

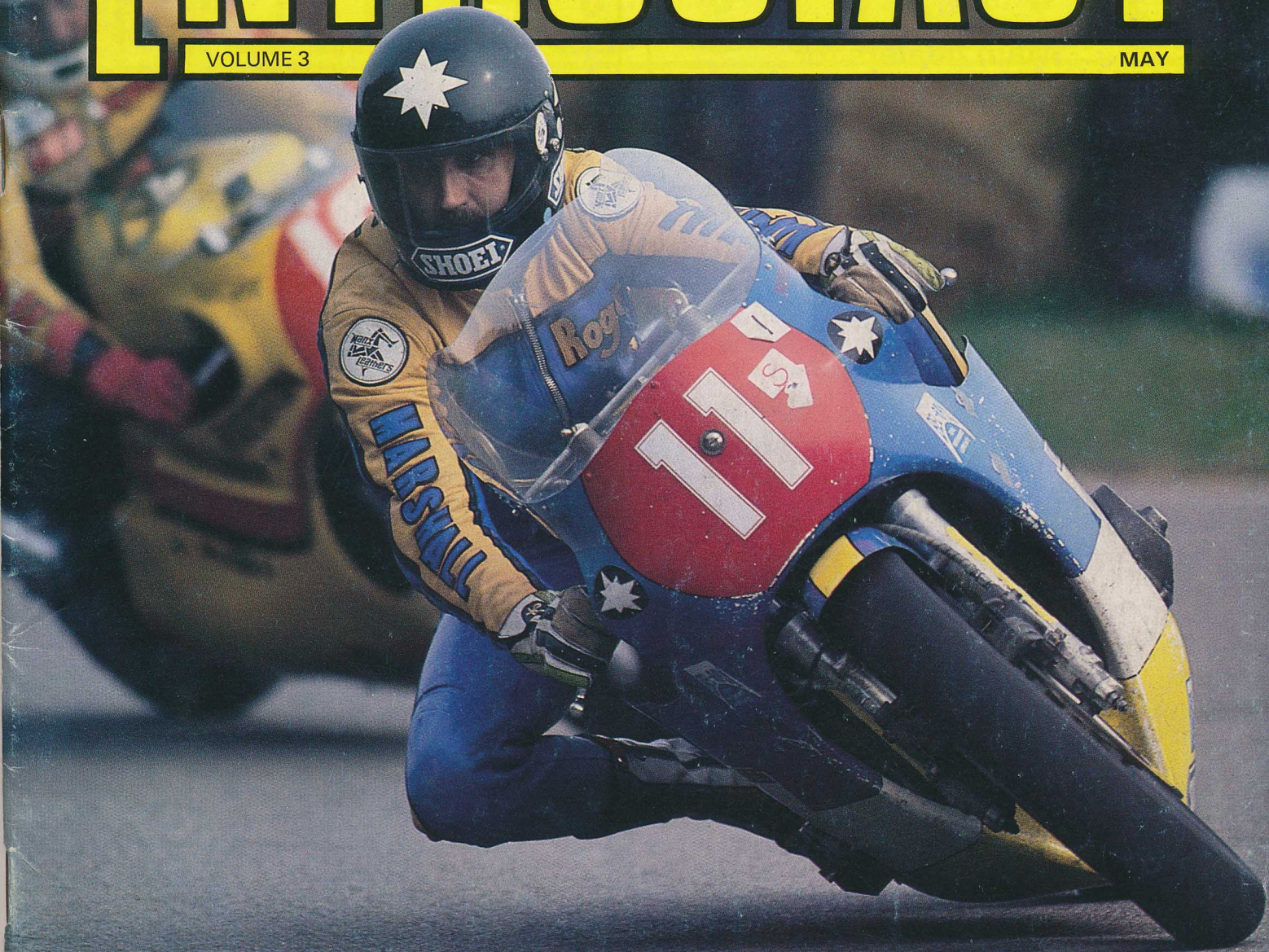
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VOLUME 3

MAY



British Bikes: Beesa pre-unit twins

Road tests: Kawasaki Z1100R

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Personality profile:

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Grand Prix '84

So who will whisk the world title away from the "Fast" Freddie Spencer in 1984? What is more to the point, is there anyone capable of doing so?

Last season the combination of the quiet, God-fearing rider from Louisiana and his factory Honda NS500 proved almost impossible to beat and the world champion won in South Africa, France, Italy, Spain, Yugoslavia and Sweden. Only veteran Kenny Roberts was able to match Spencer, but although he won the remaining six Grand Prix events with his factory Yamaha he was still two points behind the Honda rider at the end of the season.

We now know that Roberts has decided not to contest the 1984 Grand Prix, despite Yamaha's offer of a £1.3 million contract! Increasing domestic demands have taken their toll and the tough little Californian, without doubt the greatest rider since Mike Hailwood, wants to spend more time with his young family.

To make matters worse Randy Mamola has also decided to quit the G.P. scene until Suzuki build him a bike capable of competing on equal terms with the Honda. Mamola's mentor, his manager Jim Doyle, was

determined to secure a huge retainer for the American's services and according to Rex White, Suzuki-G.B.'s team manager, the sum demanded was more than enough to run the entire British team for a season. So the answer was "No".

Suzuki's problems were compounded when their major sponsor, H.B. cigarettes, decided to withdraw their support and re-distribute it between Gallina, Anton Mang and the Audi factory rally team. Faced with having to ride a Suzuki which was obviously inferior to both Yamaha and Honda and for less money than he wanted, Mamola opted out — or at least Doyle probably opted out for him. However, Randy has been offered an RS500 Honda for the Transatlantic series which is being held at Donington over Easter, so if he adapts well to the machine why shouldn't he ride it in a couple of Grand Prix events, or three or four...

The demise of the two Americans leaves Spencer out on his own in terms of ability. Their compatriot Eddie Lawson will take over as Yamaha team leader, but in only his second full season he can hardly be expected to challenge Spencer on

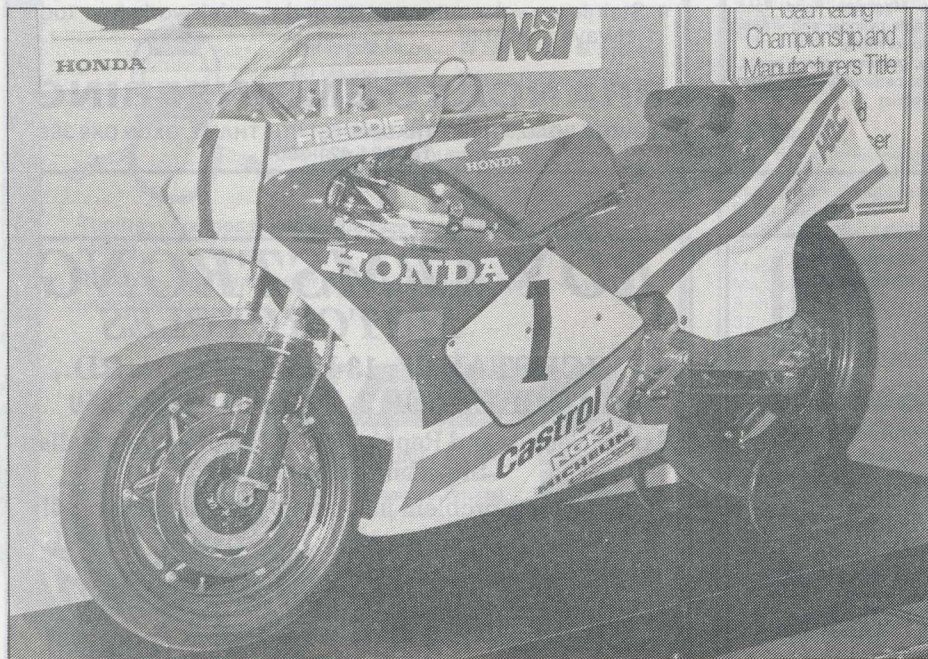
equal terms — even if he had the ability. The other official Yamaha rider for 1984 will be Virginio Ferrari. This talented Italian spent a year in the doldrums last year with Cagiva, but he can battle with the best of them given equal machinery. However, a couple of crashes during pre-season testing at Misano may have sapped his confidence a little.

Of course, Spencer will be backed up again by Britain's own Ron Haslam and Japan's Takazumi Katayama, but all the time Freddie's machine keeps going team orders will take preference. On the other hand, if Spencer breaks down "Rocket Ron" will be looking for his first Grand Prix win.

Disillusioned by their lack of success in 1983 the official factory Suzuki team has decided not to continue, but they have given their blessing to the Suzuki-G.B. team and the Italian-Suzuki outfit run by Roberto Gallina.

The British team will be led by Barry Sheene (still Mr. Motorcycling in the eyes of the general public) with back-up from Britain's brightest hope, Rob McElnea. There is little doubt that Sheene was signed by Suzuki after his massive accident at Silverstone purely for publicity value rather than because they thought he could win the world championship again and who could blame them? But don't rule out "Bazza" completely, for the Surrey-domiciled superstar will be determined to prove that he can still win so that he can end his career on a high note. The former world champion will have two Harris-framed RG500 models at his disposal with three or four engines.

McElnea, on the other hand, has yet to embark on a full G.P. season and could prove a tremendous asset to the team. Big, bold and easy-going, the likeable Lincolnshire lad is happy to ride whatever he is given to the best of his ability. Commitments to other championships will prevent him from doing a full season, but he should be ready for the West German Grand Prix. By the end of the year several established aces could be in



World Champion Freddie Spencer's Honda NS500

The World Championship scene reviewed by Kerry Dunlop

for a shock. Rob is optimistic about his chances with two 1982 XR40 Suzukis and an XR45 for development purposes and recalls "Every time I've ridden a 500 so far I've either equalled or broken the lap record."

Apart from the British-based team Italian management maestro Roberto Gallina will be continuing with the latest Mk. 9 Suzukis for Franco Uncini and Sergio Pellandini. Uncini seems to have recovered well from his near-fatal crash at Assen last year and the 1979 World Champion has proved he has the necessary ability. But Pellandini is rather an unknown quantity and only finished thirteenth in last season's series. Gallina is also developing a special one-piece frame with a secret device to adjust the weight distribution between front and rear.

Ferrari's switch to the Marlboro-Yamaha team left a vacant seat at Cagiva, and 1981 Champion Marco Luchinelli will be the man to fill it. During recent testing the Italian was impressed by the strong, square four engine but preferred not to comment on the current chassis; however the 1984 version will feature a lighter stronger alloy frame and Magnetti Marelli electronic ignition, as on Ferrari Formula 1 racing cars.

Whilst on the subject of technical improvements, Honda have not let the grass grow under their feet for they have produced a brand-new works machine, the NSR500 which is a liquid-cooled V-4 two-stroke, producing over 140 horse-power, about 15bhp more than the NS500 triple. The motor is housed in a pressed steel diamond backbone frame which employs pro-link rear suspension. The extra power was deemed necessary to stay with the V-4 Yamaha on the straights, but the Honda riders may find the sweet handling of the triple better on the more twisty circuits.

Only 24 of the Mk. 9 Suzukis have been built for 1984. Power has been improved by fitting larger carburetors and a new cylinder head. They hope to improve handling considerably with a new alloy frame and

swinging arm, with forks and yokes to take a 16" front wheel. Brake calipers are now mounted in front of the forks. A sleeker look has been obtained by designing a new seat, tank and screen.

Yamaha probably had the quickest bikes last year in terms of sheer top speed and the new YZR500 for 1984 features a new frame, forks and swinging arm. Surprisingly, they have reverted to a 17" front wheel. New carburetors and exhausts provide a wider power band and the motor, which features rotary valve induction and electronic power-valve system, produces over 130bhp. Weight has been kept down to 264lbs, about the same as the Honda. According to Eddie Lawson the new YZR500 makes last year's bike "feel like a truck".

So much for the factory machines and riders. But what about the rest? Honda — Britain's team manager Barry Symmons reckons that 1984 will be the best year for the privateers since the days of Agostini and M. V. Agusta.

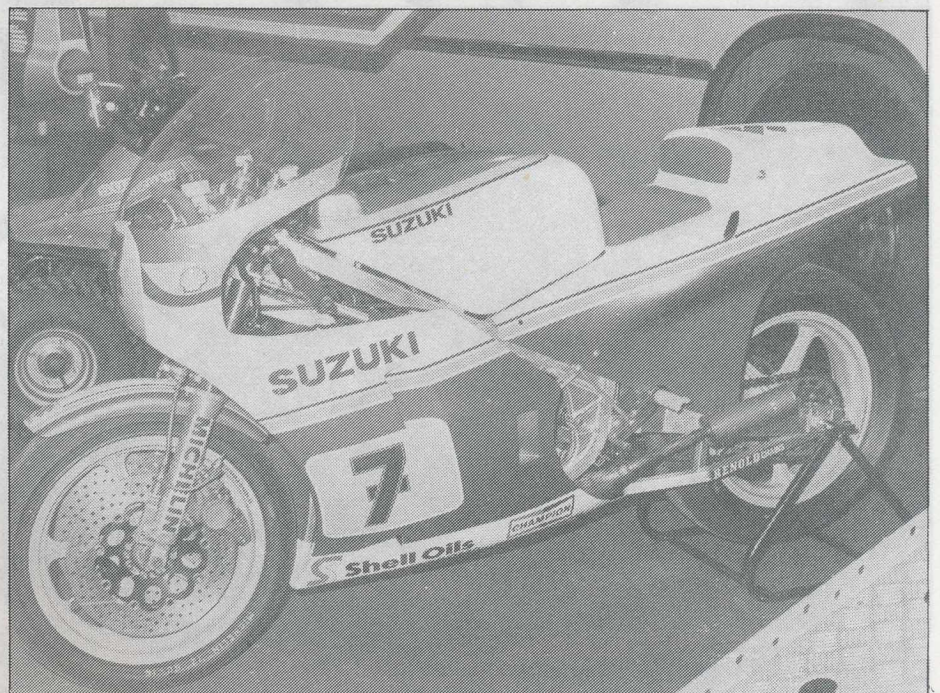
Of the 14 production RS500 Hondas to be built only four are coming to Britain. Two will be ridden

by Chris Guy and Keith Heuwen. The falling pound against the yen meant that the price of the RS500 shot up recently to nearly £25,000 and so both riders have taken on a major commitment. Guy is being helped considerably by Bill Smith and is backed by Faberge, Castrol and Dunlop, but even so he is still looking for more sponsors.

Heuwen, after receiving semi-factory support through Suzuki-G.B. for several years was offered an elderly Mk. 8 for this season. "You can interpret that how you like" he said and promptly switched to Honda, with backing from S.D.C. Builders, E.B.C. Brakes, Arai helmets and David Attwood, a Manx businessman. Honda-G.B. also helped a little, but Keith was reluctant to reveal too much about that.

Another rider with backing from Honda is likeable Aussie Wayne Gardner, but he is not too hopeful of getting many G.P. outings. "I'm just keeping my fingers crossed" he said. Honda have cut their racing budget by 40% and so they are looking for an additional sponsor to enable Gardner to pursue a G.P. career.

Steve Parrish is to continue with



The latest Suzuki RG500 for Barry Sheene

Road Racing

support from Mitsui-Yamaha, the British importers, but at this stage he is not sure how many Grand Prix events he will be able to contest. At the moment he still has the old reverse-cylinder TZ500.

In recent years Continental riders have proved the most prolific in the G.P. circus although they are not as common in the 500cc class, but Herve Moineau has decided to go for the big time, now that Suzuki have withdrawn their support for endurance racing.

Belgian Didier de Radigues, tipped by many as a future world champion, is to ride a Chevallier-framed RS500 Honda along with Christian Le Liard. They have backing from Johnson cigarettes and Elf petrol respectively. Chevallier has fitted his own, race-proved rear suspension to a new, short-wheelbase, carbon-fibre frame and if De Radigues can adapt to the extra power of a five-hundred he will certainly prove a force to be reckoned with.

Dutchman Boet van Dulmen and Rob Punt will be aboard Toshiba-backed Mk. 9 Suzukis but their compatriot Jack Middelburg has opted for an RS500 Honda. Middelburg recently lost his licence for speeding, so he will be looking forward to riding a bike without mirrors!

The 500cc class has always mon-

opolised the publicity and glamour, but last year the 250cc class provided some of the closest racing ever seen. With up to ten riders jostling for position at the head of the field the two-fifties were more closely matched than in any other class.

The big news for 1984 is that Kenny Roberts is to run a team of two TZ250 Yamahas for Alan Carter and American superbike champ Wayne Rainey. "Mighty Mouse" Carter has so far failed to capitalise on his early success at the French Grand Prix last season, but the guidance of Roberts could be the necessary extra ingredient. Rainey is an unknown quantity as regards European racing but if he adapts to the circuits as quickly as Spencer he will be a front-runner. Roberts is currently clinching a deal with a major sponsor, probably Marlboro.

Jean-Francois Balde, runner-up to the world champion in 1981, will be joining Jacques Bolle in the Pernod team this year. Motobecane are providing considerable assistance with cycle parts and engine development, the bikes will be prepared by Jean Bidalot. The team will be managed by Christian Estrosi, the former G.P. ace from Nice, but he is also due to race a Formula Two car on a regular basis so he might need a deputy.

Sonauto-Gauloises will be continu-

ing their allegiance to Yamaha with a couple of new TZ250L models for Christian Sarron and Thierry Rapicault. This professional team, managed by Serge Rosset, could prove more effective than some of those with more sophisticated machinery.

Four times world champion Anton Mang has decided to return to the 250cc class after a disastrous season in the 500cc category last year, when he never really fully recovered from a nasty skiing accident which left him with a badly twisted knee. He has netted considerable backing from H.B. cigarettes and will be campaigning a special TZ250L with a light alloy frame constructed in conjunction with the Dornier aircraft company. The German's skilful and scientific approach to racing could prove a winning formula.

The current world champion, Carlos Lavado, reckons that his success was due to leaving his TZ250 in semi-standard form rather than trying unsuccessful experiments like some of his rivals. Apart from a hand-built exhaust system and special carburettors he left well alone and succeeded in finishing every race except the French Grand Prix. With a new TZ250L for '84 Lavado must be a favourite for the title again if he maintains that policy.

Martin Wimmer has managed to



Eddie Lawson, now Yamaha's team leader



Steve Parrish aboard his Kenny Roberts Yamaha Replica

attract Marlboro sponsorship for his campaign with a new TZ250L from Yamaha-Germany. An intelligent rider, the handsome German was the best rider not to win a Grand Prix last year, but he will undoubtedly rectify that this season. It was Wimmer's support from Yamaha last year that prompted his countryman Manfred Herweh to switch to Real-Rotax with notable success, particularly at Salzburgring where he won the Austrian G.P. He is keeping tight-lipped about his plans for this season, but rest assured, he will be a regular on the rostrum, provided he has fully recovered from his accident at Silverstone when he broke both hands.

Throw such names as Herve Guilleux, Guy Bertin, Angel Nieto, Thierry Espie, Jacques Cornu and Patrick Fernandez into the melting pot together with machines from Bartol, M.B.A., Kobas and Garelli, and you have covered all the potential Grand Prix winners.

How will the Britons fare? Alan Carter we have already mentioned; apart from him, Tony Head was highest-placed in the world championship last year in 16th place, Donny Robinson and Donnie McLeod also rode well. Tony Head will be contesting the full series with one of the radical new Armstrongs. These revolutionary machines feature a horizontally-split, tandem disc-valve twin engine designed by Barry Hart which is slung below a twin-spar carbon-fibre frame. The steering head and other areas under high stress are reinforced with blocks of compressed

glassfibre. The swinging arm is constructed in the same way and a short monoshock is mounted horizontally onto the bottom of the magnesium crankcase.

Donny Robinson will be continuing with the TZ250K he rode last year and will contest some Grand Prix events with backing from Ken Dundee, but a lot will depend on how he fares at Daytona, his first race since being run over at Salzburgring last year. His younger brother Neil who set the home scene alight last year when he clinched the 250cc British Championship at Brands Hatch is to make his G.P. debut in the 125cc class with the ex-August

Auinger M.B.A.

Donnie McLeod was hoping for one of the new 250cc Hondas but has given up waiting and will now continue with a Yamaha backed by Dalmac.

Graeme McGregor, who secured a single world championship point last year, intends to intensify his onslaught with the latest E.M.C. which features a much-modified Rotax engine in a frame designed by Dr. Joe Ehrlich.

A note of warning, one thing might possibly ruin the cut-and-thrust competition in the 250cc class and that is the possible intervention of the multi-million yen Honda team which could steamroller the opposition. The RS250R has yet to appear and many riders have already changed their plans because debut dates are continually being postponed (see News Section). It is a ninety-degree water-cooled V-twin two-stroke with conventional reed-valve induction. The engine produces 68bhp at 11,500rpm which should be ample, but Honda would be well advised to give the bike to selected riders than attempt to dominate the class with their own team. Joey Dunlop plans to ride his own machine in the North West 200 and the T.T. but he may take in one or two Grand Prix events later in the season.

The 125cc class is again likely to be dominated by the Garelli of Angel Nieto, the little Spaniard who has won the title six times. The class is



500cc Road Racing World Champion Freddie Spencer (left) and Robert Culverwell, managing director of Newking Trading

Road Racing

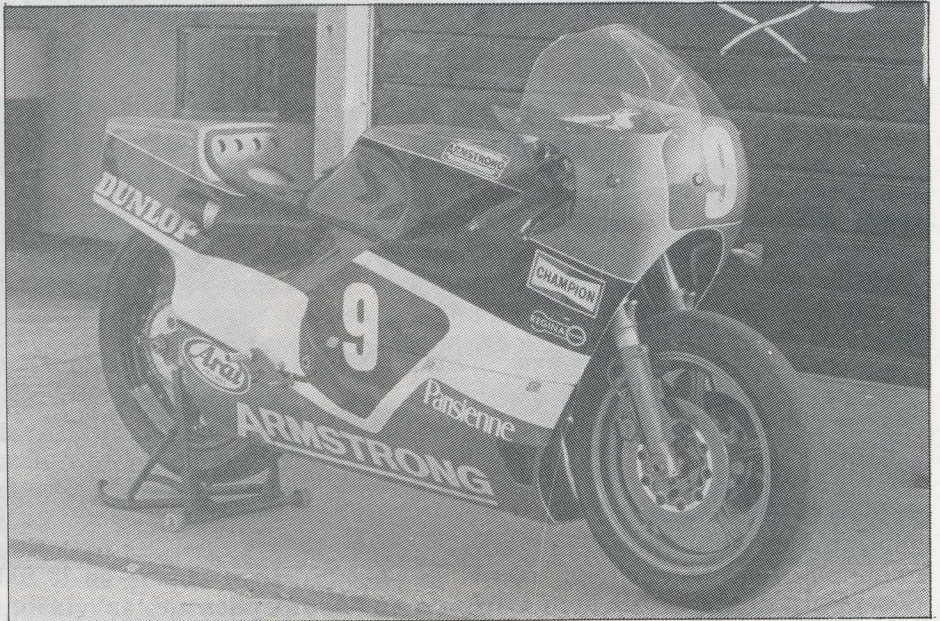
swamped with M.B.As and Bruno Kneubuhler, Maurizio Vitali and Ricardo Tormo are bound to share some of the spoils. But watch out for Eugenio Lazzarini (Garelli) and Pier-Paolo Bianchi (Sanvanero) who could spring a surprise.

Predictions are impossible for the 80cc class, as 1984 will be the first time it has counted towards the world championship. Judging by last year's European series Hubert Abold (Zundapp) looks a pretty safe bet as he won more than half the events. Fellow Zundapp riders Stefan Dorflinger and Massimo Fargerli cannot be ruled out, with strong opposition likely to come from Lazzarini on the Garelli and Willem Heykoop on a Portuguese Casal. Increased interest should see machines from Seel, Huvo, Kreidler and Maico, as well as other specialist machines. Unfortunately, Britain's Paul Randall, who finished third in the European championship, cannot afford to continue unless he receives further sponsorship.

Rolf Biland's domination of the sidecar class may not continue as he will be retaining his old L.C.R. outfit and since he has switched his main interest to a career in cars with the Horag-Holtz Formula Two team he is not expected to combine the two successfully.

Those extrovert Dutchmen Egbert Streuer and passenger Bernie Schneider were runners-up last year and if their L.C.R.-Yamaha is as reliable this season they could well take the title.

Hard-charging Alain Michel and West German Werner Schwarzel are switching from Seymaz to L.C.R. outfits this season; Louis Christen



250cc Armstrong G.P. contender

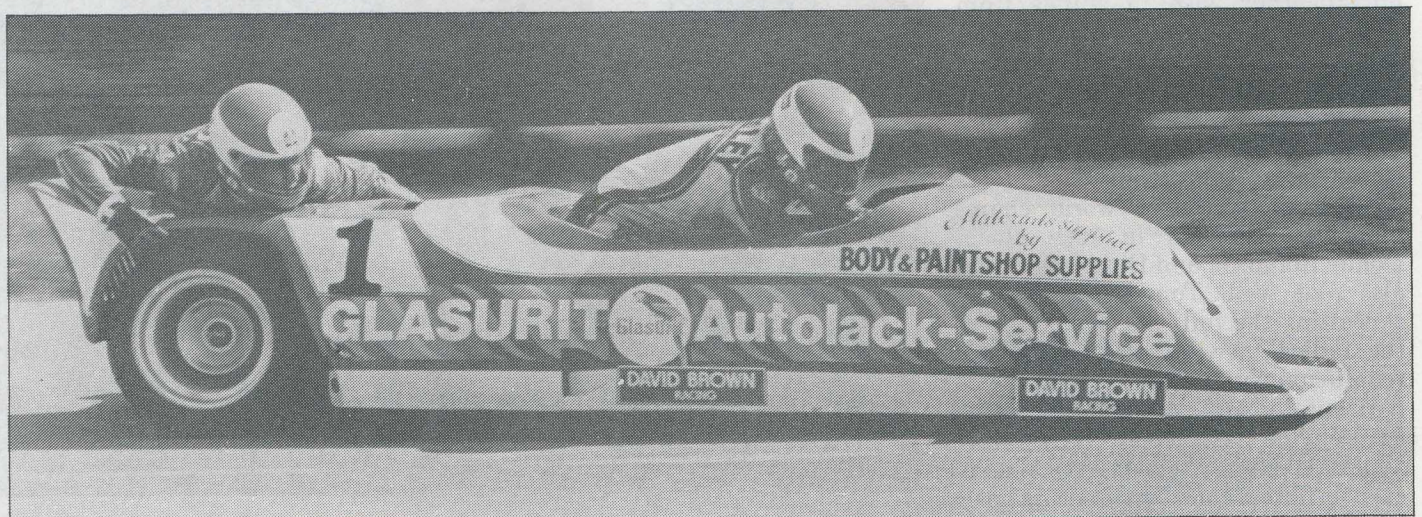
has built 12 of the car-orientated projectiles to order so far. Michel is also developing a carbon-fibre chassis of his own in conjunction with a French car manufacturer, probably Renault.

Japanese driver Masato Kumano is hoping to improve on last year's fifth overall place and has dropped his passenger Kunio Takashima in favour of Helmut Diehl. He has two L.C.R. outfits at his disposal courtesy of Toshiba.

Of the British contenders, G.P. regular Derek Jones probably has the best chance of success, although he has lost his German sponsorship, he will be continuing with Brian Ayres and an L.C.R. outfit. European Champions Derek Bayley and Bryan Nixon will be hoping to become the

cat among the pigeons when they take on the regular G.P. competitors with their ex-Derek Jones L.C.R. machine which is sponsored by David Brown Racing. Other British pairings looking for points will be Frank Wrathall/Phil Spendlove who were seventh last year, Keith Cousins/Phil Hookham, Mick Barton/Simon Birchall and Steve Webster/Tony Hewitt.

All in all we have another superb season to look forward to, spoilt only by the absence of Roberts and Mamola. But Roberts has already agreed to ride at Daytona and Donnington this year and he has hinted he might be back in 1985. As for Mamola, don't be surprised to see him back on the G.P. trail again within the next few months...



European Champions Derek Bayley and Bryan Nixon with their immaculate David Brown — L.C.R.

NEW PRODUCTS

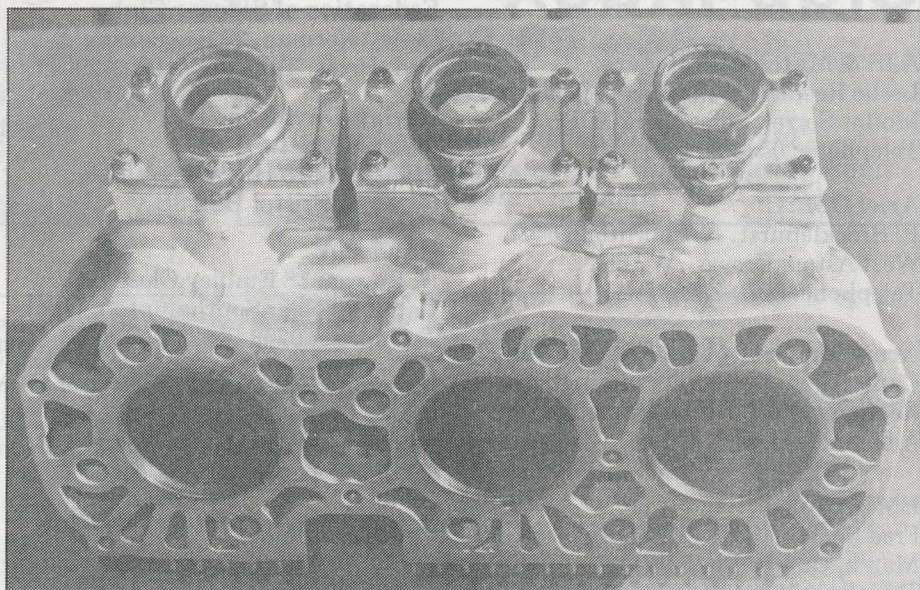
Bernard's Brainchild

Winner of the Isle of Man Clubmans TT In 1952, Bernard Hargreaves, a talented engineer besides being rider is the man behind the Harpowa reed valve.

After his Isle of Man success Bernard left England for Canada where he joined the competitions department of Mercury Marine Engines. He spent most of his time developing and tuning racing hydroplanes, but in his spare time he became Western Canada's road racing champion (with 11 wins from 13 starts).

This was followed by a brief spell as a civilian working for the US Air Force in Alaska developing two stroke diesel snowmobiles. It was here that he first conceived the idea of the special reed valve, but it was not until November 1971, after much testing, when he at last patented his brainchild.

Even then 10 years were to go by before a chance meeting with a road racer who was having carburation



Ex Barry Sheene Suzuki TR750 converted to use Harpowa reed valves

problems with his bike tempted him to try his reed valve – it was an instant success, so much so that today 'Harpowa' makes reed valve blades for all makes of two stroke – road racing, motocross, trials, enduro, sprinting, etc. – plus road

bikes.

Full details can be obtained by sending a s.a.e. to Bernard Hargreaves at Harpowa, 20 Southbank Road, Bury, Lancs or phoning 061-764 6123.

Cibié launch Z-beam

Cibié are now offering their unique Z-beam light unit as a replacement unit for bikes. Although many modern motorcycles are already fitted with halogen lights, the new 7 inch Z180 unit will still improve headlamp performance. From tests carried out by ENTHUSIAST the Z-beam offers better penetration with greater visibility, while at the same time minimising dazzle through improved beam definition and profile. It is available for most of the following makes: Benelli, Harley-Davidson, Hesketh, Honda, Kawasaki, Laverda, Moto Guzzi, Morini, MZ, Norton, Sanglas, Suzuki, Triumph and Yamaha.

Also new from Cibié are two 6 volt halogen conversion kits. With 6 volt bikes inherently having poor lighting because of the limitations of their electrical systems, it is a welcome move. Now that many older machines are being restored Cibié decided that a new 6 volt halogen 35W bulb should be developed.

The kits combine the renowned Cibié Z-beam in H130 size with the

new 35W bulbs fitted, resulting in increased headlamp performance. The two kits currently available are the 947 and 911 and will fit a variety of bikes including most British bikes, plus CZ, Neval (Cossack), MZ, Jawa, Ducati, Benelli and certain Japanese machines.

For further details contact SEV (UK) Ltd., Stowley Road, Soulbury, Leighton Buzzard, Beds. LU7 0EQ.

Koni "dial" units



New Koni type 7610 shock absorber

The "dial-a-ride", Koni 7610, which was launched in 1983 has proved so successful that it has prompted the Dutch company to produce a new single unit for the current range of Monoshock bikes. The 3014 is making its debut at the Motor Cycle Dealer Aftermarket Expo '84 and is a direct descendant of the Formula One car gas unit in use with Ferrari, Williams and Lotus.

Among the features of the 3014 are 12 position external adjustable damping 75mm spring, with pre-load variation and a custom designed spring for each model.

First supplies of the 3014 series will be available this summer, starting initially with units for the Yamaha RD250-350 LC and BMW R80ES.

Meanwhile the 7610 continues to be in great demand with its 4 position externally adjustable damping (shown in our pictures), 3 position spring pre-load variation and the Koni "Tri Rate" progressive spring.

Koni suspension units are imported by J.W.E. Banks & Sons Ltd., of Crowland, near Peterborough and are available through most dealers or mail order companies.