

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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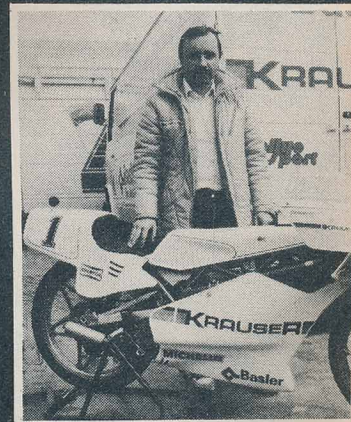
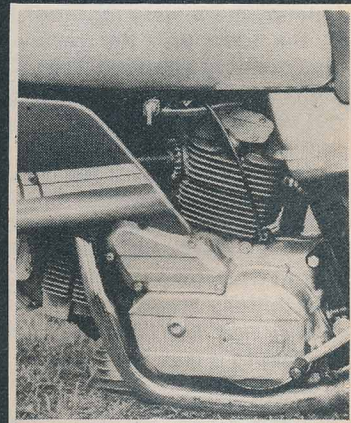
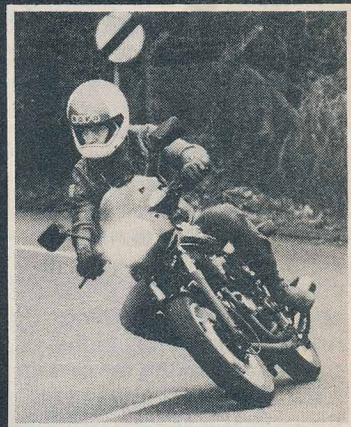
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IN COLOUR

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.

GORGOT'S GLORY

AFTER a day of mild hysteria, Spanish champion Toni Gorgot finally won the Scottish Six Days Trial, after scraping home to Fort William on the final day's run to beat the time limit by just four minutes.

Six marks ahead of Frenchman Thierry Michaud at the beginning of the final day, the 23-year-old professional, from a sleepy village near Gerona, kept his cool to ride brilliantly throughout the morning.

He alone of the 270 entrants had been faultless at Cnoc a Linnhe, Pipeline and Leiter Bo Fionn. Then, right in the midst of the desolate Highlands, he punctured deep on Rannoch Moor, four miles off Bradleigh.

Realising he was overdue there, Montesa importer Jim Sandiford, who fortuitously had ridden his own machine up onto the moor to watch the final action, went to search for him.

When he found him, Gorgot had repaired the front puncture and was on his way again. But immediately after riding Bradi-

leig, the tyre deflated. Without a further spare tube Gorgot was in desperate trouble. As Sandiford rode at high speed to the Montesa team support vehicle eight miles off at Corriechoillie, Gorgot followed as fast as he dared.

When he finally arrived, his tyre was close to shreds but eight minutes later, after a new tyre and tube were fitted to the prototype 330 Montesa, he was away to the final sections at Ben Nevis, with less than an hour to ride 11 sections and 21 miles.

After misreading his time sheet thinking he had 10 more minutes left than he really had—completely ignoring a delay marshal and making a hash of the fifth from last section—the four-times Spanish champion raced down Fort William's high street as if it was the centre of the universe.

At his third attempt—he was seventh in 1981 and second last year—Gorgot had made it—ironically the first Spanish winner of an event which prior to 1981 was effectively dominated by Spanish machinery!

DAY ONE

AT 9.26 on a cold and windy Monday morning, red-hot favourite Eddy Lejeune burst his 360 Honda into life to begin his quest to win the World's premier observation trial.

He new that five minutes behind him 1981 world champion Gilles Burgat would be leaving the start trying his hardest to catch him and watch him through the sections.

So Lejeune formulated a master play—to ride fast to keep well clear of the following Burgat, Yrjo Vesterinen and Thierry Michaud so they would not have the opportunity of copying his lines.

He raced the 26 miles to the opening group, Garbb Bheinn, but Burgat, the man Lejeune feared more than anyone to win the 1983 Scottish, tailed him all the way.

Twenty-two riders cleaned the opening group—affectionately known as "garbage bin"—where the small round boulders continually change the format of the three continuous subs that wound their way up the steep hillside.

For the likes of Lejeune and Toni Gorgot it posed no problems, but for the lesser lights it was only the beginning of a week that really was to prove a tiring and mark-consum-

ing experience.

Yet if Garbb Bheinn was not too difficult a start—four miles further along the winding Kinlochleven road lay Cameron Hill, an ultra-slippery rock gully so steep that only three men kept their feet on the pegs.

Not surprisingly, Lejeune gained

SSDT Result

1 T. Gorgot (330 Montesa) 94; 2 T. Michaud (350 SWM) 101; 3 E. Lejeune (360 Honda) 111; 4 J. Lampkin (240 Fantic) 130; 5 Y. Vesterinen (330 Bultaco) 135; 6 S. Saunders (310 Armstrong) 137; 7 P. Berlatier (325 Italjet) 138; 8 J. Reynolds (340 Bultaco) 145; 9 B. Cordonnier (350 SWM) 147; 10 M. Lampkin (350 Montesa) 148.
11 T. Michaud (350 SWM) 158; 12 N. Birkett (250 Yamaha) 163; 13 C. Renales (350 Merlin) 165.

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First Class Awards: 49 L. Winthrop, 326; 50 S. Moor, 327; 51 T. Peace, 330; 52 B. Sparks, 330; 53 K. Law, 335; 54 G. Wolf, 355; 55 A. Watson, 340; 56 C. Sneider, 341; 57 G. Johnston, 343; 58 D. Clinkard, 350; 59 W. Luft, 356; 60 N. Kellett, 357; 61 R. Edwards, 358.

Best Manufacturers Team: Montesa.
Best Club Team: Ripon.
Best Services Team: Police.
Best International Team: West Germany.
Best Newcomer: P. Berlatier.
Best 125cc: A. Gardner; **Best 200cc:** K. Hattori; **Best 250cc:** J. Lampkin; **Best 350cc:** T. Gorgot.
Best Performance/Monday: Lejeune, 16; **Tuesday:** Gorgot, 3; **Wednesday:** Gorgot, 19; **Thursday:** Lejeune, 7; **Friday:** Berlatier, 16; **Saturday:** Saunders, 11.

the first success, contemptuously making the final climb, where earlier riders had almost without exception slipped back down the slimy rocks. It seemed so simple as the bright red Honda purred over the summit.

Burgat and Steve Saunders emulated the world champion, but Lejeune hit his first problem along the tarmac road to the Inveronan Hotel when his rear tyre suddenly deflated. Quick as a flash the Michelin team support car, which tailed him all week, came to his assistance, but at Achallader he lost his cool.

Watched by Burgat he soiled his clean sheet as he bounced to a halt in the opening yard of the seventh

section where a horrible rock jumble saw only John Lampkin forced his way through for a single dab.

Lejeune stopped again two subs later and reached the lunch stop an unhappy man 14 marks in the red. Saunders lost nine and Spanish champion Gorgot was better still on six.

Yet in the afternoon run back to Kinlochleven, Lejeune, after changing his intermediate Michelin for a super-sticky, really turned on his magic. He lost just two more single dabs—one at Ba House and one at Chairlift to inch into a three-mark overnight lead from Saunders.

Day one score

1 E. Lejeune, 16	7 P. Berlatier, 26
2 S. Saunders, 19	8 G. Burgat, 27
3 T. Michaud, 21	9 J. Lampkin, 27
4 D. Galeazzi, 22	10 Y. Vesterinen, 27
5 T. Gorgot, 23	11 M. Lampkin, 30
6 N. Birkett, 26	12 F. Michaud, 31



RIGHT: Six Days victor Toni Gorgot—the first Spanish rider to win the classic, and he did it with just four minutes to spare!

SCOTTISH SIX DAYS TRIAL

DAY TWO

THE 23-mile run north to Laggan Locks in bright, sunny weather gave competitors their first taste of the spring-like conditions that were to bless this year's trial. Laggan was easy, yet its four sections were still hard enough to provide a real challenge to the average clubman.

Switchback was the same, so the first big test was Achlain Farm where spectators swarmed over the banks like bees. Italian champion Danilo Galeazzi and Frenchman Michaud were alone in conquering all seven sections, but at Meall Choire Ghlais it was a different story.

Martin Lampkin had gone through early for a well-earned solitary dab—a brilliant effort on three hitherto unused Scottish sections in the middle of the desolate Clunes Forest near Invergarry.

But it was not until the cool Gorgot came along that it was finally conquered. He had lost just a solitary dab since then, but that fabulous clean had set him right up for the day. Another dab on the difficult final climb of Glen Cia-aig, where only Italian Jamie Subira and German duo Franz Haaf and Felix Krahnstover achieved perfection, saw Gorgot return to the finish to shock his rivals with an amazing three mark debit for the day.

Day two, running total

1 Gorgot, 26	7 Saunders, 39
2 Burgat, 29	8 Birkott, 40
3 Lejeune, 31	9 M. Lampkin, 40
4 Galeazzi, 31	10 C. Coutard, 40
5 T. Michaud, 32	11 Vesterinen, 41
6 Berlatier, 34	12 J. Lampkin, 48

Lejeune sacrificed seven and Brugat 12, each suffering a stop apiece as Burgat jumped to second place three marks behind the leader.

Lejeune went to bed early after hearing of fellow Belgian Bernard Cordonnier's six-mark loss, deciding that he needed to do a lot better on Wednesday.

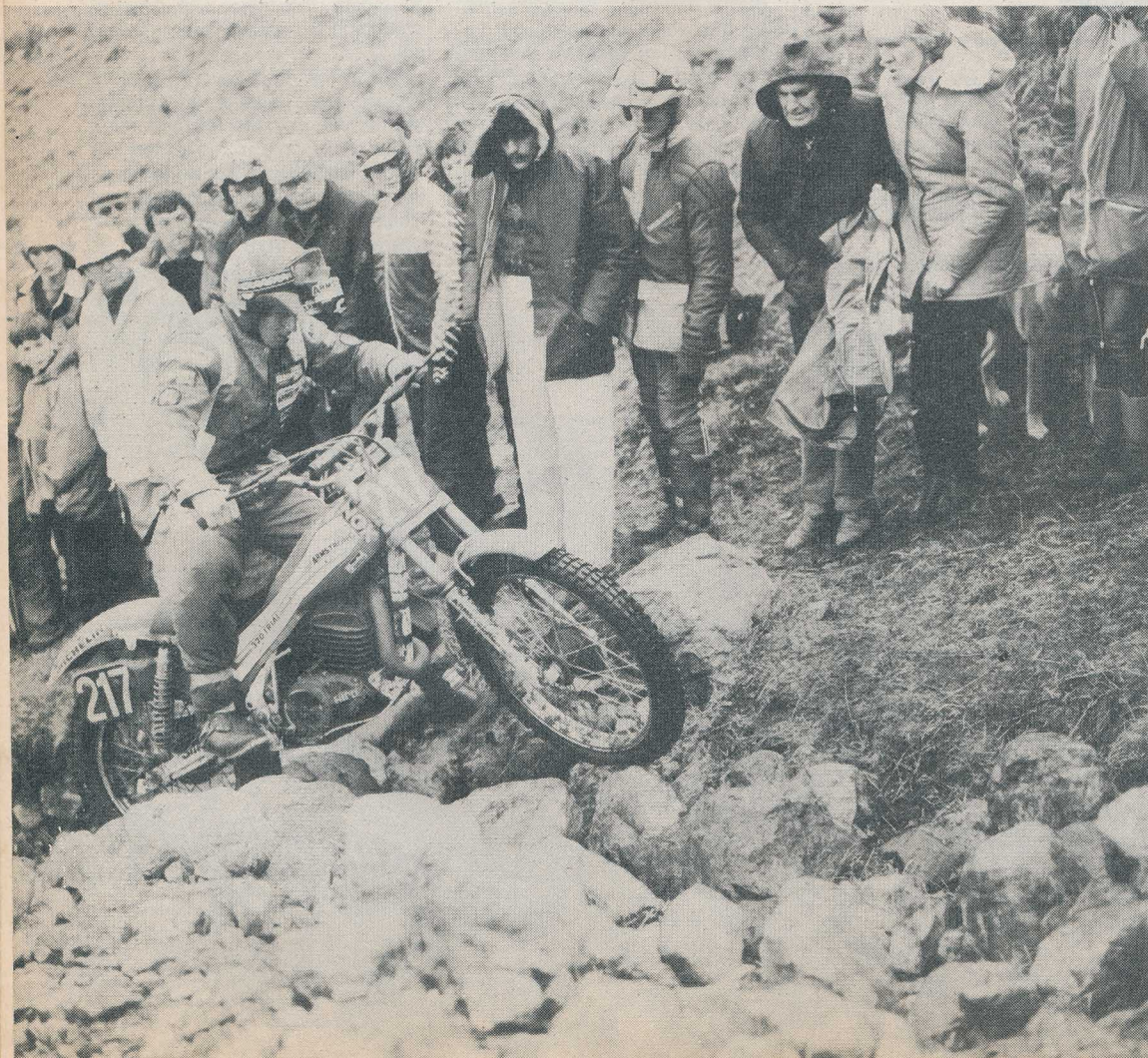
Cordonnier, second best of the day, went from 34th to 16th position. Adrien Prato lost just 14—the ninth best score of the day—but for fellow Fantic teamster John Lampkin his early starting number didn't give him an advantage on many of the near-virgin sections.

He was 22 points behind Gorgot at the half-way stage and needed a miracle to recover that leeway.

BELOW: Steve Saunders gives the hardy crowd a glimpse of one of his rare dabs as he powers to a sixth overall position. He was the only Briton to win one of the daily awards.



A slippery, greasy stream bed—and Frenchman Thierry Michaud, second overall, gives a demonstration of classic feet-up style.



DAY THREE

WEDNESDAY turned out to be the hardest but most enjoyable day of the week. The hardest as Gorgot lost 18 marks in making best performance of the day—the highest daily winning score. The most enjoyable in view of the glorious sunshine and tremendous cross-country terrain.

There was hardly any road work in the awe-inspiring 72-mile route that began with five difficult subs at Callart Falls and finished with perhaps the most difficult group of the week at Kentallen.

Gorgot was again in great form, cleaning all of Callart apart from the horrendous upper-most section which defeated the whole entry. Four men managed the 25-yard long climb—Michaud, Italian G. Font Rierra, Subria and Luis Gallach.

Gorgot footed heavily before careering down the mountainside back to the Kinlochleven road where Montesa team manager Mike Wood, began to fill his tank with petrol.

Suddenly Gallach, the third member of the Montesa manufacturer's team arrived—having caught up an hour and a half on Gorgot—and Toni knew he had been hanging about.

Frantic Spanish chit-chat took place before Gallach was hastily



One of the favourites at the beginning of the SSDT, Yjro Vesterinen could only manage fifth position with a score of 135.

Day three, running total

1 Gorgot, 45	7 Vesterinen, 71
2 Michaud, 57	8 M. Lampkin, 76
3 Burtat, 59	9 J. Lampkin, 80
4 Bertatier, 61	10 Cordonnier, 81
5 Lejeune, 65	11 Coutard, 86
6 Saunders, 70	12 Reynolds, 88

despatched back down the road in the direction of Callart. For instead of taking the Mamore road from Fort William, he had taken the Kinlocheven route—used on Monday morning—and ridden 22 miles before picking up the route marking.

He did well at the end of the day to avoid the dreaded time penalties.

But while Gallach raced to remedy his error, Galeazzi was slumped over his SWM with team mechanics all round him. He was ill—he couldn't speak and was violently sick—but after an hour gamely carried on although far from his best.

He completed the course, but 28 marks on time, in addition to 44 in the sections, put SWM behind in the team contest. Overnight his temperature rose and a potential winner was out.

Saunders had troubles of a rather different kind when his father Dennis gave him a piece of his mind on hearing of his five-mark penalty at the finish.

"If you'd pay more attention to riding than to talking to your friends and wasting all that time at the start you'd do better" he blasted, as Steve realised the error of his ways



Eddy Lejeune, 17 marks behind Gorgot on day five, and he breaks a footrest and ends up in the drink. He didn't recover from this incident and ended the week in third spot.

after achieving a third best observation score behind Gorgot and Burtat.

Kyo Hattori's Honda lay stricken with a rear wheel puncture on the winding track to Blackwater which was to cost him 14 marks on time while Martin Lampkin hit a covered rock as he bounced across the moor, finishing with a heavy limp and a badly swollen ankle.

Jim Sandiford quickly whisked him to Fort William's hospital where it was revealed that no bones were broken—a conclusion that Midlands' first timer Gerry Minshall hoped for but didn't get, when X-rays revealed a broken foot. He started next morning but had to give up due to the pain by lunchtime to join the 14 others who went out on Wednesday.

DAY FOUR

APA Lejeune rose early to visit the Milton Hotel headquarters to analyse Wednesday's final positions. The news was bad. Eddy had lost more ground—a full 13-points on Gorgot—and now lay fifth—exactly 20 marks in arrears.

Seven different makes filled the top seven places and everyone knew that if Lejeune was to make a challenge, it would need to begin today.

He was an early starter—fifth man round the course—which began at Camp Hill, 28 miles out on the road to the Kyle of Lochaish. He cleaned Camp, Ravine and Bay Hill in quick succession before settling for a single dab at Glen Uig and tackling Coire Dubh and Bells Grove with consummate ease.

He reached the lunch check on a single dab and knew in his own mind that Gorgot would be hard pressed indeed to equal that.

The Spaniard though had other ideas and was to finish the day just

Day four, running total

1 Gorgot, 55;	6 Vesterinen, 96;
2 Michaud, 69;	7 Lampkin, 101;
3 Lejeune, 72;	8 Cordonnier, 103;
4 Saunders, 82;	9 Reynolds, 103;
5 Bertatier, 92;	10 Michaud, 103;

two points behind Lejeune having lost nine to his seven—by far and away the best two scores of the day.

On the afternoon run at Meall Nam Each where Gorgot had a dab and only Saunders and Cordonnier were faultless, the world champion was lucky to escape a five. His Honda went way off line and he pushed hard to get going again for two dabs. On the narrow winding road to Kilmalieu however, he made himself no friends as he barged past the Fantic of Manchester's Paul Turner at close on 60mph in a desperate bid to beat the time limit.

Turner was forced off the road. "He was travelling 20mph faster than me and simply cut me up" said Turner who surveyed his broken front forks and badly grazed arm and leg. He limped on to the finish where an annoyed Alf Buttons—a Fantic team assistant—told Lejeune and his father exactly what he thought of Eddy's exuberant antics.

But if that wasn't enough, Burtat hit a sheep early on in the day as he accelerated hard in top gear and the sheep wandered straight out in front of him. Burtat lay unconscious in the road until the Fort William ambulance eventually arrived an hour and a half later.

Burtat—winner in '81—was out in more ways than one, but fortunately his injuries were not as serious as first thought and after an overnight stay in hospital he was released.

SCOTTISH SIX DAYS TRIAL

One Yorkshire wag was quick to point out the error of the Frenchman's ways—"If a sheep doesn't look up, it won't move. But if it raises its head, hit the brakes".

Cumbria's Chris Myers had a different problem when following a spectator's car near Glen Uig, which signalled to turn left but went right, putting Myers over a stone wall. Despite heavy bruising and a badly gashed foot, Myers continued.

But it was, a different story for France's Eric Soutif, who ended up in hospital with a broken leg after a similar accident on Wednesday afternoon.

The day was cold, wet and miserable but brought renewed hopes for Britons Saunders and John Lampkin who lost 12 and 11 respectively to jump up to fourth and fifth places.

Mick Skinner retired after his Ossa forks went solid, but Scotland's Trevor MacIennon had the same problem after pulling up behind a van at traffic lights and having the van completely run over his SWM when the driver suddenly selected reverse.

He rode with solid forks and a somewhat less than round front wheel for 38 tortuous miles before a large hammer put things right in the pits.

DAY FIVE

STILL 14 points in front of Michaud, Gorgot rose early. It was his turn to make an early start and by the time he had reached Glan Cia-Aig—the third group 17 miles out—SWM rival Michaud, was still having his breakfast.

From there, a 15-mile tortuous trek over the lonely wilderness of the Glen Garry forest took riders to Invergarry and the relative relaxation of 19 miles of road work, before the entry tackled the most difficult run of the week over the wild and wolly moor from Roy Bridge to Kinlochleven.

No-one rode those 28 miles in less than two hours, and all who eventually reached the tarmac at Kinlochleven were tired and weary. But Lejeune had other problems. Friday was his last chance to reduce the 17-mark leeway between himself and the leader.

He was riding brilliantly, having dropped just a single mark over the first 15 sections—by far the best performance until there—when he came to Loch Chairain—as he bounced the Honda up the rock step of the third section—the one that had stopped many of the entry, but was "small beans" to the great Lejeune—his right foot rest snapped in two.

The world champion was ignominiously pitched over the bars into the highland drink.

He never recovered, for after breaking first a spanner, then snapping a T-bar socket in his haste to undo a 12mm footrest bolt, he forced on over the moor chopping up Tim MacIennan in his haste, to reach the Honda team support wagon, which he knew would be waiting with his wife at the wheel at far off Kinlochleven.

The Scotsman also went over the bars but he broke his throttle, sprained his wrist and cursed Lejeune. Eddy was becoming less popular by the day.

He replaced the footrest at the Honda wagon but then at Mamore promptly fived the next section. That was the end of Lejeune's ulti-

Day five running total	
1 Gorgot, 81	6 Lampkin, 116
2 Michaud, 87	7 Reynolds, 123
3 Lejeune, 96	8 Saunders, 125
4 Berlatier, 108	9 Cordonnier, 132
5 Vesterinen, 116	10 Lampkin, 135

mate ambition—to become the Laird of Lochaber.

By Mamore Gorgot's time was getting deperately short. He had but an hour and ten minutes of his seven-hour allocation left with three long, hard groups—Mamore, Sleubhaich and Callart—still to ride.

He briefly surveyed Mamore's second section—a jigsaw of rockery which the three riders who had tackled it before him had never looked like riding. Immediately the Spaniard raced for his bike, deciding a safe three was better than a stop.

On to Sleubhaich where on the rolling, loose boulders, he was faultless but where Martin Lampkin spoilt his day as he lost traction and stopped before the final action of the day took place on four sections at Callart. They were the horrors of the Western Isles.

So greasy that virtually all riders were footing up the solid granite slabs like exhausted centipedes. Gorgot was no different. Even super sticky Michelins don't react to such terrain as Gorgot piled up a succession of four threes before making a dash for home.

He was to make it by three minutes. Only Philippe Berlatier, the giant Frenchman, came close to conquering the opening two sections, taking just a solitary dab as he pivoted the green and white Italjet over rockery the others couldn't reach.

He made best performance of the day—at 18 years of age, the youngest man ever to do so.

Michaud came in on 18, gaining eight points and reducing the leeway to six. Michaud was going to give Gorgot a fight.



Young shoulders, but not quite broad enough. John Lampkin, the youngster that trials fans had pinned their hopes on, lost 15 on the last day, overtook Berlatier and ended up in fourth spot.

DAY SIX

KNOWING their respective riders, Gorgot and Michaud stood the only realistic chance of ultimate glory—importers Jim Sandiford and Jim Jones were thorough in their preparations for the final onslaught.

Anything that could possibly bend or break was loaded into the respective refuelling vehicles. Both importers decided to get out their own bikes to watch for themselves the final day's sections.

Jones went to Cnoc Linnhe where Michaud rode well for a dab, but Gorgot went one better! Sandiford ignored those early sections and decided to go north to desolate Bradileig up at snow covered Spean Bridge—a decision which turned out to be so wise when Gorgot hit troubles.

Pipline was not difficult—26 riders cleaning the best known of all Scottish sections that was by the side of the enormous British Aluminium waterpipes.

Steve Saunders was one of them, trying hard to recover his fourth place of Thursday night after dropping to eighth on Friday. He was the only Britain of the week to win one of the daily awards for best perfor-

mance after losing 11—and only the third Englishman in four years to achieve such a success.

But John Lampkin, sixth overnight eventually made fourth after losing 15 marks and overtaking Berlatier. He misjudged the time factor and doubled his final day losses to plummet three places to seventh.

Three-times winner Martin Lampkin, in almost certainly his last of 17 SSDTs, was second best of the day, achieving his desire to keep in the top ten and failing to catch Cordonnier by one mark.

Yet above them all was the brilliant Spaniard, who despite his last day panic, still finished seven points in front. He was a popular winner.

Michaud and even the brash Lejeune were both lavish in their praise for the new champion of the Grampians.

"Toni rode brilliantly all week" said Michaud in his broken pidgin English, "I made far too many mistakes on Wednesday—but that's what trialling is all about—isn't it? That's why he won!"

Nobody argued with that conclusion!