Britain Riding Number 18



Chris Etheridge and Garry Withers
(Great Britain - Riding Number 18)

By their own admission Chris and Garry are in semi-retirement as far as GPs are concerned, but they definitely cannot be discounted on their home track.

In his GP career Chris has won five GP races, including taking the overall win at Langrish in '93. Garry, who is slightly older than Chris, has had six wins including three overall wins.

This year they are once again riding a Zabel-BSU, similar to that used in '93 when they took that overall win. With the home crowd behind them they could repeat that fantastic performance.

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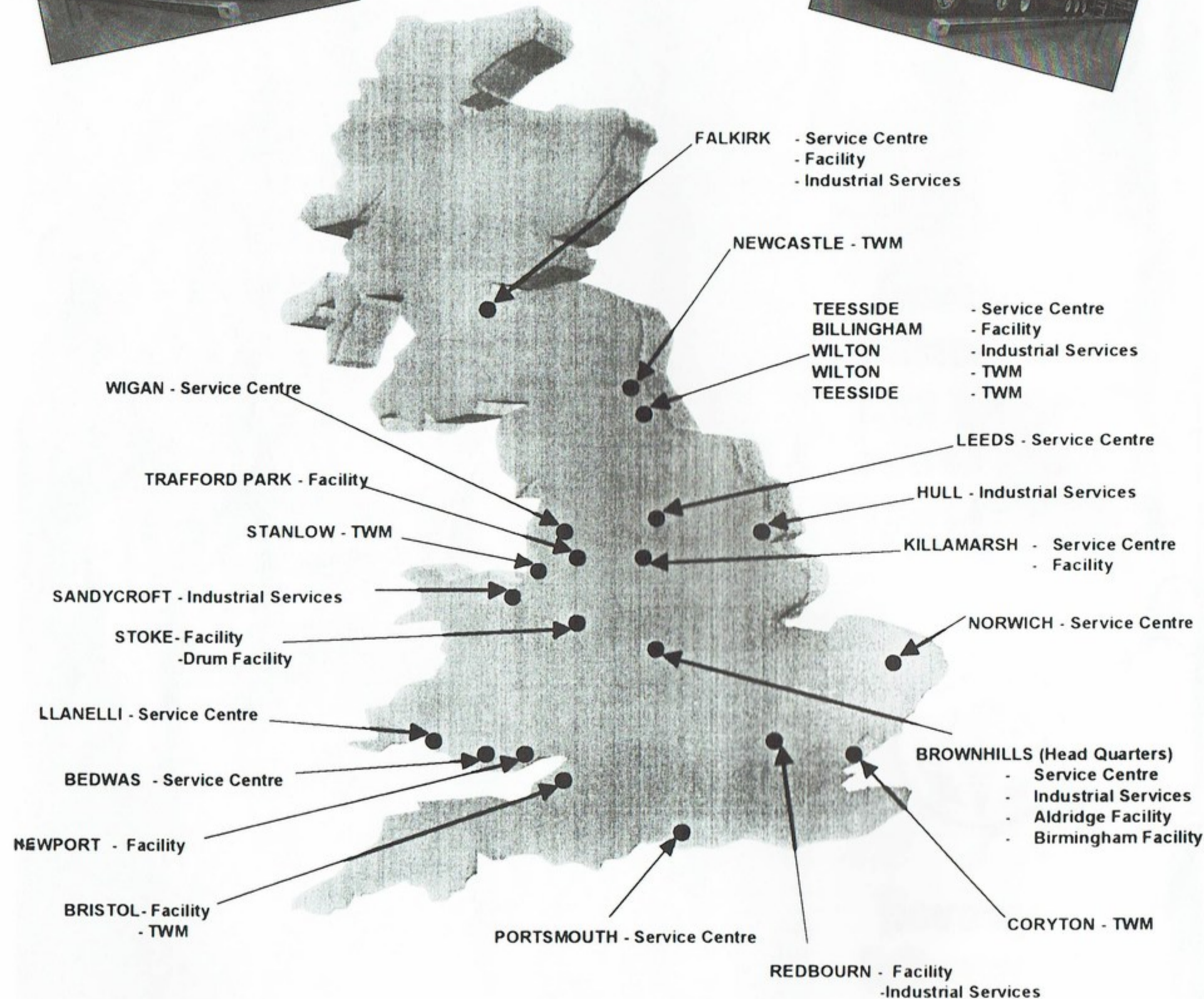
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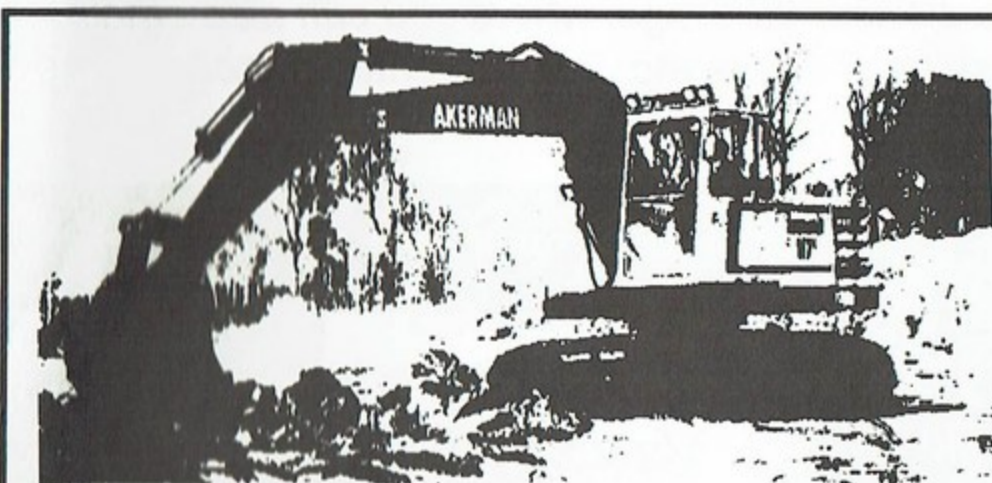
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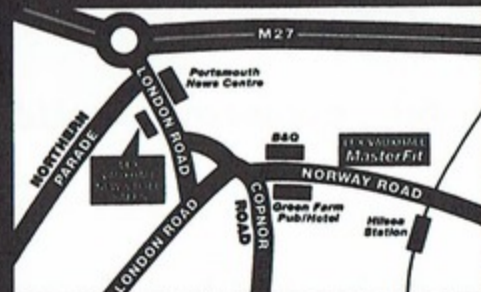
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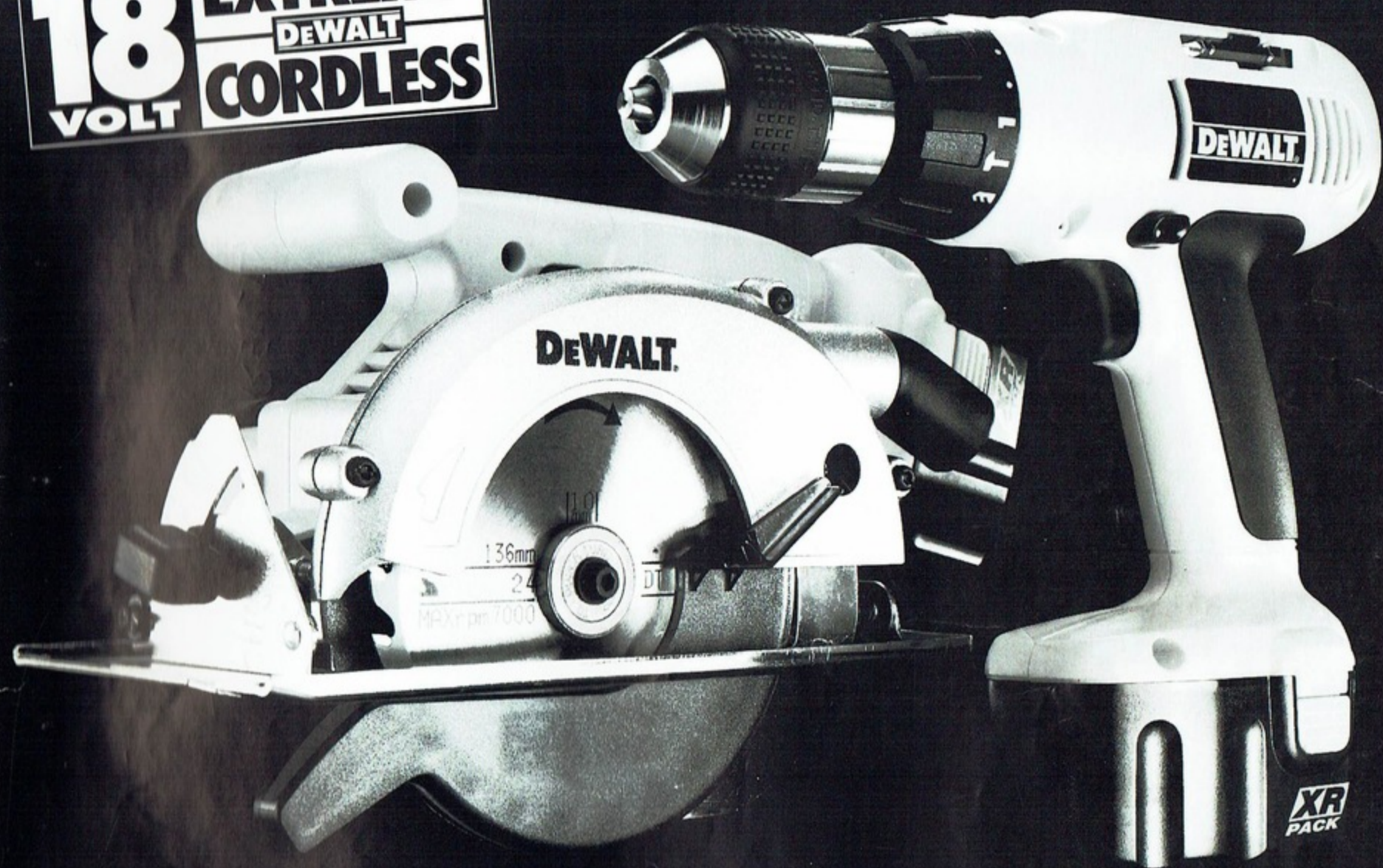


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