

1988 BRITISH 250 GRAND PRIX

INCORPORATING THE
CAMEL
CHALLENGE

MAY 28-29

FROME, SOMERSET

FREE

with
the June
issue
of



S U P P O R T E D B Y



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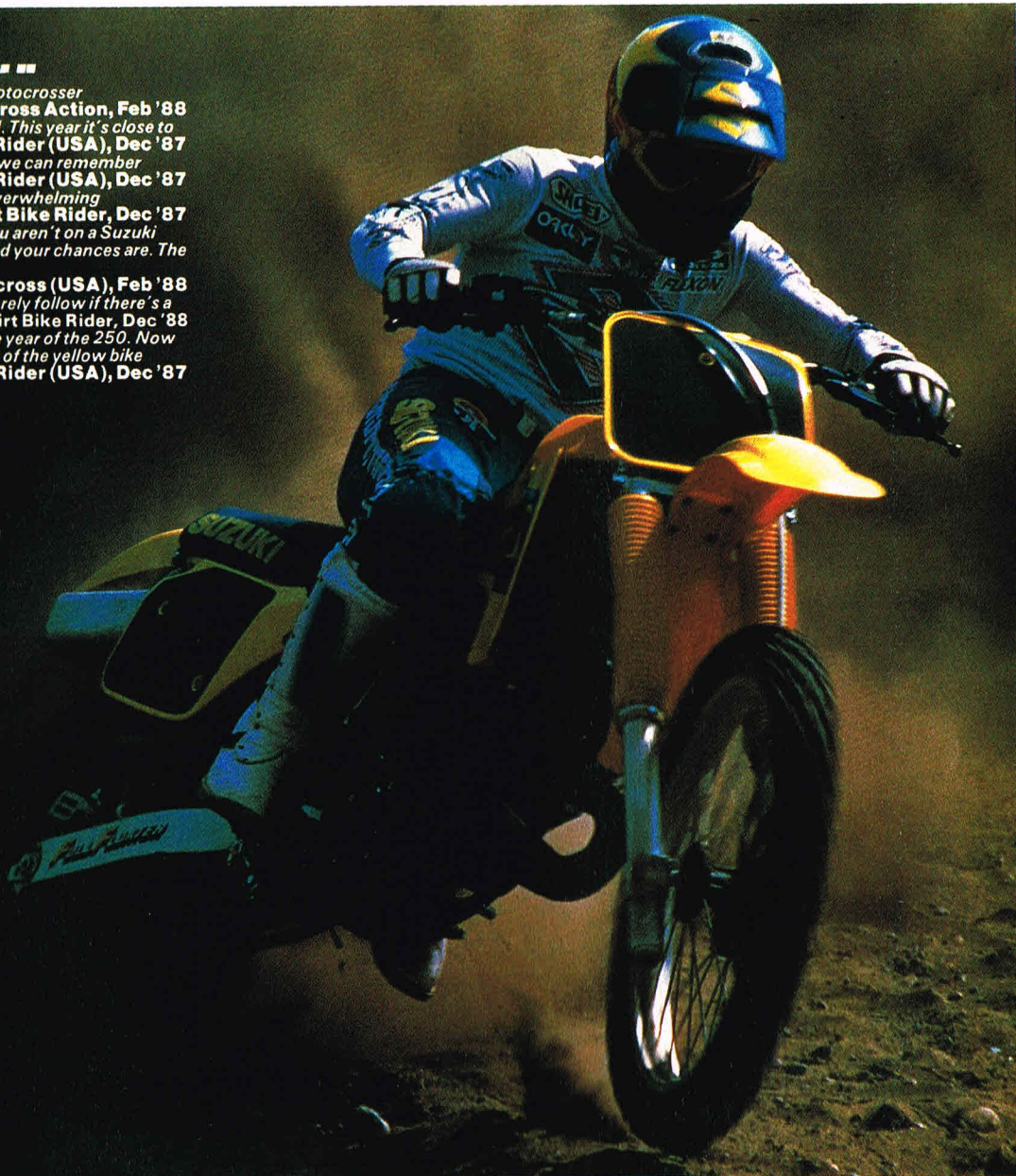
FOR CONDITIONS OF ENTRY SEE INSIDE



RM250—MAKING THE COMPETITION EAT DIRT...

Ask the press...

- The best suspended production motocrosser built **Motocross Action, Feb '88**
- Suzuki's '87 suspension was good. This year it's close to "works" **Dirt Rider (USA), Dec '87**
- This bike hits harder than any 250 we can remember **Dirt Rider (USA), Dec '87**
- The sense of power and speed is overwhelming **Dirt Bike Rider, Dec '87**
- If you're on the starting line and you aren't on a Suzuki you've got to be wondering how good your chances are. The Suzuki is the clear-cut winner **Super Motocross (USA), Feb '88**
- ... trophies on top of the TV will surely follow if there's a yellow bike in the garage **Dirt Bike Rider, Dec '88**
- We've already said that 1988 is the year of the 250. Now we can honestly say it's also the year of the yellow bike **Dirt Rider (USA), Dec '87**



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BEDS: Ron Humphreys M/Cs, Leighton Buzzard. 0525-375240
BUCKS: Ford & Ellis, Chesham. 0494 772343
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DEVON: Bridge Garage, Exeter. 0392 32654
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NOTTS: Rowan M/Cs, Nottingham. 0602 761361
SCOTLAND: Les Morrison M/Cs, Aberdeen. 0224 740672

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TYNE & WEAR: Bikesport, Newcastle upon Tyne. 0632 328970
WALES: E. T. James & Sons, Radnorshire. 0597 810481
WEST MIDLANDS: Dirt Wheels, Coventry. 0203 544818
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YORKS: Colin Appleyard, Keighley. 0535 606311
YORKS: Lee Bros M/Cs, Sowerby Bridge. 0422 831727

SECRETARY'S MESSAGE



Dear Sport Friends,
The Committee and Members of the Mortimer Motor Cycle Club, would like to welcome you all to Asham Woods for the 1988 British 250cc Grand Prix.

Unfortunately we could not be at our home circuit of Streatley Hills because of circumstances beyond our control, so we would like to take this opportunity to thank the Frome Club for allowing us to use their Grand Prix track.

The last time the Mortimer MCC organised an International Solo Event was in 1957, the then 250 Coupe de Europe which was held at Benham Park. That event attracted a crowd of 50,000 plus! How times have changed...

But here today we have the top 250cc drivers in the World, who will be aiming to claim at the end of the 1988 season the 250cc World Championship crown.

We would also take the opportunity to thank all 37,000 of you who signed the "Save Streatley" petition. Thank you!

We hope you all enjoy a good day's racing and have a safe journey home.

Yours in Sport,
Mark Boshier,
General Secretary,
Mortimer Motor Cycle Club

INTERNATIONAL 250cc MOTO CROSS GRAND PRIX OF GREAT BRITAIN

Sunday, 29th May, 1988

This event counts for the 1988 250cc Moto Cross (Individual) Championships of the World

President, Mr Joe Challis. Secretary, Mr Mark Boshier. Chairman, Mr Terry Burton. IMN/24/5. TTC 81/234. Permit No. ACU 1861.

INTERNATIONAL JURY

President, P. Anderson. Members: Finland, R. Liekens; France, P. Lamouroux; Netherlands, M. Bouw; Great Britain, A. Carter; Germany, W. Angele. And any of the representatives nominated by FMNs in accordance with International Code Art: 01.51.

STEWARDS

Appointed by the Mortimer MCC Mr J. Challis
Appointed by the Southern Centre Mr H. Nash
Appointed by the Wessex Centre Mr B. Horsey
Judge Mr J. Webb

OFFICIALS

International Clerk of Course Mr G. Allen
International Assistant Clerk of Course Mr M. Boshier
National Clerk of Course Mr B. Maggs
Secretary to the Jury Miss P. Miller
Press & Trade Stands Mr J. Roberts
Chief Marshall Mr G. Hanks
Starter Mr T. Burton
Chief Technical Steward Mr F. McCollm
Noise Meters Messrs G. Jacobs, D. White
Official Measurer Mr N. Goss
Chief Timekeeper Mr F. Henley
Flag Marshall Mr V. Goater
International Paddock Marshall Mr D. Hives
Lap Scorers Mrs Goater, Mrs Bowd
Medical Officer Dr D. Wallace
Medical Services Red Cross
Quartermaster Mr J. Moloy
Commentator Mr J. Mould
Security Ray Security Services
Public Address Ringwood Public Address
Secretary of the Meeting Mr M. Boshier

154 Westwood Road, Tilehurst, Reading, Berks

This meeting is held under the International Sporting Code of the FIM, and the National Sporting Code of the Auto Cycle Union, the Standing Regulation of the ACU, the Supplementary Regulations for this meeting issued by the Mortimer Motor Cycle Club.

Organised by the Mortimer Motor Cycle Club on behalf of the Auto Cycle Union and including Camel Challenge.

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Programme of Events

Saturday, 28th May, 1988

0900-1100 hrs: International Verification & Control
1115 hrs: International Jury Meeting (1).
1200-1300 hrs: International Free Practice.
1330-1430 hrs: International Free Practice.
International Qualifying Practice.
1515-1600 hrs: Group 'A'.
1615-1700 hrs: Group 'B'.
1715 hrs: International Jury Meeting (2).

Sunday, 29th May, 1988

0800-0930 hrs: National Scrutineering
0900-0930 hrs: International Free Practice.
0935-0950 hrs: National Haynes 4/Stroke Practice.
0955-1010 hrs: National Cafco 500cc Practice.
1015-1115 hrs: International Timed Practice.
1130 hrs: International Jury Meeting (3).
INTERVAL
1230 hrs: Race 1. Haynes 4/Stroke Championships. 20 mins + 1 Lap.
1300 hrs: Race 2. Cafco Solo Support. 20 mins + 1 Lap.
1400 hrs: Race 3. 1988 British 250cc Grand Prix. 40 mins + 2 Laps.
1500 hrs: International Jury Meeting (3).

INTERVAL
1515 hrs: Race 4. Haynes 4/Stroke Championship. 20 Mins: 1 Lap.
1545 hrs: Race 5. Cafco Solo Support. 20 Mins + 1 Lap.
1630 hrs: Race 6. 1988 British 250cc Grand Prix. 40 Mins + 2 Laps.
1715 hrs: Prize Giving.
1730 hrs: International Jury Meeting (5).

WIDE OPEN!

JACK BURNICLE sets the scene for the 1988 British 250cc Grand Prix



Early season injury has wrecked Briton Rob Herring's title hopes, but he'll still be as spectacular as ever as he goes for points.



Number 2 in the World, Finn Pekka Vehkonen leads the Cagiva charge.

It's white but it's a Suzuki. The rider of bike 31 is American Rodney Smith attacking John van den Berk in France.

THE World 250cc Motocross Championship has a long and illustrious history of British involvement, dating back to the early '60s when the legendary "Coddham Flyer" Dave Bickers twice won what was then a European crown on his factory Greeves.

But since then only the deceptively quiet West Countryman Neil Hudson has actually lifted the world crown, when, in 1981, his works Yamaha edged out Georges Jobe's Suzuki in the final race of the series.

Hudson immediately moved on to contest the 500 GP series and since then Danny LaPorte, Jobe himself, Heinz Kinigadner,

Jacky Vimond and Erik Geboers have all followed suit. Geboers' move, after winning the title in 1987, has left the destiny of this year's World 250 championship as open as it was when Jobe departed back in 1984. Then the powerful Austrian Kinigadner stepped in to lift his first world title from Frenchman Vimond and Englishman Jeremy Whatley. Jem on a Suzuki, had been the pre-season outside favourite, but despite winning the British Grand Prix that year at Newbury he failed to find the confidence and consistency necessary to go the whole way.

This year, at the opening round in the South of France, Jem once more proved his championship

potential with a scintillating win. This contrasted with the fortunes of the popular Kinigadner who, returning to the 250 GPs after two years on 500s, fell during training and broke a hand. Whatley had been largely overlooked by Continental pundits after a 1987 season derailed by a nagging shoulder injury. Now, fit and eager, the 25-year-old from Hampshire was proving once again to be a credible championship challenger.

Tragically, Kuni's KTM factory team-mate, Peter Hansson, who finished seventh last year, crashed early in the first moto of the French GP and badly injured a leg. The effervescent 23-year-old

Swede had won the hearts of British fans with a dynamic performance in last season's British round at Hawkstone Park, and will be sadly missed if the injury prevents him appearing this time.

The opposition to Whatley will nonetheless be severe! A classy Cagiva squad from the ambitious Italian factory comprises Pekka Vehkonen, Jorgen Nilsson and Gert-Jan van Doorn. The 1985 World 125 Champion Vehkonen beat Geboers on numerous occasions, including the British GP, during a fascinating fight for supremacy last year before having to settle for second place.

The 24-year-old Swede

Nilsson, 1987 No 3 on a Honda, also mounted the rostrum at Hawkstone Park in a Scandinavian whitewash. And van Doorn is a talented Dutchman who placed third in 1986, also on a Honda, then lost all of last season through injury but retains his Cagiva contract for a further year.

An equally impressive squad looked to be that of Yamaha, fronted by the reigning World 125cc Champion John van den Berk. The 20-year-old Berky has moved to the 250 class with the forthright intention of winning it. His bold, forceful style, bred in the boiling cauldron of 125 GP racing, makes him a hot contender, especially as, along with van Doorn, he is one of the few Dutchmen ever to genuinely master the slick, slippery tracks so alien to their native Holland.

The even more exciting 19-year-old Briton Rob Herring has already made a big name for himself abroad, especially as a stadium supercross specialist. But the Mitsui Yamaha team leader also wants to win world championships. He finished fifth in his rookie year and won a round in Yugoslavia, then broke the scaphoid bone in his left wrist during a New Year visit to America. Although he managed to come back for the first GP at Salindres, in France, Rob struggled with the discomfort of the injury. A genuine title

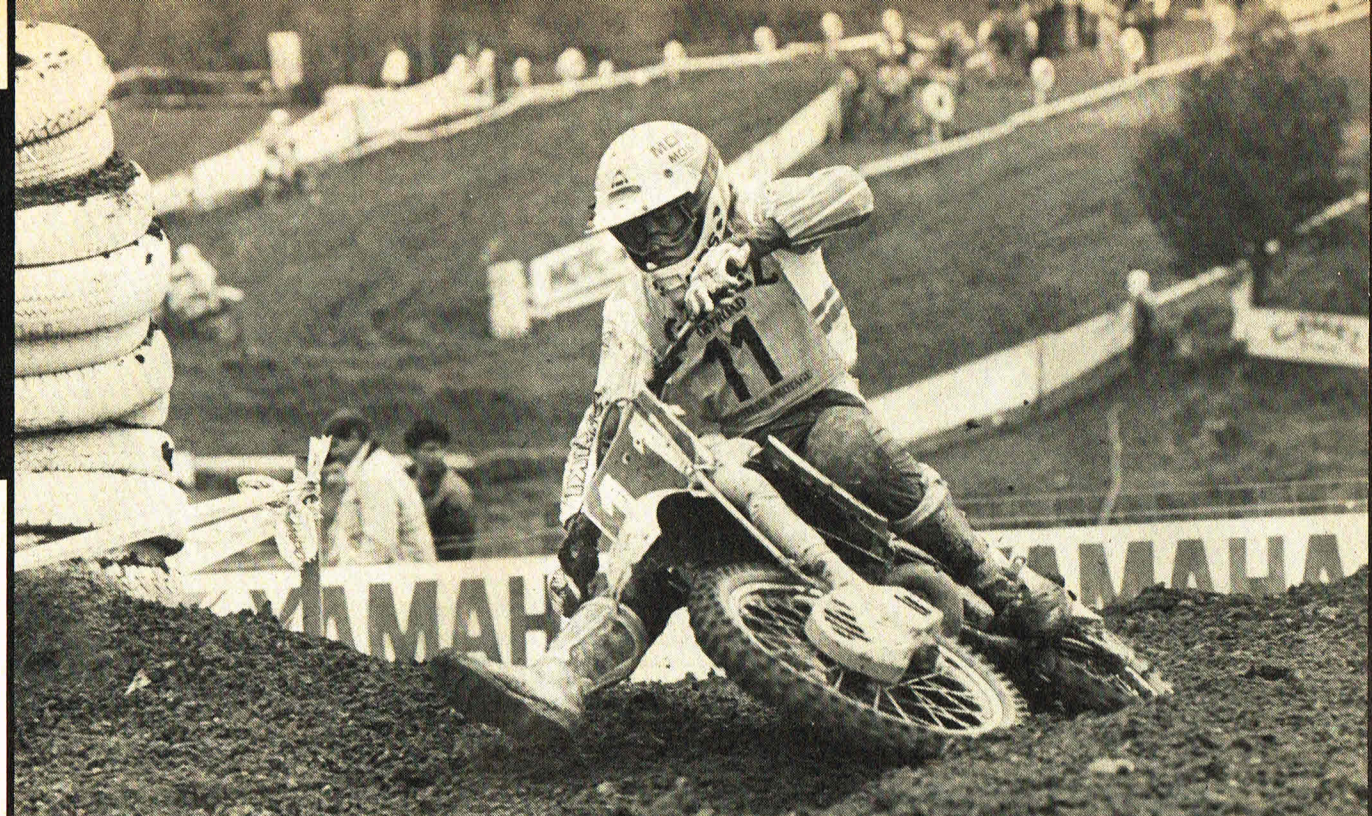
challenge already looks thwarted, but expect fireworks from a fully-fit Herring in front of his home crowd: Third team member Michele Fanton, is a fast but at times inconsistent Italian, who won the Spanish GP.

A real dark horse of the series is the USA's Rodney Smith. Smith was riding in South America last year for Honda when he took on the visiting European stars and trounced them in the Argentinian GP. Suzuki, suitably impressed with this performance, snapped up the 24-year-old to race the world series under the experienced guidance of their ex-World 125 Champion Michele Rinaldi. The team is backed almost exclusively by

World Champ in '84 and '85, Austrian Heinz Kinigadner has returned to his glory class this year — complete with an ultra-trick KTM. Sadly, the genial giant broke a hand in the opening GP.



Sixth in the world last year, Dane Soren Mortensen (Kawasaki) is looking for greater things in '88.



Two former rivals from South African schoolboy days are riding at Frome. One's called Geek, the other's called Spanner. Collin Dugmore is the former and he's pictured aboard his Suzuki. His mate Spanner is better known as Rob Herring.

WIDE OPEN!



A classic 250GP contest for the second race win in France, with Cagiva's Gert-Jan van Doorn chasing John van den Berk (Yamaha, 9), Rodney Smith (Suzuki, 31) and Beppi Andreani

Chesterfield, hence the unlikely red and white colour scheme for the usually yellow factory bikes which he shares with Whatley.

Another US visitor who startlingly failed to qualify for the opening GP is 1987 Daytona Supercross winner Ricky Ryan. It is hard to believe that the determined Ryan, racing Hondas,

will not emerge as a contender for grand prix honours once he has acclimatised to Europe.

Other Honda contenders fared better in France. Burley 24-year-old Yannig Kervella, son of the president of the French Federation, placed third overall in front of an excited home crowd, while balding veteran



No stranger to Britain, Leo Combee regularly crosses the Channel from Holland to train on our hard terrain tracks. Expect to see him on the leaderboard.



Rodney Smith's one of the more adaptable Americans. He's lived and raced in Brazil but this year is based in Italy and riding for the Chesterfield Rinaldi factory Suzuki team.

Guiseppe "Beppi" Andreani, backed by Honda Italy and White Power, overtook both Smith and van den Berk to score an outstanding second race win. Both men should show strongly on hard, fast tracks.

Kawasaki is represented by multiple Danish Champion Soren Mortensen. The 28-year-old Soren last year enjoyed his best season in a decade of grand prix racing when he finished sixth on a Yamaha. Also on the green machines for 1988 are flamboyant Italian Adriano Ferrarini, experienced Belgian Marc Vekleners and the West German Roland Diepold. The latter is joined on a German licence by 19-year-old Suzuki starlet Collin "Geek" Dugmore, originally out of South Africa and a close schoolboy chum of Rob Herring. Geek's radical stadium style will be well worth watching.

More Scandinavian challengers are headed by Swedish Yamaha duo Peter Johansson and Anders Eriksson. The latter won the 1985 Italian GP and subsequently commanded a works Yamaha ride, but had his chance ruined by a persistent knee injury. Other

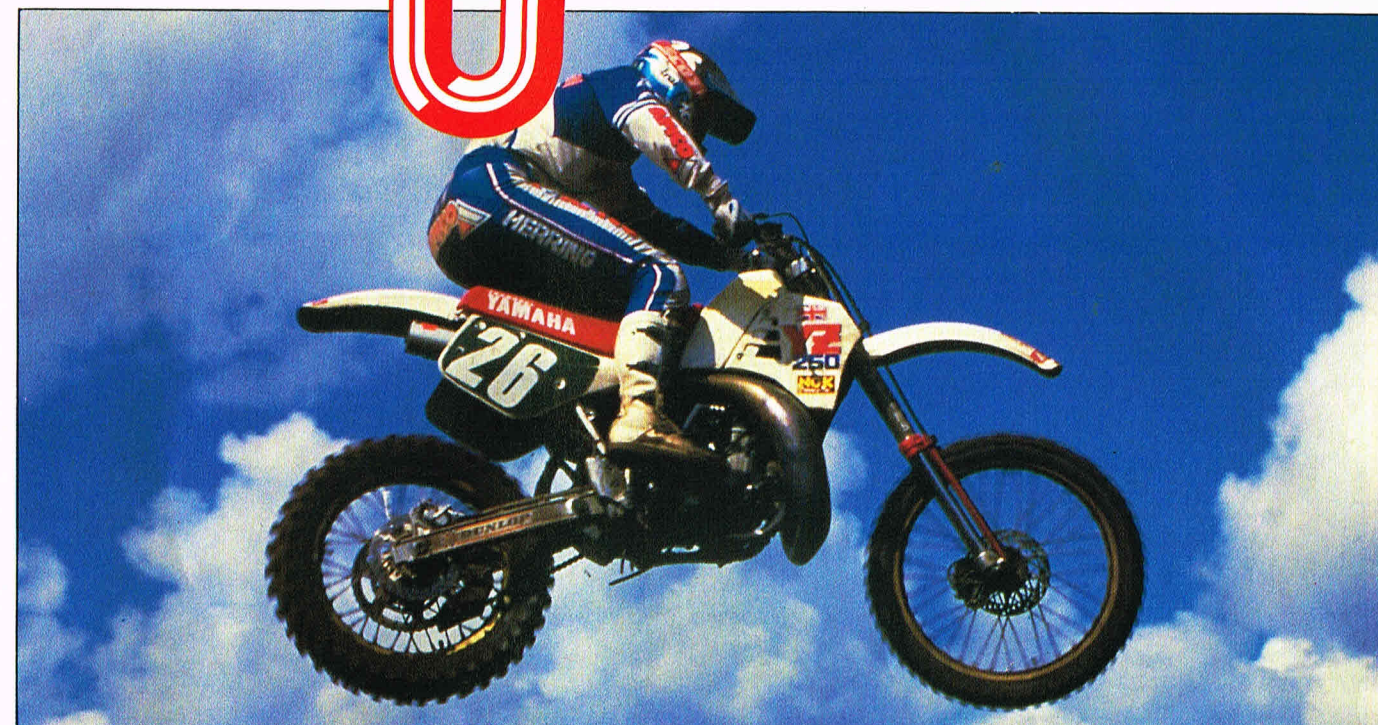
Honda hotshoes include the veteran 28-year-old Frenchman Patrick Fura — the original teenaged comingman of 1980! — 1986 champ Jacky Vimond's younger brother, Christian, and the quick Belgian Peter Dirckx.

A hefty contingent of conventional sand-loving Dutchmen will be headed by last year's surprise eighth placeman Leo combee (Kawasaki) and the promising teenager Mark Smits (Venko Honda). Both featured strongly last season at Hawkstone Park, that Dutch haven in the heart of Shropshire, but will find it tougher going this time around.

Finally, British interest will be further stimulated by Whatley's team-mate on Heron Suzuki, the young Oxfordshireman Mark Bennett, Cradley Kawasaki's Midlander Barry Johnson, and Gloucesterman Brian Wheeler on the Fowler's Kawasaki. Altogether its an awesome line-up for the British 250 Grand Prix, fifth round in this, the most open and hotly contested class of World championship motocross!



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THE STARS IN PROFILE



The popular genial giant and double World 250 Champion Heniz Kinigadner broke a bone in his hand in the opening French GP, but should be back in action at the British round. He'll be riding a very special factory KTM.



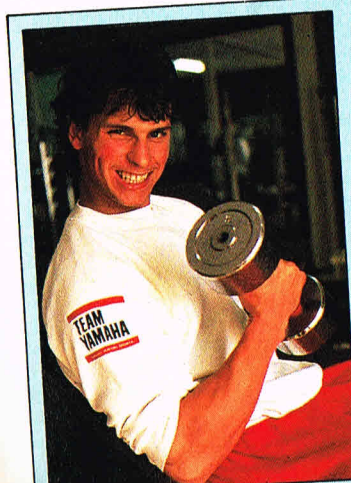
Britain's man of the moment Jem Whatley heads race one of the 1988 World 250 Championship in France from Gert-Jan van Doorn (10), John van den Berk (9), Soren Mortensen (6), Jorgen Nilssen (3), Anders Eriksson (66), Rodney Smith (31) and Beppi Andreani (84).



JEREMY WHATLEY

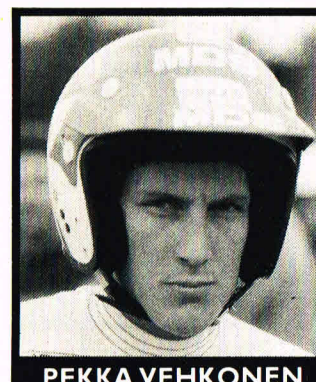
NATIONALITY: British
AGE: 25
HEIGHT: 172cm
WEIGHT: 70kg
EYES: Blue
HAIR: Brown
STAR SIGN: Sagittarius
MARITAL STATUS: Single and willing
BIKE: Suzuki RM250
WORLD TITLES: None
GP WINS: Who knows?/fair few
FAVOURITE TRACK: Hawkstone Park

FAVOURITE FOOD: Prawn Cocktail
FAVOURITE DRINK: Cider
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Can't give information like that out!
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Roger De Coster
SPONSORS: Suzuki, Clover, DID, Dunlop, NGK, MotoAir, Shell, Renthal, Arrow, MXA Racing, Sidi, Bieffe, Dunlop, Putoline



JOHN VAN DEN BERK
NATIONALITY: Dutch
AGE: 20
HEIGHT: 175cm
WEIGHT: 71kg

EYES: Brown
HAIR: Brown
STAR SIGN: Taurus
MARITAL STATUS: Single
BIKE: Yamaha
WORLD TITLES: '87 World 125cc Champion
GP WINS: Eight
FAVOURITE TRACK: Sand tracks
FAVOURITE FOOD: Spaghetti, macaroni, tortellini, pasta
FAVOURITE DRINK: Fresh orange
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Pekka Vekkonen
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Dave Stribos
SPONSORS: Yamaha, Cabbalero, Dunlop, Bieffe, Regina, Motul, Alpinestars, Yoko, JB, Ohlins



PEKKA VEKKONEN

NATIONALITY: Finnish
AGE: 23
HEIGHT: 177cm
WEIGHT: 72kg
EYES: Blue
HAIR: Brown
STAR SIGN: Gemini
MARITAL STATUS: Single
BIKE: Cagiva
WORLD TITLES: World Champion '85 (125cc), Runner-up World Champion '87 (250cc)
GP WINS: Many
FAVOURITE TRACK: Many tracks in France
FAVOURITE FOOD: Spaghetti
FAVOURITE DRINK: Water and Tea
SPONSORS: Cagiva, MDS, Scott, Day, Saporiti, North State, Sinisalo



GERT-JAN VAN DOORN

NATIONALITY: Dutch
AGE: 23
HEIGHT: 180cm
WEIGHT: 80kg
EYES: Green
HAIR: Brown
STAR SIGN: Sagittarius
MARITAL STATUS: Single
BIKE: Cagiva
WORLD TITLES: None
GP WINS: Four
FAVOURITE TRACK: Any Dutch track/Hawkstone Park
FAVOURITE FOOD: Spaghetti
FAVOURITE DRINK: Chaudfontaine
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Randy Mamola/John van den Berk
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Van den Berk!
SPONSORS: WP, Premier, Stuupeke, Bouo, Pirelli, Cagiva



JORGEN NILSSON

NATIONALITY: Swedish
AGE: 24
HEIGHT: 178cm
WEIGHT: 78kg
EYES: Green
HAIR: Brown
STAR SIGN: Scorpio
MARITAL STATUS: Single
BIKE: Cagiva
WORLD TITLES: None
GP WINS: 3
FAVOURITE TRACK: Unadilla/Farleigh Castle
FAVOURITE FOOD: Spaghetti
FAVOURITE DRINK: Mineral Water and Apple Juice
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Anyone
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Torsten Hallman
SPONSORS: WP, Cagiva, Arai, JT, Alpinestars, Scott, Unic, NGK, Castrol, Dunlop, Volvo, Polar, Arrow, Regina



SOREN MORTENSEN

NATIONALITY: Danish
AGE: 28
HEIGHT: 174cm
WEIGHT: 74kg
EYES: Brown
HAIR: Dark
STAR SIGN: Pices
MARITAL STATUS: Married to Conny
BIKE: Kawasaki
WORLD TITLES: None
GP WINS: None
FAVOURITE TRACK: Tracks where you are allowed to ride!
FAVOURITE FOOD: McDonalds
FAVOURITE DRINK: Beer
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Pekka Vekkonen
WHO WOULD YOU

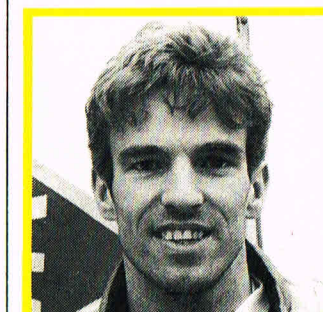
MOST LIKE TO HAVE RACED AGAINST: Joel Robert
SPONSORS: Kawasaki, K. J. Rasmussen Enterprises, SBS, Bridgestone, M. Robert, BV Cross, TV-Vagten, Polar Caravans, WP, Top Racing, Skovby Autoverksted, Korsvej Antolak, Andelshanken, Team Danmark



PETER HANSSON

NATIONALITY: Swedish
AGE: 23
HEIGHT: 178cm
WEIGHT: 83kg
EYES: Blue
HAIR: Blond
STAR SIGN: Scorpio
MARITAL STATUS: Girlfriend — Gunnel Astrand
BIKE: KTM
WORLD TITLES: 2 times Enduro World Champion '83-'85
GP WINS: None
FAVOURITE TRACK: Kulltorps Høla
FAVOURITE FOOD: Gordon Blue (!)
FAVOURITE DRINK: Milk
WHO ARE YOUR MOST DANGEROUS/RESPECTED RIVALS: In Sweden, Peter Johansson; in GPs, None

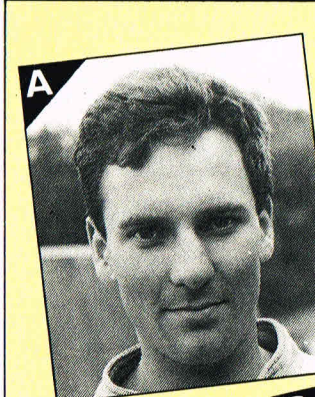
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Torsten Hallman
SPONSORS: Leasing Consult, Boeri, Acerbis, Sidi, Scott, Castrol, NGK, Bank Alfa, Tackla, Dunlop, Arrows



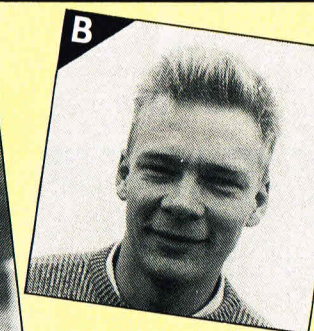
LEO COMBEE

NATIONALITY: Dutch
AGE: 25
HEIGHT: 183cm
WEIGHT: 74kg
EYES: Brown
HAIR: Dark blond
STAR SIGN: Leo
MARITAL STATUS: Single
BIKE: Kawasaki
WORLD TITLES: None
GP WINS: None
FAVOURITE TRACK: Campos (Brazil), Hawkstone Park
FAVOURITE FOOD: Salad
FAVOURITE DRINK: Coffee
WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Eric Geboers
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: G. J. van Doorn!
SPONSORS: Kawasaki Nederland, Sinisalo, Arai, Putoline, Twin Air, Regina, Afam, Renthal, Dunlop, Alpine stars

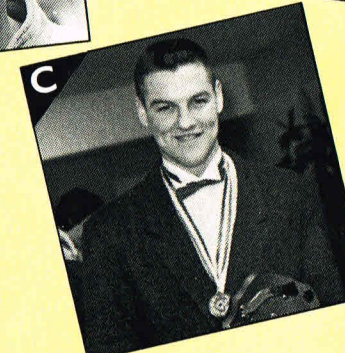
BRITS IN ACTION



A Mark Bennett (Heron Suzuki)

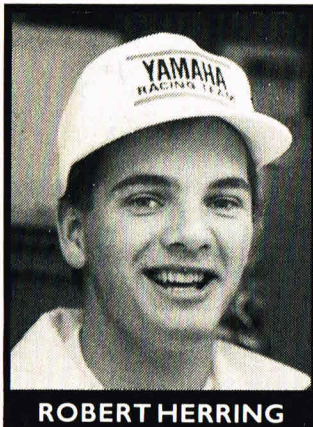


B Barry Johnson (Cradley Kawasaki)



C Brian Wheeler (Fowlers Kawasaki)

THE STARS IN PROFILE



ROBERT HERRING

NATIONALITY: British
AGE: 19
HEIGHT: 182cm
WEIGHT: 78kg
EYES: Blue
HAIR: Dark Brown
STAR SIGN: Capricorn
MARITAL STATUS: Single
BIKE: Yamaha
WORLD TITLES: None as yet
GP WINS: 250 GP '87 Yugoslavia
FAVOURITE TRACK: Elsworth Park
FAVOURITE FOOD: All Italian food
FAVOURITE DRINK: Milk
WHO ARE YOUR MOST DANGEROUS/RESPECTED RIVALS: Respect all riders; most dangerous is Dickie Dye on any supercross track!
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Roger De Coster, Heikki Mikkola
SPONSORS: Apico, Arai, Scott, Alpinestars, Yamaha, Loctite, Dunlop, Afam, NGK, Slechten, Acerbis, Tecnoel, Ohlins, Pro Racing, Uni-fit, Renthal, Motul



RODNEY SMITH

NATIONALITY: American
AGE: 24
HEIGHT: 170cm
WEIGHT: 68kg
EYES: Blue

HAIR: Brown
STAR SIGN: Aquarius
MARITAL STATUS: Single
BIKE: Chesterfield Rinaldi Suzuki
WORLD TITLES: None
GP WINS: 1987 Argentina GP
FAVOURITE TRACK: Brazilian GP course
FAVOURITE FOOD: Italian food
FAVOURITE DRINK: Gatorade and water

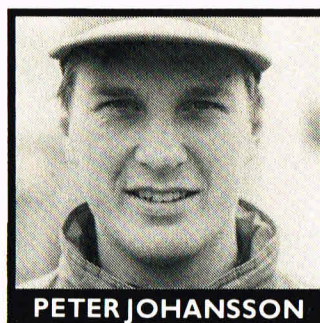


Yannig Kervalla, the 24-year-old French Honda rider is having his best season ever, finishing a popular third in his home GP.



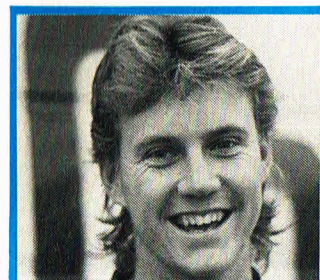
Flying Finn Pekka Vehkonen loves the natural terrain circuits and is expected to figure near the front on his factory Cagiva.

WHO IS YOUR MOST DANGEROUS/RESPECTED RIVAL: Everyone on the line
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Roger De Coster
SPONSORS: Suzuki, Chesterfield, Elf, Axo, Bieffe, Arrow, UFO, Smith Goggles, Tecnoel



PETER JOHANSSON

NATIONALITY: Swedish
AGE: 22
HEIGHT: 188cm
WEIGHT: 77kg
EYES: Blue
HAIR: Blond
STAR SIGN: Rick Johnson (and he looks like RJ too!)
MARITAL STATUS: Single
BIKE: Yamaha
WORLD TITLES: None
GP WINS: My best race was '86 Swedish GP — second
FAVOURITE TRACK: Hawkstone Park
FAVOURITE FOOD: Pasta
FAVOURITE DRINK: Fanta
WHO ARE YOUR MOST DANGEROUS/RESPECTED RIVALS: Many, but in Sweden Peter Hansson
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Rolf Tibblin
SPONSORS: Yamaha Sweden, Dunlop, JT, Castrol



COLLIN DUGMORE

NATIONALITY: South African
AGE: 19
HEIGHT: 193cm
WEIGHT: 77kg
EYES: Blue
HAIR: Blond
STAR SIGN: Taurus
MARITAL STATUS: Single
BIKE: Kurz Suzuki
WORLD TITLES: None
GP WINS: Not yet
FAVOURITE TRACK: Goldbach, W. Germany
FAVOURITE FOOD: Pasta
FAVOURITE DRINK: Fruit juices
WHO ARE YOUR MOST DANGEROUS/RESPECTED RIVALS: Olivier Perrin/Spanner (Rob Herring), Eric Geboers
WHO WOULD YOU MOST LIKE TO HAVE RACED AGAINST: Roger De Coster
SPONSORS: Kurz Suzuki, Dunlop, UFO, Castrol, PBRI, CB Sport, ND Denso, Ohlins, Regina, Alpinestars, Twin Air, Tecnoel, Zaccarin, MDS, Scott, New Fran

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SUZUKI

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RM 125J, 2 only £2199
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KX 80, sold out £1129
KX 100, sold out £1329
KX 250, 2 left £2429
KX 500, 1 left £2479
KDX 200, in stock ... £1699

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YAMAHA YZ 80 T, '87 £695	HONDA CR 125 RF, '85 £795
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YAMAHA YZ 250 S, '86 £995	HONDA CR 150 RH, '87 £1295
YAMAHA YZ 250 T, '87 £1345	
YAMAHA YZ 490 S, '86 £975	KAWASAKI KX 100, '87 £875
SUZUKI RM 125 G, '86 £895	KAWASAKI KX 500, '87 £1495
SUZUKI RM 250, '85 £795	KAWASAKI KX 80, '87 £765

BRITISH 250cc GRAND PRIX

40 minutes plus two laps

RACE ONE

LAP CHARTS

RACE TWO

No	Name	Machine	cc	Country
2	Pekka Vehkonen	Cagiva	250	Switzerland
3	Jorgen Nilssen	Cagiva	250	Sweden
5	Rob Herring	Yamaha	250	Britain
6	Soren Mortensen	Kawasaki	250	Denmark
7	Peter Hansson	KTM	250	Sweden
8	Leo Combee	Kawasaki	250	Holland
10	Gert Jan van Doorn	Cagiva	250	Holland
11	Peter Dirkx	Honda	250	Belgium
12	Marc Velkeneers	Kawasaki	250	Belgium
14	Rik Claus	Suzuki	250	Belgium
15	Jack Westdorp	Kawasaki	250	Belgium
16	Robert Greisch	Kawasaki	250	Belgium
17	Peter Iven	Suzuki	250	Belgium
18	Jorn Thomsen	Honda	250	Denmark
19	Soren Ebbesen	Suzuki	250	Denmark
20	Claus Nielsen	Yamaha	250	Denmark
21	Jan Jespersen	Honda	250	Denmark
22	Karl Tiainen	Suzuki	250	Finland
23	Jyrki Vuorinen	Honda	250	Finland
24	Mika Sironen	Cagiva	250	Finland
25	Juha Haikonen	Kawasaki	250	Finland
26	Kalle Rintala	Kawasaki	250	Finland
27	Yann Guedard	Honda	250	France
28	Christian Vimond	Honda	250	France
29	Yannig Kervella	Honda	250	France
30	Olivier Perrin	Suzuki	250	France
31	Patrick Fura	Honda	250	France
32	Francois Flick	Honda	250	France
33	Jean Michel Biquet	Honda	250	France
34	David Trigo	Honda	250	France
35	Michael Heutz	Suzuki	250	Germany
36	Collin Dugmore	Suzuki	250	Germany
37	Alois Niedermayr	Suzuki	250	Germany
38	Henry Van Den Berg	Suzuki	250	Germany
39	Roland Diepold	Kawasaki	250	Germany
40	Thomas Kneip	Honda	250	Germany
41	Frank Lach	Honda	250	Holland
42	Willie Van Den Laar	Honda	250	Holland
43	Karel Jan Beckers	Honda	250	Holland

No	Name	Machine	cc	Country
44	Theodoor Bouchee	Honda	250	Holland
45	Mark Smits	Honda	250	Holland
46	John Van Den Berk	Yamaha	250	Holland
47	Julian Clarke	Suzuki	250	Ireland
48	Michele Fanton	Yamaha	250	Italy
49	Paolo Caramellino	Kawasaki	250	Italy
50	Luigi Cesari	Kawasaki	250	Italy
51	Adriano Ferrarini	Kawasaki	250	Italy
52	Giuseppe Andreani	Honda	250	Italy
53	Trampas Parker	KTM	250	Italy
54	Thierry Fors	Kawasaki	250	Luxembourg
55	Jorn Snellingen	Suzuki	250	Norway
56	Hakom Huseby	Yamaha	250	Norway
58	Pablo Colomina	Yamaha	250	Spain
59	Serge David	Honda	250	Switzerland
60	Rick Ryan	Honda	250	U.S.A.
61	Jem Whatley	Suzuki	250	Britain
62	Robert Meek	Honda	250	Britain
63	Barry Johnstone	Kawasaki	250	Britain
64	Mark Fulton	Kawasaki	250	Britain
65	Mark Bennett	Suzuki	250	Britain
66	Brian Wheeler	Kawasaki	250	Britain
67	Gary Butcher	Yamaha	250	Britain
68	Rodney Smith	Suzuki	250	U.S.A.
69	Toni Gaberthuel	Yamaha	250	Switzerland
70	Arnold Irniger	Honda	250	Switzerland
71	Peter Johansson	Yamaha	250	Sweden
72	Anders Eriksson	Yamaha	250	Sweden
73	Torbjoern Axelsson	Honda	250	Sweden
74	Michael Frisk	Yamaha	250	Sweden
75	Joakim Hansson	Kawasaki	250	Sweden
76	Kent Jernstroem	Yamaha	250	Sweden
78	Rony Weustenraed		250	Belgium
79	Mario Martens		250	Belgium
80	Denis Birrer	Suzuki	250	Switzerland
81	Ingo Gerstl	Honda	250	Austria
82	Heinz Kinigardner	KTM	250	Austria
83	Monti Michele	Kawasaki	250	San Marino

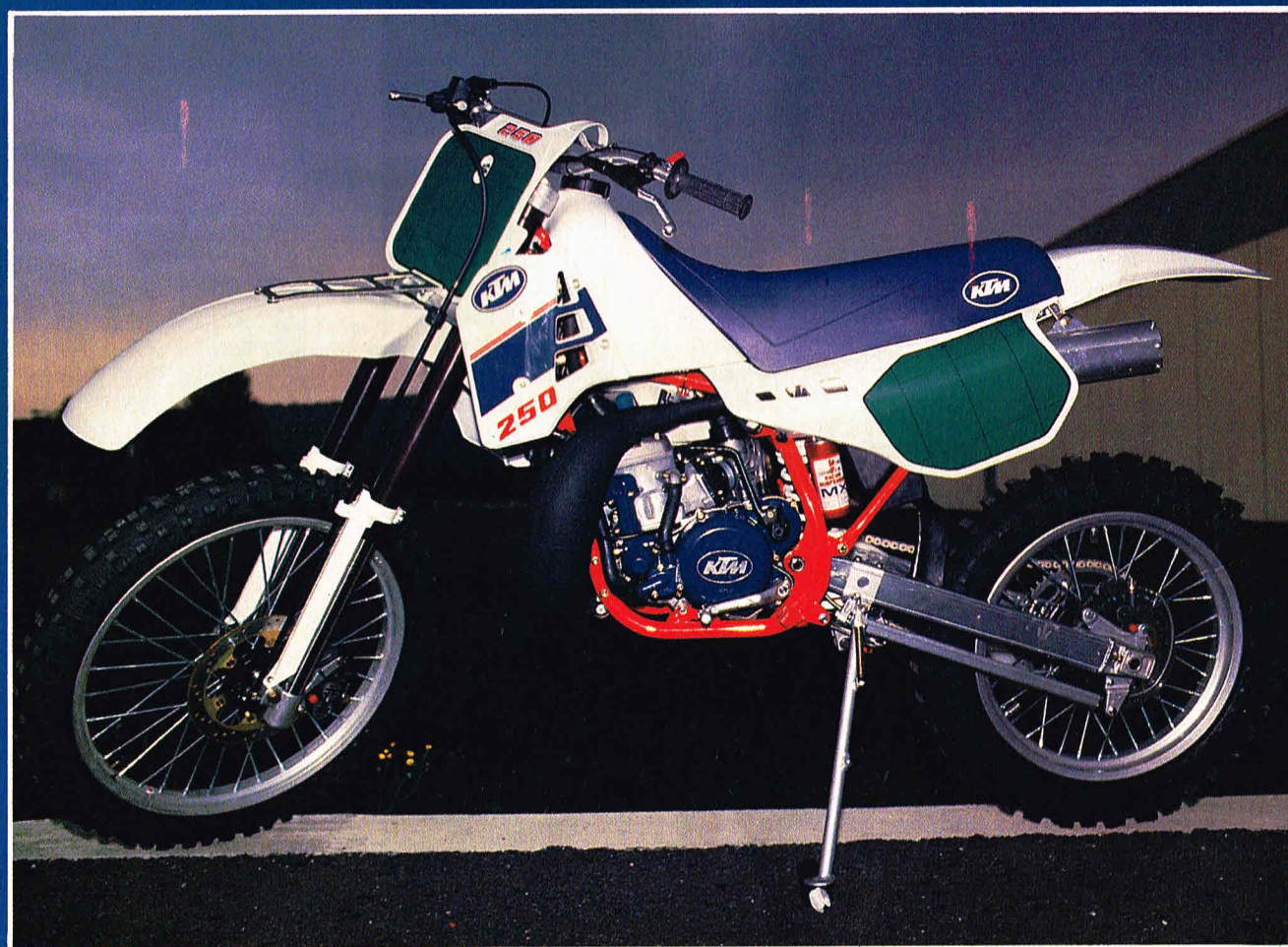
RACE ONE:		2
3		4
5		6
7		8
9		10

RACE TWO:		2
3		4
5		6
7		8
9		10

OVERALL:		2
3		4
5		6
7		8
9		10



MAKE THE GATE IN '88



SPECIFICATIONS

Engine..... Liquid-cooled 2-stroke, reed induction
Capacity..... 247cc
Bore & Stroke..... 67.5mm x 69mm
Carburation..... Dell'Orto 38mm flatside
Ignition..... SEM
Max power (claimed)..... n/a
Max torque (claimed)..... n/a
Transmission..... 5 speed
Clutch..... wet multiple
Tyres..... Dunlop K90
Front..... 90/90 x 21
Rear..... 120/90 x 18

Brakes:
Front..... 240mm disc, twin piston caliper
Rear..... 200mm disc, floating twin piston caliper
Suspension:
Front..... White Power 4054, adj comp, 300mm travel
Rear..... White Power, piggyback shock, adj comp/rebound, 340mm travel
Weight..... 98.5kg
Wheelbase..... 1470mm
Ground clearance..... 385mm
Seat height..... 983mm
Fuel capacity..... 9 litres
Horsepower..... 52.3

UK DEALERS

AVON

WEBBS OF WARMLEY, High Street, Warmley, Bristol.
Tel: 0272 673676

BEDFORDSHIRE

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HEREFORDSHIRE

H. & C. CECIL, Eastnor House, Worcester Road, Ledbury, Hereford.
Tel: 0531 2745

KENT

VIC EASTWOOD, London Road, Swanley, Kent. Tel: 0322 69469

LANCASHIRE

KAIS MOTOCROSS, Punchbowl Garage, Atherton, Lancs.
Tel: 0942 896366

MID GLAMORGAN

RICHARDS RACING, 161 City Road, Cardiff. Tel: 02222 491250

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Tel: 0604 36760

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NORMAN WATT MOTORCYCLES, Temple Crossroads, 151 Saintfield Road, Boardmills, Lisburn, NI. Tel: 084 663 766

POWYS

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HARDY'S, Union Road, Newhall, Burton on Trent, Staffs.
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MOTORITE COMP SHOP, 137-139 Hook Road, Surbiton, Surrey.
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SQUIRES MOTORCYCLES, 185 Westgate Road, Newcastle upon Tyne, Tyne & Wear. Tel: (091) 2329072

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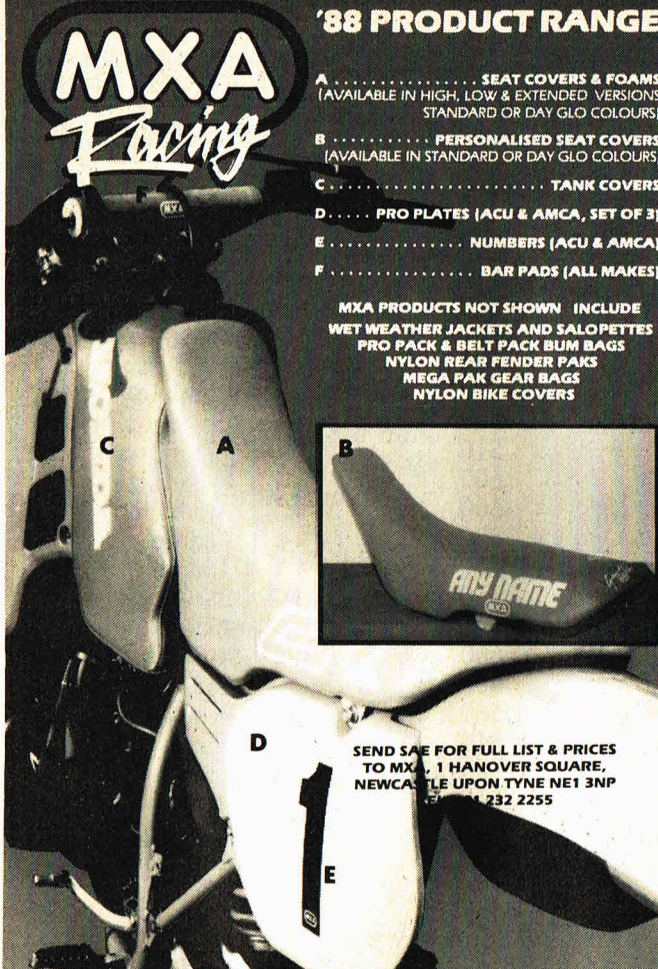
INTERNATIONAL "CAFCO" SUPPORT

20 minutes plus one lap

No	Name	Machine	cc	Town
3:	ANDY NICHOLLS	Honda	500	Thatcham
6:	GREG HANSON	Kawasaki	500	High Wymcombe
9:	MARK BANKS	Honda	500	Bury St Edmunds
15:	DAVE WATSON	Honda	500	Dymock
17:	ALAN MORRISON	KTM	250	Killyleagh
19:	STUART COYLE	KTM	500	Builth Wells
25:	ANDREW GILBERT	Kawasaki	250	Looe
26:	ANDY WATKINS	Yamaha	250	Llanywern
31:	RUSS JARMAN	KTM	500	Thorpe
32:	CARL SHAW	Kawasaki	500	Bishop Auckland
33:	TIM WHEELER	Honda	500	Wotton-u-Edge
59:	LEE KING	Husqvarna	430	Abingdon
67:	ALAN BLOOD	Yamaha	250	Derby
71:	MARTIN PENFOLD	Cagiva	250	Guilford
74:	BRADLEY BRIGGS	Honda	250	Ottershaw
76:	PAUL BICKERS	Honda	250	Ipswich
77:	CHRIS BOWD	Honda	500	Cholsey
42:	GARRY HENLEY	KTM	250	Ryton
86:	PAUL IRWIN	Cagiva	250	Weybridge
91:	SIMON MOULTER	Husqvarna	430	Chippenham
94:	RICHARD PAYNE	Honda	250	Titchfield
99:	NEIL MILLER	Honda	250	Chester
102:	KIM COLE	Kawasaki	250	Guilford
113:	NEIL HEWSON	Kawasaki	250	Cowplain
117:	LEWIS KING	Suzuki	250	Abingdon
131:	JASON TURNER	Kawasaki	250	Abingdon
140:	JULIAN RAWSON	Honda	250	Toddington
143:	PHIL SMALL	Suzuki	250	Waterlooville
144:	DAISMITH	Honda	250	Abersychaw
156:	GARY TURNER	Kawasaki	500	Abingdon
157:	PAUL CHAMBERS	Suzuki	250	Moneymore
167:	ADRIAN COX	Kawasaki	500	Burghfield

Plus 10 non qualifiers from Grand Prix

RACE ONE:	2
3	4
5	6
7	8
9	10
RACE TWO:	2
3	4
5	6
7	8
9	10
OVERALL:	2
3	4
5	6
7	8
9	10



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E NUMBERS (ACU & AMCA)

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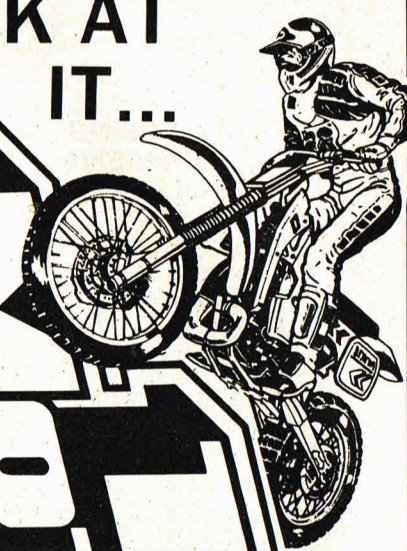
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HAYNES FOUR STROKE CHAMPIONSHIPS

No	Name	Machine	cc	Town
1:	STEVE HOW	Husqvarna	500	Buckingham
2:	CRAIG HACKING	Husqvarna	510	Bolton
3:	ALAN JOHNS	KTM	600	Southampton
4:	STEPHEN JOHNS	CCM	600	Southampton
5:	NEIL TOWNSEND	Honda	250	Ashburton
6:	TONY FULLER	Husqvarna	510	Camberly
7:	ROY DALE	Husqvarna	510	Haywards Hth
8:	RICHARD STIBY	Husqvarna	510	Wiveliscombe
9:	IAN STIBY	CCM	600	Wiveliscombe
10:	PETER ARCHER	KTM	600	Aldershot
11:	SIMON WYSE	KTM	600	Thame
12:	VINCE WYSE	ATK	600	Thame
14:	ANDY HUGHES	KTM	560	Barwick
15:	DEREK JOY	Husqvarna	510	Aylesbury
16:	PAUL CLARKE	ATK	600	Kidlington
17:	BOB MOTT	ATK	600	Basingstoke
18:	GARY ALLEN	Husqvarna	560	Pewsey
19:	STEVE LUFF	Husqvarna	510	Fleet
20:	KURT PRINGLE	Husqvarna	510	Erith
21:	STEN PRINGLE	Husqvarna	510	Erith
22:	MARK LAVELLE	Husqvarna	510	Orpington
23:	DAVID WREY	KTM	600	Old Basing
24:	PAUL FELTHAM	KTM	600	Gillingham
25:	PADDY WILLIAMS	ATK	600	Aylesbury
26:	ALAN CHAMBERS	ATK	600	Aylesbury
27:	KEN HANSON	ATK	600	West Wycombe
28:	JEREMY WARD	Armstrong	500	Chinnor
29:	RICHARD BUSBY	Husqvarna	510	West Craydon
30:	PAUL RICHARDS	Husqvarna	510	Bradford Abbas
31:	ROGER BRAIN	NEB KSI	510	Dursley
32:	MARK PENNA	ATK	560	Newquay
33:	TONY PENNA	ATK	560	Newquay
34:	GRAHAM CHALLIS	KTM	600	Shinfield
35:	JOHN TOWNROW	ATK	560	Wadebridge
36:	STEVE HILLMAN	KTM	600	Bridgend
37:	ALAN DEER	KTM	600	Taunton
38:	NIGIL PACKHAM	Armstrong	600	Sheffield
39:	MARK LOWTHER	Husqvarna	510	Aylesbury
40:	STUART BRATT	Husqvarna	510	Bridgnorth
41:	DAVID ROWLANDSON	Husqvarna	510	Kendal
42:	LIONEL TRACEY	CCM	560	Portland
43:	SIMON MASON	Husqvarna	510	Newbury
45:	GARY DUNN	Hanson	600	Salisbury
55:	PHILLIP CLAYTON	Husqvarna	510	Barnsley
56:	RICHARD CLAYTON	Husqvarna	510	Barnsley

RACE ONE: I	2
3	4
5	6
7	8
9	10
RACE TWO: I	2
3	4
5	6
7	8
9	10
OVERALL: I	2
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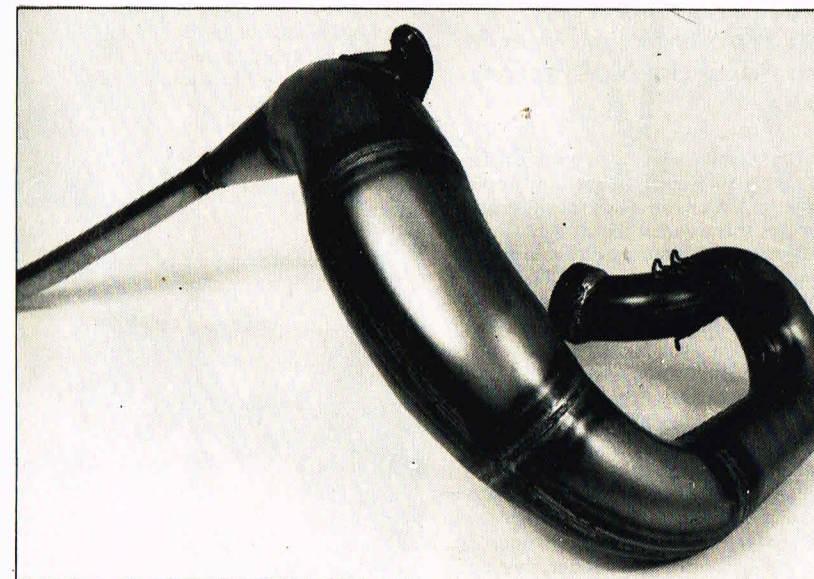
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110/90 x 14 M40 (80cc)	£19.95
90/90 x 21 M39 (80cc)	£24.95

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110/100 x 18	£33.95
120/100 x 18	£37.95
80/100 x 21	£25.95
MT35 Hardcross	£33.95
110/100 x 18	£37.95
120/100 x 18	£37.95
MT46 Hardcross	£26.95
80/100 x 21	£26.95
MT37 Lagunacross	£33.95
110/100 x 18	£37.95
120/100 x 18	£37.95
MT44 Lagunacross	£26.95
90/90 x 21	£26.95
MT27 Delatocross	£26.95
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400 x 18	£26.95
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350 x 16 M.X.	£12.95
275 x 17 M.X.	£12.95
350 x 17 M.X.	£12.95
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460 x 18 M.X.	£26.95
530 (510) x 18 M.X.	£29.95
275 x 19 M.X.	£14.95
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ROAD TYRES AT CLEARANCE PRICES

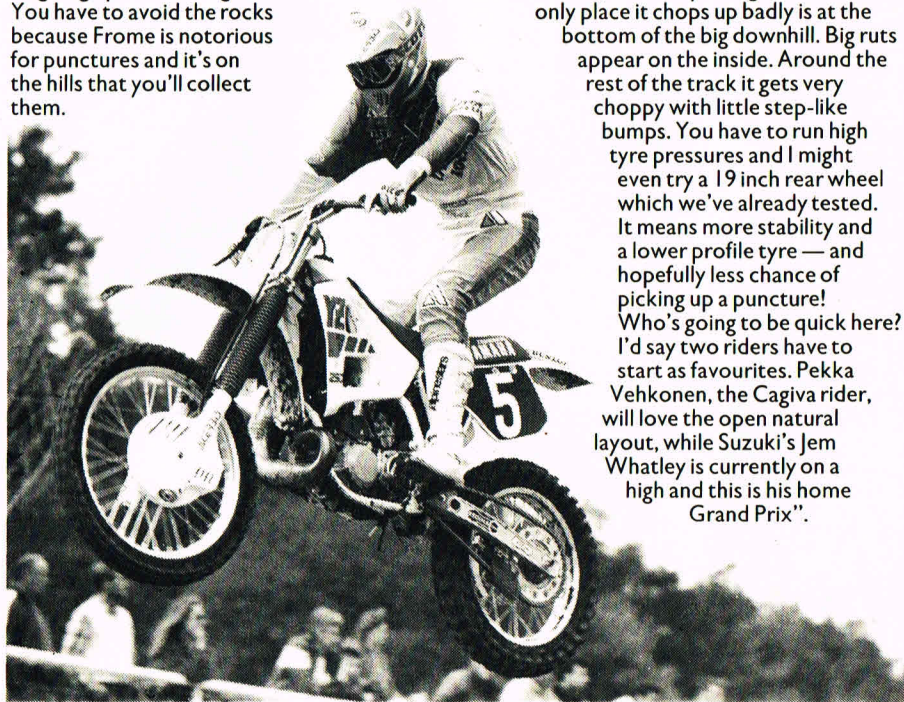
THE **FAST LINE** AROUND FROME

Dirt Bike Rider columnist and World Championship contender ROB HERRING describes a fast lap of the Asham Woods circuit. Watch for him riding the No5 factory Yamaha.

"FOR the start I'm looking to be towards the right hand side of the gate and hoping to stay tight so I'm on the inside for the crucial set of corners at the end of the straight. If it's dry then I'll start in second gear, picking up third as I get into the sweeping right hander. Up the straight it'll be fourth, then down to second for right, left, right series of turns going towards the hedge (A on map). I'll change up to third along through the hedge and hold it until I change down to second at the chicane (B). I'll hook third for the short straight down to the left hander going up the hill, knocking back to second going around the tree (C). Then it's third gear again down the hill, around the left hander and up the long hill. I might even pick up fourth just before the faraway right hander (D). It'll be second for the right hander, then up to third through the next series of turns before hooking fourth for the fast downhill drop into the second gear hairpin (E). It's uphill out of here, up to third, then down to second for the next tight right (F) before grabbing third again for the drive up the hill and over the hedge. I'll hold third through the left hander behind the

start gates and all the way around before changing up for the drag up the main straight past the finish line.

The key to a good time around Frome is picking the best lines on the hills — going up and coming down. You have to avoid the rocks because Frome is notorious for punctures and it's on the hills that you'll collect them.



The track itself is very hard to pass on, so the start and the first four corners are very important. That's why you need to be on the inside at the end of the straight on the vital opening lap.

The track itself is fairly straight forward. The only place it chops up badly is at the bottom of the big downhill. Big ruts appear on the inside. Around the rest of the track it gets very choppy with little step-like bumps. You have to run high tyre pressures and I might even try a 19 inch rear wheel which we've already tested. It means more stability and a lower profile tyre — and hopefully less chance of picking up a puncture! Who's going to be quick here? I'd say two riders have to start as favourites. Pekka Vehkonen, the Cagiva rider, will love the open natural layout, while Suzuki's Jem Whatley is currently on a high and this is his home Grand Prix".

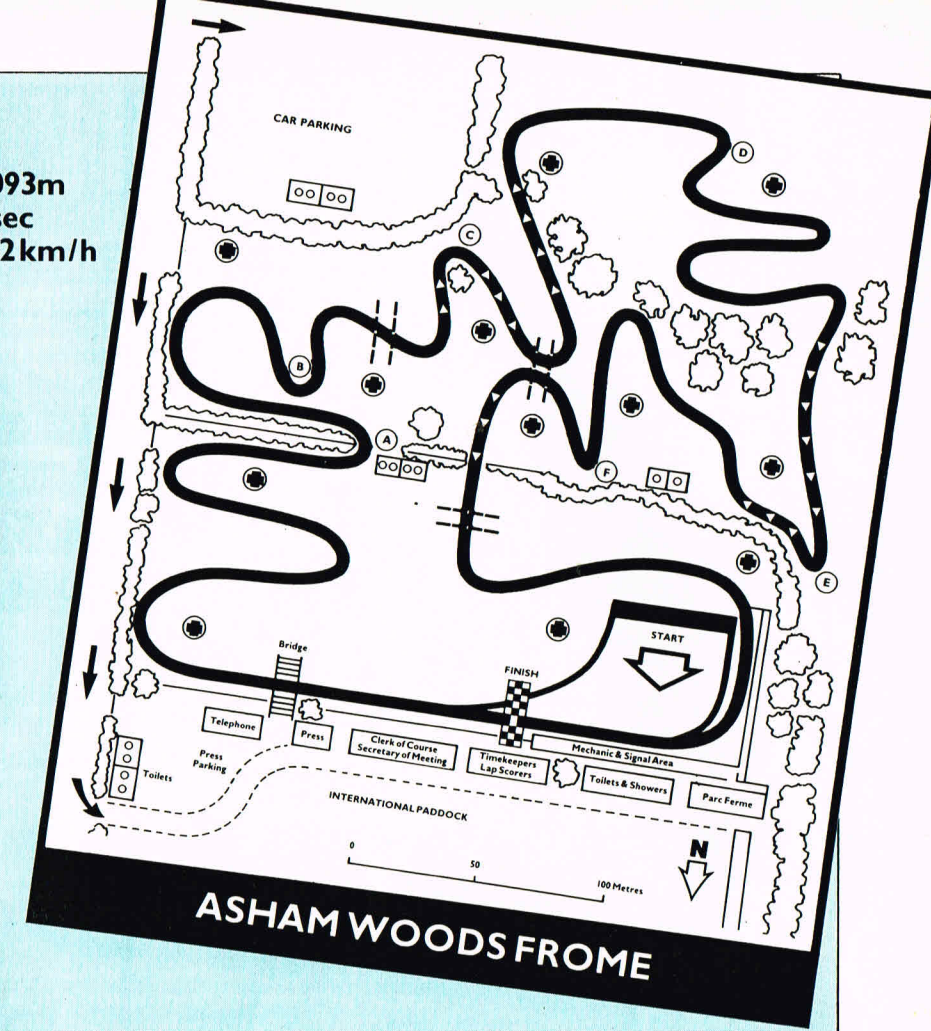
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- Toilets
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Jem Whatley... man to watch.



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ACKNOWLEDGEMENTS

AT an event like this the Committee and Mortimer Club Members put in a lot of voluntary work in the organisation, but there is also support from other organisations. Our sincere thanks to these. and a special thanks to the following.
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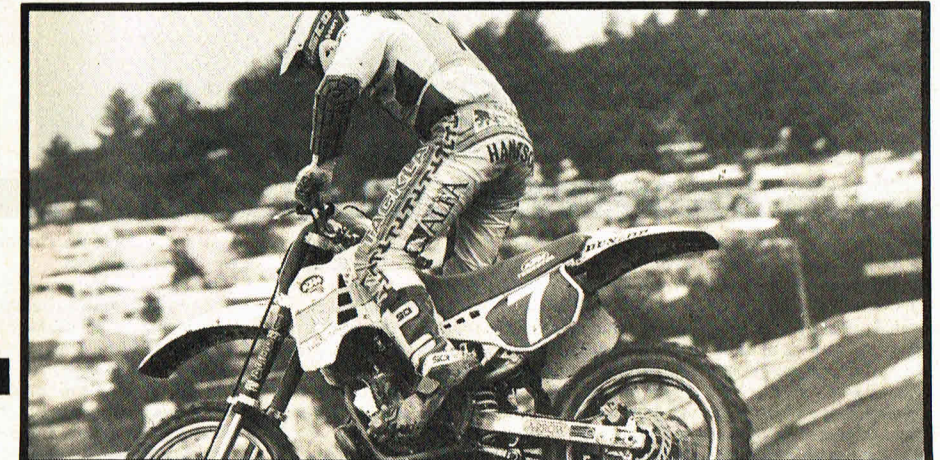
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Programme edited by Peter Donaldson, who couldn't have done it without the help of Jack Burnicle, the Mortimer Motor Cycle Club and the ever obliging DBR Ad Team of Seen Nicholson and Pat Summers. Special thanks to Plus Two for their design, typesetters Gildergrave for bending deadlines yet again, Lumarcolour for getting the colour right, and Jim Lindsay for lunch.



Smiling Swede Peter Hansson knows all about stamina. Before switching to motocross he was one of the world's leading enduro riders. Number seven in last year's title standings, Hansson will be at Frome aboard the factory-built KTM.

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Jack Murphy Stadium home to the N.F.L. Superbowl hosted one of the closest ever races. Defending Champion Jeff Ward and local hero Rick Johnson raced wheel to wheel down to the last lap, but did 'RJ', Lechien and Glover defend hometown honour? Find out in this super value SVE video. Dur. 35min. approx. Only £18.95 plus p&p.

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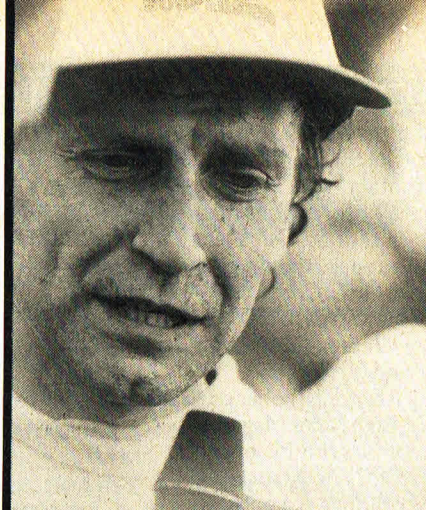
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BEPPI'S A WINNER



Andreani (White Power Honda) swoops across the line to win the second moto in France, to the joy of WP boss Henk Thuis (second from left) and the rest of his team.



The 30-year-old Italian Guiseppe "Beppi" Andreani proved the 250 class is not a young man's exclusive playground with an emphatic second race win in the French Grand Prix!

ANNOUNCEMENTS

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

Police Notice. Owing to the increasing number of thefts 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. All vehicles parked at owners risk.

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

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

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

Flag Signals. Chequered Flag — Finish. Black Flat with number displayed — Driver riding machine bearing that number to stop. Red Flag — Danger. All machines stop. Yellow Flag — Caution. Green Flag — Course Clear.

Notice to Riders. Your attention is drawn to the serious consequences which could arise following an accident caused by unauthorised riding in the paddock. Liability for any claim could rest with the owner of the machine being used (or the parents in the case of a 'Minor').

Notice to the Public. The 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, until the specified time. Persons ignoring the Course Marshals do so at their own risk. The Promoters do not accept responsibility for any accident arising therefrom. Please Use Litter Bins Provided.

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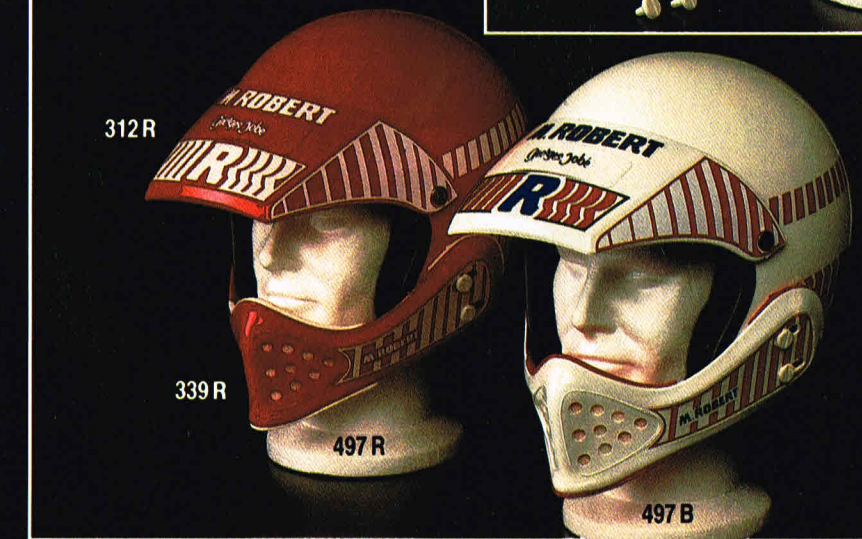
333 — Face guard for 494 helmet.

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