

First and foremost, this year's 250 c.c. Moto-Cross Grand Prix was a classic—an event to be remembered for many a day, both by the large crowd that enjoyed the racing in warm sunshine, and by two riders who after this race were shown to be at the opposite ends of the same ladder. At the top end is the Belgian Army's pride and joy, Joel Robert, who, like a handful of other Continental riders over the past years, only now considers he has "arrived" after winning a grand prix in England. And stepping on the bottom rung is the young Gloucestershire rider Malcolm Davis who, on his factory Greeves Challenger, finished the day with a very good third place in the overall classification. But while Robert's future looks very clear . . . a near-certain world title this year, and the following season defending it on the same CZ machinery . . . the future of Davis is very much in the melting pot.



Heartening . . . this new, serious approach of the Greeves factory

COMPARED with the venue of the British rounds of the 500 c.c. class, which seem devoted to the pot holes of Hawkstone Park, the 250 c.c. meetings have moved round the country during the past years, from Beenham Park, to Shrubland Park, to Glastonbury . . . and this year again a change, to the road-race circuit at Cadwell Park, in Lincolnshire. Despite pressure from the organizing Louth Club the owners of the circuit ordinarily allow only one scramble a year to be held—the Lincs Grand National. Although starts have to be made on the tarmac, in three lines, most riders enjoy the annual outing in the Lincs G.N. For the Grand Prix changes were made, with the start being at the bottom of a steep jump, and the circuit was lengthened by an extra loop on a hillside. While criticisms were made of the track by British riders, who said that the uphill start was not good, that the course was much too fast, and that on one section a wire fence was very dangerous, most Continental riders were happy with it and considered it the best they had seen in this country. They thought that while it was fast there was also room to overtake and a pleasing lack of the pot holes found only too often on other much-used British courses . . . and, certainly, it was these qualities that helped to produce the exciting racing.

It is all right for the stick-in-the-muds to say that scrambles circuits should be as hard and tough as possible and not mountain grass tracks; but these tough circuits tend to be so tough that the best way round is restricted to about one good line, and so a flying start is essential, for a slow starter will be bogged down in a procession and very quickly lose any chance of catching the leaders. At Cadwell Park, however, both the present champion, Torsten Hallman, and Malcolm Davis showed in the first race that despite slow starts fast movement through the field was possible. Finally, probably the most important thing about Cadwell Park is that it offers very good spectating with large parts of the course viewable from one spot.

The first impression of Saturday afternoon's practice session was the serious-

Joel Robert of Belgium, beaten in the first leg of the GP by Bickers, went immediately ahead in the second and put up fastest time of the meeting. After Cadwell Park he led the championship, from Torsten Hallman, by 16 points



In the second race for Grand Prix points a new star, Malcolm Davis on a Greeves Challenger, beat many established riders—including Bryan Goss (Greeves Challenger), who is chasing Davis in our picture

mindfulness of the Greeves concern. With factory machines present and Bickers, Goss and Davis all ready to get in as much practice as possible, it looked as if a home factory was setting about the job in the proper way. While this sort of approach may seem elementary enough, up to last year it was customary for British riders to spend the Saturday haring around in the Experts scramble, arriving next morning at the Grand Prix with "secondhand" machines, tired and lacking practice: all that meant that by starting time for the first race they were nowhere fully sorted out and entered the race in the good old British fashion of "mucking through." Mind you, Bickers still has not reached the stage of not laying a spanner on his machine personally, an advantage that Joel Robert enjoys with great benefit . . . especially in the short interval between the two races. Another crowd having a smart set up at Cadwell were the Rickman brothers; included in their party was the head of the Spanish Bultaco, Senior Bulto, and his family and the Spanish riders Pedrio Pi and Oriol Bulto.

While practice got under way and riders, especially Goss, quickly worked up a fair head of steam, the present champion,

Hallman, was in the ranks of spectators. After badly twisting his foot two weeks ago in Sweden he wanted to rest as much as possible. Also limping was his teammate, Petersson, and on Sunday morning more "hop-a-longs" seen in the paddock were Arthur Lampkin and, after further practice, Czech Karel Piler, who visited the doctor to be told that he had torn a ligament in his leg.

On the machinery side it is best to go back 12 months to see what changes have been made in this very fast-moving class of racing. It was at the British Grand Prix last year that it became plain for all to see that the Villiers-based 36a engines were well and truly "past it" in this class; for not one home factory machine finished the race, and since then the Greeves concern has been working hard on the Shell-lubricated most advanced piece of two-stroke engineering in years, the Challenger; while Villiers themselves have turned to support Cottons with the Star-maker. The Rickmans have done away with the 50 c.c. handicap they previously suffered with their Bultacos, and now have new full-size engines. Others from abroad seen at Cadwell included the same-as-before Husqvarna of Hallman, strong

and reliable as ever, the latest CZ of Joel Robert, now a very strong and reliable model too, and the very new Jawa of Valek, with its five-speed gearbox.

By the time all these machines had suffered 80 minutes of top-speed hammering it was seen that Greeves had something to show for the work of the past year. Apart from Alan Clough dropping out with piston trouble in the first leg, Bickers having selector trouble in the gearbox, and Griffiths dropping out with a still painful collarbone, the rest of the factory machines went on to take four places out of the top six. While this feat deserves credit it does not for one minute show that this country has world beaters again, for still further development is needed to catch the trend-setting Husqvarna and its newly joined equal, the CZ. But certainly Greeves are on the right track and in a year or two they should really be there. It was difficult to assess the performance of the Star-maker Cotton at Cadwell Park because Arthur Lampkin was obviously slowed down by his injured foot, but his short-held lead at the start of the second race and the fact that he finished both races should bring comfort to the Cotton factory.