

MARTIN LAMPKIN Joins Team DBR...First Tests Inside

DIRT BIKE RIDER

July '84 85p
USA \$2.75

SSDT REPORT
One Man's Challenge

British 500 GP Preview
Plus 250 GP Action

D.I.Y.
Project XL250

WILLIE SIMPSON
Against The Odds

DYNO-MIGHT
500cc Power Secrets Revealed!

TESTS

Suzuki RM250 • Italjet Duo • Kawasaki Tecate

CONTENTS



CLOCKWISE:

Lift off with the RM – page 48

Jem and Andy gets to grips with the GP – page 16

Mart pulls the pints but pulls no punches – page 12

Scottish fling. Michaud wins but Our Man is just happy to finish – page 32

FEATURES

16 – HEINZ AT NEWBURY: The British GP as related to Jack Burnicle by Heinz Kinigadner

25 – SHORT STORY: Never do it with a woman.

26 – HAWKSTONE PREVIEW: Another fine portfolio of vintage British 500 GP action.

32 – THE SCOTTISH: James Moorhouse follows the fortunes of one man; Don Morley checks out the Pre '65 event.

44 – WILLIE SIMPSON: Privateer against the world.

TESTS

12 – ITALJET 250/350: Martin Lampkin gives this Italian duo summit to think about

22 – KAWASAKI TECATE: You don't have to be mad to race one, but it helps

48 – SUZUKI RM250: Better than last year, but still room for improvement

STUFF

4 – ROOSTER TALES: The shows must go on

9 – PEOPLE: The Tony Caig Fan Club

11 – SHORT SHIFTS: LaPorte on GPs; Saunders on trials

61 – LETTERS: Doesn't anyone want to complain?

62 – SUPERSPILLS Out of balance

WORKSHOP

28 – DYNO-MIGHT: Colin Taylor explodes some myths about 500 class power claims. Now it's all down to the riders

41 – PROJECT-XL: Dave Calderwood does the silk-purse-out-of-a-sow's-ear job on a trusting Honda 250.

54 – WORKSHOP MANUAL: Still the queries come and somehow we provide the answers.

54 – TIP OF THE MONTH: It's down to the wire.

COVER: Pipped at the Scottish, world champ Eddy Lejeune stills puts on the style for Don Morley at the Highland Classic

THE DBR ORGANISATION: **Managing Editor** Dave Calderwood. **Editor** Peter Donaldson. **Production Editor** Tony Smith. **Editorial Assistant** Jane Leech. **Ad Controller** Peter Crew. **Ad Manager** Dave Campling. **Tele-Sales** Sue Burks. Joy Davies. **Staff photographers** Martyn Barnwell, Patrick Gosling. **Contributors** Jack Burnicle, Colin Taylor, Brian Crichton, Peter Howdle. **Editorial and advertising office:** Dirt Bike Rider, EMAP, Bushfield House, Orton Centre, Peterborough PE2 0UW (Tel: 0733 237111; Classified advertising: 0733 236644). **Subscription:** UK & Eire £10.20 for 12 issues (post free). Overseas surface mail £14, airmail Europe £20. Payment by cheque, postal order, international money order, sterling draft, credit card, payable to Dirt Bike Rider. Send to Dirt Bike Rider, Competition House, Farndon Road, Market Harborough, Leicestershire. **US subs** \$33 for 12 issues from Lee Cowie, Motorsport, RR1 Box 200D, Jonesburg, MO, 63351. USA. **Printed** by EMLP, Oundle Road, Peterborough. **Originated** by Arty Type, Whittlesey, Cambs. **Colour separations** by David Bruce Graphics, Sewell St, London E7. ©EMAP 1984.

..As Heinz



The focus at the British 250 GP fell on giant Austrian Heinz Kinigadner. He could win the world title – but our own Jem Whatley has similar plans! Heinz lost out at Newbury. Words and pictures by JACK BURNICLE.

THE 1984 British 250 Motocross Grand Prix was Heinz Kinigadner's fifth visit to England. But this time it was vitally and excitingly different.

Heinz was leading the World Championship after dominating the previous week's filthy wet Czech GP. He wanted it to rain at Newbury as well. "I would enjoy this track more if it rained. I always like rain!" grinned the popular six foot five inch Austrian.

Heinz first hit these shores as a raw-boned 20 year-old for the 1980 Motocross des Nations at Farleigh Castle. Then, he contested three consecutive 250 GPs at Hawkstone Park. "I like coming to England. The reception is always good and the atmosphere at Hawkstone Park one of the best.

"But that track was not so good for me. The first heat I ever raced there I ran out of gas on the last lap. At that moment I said I would stop riding motocross! Then the second heat I carried an extra litre on my handlebars. I prefer Farleigh or this track at Newbury. We only have hard tracks like these in Austria. No sand!

"Here it is like Italy. One straight with the two jumps is too fast and there are so many stones – a problem we share in Austria. But I like fast tracks so it is good for me!"

Heinz had surprised everybody with his strength, speed and consistency this year. Had he ventured forth with a world title in mind?

"No, I didn't. I only think it is possible when I have luck in the first three rounds. It is not over now. If I just break a finger or something it is finished." Precisely that caused his team-mate and pre-season favourite Arno Drechsel to miss Newbury. "There was too much pressure on Arno," explains Kinigadner sympathetically.

"Last year he was always fooling around with other riders. This year he has only time for racing. He is my best friend but it

LEFT: Win a world championship and enjoy yourself. Kinigadner hopes to wave bye-bye to his title rivals. But he could only manage fifth at the Fox and Hounds.

RIGHT: What the fans wanted . . . Brit Jem Whatley ahead and taking overall victory. Here he leads on the first lap of the second moto.

FAR RIGHT: Two laps to go in the first moto and Andy Nicholls holds off Whatley, despite 'Radar's' trackside exhortations!

Prays For Rain, Jem's

Sun Shines...





affects him when I beat him, whereas when I see him I think, 'oh, Drechsel, I must go faster!'

Kinigadner's preparation for 1984 differed significantly from previous years. "Last two years I was always riding. November and December in South Africa, January in America. Much too much for me. This time I stopped in October, only doing indoor stadium events. Condition training began in December, bike testing in February. I go cross-country skiing, weight-training and running."

The change worked. "Last year when I fought with certain riders I felt I had no chance. This time I always feel I am coming stronger in the last 10 minutes." Also Heinz has curbed his tendency to ride hard and crash often. "During my first full grand prix season in 1981 the Puch was the fastest bike on the track. I did not crash much and finished fifth in the world. That was the best time for me. I was young. Nobody said 'you must win'. When I made a good result everyone was pleased. Now I make second or third and they say what is wrong, you are shit!"

Astonishingly a new Puch team-manager demanded third in the world before offering a better contract! Heinz found himself on a production Yamaha in 1982 and crashed continually. "The bike was too heavy. I could never make the starts and was trying too hard to emulate 1981." Then early last year he badly broke an arm in the States and never regained full fitness.

This year is very different. "The bike is good, my condition is good and I'm feeling good in my head! It is not important that I win here. To make the first five is good enough. And though a world championship is possible, I will be happy with the top three!"

RIGHT: Aussie Jeff Leisk finished joint eleventh boosted by eighth place and eight points in the first race in his first GP.

Kevin Froud lands unceremoniously at the end of the 'DBR' Straight in the second moto while under threat from Laquaye.





ANDY NICHOLLS (Kawasaki) 1-dnf "I was prepared to sit behind Jem and let him tow me along in the first race, but he wasn't going fast enough. So I thought I'd better get past and pull him along instead! But I couldn't let him past on the finishing line. I'm not allowed to do that!

"On the first lap of the second race Kinigadner laid his bike down and I got jammed between his mudguard and back wheel and broke his exhaust. Being a big bloke he lifted his bike up and mine was hanging sideways in the air!

"I'd got back to ninth place when I fell a second time and bent my thumb back. Afterwards I found I only needed a sixth place and I could have won it overall."



JEM WHATLEY (Suzuki) 2-4: "I thought Andy would make it clear he had the first moto won then let me through for the points on the line. I would have done that!

"In the second race I started thinking a bit negative, going backwards and forwards and dithering about. Suddenly people were hitting me from all directions. I tried to come back on Berggren at the end and went and fell down. But I'm glad to have won it for the people here today."



KEVIN FROUD (Yamaha) dnf-11: "That's the first 250 race I've finished this year and my first ever 45 minute moto. I didn't feel too bad, but the silencer had fallen off after 20 minutes and the bike lost all its bottom-end. I had to keep revving it and was bouncing around all over the place. With the start I had I should have finished top seven, but with nerves and at least wanting to finish a race it didn't happen. I'd like to race more 45 minute motos, though!"

Heinz grinned the contented grin of a genuinely modest man then went off to have his Saturday evening pasta with Maurizio Dolce. "His woman makes the best spaghetti . . ."

Race day dawned dull over the pleasant green Berkshire valley. By 12.30, with dark clouds looming overhead, Heinz was doing his rain-dance, but to no avail. The weather stayed dry! And in the event Heinz had to be content with the top five, finishing fourth overall behind Jumping Jem Whatley and on-form Swedes Jorgen Nilsson and Sven Berggren after two enthralling, incident-packed motos.

That evening Kinigadner, still 30 points clear in the world championship, reflected on his fortunes. "I had a problem in the first heat when a big stone damaged a front fork seal. The oil seeped out and the track was very bumpy. I could see Whatley and Nicholls going away from me as I struggled to pass Berggren and Nilsson. Then it was too late.

"I thought I would win the second race. The start was not so good but I lay fifth or sixth when Niklasson crashed. I hit him then Nicholls crashed into the back of my bike and on lap three the spring fell off the silencer. I was having to drop into first gear where I normally used second. There was no bottom end power at all!"

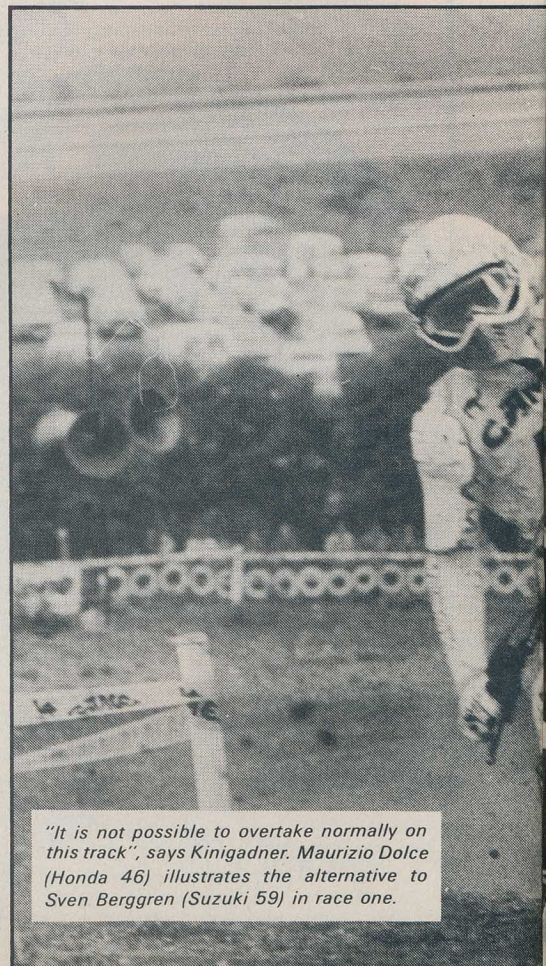
Kinigadner nevertheless clawed with raucous determination from nineteenth place through to sixth after fending off a late challenge from Gilera's Marc Velkeneers.

"Velkeneers was very angry with me in Yugoslavia when we crashed on the start line of the second race. Now he doesn't speak to me and it is dangerous when he is near to me on the track. Also he has a new girl. Maybe that is the problem! Klaus, my younger brother, got between us when we lapped him." Was Klaus helping out? He had rather clumsily impeded Nicholls and Whatley on the last lap of race one. "Ya, that is good," laughed Heinz. "I lend Klaus my spare bike and he works for me! Velkeneers fell after he passed Klaus and now he is angry with my brother!"

"It was impossible to overtake normally on this track. All the men I passed were passed under braking for the corners, but not quite correctly. It was necessary with Marc behind me!" So who were the men Heinz feared in the chase for world championship glory now?

"Vimond is inconsistent and his condition is not so good. Van Doorn is much better this year. Last season he crashed a lot. But I always finish ahead of him when I do finish. And Sven Berggren rode very well today. But Whatley, I think, is the danger man . . ."

Outside, the rain was beginning to fall at last through a murky English evening. Sixty miles away, in London, it had poured down all day. But that didn't bother this amiable Austrian. He knows now that he can enjoy himself and score the points he needs to become world champion. Whether the weather is wet or dry . . .



"It is not possible to overtake normally on this track", says Kinigadner. Maurizio Dolce (Honda 46) illustrates the alternative to Sven Berggren (Suzuki 59) in race one.



ROB HOOPER (Kawasaki) 19-18: "I couldn't see anything after the first 20 minutes of the second race. I must have pulled all my tear-offs away at once and when I went for some more there was nothing there. I could see about three yards. It was terrifying!"



MERVYN ANSTIE (KTM) dnf-dnf: "I felt good. I knew I had the pace. I got through to sixteenth in the first race and should have been well in the points but the electrics cut out. Then the same problem struck in the second race. But we want to do more GPs. And we're gonna win!"



GEOFF MAYES (Kawasaki) 18-dnf: "I've never been good on this slick, stoney going, but it's good practice for next week's British Championship at Halstead! In the first race I just rode round. Second race I got caught up in a first turn ruck. I did three laps, was only 35th and pulled out. You have to go very fast to come through. The 250s are more youthful, zesty and racey. Like I was eight years ago, I suppose! Who are these guys?"



KEVIN RUDDOCK (Kawasaki) 24-20: "Not a bad day for an office wallah. I was thinking about riding in my tie. Finishing both races has strengthened my muscles for next weekend. And I got Gary Semics in the end, although we were both making a lot of mistakes. Alec will be pleased I'm fit for work tomorrow."