



LEFT: The West German GP was disastrous for me, not least because I was forced to leave the works bike in the van all weekend.

AFTER all the happenings this weekend I've decided not to ride at the Spanish GP in a couple of week's time. I can see no point in all of us making that long trip to Madrid just to ride down the field, and so we are going home to sort something out before my next grand prix outing. Ken and the mechanics were already packing up when I left Hockenheim and will drive back to Charlwood instead of heading south.

The news early on Friday morning that I would not be able to ride the 1982 works Suzuki came as a complete bolt out of the blue.

Reasons

The first I knew about it was when I phoned Denys Rohan in London, who told me the factory in Japan said I could not ride the bike. I really don't know the reasons behind the decision, although as you can imagine I will be seeking to find out as soon as I get home this week.

You can form the same conclusions as me because I've also heard rumours that Franco Uncini and Randy Mamola's contracts state that nobody else can ride works Suzuki machinery in the grands prix this year, but I honestly don't know if that is true.

Even if it is, surely they can't complain about me riding a 1982 works bike compared with their super-light and super-quick 1983 machinery because they really should be in front of me on the slower, heavier bike.

Obviously, after reading a

DETUNED AFTER SUZUKI BOMBSHELL

cobbled-up story in another publication last week that I'm not welcome in the HB set-up, many people will think that it's HB who have stopped me riding the bike.

Again, you know as much as me although if I am unwelcome in the team I wish that HB's Garry Taylor had told me to my face rather than let me find out about my unpopularity by reading it in a paper.

There was a lot of nonsense written around the time I got the 1982 works engine to fit in a standard frame at Monza a couple of weeks ago that I'd been drafted into the HB squad, which wasn't really correct although I had to put one of their stickers on the fairing. All I got was the engine, which really was no better than the production engine in the standard frame.

Last week I got the special lightweight frame and I really felt we were on the right road, although we needed some time to set it all up correctly.

The whole machine is some 33lb lighter than the standard bike and I was looking forward to riding it at Hockenheim with its fast straights and tricky curves.

The mechanics had been working flat out on the bike ever since they arrived in Germany, and so you can imagine how they felt when I

told them to put it back in the van and start working on the standard machine.

As it stands at the moment it appears, once again I don't know for certain, that I will only be able to use the 1982 bike in British meetings which is absolutely no good to me whatsoever because it's in Grands Prix that I do the majority of my racing.

Testing

Certainly we will have no chance of testing or setting up the bike if we can't use it when we are abroad.

The one thing I wanted on Sunday was a good start, but the bike would just not fire and

I was away in last but one place. After a while I really could see no sense in riding flat out to at best jump from 25th to 16th place and so I pulled in.

So, all in all it was a very disappointing weekend. I found it very difficult to get totally motivated because right now I just don't know where I stand.

It's not easy to go out and practice and race when you've been totally detuned just when you need to be built up. I find it easy to get motivated when I've got something more to go for, and so that meeting next week about what the future holds for me should prove both very interesting and very important.

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