

MOTOR CYCLE WEEKLY

ON SALE WEDNESDAY
WEEK ENDING 14th MAY 1983

50p

BRITAIN'S
ONLY
WEEKLY
BIKING
MAGAZINE

BMF rally preview
V-Twins on test:
Ducati 900S2,
Honda VT250F

Reports:

Scottish Six Days Trial

West German road race GP

England v USA speedway

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ON SALE WEDNESDAY
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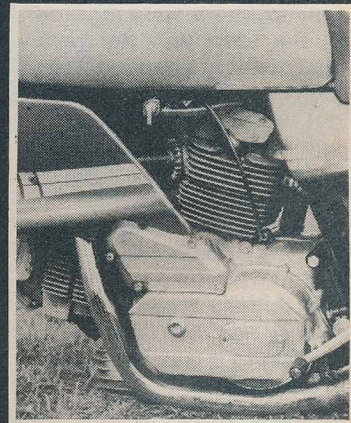
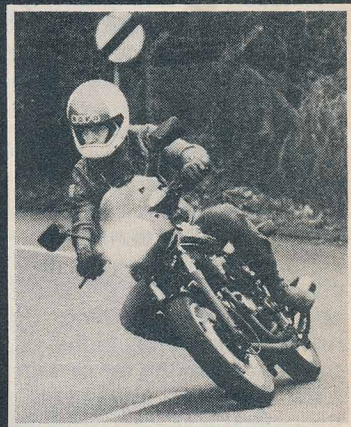
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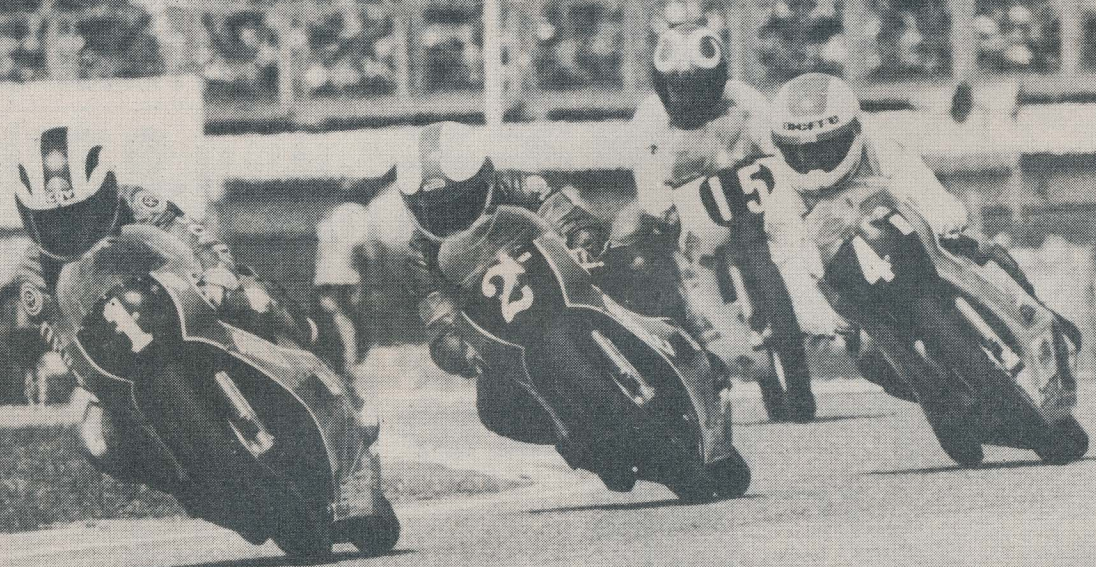


IN COLOUR

Cover: John Lampkin, high above Kinlochleven, 20 miles from Fort William, attacks the last section of Altnafeadh on the first day of the SSdT. He finished the week in fourth place.



Grandstand action in the 125cc event as race winner Angel Nieto leads Garelli teammate Eugenio Lazzarini, Pier-Paolo Bianchi and Bruno Kneabuhler. *Inset:* 500cc tussle between Randy mamola, Franco Uncini and Marc Fontan.



ROAD RACING WORLD / ROUND 4: CHAMPIONSHIPS / GERMANY

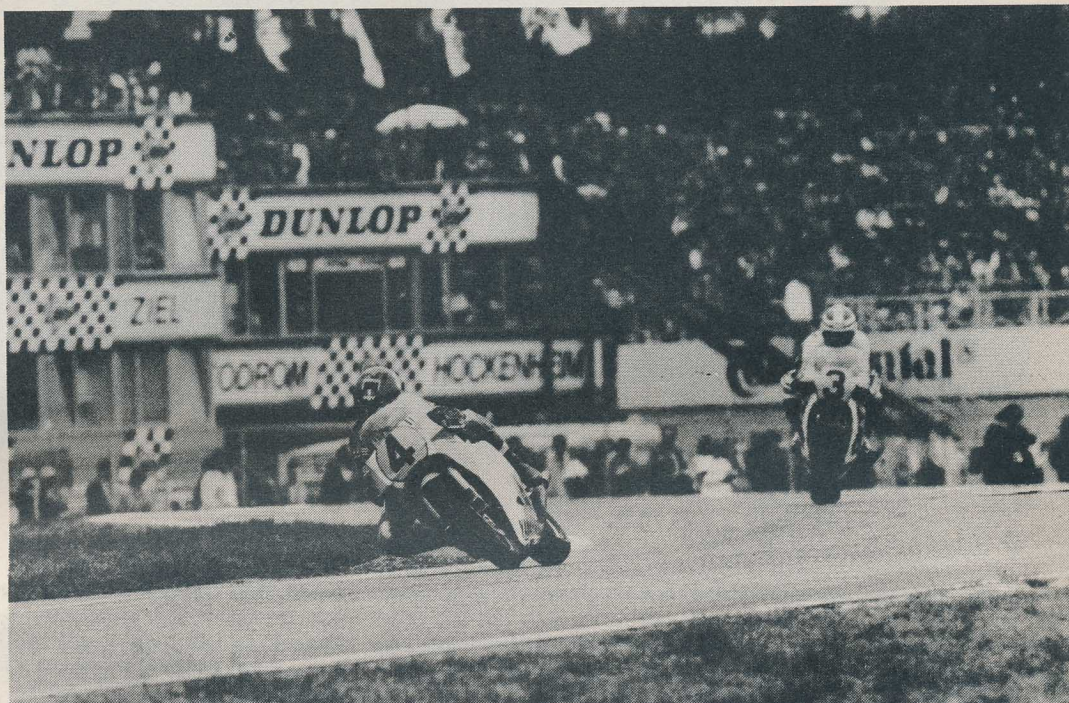
LADY LUCK turned a full circle for former world champion Kenny Roberts when he slightly eased Freddie Spencer's vice-like grip on the world championship by winning the shortened 500cc German Grand Prix at Hockenheim on Sunday.

Just five weeks ago Roberts was leading the French Grand Prix when he dropped to fourth place with a split exhaust on his Marlboro Yamaha. Freddie won that race but on Sunday the roles were reversed with Spencer leading when he dropped to fourth place with a split exhaust, and Roberts taking full advantage.

"I guess Freddie owes me one after France," said Kenny, who still trails Spencer by 18 points in the championship after four rounds. "We made all the right decisions about tyres and suspension and boy, that really was a win we all wanted."

Honda-mounted Spencer, who looked to be heading for a fourth consecutive win, was not too disappointed at the result of the race which was reduced to 15 laps, four short of its original distance, because of heavy rain.

"I'm kind of disappointed because everything looked to be going so well," he explained. "However, I'm really pleased to finish fourth despite the problems. The bike would only rev to 10,500 and would not pull top gear. It started playing up just a lap before Kenny overtook me."



When an exhaust broke on Freddie Spencer's Honda Kenny Roberts cashed in with a fine 500cc race victory on his Yamaha.

pits to wait developments and perhaps change tyres. The heavy shower stopped as quickly as it had started and with the enormous 130,000 crowd whistling their impatience the gladiators reappeared on the startline with the same tyres and after one warming up lap the race was under way an hour late.

Former world champion Marco Lucchinelli led off the line with Spencer also getting a flyer in second place. Sheene's race however was virtually over before it started with those much publicised and abused legs failing to get the Suzuki to fire until only one other rider was left on the grid.

At the end of the first lap it was Lucchinelli that led the charge in to the 100,000 capacity infield section of the Motodrom.

Spencer and Roberts were vying for second place, followed by Katayama and Frenchman Raymond Roche riding the RS500 Honda.

It all pointed to a repeat performance of the previous three instalments of the world championship saga when Spencer took the lead on the second lap. In typical fashion he began pulling away from his pursuers, headed by Roberts, who took over second place on the third lap.

With Lucchinelli comfortably installed in third place the real battle lay between Katayama and Roche for fourth place and a race-long scrap for sixth spot between world champion Franco Uncini, his HB team-mate Randy Mamola, Marc Fontan (Yamaha) and Marlboro Yamaha mounted Eddie Lawson. Fol-

lowing these the unfortunate Haslam was already having problems in 10th place.

Suddenly two factors dramatically changed the course of the whole race. The first was mechanical, when Spencer began to slow with a

split exhaust, and the second, by slightly more divine nature, was when the threat of rain turned to reality.

On the seventh lap Roberts closed on Spencer and a lap later

● continued over

Report: Nick Harris Pictures: Leo Vogelzang

Unfortunately his British Honda team-mate, Ron Haslam, did not have such luck, when he experienced exactly the same problems with his exhaust system. He slowed before eventually retiring just three laps before the premature finish.

In a bad day for Britain, Barry Sheene pulled in after battling in the lower region of the field after a dreadful start on his production RG500 Suzuki. Keith Huewen, on another Suzuki, was our highest finisher in 17th place.

With heavy black clouds hanging around the green hills to the north west of the 4.21-mile Hockenheim Motodrom near Heidelberg, the riders set off on their two warming up laps using slick tyres. As they started their second lap the rain tumbled down and they were called into the

Result: 500cc

(15 LAPS 63.28 MILES)

1. K. Roberts (USA, Yamaha) 32m 57.4s, 115.16mph
2. T. Katayama (Japan, Honda) 33m 1.77s
3. M. Lucchinelli (Italy, Honda) 33m 2.7s
4. F. Spencer (USA, Honda) 33m 8.62s
5. F. Uncini (Italy, Suzuki) 33m 18.26s
6. M. Fontan (France, Yamaha) 33m 19.20s
7. R. Roche (France, Honda) 33m 21.04s
8. R. Mamola (USA, Suzuki) 33m 21.22s
9. E. Lawson (USA, Yamaha) 33m 32.27s
10. B. Van Dulmen (Holland, Suzuki) 33m 32.85s
11. J. Middelburg (Holland, Honda); 12. L. Becheroni (Italy, Suzuki); 13. G. Pelletier (Italy, Honda); 14. W. Migliorati (Italy, Suzuki); 15. P. Sjoestroem (Sweden Suzuki); 16. G. Riener (West Germany, Suzuki); 17. K. Huewen (Great Britain, Suzuki); 18. S. Parrish (Great Britain, Yamaha); 19. E. Gschwender (West Germany, Suzuki); 20. A. Hofmann (Switzerland, Suzuki); 21. W. von Muralt (Switzerland, Suzuki); 22. F. Biliotti (Italy, Honda); 23. P. Coulon (Switzerland, Suzuki); 24. H. De Vries (Holland, Suzuki); 25. C. Guy (Great Britain, Suzuki); 26. D. Dean (Great Britain, Suzuki).

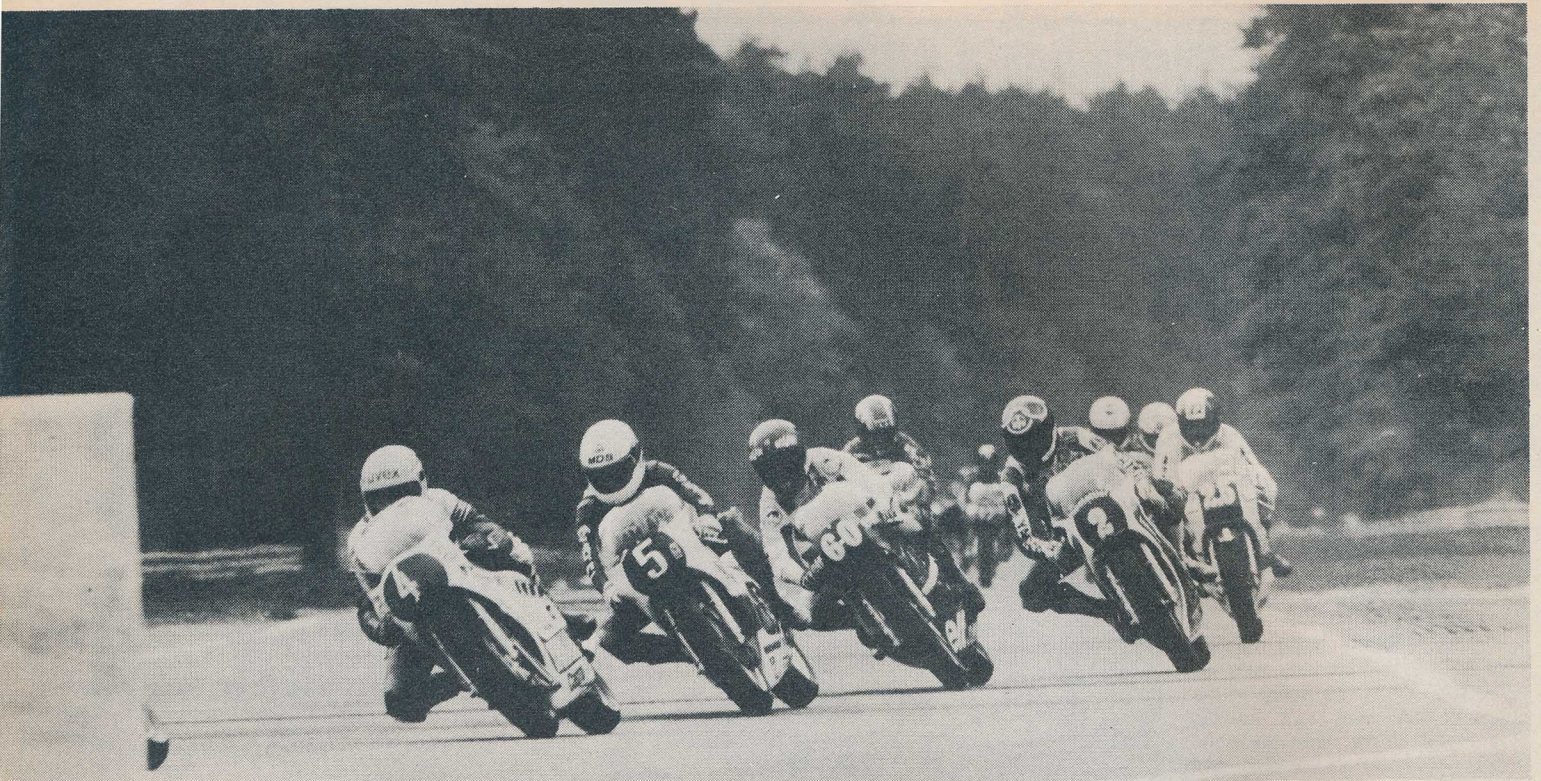
Championship positions after four rounds: 1. Spencer, 53; 2. Roberts, 35; 3. Lucchinelli, 25; 4. Fontan, 22; 5. Mamola, 21; 6. Haslam, 20; 7. Uncini, 19; 8. Katayama, 18; 9. Lawson, 15; 10. Roche, 13.

Practice leaderboard:

1. F. Spencer (Honda) 2.08.66; 2. K. Roberts (Yamaha) 2.10.25; 3. E. Lawson (Yamaha) 2.10.45; 4. M. Lucchinelli (Honda) 2.11.03; 5. R. Roche (Honda) 2.11.44; 6. J. Middelburg (Honda) 2.11.70; 7. F. Uncini (Suzuki) 2.11.70; 8. T. Katayama (Honda) 2.11.89; 9. R. Haslam (Honda) 2.12.04; 10. S. Pelandini (Suzuki) 2.12.37.

Fastest Lap: Katayama, 2m 10.48s, 116.35mph

Next Round: Jarama, Spain May 22.



Racing between the trees in the 250cc race are Martin Wimmer, Carlos Lavado, Thierry Espie, Jacques Cornu and Reinhold Roth.

● continued from p9

raced by him on the 160mph straight towards the second chicane. The world championship leader was in trouble.

Four laps later he had the embarrassment of his team-mates Katayama and Lucchinelli relegating him to fourth place, when up went the umbrellas and rain prevented him from slithering further down the ratings.

FIM road race chief Luigi Brenni was on the start line when the heavens opened at the start of the 14th lap, and he personally told the Clerk of the Course to stop the race a lap later. Not only was this to prevent further danger to the riders but also the race had run over three quarters of its planned distance, and therefore would not have to be re-run.

The only problem came when the results were issued from the places at the end of the 14th lap, but these were later amended to positions a lap later.

Roberts led Katayama by 4.37 seconds through the spray at the finish, and Lucchinelli was a further second down in third place. With Spencer an equally comfortable fourth, the real rush for the line came with Uncini sneaking fifth place from Fontan on the last sodden lap. Roche relegated Mamola to eighth place, in front of Lawson and rain expert Dutchman Boet van Dulmen (Suzuki) in 10th place.

Huewen battled bravely to finish 17th on his Suzuki.

ONCE again British fortunes matched the weather in the re-run 250cc race won by Venezuelan Carlos Lavado (Yamaha), who also took over the lead in the world championship.

French Grand Prix winner Alan Carter could only finish 13th after

tumbling in the first race which was stopped after four laps because of heavy rain.

He was unhurt but fitted rain tyres to his Mitsui Yamaha for the second race which proved unsuitable as the track dried. With team-mate Donny Robinson retiring after five laps with a broken crankshaft and flying Ulsterman Graham Young, later riding Dr Joe Erlich's EMC on to the leader board, another victim of tyre problems, it was bad news for the Brits.

Lavado was leading the first race

when it was sensibly stopped. And the second, which was reduced by a lap, became a psychological battle of tyre choice and tactics. Parts of the track were steaming in the sun while it was still very wet under the trees at the chicanes and long straights.

Lavado, Patrick Fernandez—riding last year's Bartol machine—and Belgian Didier de Radigues (Chevallier Yamaha) fitted intermediate tyres back and front. Jean-Francois Balde (Chevallier Yamaha) took a gamble by fitting slicks all round,

while Carter and Martin Wimmer went completely the opposite with full wets. Young went for a slick back and wet front, and we waited to see who'd taken the right decision.

Almost immediately the question was answered with the intermediate tyre men at the front, while the other combinations rued their decisions.

Manfred Herweh led at the end of the first lap, with Fernandez second, Alfonso Pons (Rotax) third, and Lavado fourth.

Lavado took the lead on the third lap with another Venezuelan, Ivan Palazzese moving into second place on his Yamaha, until a tumble on the infield section three laps later wrecked his chances.

Herweh moved back into second place but, on the same lap as Palazzese's enforced departure, he ground to a halt with a seized engine and it was left to Fernandez to take up the challenge in second place, with Frenchman Christian Sarron (Yamaha) third and Radigues fourth.

Wimmer retired with those unsuitable tyres and was followed by Young who was up into ninth place on the EMC.

"I was really disappointed because the bike is an ace and very fast," he said.

Swiss world championship leader Jacques Cornu, after a slow start, was moving through the field on his Yamaha. He was up into sixth place on the 11th lap when his progress was halted with ignition problems that also cost him his world championship lead. Lavado crossed the line over 20 seconds in front of Fernandez, with De Radigues third. Next best British finisher was the ever present Tony Head (Armstrong Rotax) in 18th place with Scotsman Donny McLeod (Yamaha) 26th.

Result: 250cc (15 laps 63.28 miles)

1. C. Lavado (Venezuela, Yamaha) ... 36m 55.62s, 102.78mph
2. P. Fernandez (France, Bartol) ... 37m 15.84s
3. D. De Radigues (Belgium, Chevallier) ... 37m 19.64s
4. B. Luscher (Switzerland, Yamaha) ... 37m 23.00s
5. R. Roth (West Germany, Yamaha) ... 37m 27.16s
6. R. Freymond (Switzerland, Armstrong) ... 37m 27.33s
7. C. Sarron (France, Yamaha) ... 37m 37.06s
8. J. F. Balde (France, Chevallier) ... 37m 37.26s
9. A. Pons (Spain, Kobas) ... 37m 38.65s
10. B. Fau (France, Yamaha) ... 38m 06.38s
11. C. Cardus (Spain, Rotax); 12. H. Guilleux (France, Kawasaki);
13. A. Carter (Great Britain, Yamaha); 14. J. L. Tournadre (France, Yamaha);
15. J. Schmid (West Germany, Yamaha); 16. K. T. Grassel (West Germany, Yamaha);
17. M. Matteoni (Italy, Yamaha); 18. T. Head (Great Britain, Armstrong);
19. H. Eckl (West Germany, Yamaha); 20. E. Weibel (Switzerland, Yamaha);
21. M. Simeon (Belgium, Yamaha); 22. T. Rapicault (France, Yamaha);
23. K. Sakai (Japan, Yamaha); 24. S. Fortsch (West Germany, Yamaha);
25. T. Ikeda (Japan, Yamaha); 26. D. McLeod (Great Britain, Yamaha).

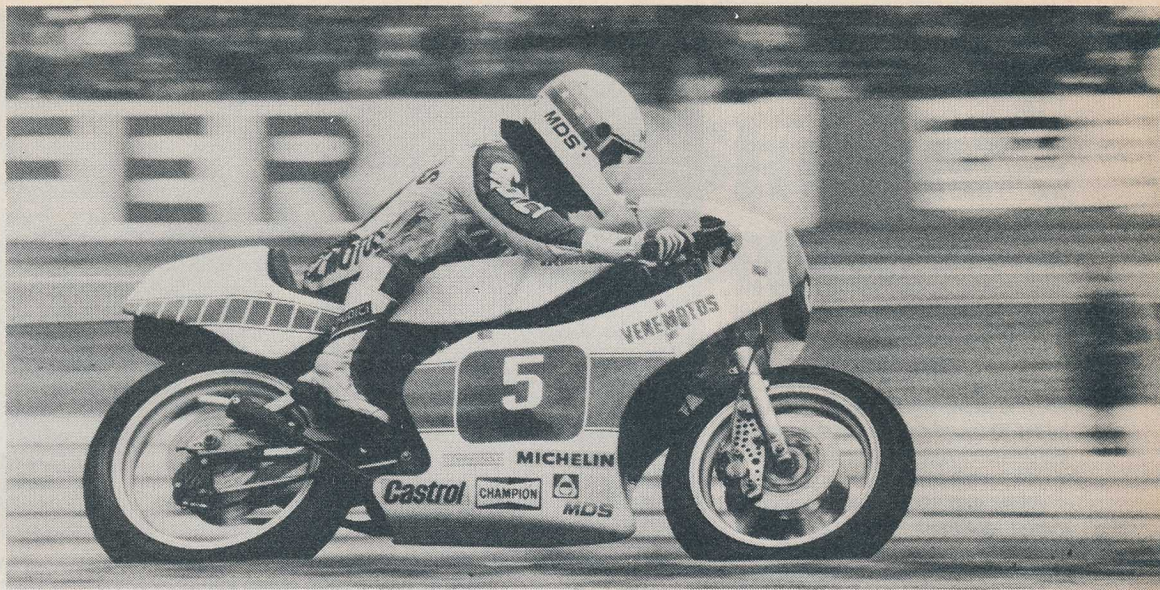
Championship positions after four rounds: 1. Lavado, 34; 2. De Radigues, 32; 3. Fernandez, 25; 4. Cornu, 24; 5. Balde, 19; 6. Rapicault, 16; 7. Carter, Guilleux, Herweh, 15; 10. Espie, 14.

Practice leaderboard: 1. J. Cornu (Yamaha) 2.20.10; 2. K. Graessel (Yamaha) 2.20.36; 3. J. F. Balde (Yamaha) 2.20.37; 4. R. Roth (Yamaha) 2.20.56; 5. P. Fernandez (Bartol) 2.20.72; 6. D. De Radigues (Yamaha) 2.20.91; 7. M. Wimmer (Yamaha) 2.21.26; 8. O. Lavado (Yamaha) 2.21.38; 9. T. Espie (Yamaha) 2.21.47; 10. M. Herweh (Rotax) 2.21.53.

Fastest lap: Lavado, 2m 23.6s (105.71mph).

Next round: Jarama, Spain, May 22.

RIGHT: Venezuelan Carlos Lavado rushes through the grandstand section at Hockenheim to his 250cc race victory.



A SUPERB six-man scrap petered out to a dull finish when 11-times world champion Angel Nieto decided to clear off and win the 14-lap 125cc race, held in glorious sunshine.

The diminutive Spaniard, riding the works Garelli, played the game to the delight of the vast crowd, but got down to the serious stuff on the last four laps to win comfortably from team-mate Eugenio Lazzarini.

Nieto takes over the world championship lead from countryman Riccardo Tormo who retired when his MBA's engine seized. However, the crowd will remember those frantic opening ten laps as the Garelli team-mates, former world champion Pier Paolo Bianchi (Sanvenero), the experienced Bruno Kneubuehler (MBA), Italian Maurizio Vitali (MBA) and Fausto Grasini (MBA) used every trick in the book to gain advantage.

Vitali led at the end of the first lap with Bianchi taking over for the next four, until Nieto arrived on the scene to take his turn. Kneubuehler then dived inside the world champion, outbraking him going into the tight Sach turn on the sixth lap, but Bianchi repeated the manoeuvre a lap later to relegate the Swiss rider to second place.

The former world champion held the lead for another couple of laps before Nieto and Lazzarini produced their usual disappearing act and the chase suddenly became strung out, Bianchi a comfortable third in front of Kneubuehler, Vitali and Grasini.

Lazzarini in second spot of setting a new lap record.

THE TEN-LAP 50cc race, as usual, produced a battle of those terrible twins world champion Stefan Dorflinger (Kreidler) and his constant shadow Italian Eugenio Lazzarini (Garelli).

Dorflinger held an eight metre advantage at the chequered flag after the great rivals had changed places for the lead four times.

West German Gerhard Bauer (Ziegler) was a popular third and young Ian McConnachie, riding the Kreidler-based Rudge, was a creditable 24th, although he was lapped by the leaders on the last lap. The ever cheerful Spencer Crabbe finished 32nd.

Dorflinger decimated his own lap record, on his victory ride, when he turned in an incredible 91.42mph. Lazzarini now hangs on to his world championship lead by a mere nine points.

IN THE sidecar event Rolf Biland scored no points because he didn't know he was on the last lap after leading for the entire race in their LCR Yamaha. His engine cut on to three cylinders and then seized as he raced down the long straight and back into the stadium for the last time, **reports Peter Clifford.**

A con-rod had broken and punched a hole in the crank cases but neither Biland nor passenger Kurt Waltisperg realised that they only had to coast and push across the line to collect some points because as usual they were well ahead of most of the field.

Instead they pulled into the pits as British Grand Prix winners Egbert Stuever and Bernard Schneiders collected their second

Grand Prix victory. Second were Alain Michel and Claude Monchaud, ahead of Derek Jones and Brian Ayres. That made a clean sweep for LCR Yamahas.

Britain's creln did well. Trevor Ireson and Ashley Wooler (Ireson Yamaha) came fourth, and Frank Wrathall and Phil Spendlove (Seymaz Yamaha) fifth.

The race took place without any further rain, but the track had been well soaked by the storm that stopped the 500 race. Most teams chose to use rain tyres and there was a tremendous amount of spray which made passing difficult.

Biland led the line, followed by Streuer and world champions Werner Schwarzel and Andreas

● continued over

Result: 125cc (14 laps 59.06 miles)

1. A. Nieto (Spain, Garelli) 34m 52.57s, 101.57mph
2. E. Lazzarini (Italy, Garelli) 34m 56.20s
3. P. P. Bianchi (Italy, Sanvenero) 35m 00.15s
4. B. Kneubuehler (Switzerland, MBA) 35m 06.22s
5. M. Vitali (Italy, MBA) 35m 13.14s
6. F. Gresini (Italy, MBA) 35m 15.58s
7. H. Muller (Switzerland, MBA) 35m 18.96s
8. G. Waibel (West Germany, MBA) 35m 28.39s
9. L. Petroniro (Belgium, MBA) 35m 35.17s
10. S. Carachi (Italy, MBA) 35m 36.29s

11. M. Gonzales (Venezuela, MBA); 12. S. Dorflinger (Switzerland, MBA); 13. J. Wickstrom (Finland, MBA); 14. H. Van Kessel (Holland, MBA); 15. P. L. Aldrovandi (Italy, MBA); 16. I. Troisi (Venezuela, MBA); 17. L. Piccirillo (Italy, MBA); 18. P. Bordes (France, MBA); 19. J. C. Selini (France, MBA); 20. W. Hupperich (West Germany, MBA); 21. A. Straver (Holland, MBA); 22. B. Hassaine (France, MBA); 23. P. Sommer (Switzerland, MBA); 24. P. Carlson (Sweden, MBA); 25. H. Lichtenberg (West Germany, MBA); 26. J. Hutteau (France, MBA).

Championship positions after three rounds: 1. Nieto, 30; 2. Lazzarini, 24; 3. Tormo, 23; 4. Kneubuehler, 18; 5. Vitali, 16; 6. Selini, 14; 7. Bianchi, Gianola, 10; 9. Gresini, 9; 10. Wickstrom, 8.

Practice leaderboard: 1. E. Lazzarini (Garelli) 2.27.76; 2. A. Nieto (Garelli) 2.27.90; 3. P. P. Bianchi (Sanvenero) 2.29.95; 4. A. Auinger (MBA) 2.29.96; 5. R. Tormo (MBA) 2.29.99; 6. G. Waibel (MBA) 2.30.35; 7. M. Gonzalez (MBA) 2.30.66; 8. J. C. Selini (MBA) 2.30.74; 9. H. Mueller (MBA) 2.30.77; 10. B. Kneubuehler (MBA) 2.31.02.

Fastest lap: Nieto, 2m 26.00s (103.98mph).

Next round: Jarama, Spain, May 22.

Result: 50cc (10 laps 42.18 miles)

1. S. Dorflinger (Switzerland, Kreidler) 28m 32.36s, 88.66mph
2. E. Lazzarini (Italy, Garelli) 28m 32.74s
3. G. Bauer (West Germany, Zeigler GP) 29m 20.56s
4. G. Looyesteyn (Holland, Kreidler) 29m 31.30s
5. R. R. Kunz (West Germany, FKN) 29m 31.67s
6. H. Spaan (Holland, Kreidler) 29m 31.99s
7. H. Klein (West Germany, FKN) 29m 32.53s
8. I. Emmerich (West Germany, TYL) 29m 33.52s
9. G. Singer (West Germany, Kreidler) 29m 33.73s
10. T. Timmer (Holland, Bultaco) 29m 38.63s
11. O. Machinek (Austria, Kreidler); 12. J. Van Dongen (Holland, Kreidler); 13. P. Bordes (France, Moto 2L); 14. J. Gali (Spain, Bultaco); 15. H. Koopman (Holland, Kreidler); 16. R. Gali (Spain, Bultaco); 17. C. Baert (Belgium, Kreidler); 18. M. De Lorenzi (Italy, Minarelli); 19. T. Engl (West Germany, Engl Production); 20. P. Verbio (Yugoslavia, Kreidler); 21. Y. Le Toumelin (France, TYL); 22. R. Schirrhofer (West Germany, Kreidler). Completed 9 laps: 23. K. Rapczynski (West Germany, Kreidler); 24. I. McConnachie (Great Britain, Rudge); 25. S. Danielsson (Finland, Kreidler); 26. M. S. Komu, (Finland, Kreidler).

Championship positions after three rounds: 1. Lazzarini, 39; 2. Dorflinger, 30; 3. Looyesteyn, 23; 4. Klein, 19; 5. Emmerich, 14; 6. Lusuardi, 12; 7. Spaan, 11; 8. Bauer, 10; 9. Scheidhauer, 8; 10. Singer, 6.

Practice leaderboard: 1. S. Dorflinger (Kreidler) 2.47.73; 2. E. Lazzarini (Garelli) 2.49.16; 3. C. Lusuardi (Villa) 2.54.71; 4. H. Klein (FKN) 2.54.94; 5. G. Bauer (Kreidler) 2.55.42; 6. G. Looyesteyn (Kreidler) 2.57.07; 7. H. Spaan (Kreidler) 2.57.64; 8. T. Timmer (Kasa) 2.57.67; 9. H. Hummel (Sachs) 2.57.94; 10. P. Rimmelzwaan (Roton) 2.58.82.

Fastest lap: Dorflinger, 2m 46.05s (91.43mph).

Next round: Jarama, Spain, May 22.

● continued from p11

Huber. Michel made an atrocious start, and Jones was not much better off.

"For the first half of the race the spray was so bad I couldn't see where I was going," said Jones later. "I tried to tear my visor off but couldn't."

Michel really cursed his mess of a start. "I used exactly the same method that worked perfectly for the warm-up but it wouldn't go," he said "I will have to practise."

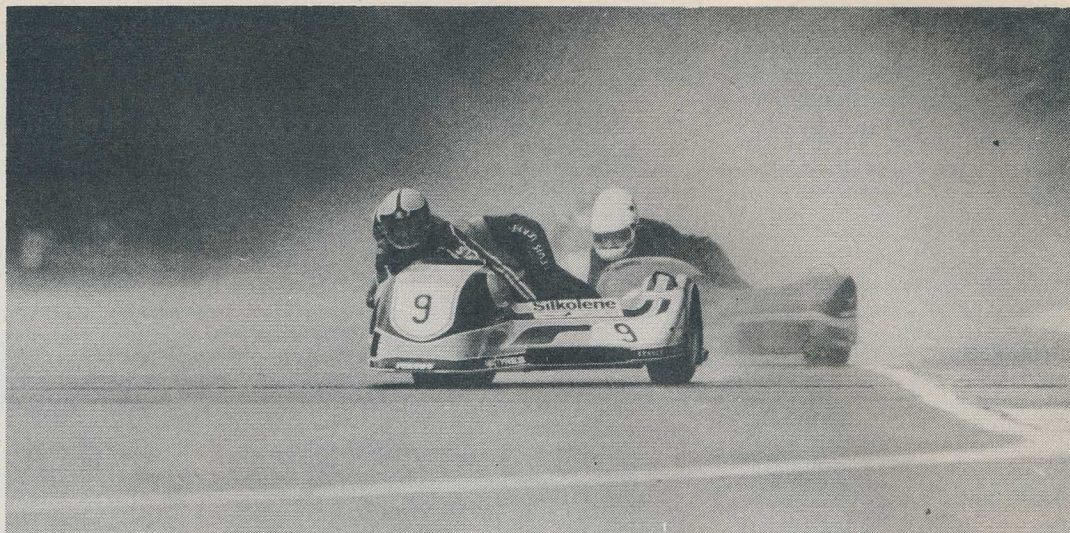
With his usual fiery riding, Michel cut through the field. From twelfth at the end of the first lap he was fourth by lap four and third a lap later when Schwarzel retired with a blown seal on his front brake master cylinder.

Jones was not far behind and as Ireson grabbed fourth, thanks to Masato Kumano and Kunio Takashima suffering an ailing engine, Jones closed on Ireson.

"We used the old fashioned engine rather than a power valve one because they are cheaper to run", said Ireson. "I don't think the engine or the conventional outfit were a handicap, especially in the infield. Down the fast straights Jones was getting away, but then he's a really good driver as well."

Wrathall did well to finish fifth, with his lack of backing, and those unsponsored heroes of Le Mans, Mick Barton and Simon Birchall, were well in the hunt from the start before they were put out of the running when an exhaust pipe came off.

Dennis and Julia Bingham were just out of the points in eleventh, but Steve Abott got one for tenth, thanks to the help of ex-Ireson passenger Donny Williams who filled in for Shaun Smith still limping after his Le Mans crash.



Britons had their best West German GP performance in the sidecar event finishing third, fourth and fifth. Here Trevor Ireson leads eventual third placeman Derek Jones.

Result: Sidecar

(14 laps 95.04 miles)

1. E. Streuer/B. Schneiders (Holland, LCR)	36m 09.21s, 97.98mph
2. A. Michel/C. Monchaud (France, Seymaz)	36m 17.33s
3. D. Jones/B. Ayres (Great Britain, LCR)	36m 53.86s
4. T. Ireson/A. Wooller (Great Britain, Ireson)	37m 04.75s
5. F. Wrathall/S. Spendlove (Great Britain, Seymaz)	37m 15.15s
6. H. Huber/W. Mockel (West Germany, LCR)	37m 22.17s
7. H. Van Drie/W. Van Dis (Holland, LCR)	37m 55.47s
8. E. Schons/E. Rosinger (West Germany, Busch)	37m 57.21s
9. M. Kumano/K., Takashima (Japan, LCR)	38n 06.24s
10. S. Abbott/D. Williams (Great Britain, Ham Yam)	38m 10.22s

Championship positions after two rounds: 1. Biland/Waltisperg, Streuer/Schnieders, 15; 3. Barton/Birchall, Michel/Monchaud, 12; 5. Huber/Mockel, 11; 6. Schwarzel/Huber, Kumano/Takashima, Jones/Ayres, 10; 9. Ireson/Wooller, 8; 10. Wrathall/Spendlove, 5.

Practice leaderboard: 1. R. Biland/K. Waltisperg (Yamaha), 2. 16.55; 2. A. Michel/C. Monchaud (Yamaha), 2. 20.69; 3. E. Streuer/B. Schnieders (Yamaha), 2. 22.18; 4. W. Schwarzel/A. Huber (Yamaha), 2. 23.48; 5. V. Drie/V. Dis (Yamaha), 2. 23.75; 6. M. Kumano/K. Takashima (Yamaha), 2. 24.31; 7. D. Jones/B. Ayres (Yamaha), 2. 24.62; 8. R. Steinhausen/H. Hermann (Yamaha), 2. 26.22; 9. T. Ireson/A. Wooller (Yamaha), 2. 26.38; 10. M. Egloff/U. Egloff (Yamaha), 2. 26.52.

Fastest lap: Biland/Waltisperg, 2m 31.00s, 100.54mph.

Next Round: Salzburg, Austria, May 29.



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RIGHT RUBBER JOEY

THE correct choice of tyres helped Joey Dunlop beat the rain and score a convincing win in the Tandragee 100, Ulster's opening road race of the season, in County Armagh on Sunday.

The course at the one time was almost flooded by torrential rain storms, before drying quickly, only to be on the receiving end of another downpour minutes later.

With such variable weather, choice of rubber was all important and Dunlop settled for the intermediate tyres on his Formula One Honda, while his number one rival Norman Brown went the whole hog and settled for the wet weather version.

Brown led for the first lap on his Suzuki but after that Dunlop took over and he was in no trouble from then on, winning by four seconds with Brian Reid (Suzuki) second and Brown third.

Norman said afterwards that he made the wrong choice of tyre. He was able to get through wet patches with no difficulty but then he suddenly came upon dry road on other stretches of the course and this was where his problem started.

However, later in the day he smashed the lap record for the 250cc class with a speed of 94.07mph on his Yamaha and finished third behind Neil Hudson. Brown probably would have won the race with a decent start but his bike refused to fire and he was last away.

Steve Lindsell, the king of vintage racing these days, led from start to finish to win the over 500cc section of the classic race. Mick Grant rode a Matchless in the 500cc section which was won by Sam McClements on the legendary Ryan Norton which includes among it's successes in the past first places in the Ulster Grand Prix and North West 200.

RESULTS

Unlimited (351cc upwards): 1 J. Dunlop (Honda), 81.61mph; 2 B. Reid (Suzuki); 3 N. Brown (Suzuki). **Fastest lap:** Dunlop, 84.61mph. **350cc:** 1 C. Junk (Yamaha), 90.90mph; 2 B. Reid (Yamaha); 3 N. Hudson (Yamaha). **Fastest lap:** Junk, 94.63mph. **250cc:** 1 N. Hudson (Rotax), 91.15mph; 2 J. Johnston (Waddon); 3 N. Brown (Yamaha). **Record mph lap:** Brown, 94.07. **125cc:** 1 M. McGarrity (Honda), 74.87mph; 2 W. J. Born (Honda); 3 B. Hewitt (Honda). **Fastest lap:** Born, 76.33mph. **200cc:** 1 A. Crozier (Yamaha), 67.93mph; 2 K. Ferguson (Yamaha); 3 N. Dorman (Yamaha). **Fastest lap:** Crozier, 75.08mph. **Classic Race—Over 500cc:** 1 S. Lindsell (Royal Enfield). **500cc:** S. McClements (Norton). **350cc:** J. Millar (Aermacchi). **250cc:** R. Peabody (Bultaco).

New Suzuki 500 on way

SUZUKI will introduce a brand new 500cc works engine at the Dutch TT at Assen at the end of June.

Roberto Gallina, HB Suzuki's chief technician, announced at Hockenheim that the new engine would be ready for Assen and that it might include some form of fuel injection.

He also revealed that Suzuki are building another new engine for the 1984 season which would not be of the square-four configuration that has brought them so much success over recent years. Obviously Honda's successes in the opening three rounds of the world championships have spurred Suzuki to greater efforts and the works bikes at Hockenheim featured new crankshafts."

Bits & Pieces

SIDECAR sensations Keith Cousins and Phil Hookham turned up at Hockenheim and persuaded the organisers to give them an entry and they only missed one practice session. . . The FIM have officially approved the third round of the world F2 championship, to be held in conjunction with the European Championship round at Assen in September. . . The Dutch TT at Assen in June will have a new-style programme. Racing starts with 50cc and continues with F1, Sidecar, 250, 500 and 125cc. . . Australian Jeff Sayle made a welcome return to the grand prix scene at Hockenheim, riding his Bartol machine. . . World Champion Franco Uncini was full of praise for the track and organisation at Hockenheim. After a Formula Two car race at the track last Sunday, four trucks spent two days spraying the track to remove any trace of rubber. . . All seats in the 120,000 capacity grandstands at Hockenheim were sold a couple of weeks before the race. . . Classic TT winner Dennis Ireland made his 1983 grand prix debut at Hockenheim on his Padgett's sponsored RG500 Suzuki.

. . . Donny Williams rode with Steve Abbott in Germany and Steve's injured regular passenger Shaun Smith, who was spectating, will not be fit until the TT. . . Former world sidecar champion Rolf Biland hopes to continue his F2 car racing career at Pau in France in a couple of weeks time. . . Tony Head rode the Rotax-powered 250 Armstrong because the new Armstrong engine is still not ready. . . To avoid the custom problems encountered by grand prix moto cross competitors, riders at Spanish Grand Prix a week on Sunday must have ATA documents for bikes.

Suzuki shock Sheene with works refusal

BARRY SHEENE'S remarkable return to grand prix racing was severely jolted before practice for the West German Grand Prix on Friday when Suzuki would not allow him to ride their 1982 works machine.

Neither Suzuki or HB Cigarettes, sponsors of the official works team would give a reason behind the decision that meant Sheene had to ride a production RG500 machine at Hockenheim.

Two weeks ago Sheene was given a 1982 works engine to put in his standard frame for the Italian Grand Prix at Monza.

He finished ninth in the race, sporting an HB sticker on the fairing.

A week later he was supplied with a lightweight aluminium frame to use in the Marlboro Transatlantic Trophy and assumed he could use the bike this weekend until a phone

call to Denys Rohan, Suzuki's racing supremo in Britain, early on Friday morning told him that was not the case.

"All I can tell you is that it is not HB who have stopped Barry riding the bike and that I learnt of the decision when I spoke to our headquarters in Japan," he said from his Crawley office on Friday. "I can say no more until I've spoken to Barry."

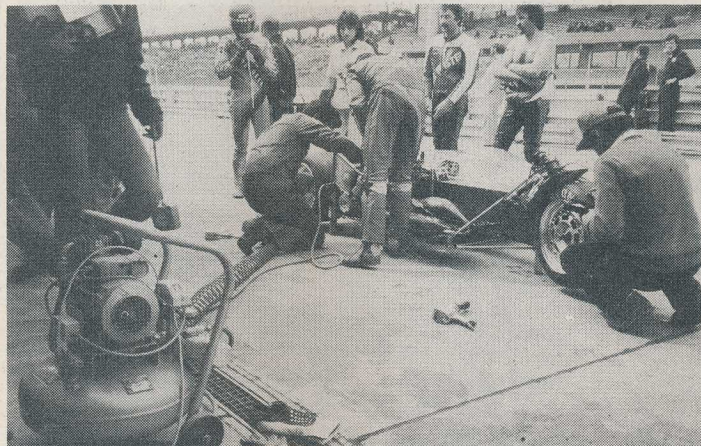
It appears there is a clause in Suzuki's contract with HB that prevents anybody riding works machinery other than their contracted riders, Franco Uncini, and Randy Mamola.

Although there must be conjecture whether Barry's riding a 1982 machine breaks that contract, obviously both Suzuki and HB are worried what more will happen when their injured riders Loris Reggiani and Toni Mang are fit, because both are official members of the HB team but are only allowed to ride standard machines in grand prix races.

HB spokesman Garry Taylor was also adamant that his company had nothing to do with Suzuki's decision.

"The decision came from the factory and had nothing to do with HB," he said. "The sponsors don't choose the riders and I think HB would have been delighted to have as many bikes out in the German Grand Prix as possible."

There's something in the air, says Michel



SIDECAR racing technology upmanship took a new turn at Hockenheim when Alain Michel appeared with pneumatic jacks fitted to his LCR Yamaha.

The three jacks are fitted to the corners of the outfit, and as soon as the fairing is removed a compressed air line is plugged into a fitting on the chassis and the machine is instantly lifted in the air.

The air pressure is then released and the outfit drops back onto the wheels. The jacks are completely withdrawn by lightweight springs.

Tyre compounds are now very important in the sidecar class and this innovation makes wheel changes during practice very much faster.

Rolf Biland is still using wooden blocks at the moment but presumably he will not want to be left behind by his great rival.

The quick changing of wheels brings up the possibility of the mid-race pit stop to change tyres which has become so popular in Formula One car racing.

There was more car racing technology at Hockenheim in the form of carbon fibre discs fitted to the front of Franco Uncini's HB Suzuki during Friday's practice. These were the latest offering from Brembo, the

Italian company who make carbon fibre discs for aircraft and Formula One cars.

The discs require carbon fibre pads and although carbon fibre discs have been used on the rear of the works Hondas since last year, no-one has raced with them on the front.

Carbon discs only work at high temperatures and the problem is that the front discs run too cool. With only wet practice on Saturday there was too little time for testing.

Ekerold misses out

FORMER world 350 champion Jon Ekerold was without a ride in the 500cc class in Germany after Cagiva only brought one machine to Hockenheim.

With their new machine still not ready, Cagiva gave their old modified machine to Italian Virginio Ferrari which left Ekerold, who'd done all the development on the machine last year, out in the cold.

"When I joined Cagiva I thought they were really interested in racing but now I think perhaps they only do it for tax relief purposes," said a bitterly disappointed Jon.

Cagiva hope their new bike will

Cornu clash

WORLD 250cc championship leader until Hockenheim Jacques Cornu, who won the world endurance crown for Kawasaki last season, will miss the Spanish, Yugoslav and British grands prix because of endurance racing commitments.

It's unlikely that Kawasaki will let him break his contract, because he rides a Yamaha in the 250cc championships.

be ready for the Yugoslav Grand Prix in the middle of June but it looks like the parting of the ways between them and the South African.

Ekerold is keen to race a RS500 Honda in the Grand Prix and is still looking forward to racing at the TT next month.

He was keen to persuade Yamaha to lend him one of the 680cc machines that Kenny Roberts rode to success at Daytona but they belong to Yamaha America and so there looks no chance, although he still might be able to tie something up with Yamaha for the Island.