

## Another MCN trials exclusive: We look at new Honda lightweight

**HONDA are ready to celebrate Eddy Lejeune's expected world championship hat-trick with a sensational new trials lightweight.**

An international press launch is scheduled at next month's final round in Sweden but HRC's 250 prototype is already in Belgium where Lejeune tried it last week.

Japanese champion Mazaya Yamamoto, who is staying with Lejeune, rode the bike at Sunday's final round of the Belgian championship, where the double world champion clinched his fifth home title and Yamamoto came third.

A Honda works mechanic is coming over this week, prior to Yamamoto's appearance at Aywaille — this Sunday and next month's Finnish and Swedish world trials.

In October, Lejeune will fly to Japan to thrash out details of his 1985 works bike. He'll return to the factory in January for tests of a machine which will almost certainly be based on the prototype.

Honda's reply to Yamaha's trials monoshocker is entirely new, with redesigned engine and chassis incorporating a special version of the firm's Pro-Link back end.

Engine internals are still secret but the bottom end is much smaller, with magnesium covers on the aluminium crankcase, and weight shifted forward by tilting the cylinder five degrees more than on existing 200s and 250s.

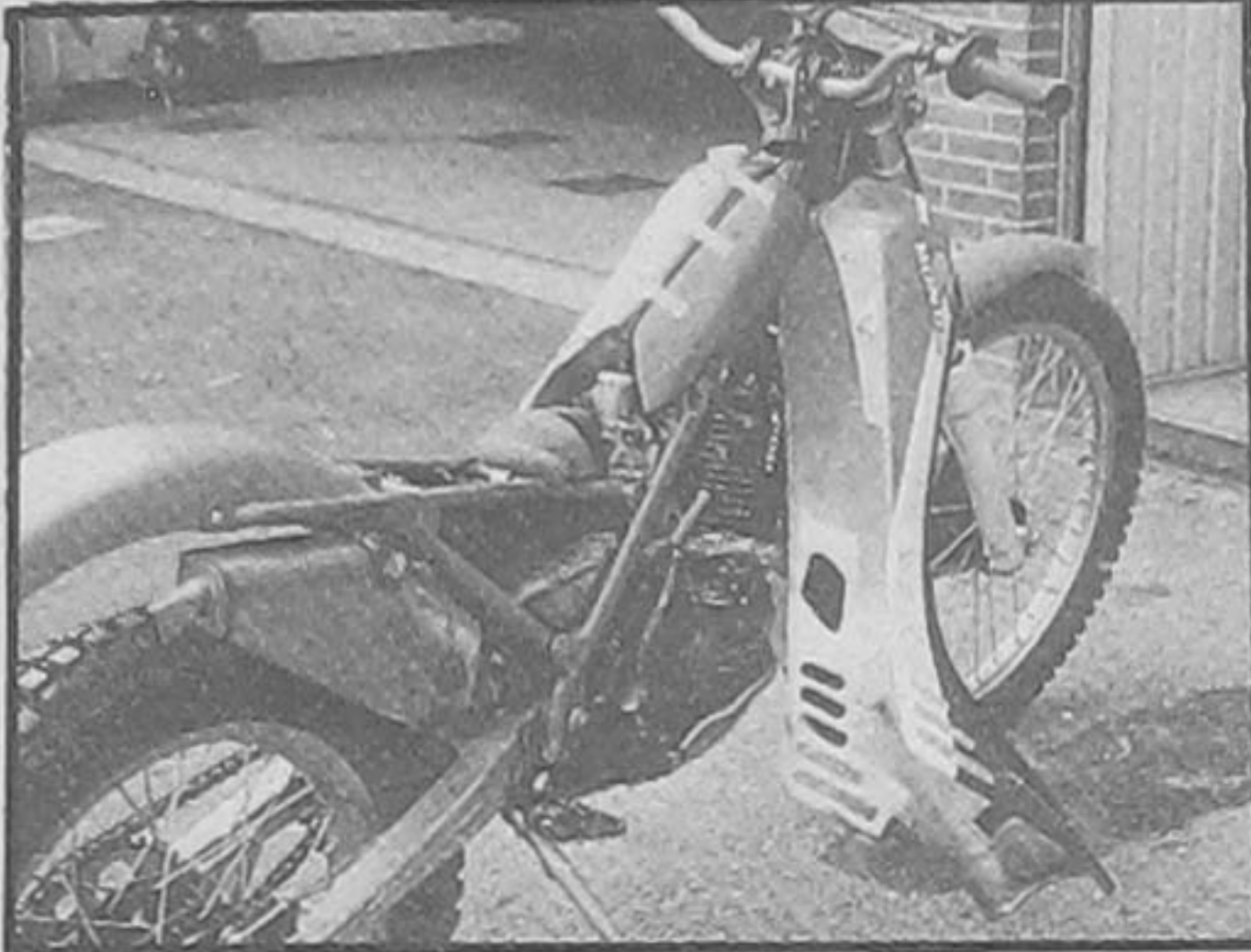
An oil cooler nestles in the front of the frame and ignition is back on top — as on Lejeune's world beater. A 22mm carburettor is unchanged but the airbox is in a detachable rear sub frame, bolted for access to a horizontal shock and linkage remote damper.

Removing a plastic seat and petrol tank cover moulding reveals extensive use of oval tubing. The 3.2 litre tank is plastic, with see-through level, but Yamamoto says production versions will have an aluminium tank. Details include a slot for the throttle cable.

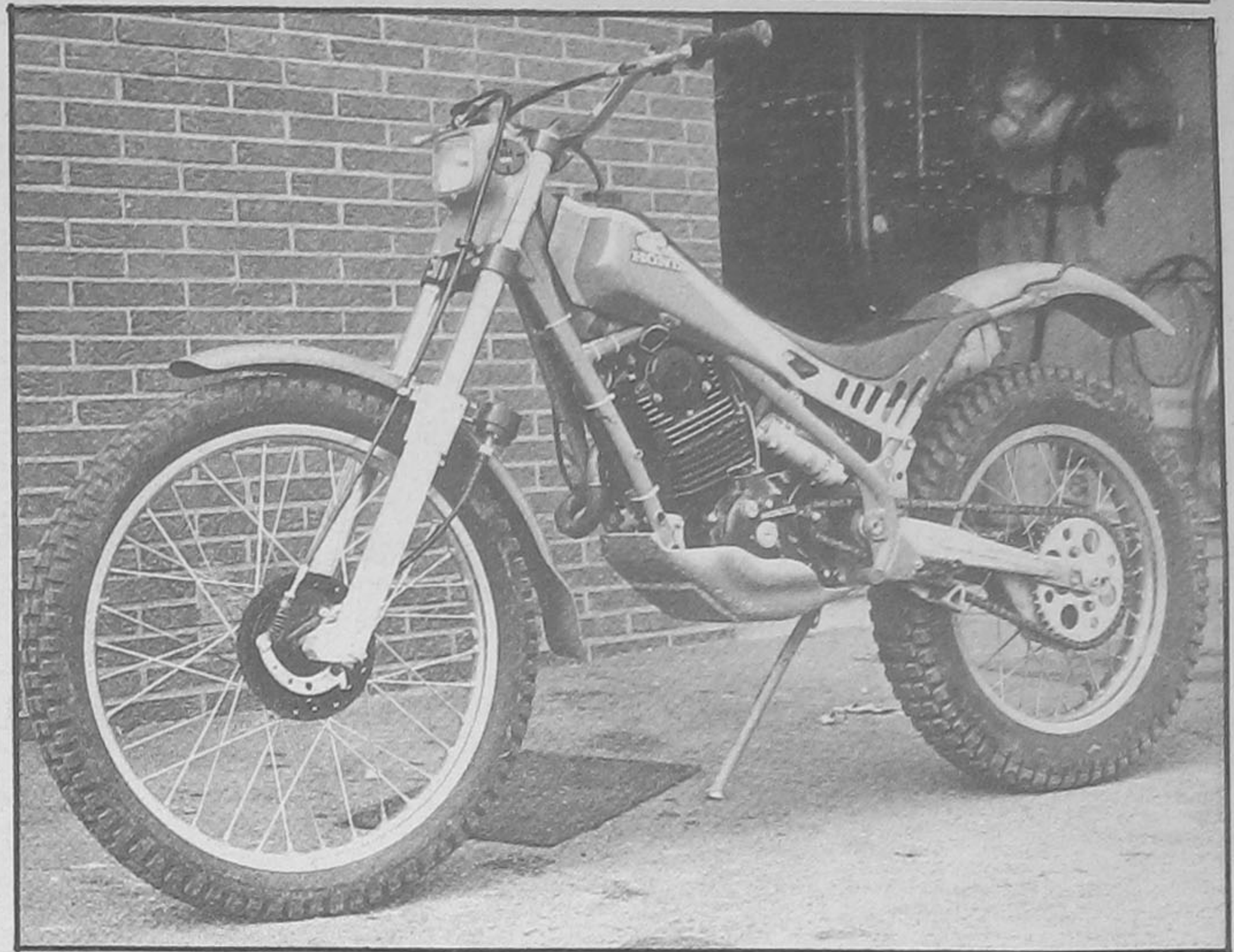
A longer alloy swinging arm has steel spindle adjusters which may be changed to obtain 15mm of wheelbase variation. Basic wheelbase is 52 inches, static ground clearance 12 inches, footrests height 14½ ins and seat height 27 ins — three inches lower than before.

Yamamoto says the bike weighs about 187lbs with oil and petrol — some 19lbs lighter than a standard 200 and 26 lbs less than Lejeune's. The front fork is like the world champion's.

Said Lejeune: "The suspension is really good. It's ultra progressive, with no kick on rebound, but the motor is too sharp for my liking. I prefer the softer power of my 360."

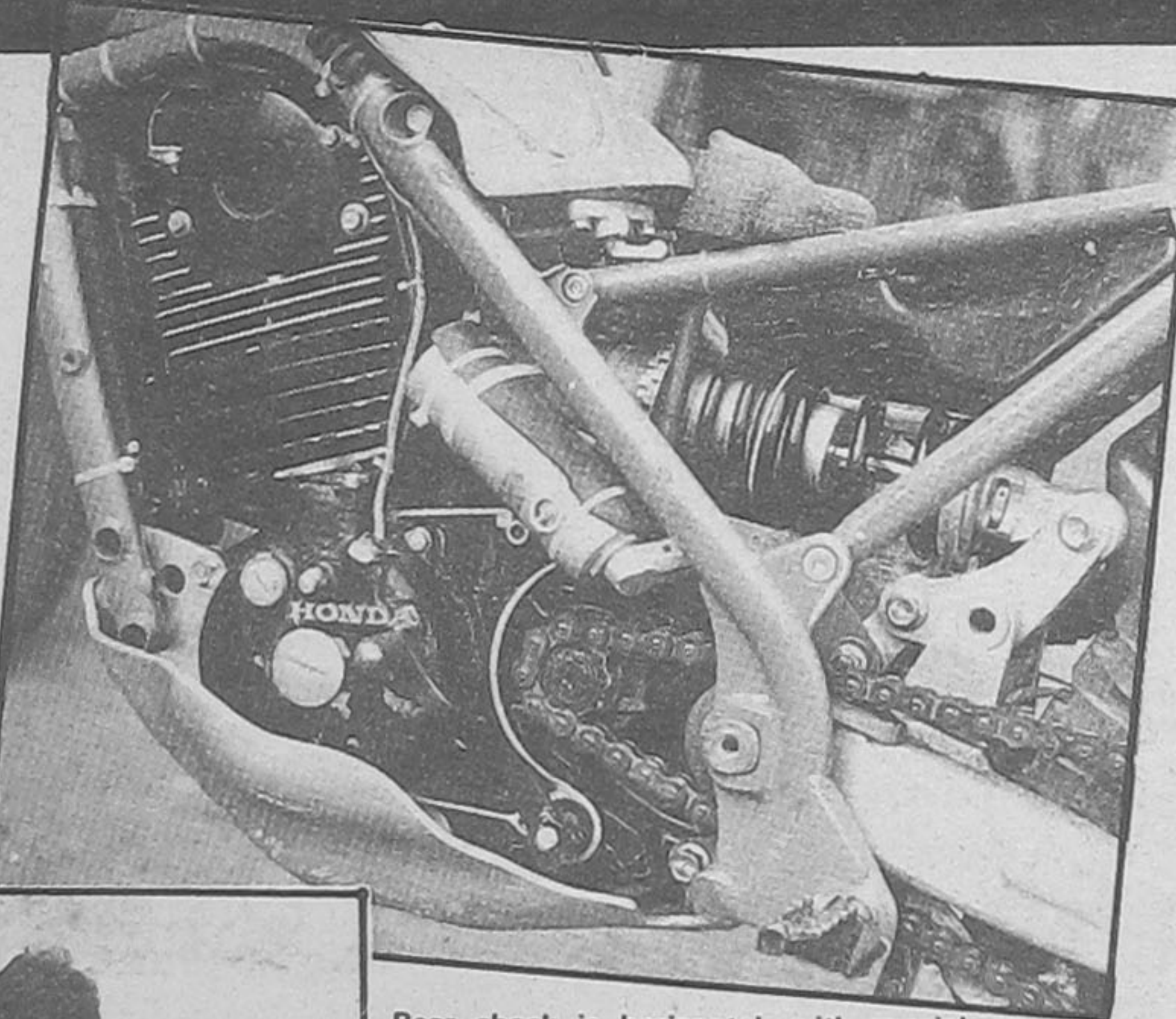


A separate petrol tank nestles under the quickly detachable seat mounting and tank cover.



A bike to excite the trials world — Honda have gone the whole hog!

# LIGHT N'EASY DOES IT



Rear shock is horizontal, with special linkage, and remote damper. Bolt-on sub-frame gives quick access to suspension.



Mazaya Yamamoto with the prototype he rode to third place at Sunday's final Belgian championship trial.

## Eddy clinches it

**TWICE** penalised five marks for riding feet-up backwards, world champ Eddy Lejeune (360 Honda) clinched his fifth Belgian championship with second place at Sunday's sixth and final round.

Bernard Cordonnier (250 Fantic) scored his second win in the series with 19 marks lost at Bertrix, near Luxembourg, where Lejeune's 27 should arguably have been 17. Having won the previous four rounds, Lejeune needed only seventh place to claim the crown.

The European debut of Japanese champion Mazayama Yamamoto (250 Honda) on the prototype single shocker earned him a good third place, with 33 marks. Dutchman Eddy Moerman (250 Montesa) was next on 43, followed by Jean-Marie Lejeune (350 Montesa) on 47 and Jean-Luc Colson (250 Fantic) on 47. Colson is third in the championship.

Eric Lejeune (250 Honda) won the support championship class but, having missed five of the 12 rounds through injury, finished only fourth in the series in which ten best scores count.



## QUICK DABS . . . QUICK DABS . . .

□ **PETE ANKER** launches his new 320 JCM at Monday's Frome club trial. The Gillingham garage boss is the first rider in the Southern centre to ride a French monoshocker.

□ A MANX two-day observer from Bedfordshire has drawn a free return ticket. George Prentice is the lucky man. With 206 solos, and 60 chairs, secretary Carole Sutherland still has vacancies. Ring 0624-2 2652.

□ A BATCH of 300cc KTM water-cooled long stroke enduro bikes are due to reach importer Bryan Goss next week. Replicas of Geraint Jones' pre-production prototype, they'll come with the latest 250 models.

□ THE West of England returns to Bickington after last year's floods at Widdicombe, of Uncle Tom Cobley fame. Including a British sidecar championship round — the day before the President's solo title round at Honiton — the national starts at Mont's cafe, off the A38, at Drumbridges roundabout, on October 6.

□ **BRITAIN'S** first 24 hour enduro has been postponed until next June. Organiser Martyn Christie said: "We ran into several problems since the original June date so we decided to call it off."

□ THE MCC's 62nd Edinburgh trial, now an eight-hour event in Derbyshire, with 12 sections between the Darley Dale start at Buxton finish, is on October 6 but 300 entries were over top several weeks ago.

□ **STOWMARKET'S** East Anglian championship enduro, scheduled for next Monday, has been postponed to September 9 as the land hasn't been harvested. Ring Mrs M A Peck on 0720-860306.

□ PART of this Sunday's Brands Hatch Festival of 1000 Bikes, a pre-65 trial, has pulled 80 entries. Jim Susans (Norton) is a rigid star; Adrian Moss and Ken Sherlock (Matchless) springer aces; Charlie Fryer and Norman Devonshire (Ariels) sidecar favourites. Two laps of 15 sections start at 10.30am.

□ **DUTCH** ISDE teamsters Simon Schram and Gerrit Wol-

sink tried oversize 650 Honda four-strokes at the Austrian and German rounds of the Euro enduro championship. Their tractor like power was impressive but, with one finish and one breakdown apiece, the reliability of the super thumpers is in doubt.

□ THE WEST GERMAN federation last week named its teams for October's ISDE, in Holland. Trophy: Joachim Sauer (125 KTM), Richard Spitznagel (250 KTM), Manfred Rossel or Bernd Theuring (250 KTM), Walter Phlenz (500 KTM) Harald Strosenreuther (500 KTM) and Richard Schlager (504 KTM four-stroke). Vase: Bernard Brinkmann (80 Kawasaki), Reemy Janssen (500 Kawasaki), Holger Herberitz (250 KTM) and Rolf Behrends (500 Husqvarna).

□ A **STRONGER** and cheaper replacement for Yamaha TY175 kickstart assemblies is being offered by Sammy Miller at £15.75 — about £9 cheaper than the original. He's also introduced a chain tensioner for Yamaha XT125s.

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