

**FIRST TEST of the turbocharged XJ650T and XS400 in our 20-page Yamaha pull-out special**

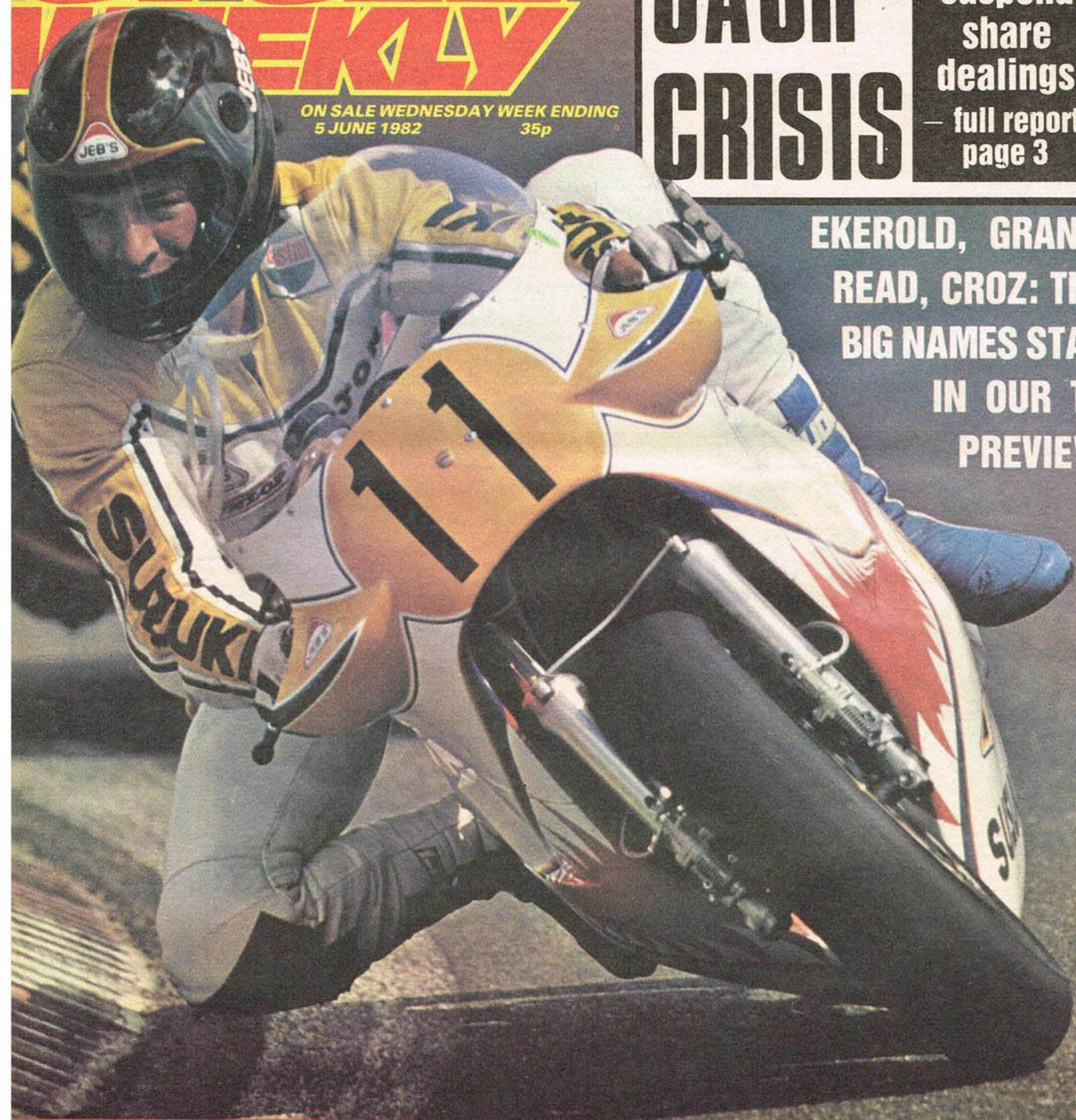
# **MOTOR CYCLE WEEKLY**

ON SALE WEDNESDAY WEEK ENDING  
5 JUNE 1982 35p

## **HESKETH IN CASH CRISIS**

**Company  
suspend  
share  
dealings  
— full report  
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**EKEROLD, GRANT,  
READ, CROZ: THE  
BIG NAMES STAR  
IN OUR TT  
PREVIEW**



Jon Ekerold in action on the RG500 Suzuki he will be racing in the Isle of Man.

Picture by Don Morley.



PAGE TWO  
COMMENT

Training – the  
BMF alternative

more than two months since the RAC shocked the cycle world by withdrawing support from the RAC Training Scheme. Some of the centres affected have gone independent and luck to them, but what of the others? What will happen to the expertise and enthusiasm built up the years, is it all to be wasted? The fact that the National Training Scheme set-up does appeal to many former RAC/ACU instructors is well-known and another early contender for the £100,000-plus purse, RoSPA, is none too popular. It leaves only one other organisation capable of running a scheme, the British Motorcyclist Federation. It has already held a meeting at which 63 centres said they'd join a BMF-run scheme and others have followed suit, bringing the total to almost 80. The BMF knows that this would be no easy task and has asked the British Motor Cycle Safety Foundation for a £100 grant to enable it to take on extra staff. The thing is for sure though, the BMF is made up of dedicated motor cyclists and has shown, through the successful BMF Rally, that it can organise and run things. It is the opportunity, given the money, for a motorist's organisation to run motor cycle training. That could be more appropriate?

— MICK WOOLLETT

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# New bike production plummets

PRODUCTION of British motor cycles plummeted from a 1959 high of 234,000 to a 1981 low of little more than 3,000.

Figures released by the Motor Cycle Association of Great Britain reveal that we only make about 3,100 machines per annum against the might of the Japanese who flooded the British market with 267,100 machines in 1980 – the latest figures available.

And to hammer home the almost total dominance of the British market, 92.6 per cent of all bikes sold during 1981 were made in Japan, with British makers nibbling at a tiny 0.9 per cent.

Only West European manufacturers of motor cycles showed any slight increase – a mere one per cent over the 1980/81 period.

The vice-president of the Motor Cycle Association and Mitsui executive, Cedric Airey, said the "figures are misleading if interpreted on an annual basis."

"They should be taken over a certain period. The Japanese importers, for example, don't start their selling period on January 1 each year, and are constantly bringing in new models," he said.

"The importers are not trying to do anything to stop sales of British bikes, and in fact, we at Mitsui actually tried to help the British industry over the past couple of years."

"We tried to help Norton build their police bikes using a Yamaha engine and we also helped NVT."

"I don't see why the British manufacturers shouldn't succeed because there will always be a market for British bikes, regardless of the machines that importers bring in, as long as they are of saleable quality of course."



Dave Taylor (in leathers) explains to two young pupils and junior Transport Minister Mrs Lynda Chalker his thinking behind his road safety campaigns at the Magna Carta school, Egham, Surrey.

## CLEARING HELMET AIR

EVIDENCE about the danger of "rebreathing" by motor cyclists wearing integral crash helmets did not justify any change in helmet regulations, the junior Transport Minister, Mrs Lynda Chalker, told the Commons last week.

Mr Greville Janner (Labour, Leicester West) had tabled questions about the problem, seeking statistics and legislation compelling warnings of the danger of rebreathing, especially if integral helmets were worn with scarf or balaclava helmet.

National records did not include medical data to enable statistics to be provided Mrs Chalker said in a written reply.

"The possibility of dangerously poor ventilation with integral crash helmets has been investigated internationally by the appropriate inter-Government technical body, The British Standards Institute," she said.

"Experiments have shown that it can only happen at low speeds when riders can compensate by opening their visors. I am aware of reports

from a Bristol hospital claiming that poor ventilation could have been a contributory cause of some motor cycle accidents."

Mrs Chalker further displayed the government's growing concern for motor cycling safety when she visited Dave Taylor at the Magna Carta School in Egham, Surrey last week for his road safety routine.

And the Minister, who has asked to see Dave's demonstration, was impressed.

"I was most impressed by Dave Taylor's approach and dedication to improving motor cycle safety. Motor cycling can be fun, but all too often there is a terrible penalty to be paid she said.

"Everyone must recognise the great contribution to individual safety that Dave Taylor and the Michelin Motorcyclist Safety Campaign bring through their work, touring the country, spreading the 'safest before speed' message to thousands of youngsters they see each year."

## Herron settlement hits costs snag

A FURTHER hiccup has arisen in the settlement of the Tom Herron trust fund to aid his widow, Andrea, and his two children after the Ulsterman's death three years ago.

And it may mean that the widow could face paying the trustees' £12,000 legal costs for the dispute as well as her own £3,000.

The trustees withheld the £30,000 raised by the fans in an effort to ensure that most of the money went to the

children and an out-of-court settlement agreed to recently was thought to have brought the case to an end.

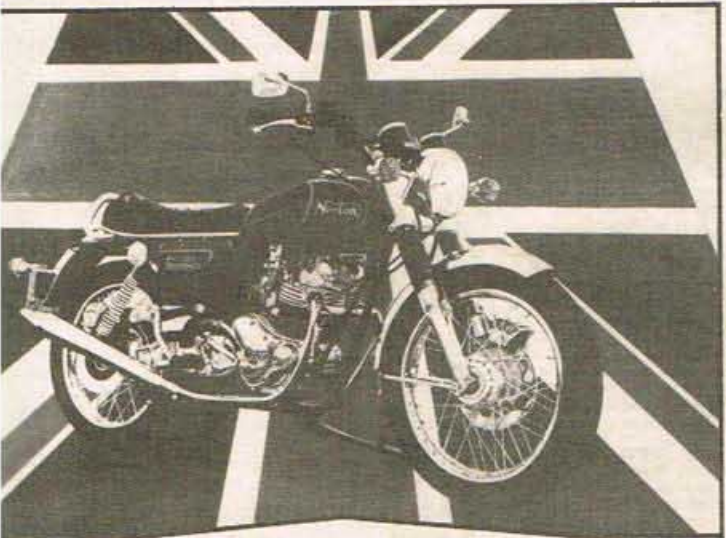
But Andrea Herron says she may have to face a further slice out of the fund.

"Under the agreement, I will be the sole trustee of the fund, with 50 per cent of the money coming to me and the other 50 per cent to the children to be either spent between now and when they are 25, or as I see fit," she said.

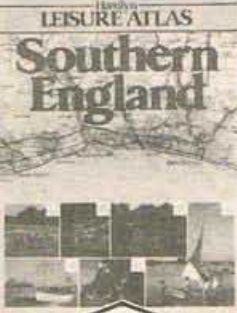
"But the trustees want me to pay their part of the costs as well as my own, and I don't see why they should make me pay for all their messing about, when, in fact, we're only agreeing to the original idea anyway."

"I'm certainly not paying their costs. We could have settled the whole affair a year ago."

"But if they insist, then we'll have to go back to court again. The document is in front of the court."



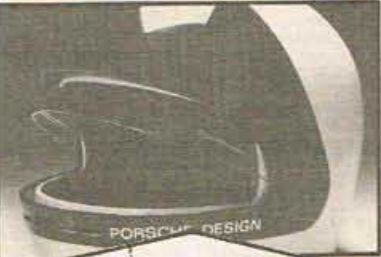
al to cover that gaping hole on the bedroom wall is this nice colour print of the much-loved Norton Commando. Printed on a patriotic Union Jack background, the print is poster-sized and is well produced – strangely enough – in Germany. Find out the going rate for Utsch Marks, and send 18 of them to Ing-buro Heinz Wrege, Rambergstr. 4, D-8000 Munchen 40, West Germany. The price includes postage



EVER been stuck at home with no idea where to go? That should be a thing of the past with two superb new books from Hamlyn. Called the "Leisure Atlas", there is one on the North Country and another which covers Southern England. In each there are more than 1,700 places listed and things to do. Each location listed in the book is clearly marked by a symbol on the map, making it easy to plan anything from a quick trip to a full holiday for the family. The six-colour maps show the best routes to take and whether you're interested in castles or climbing, historical sites or water sports, there is bound to be something you had never previously thought of. Well-produced in hardback and covering 128 pages, they cost £5.95 each and are available at good bookshops. Further details from the Hamlyn Publishing Group Limited, Astronaut House, Feltham Middx.

## MCW DELIVERS MORE OF THE LATEST What's new? PRODUCTS FOR BIKERS – by Geoff Aspel

GOT a grotty head? Does your exhaust look ropy? Then Hermetite Pot Black could be the answer. The popular Pot Black has been improved to withstand temperatures up to 450 degrees centigrade making it ideal for use on cylinder heads, exhaust systems, barrels and engine crankcases – and, of course, it won't crack or flake. The paint is applied with a brush and should be allowed to dry naturally before being subjected to heat. When fully dry, Pot Black is resistant to petrol, oils and anti-freeze. Available from most accessory shops at 94p a 125ml can. Further details from Hermetite Products Ltd, Tavistock Rd, West Drayton, Middx. UB7 7RA, or phone (08954) 45511.



THE revolutionary Porsche design CP3 helmet, made by the West German Romer company, can be bought in Britain through the new distributors, Moto Italia, of Birmingham. But because of British Standards regulations, the helmet, which incorporates a seven-position visor, can only be used for "off-road" purposes. The Porsche CP3 is only one of a new range of Romer helmets to be imported, but most interest is likely to be focused on the unusual full-face version, which meets the American DOT and German DIN 4848 and OMK standards. Made in three sizes, it comes in various colours with prices starting at £79, rising to £96. All prices include postage and packing from the importers, Moto Italia Ltd, Monaco House, Bristol, Birmingham B5 7AS; phone (021) 622 4795



YOU'D be forgiven for thinking that a firm that was involved with Stephenson's Rocket in 1829 would be dated. Not a bit of it. Filtrate, one of the oldest established names in British industry, make an amazing range of products for all types of engines and machines, not at least their range of quality products for motor cycles. There's two and four-stroke oils, a special chain lubricant called Linklife and other multigrade oils which have an additive called colloidal graphite – whatever that is. Besides, she's a great looking bird, isn't she?



), not a new machine from Honda, but a new fairing kit called the SR-1 and especially made for the popular Honda Super team. Available as a complete kit, or piece-by-piece, the fairing can be fitted without altering the handlebars, petrol tank or seat. It is made either in the complete customised job or plain. The kit includes tank covers, seat/tail unit, front mudguard and indicator fairing. Made from easy-to-clean 35 plastic, in Honda red, white and blue, the pieces start at £18.14 for the front mudguard, or right up to the complete job at £92.80 – unpainted – or at £280.50 painted. Add VAT to these prices. The SR1 fairing kit is available through Honda dealers everywhere, but further details from Honda UK Ltd, Power Rd, Chiswick, London W4, or phone (01) 995 9381



# Hesketh on the brink



Using Honda's latest technology, the VT250 is sure to be a sensation when it first appears in Britain. No date for its British debut has yet been fixed for this 35 bhp flyer.

## The Honda sensation!



The connection between the works racers and the VT250 is clear. The frame looks like those fitted to the factory NR500, whilst the bodywork and overall look is similar to the big multi-cylinder bikes.

HERE they are – the first official pictures from Japan of Honda's sensational new water-cooled VT250F V-twin – one of the most advanced bikes ever to come out of Honda's factory.

The duplex frame is very similar to the NR500 and is diamond shaped; the sealed radiator is small and nestles behind the anti-dive front forks.

Behind the radiator and at the top of the frame there is a vented area which directs air to the carbs.

Honda's odd-looking in-board disc brakes are fitted at the front, whilst the rear is conventional drum type. Wheels are the latest 16-inch front and 18-inch rear Comstars.

The 35bhp motor features an eight-valve head and has a six-speed gearbox. The bike also has electronic ignition, and automatic cam chain-tensioner, and is expected to weigh in at 330 lbs. Pro-Link suspension is fitted to the rear, and overall styling is similar to the larger bikes in the range.

Sales are expected to start soon on the domestic market, and Honda UK are certain to include the bike in their 1983 line-up. No price is yet fixed.

## Money delay worries BMF

THE BMF, concerned over delay in apportioning £143,000 DoT motor cycle training grant originally intended to bolster up the F/ACU scheme, is to consider more than 70 existing schemes which have pledged support to a BMF-administered scheme with a view to setting up the promised 1 working party on motor cycle training.

Once the working party operation it will work plans for administering, coordinating and financing nationwide training scheme based on those existing F/ACU centres who want to continue training riders as independent, but coordinated schemes under BMF patronage.

"We are worried that existing RAC/ACU schemes which have remained independent are facing serious financial hardships and may not be able to continue essential work without financial help," BMF PRO Stone told MCW.

"We urge the British Motor Cycle Safety Foundation to come to a decision as soon as possible for the sake of motor cycle training." The BMF has the job of deciding who receives the DoT grant.

"Even if we don't get money we are determined to run a scheme in some form."

## Helping in Falklands

THE Falklands Task Force believed to be equipped with Can-Am Bombardier motorcycles.

Ideal for the boggy conditions that exist on the island, the Army uses the bike in Britain and Europe and reported that the Can-Am built bikes, in two or three stroke trim, could be a vital role in the invasion.

DEALINGS in Hesketh Motorcycles shares on the Stock Exchange were suspended on Friday at the request of the company.

Hesketh refused to comment on speculation that the company was in financial trouble but first reaction in the City is that the Daventry-based concern, headed by Lord Alexander Hesketh, is on the brink of financial disaster.

Managing director "Bubbles" Horsley said they were holding exploratory merger talks and negotiations to raise additional finance.

"Two or three British companies are involved in the talks," said Horsley, adding: "Hesketh is open to any option which appears to offer a secure future for the manufacturing operations of the company."

Horsley ended on an optimistic note: "All will be well in the near future and the com-

pany is trading normally."

The mainly British 1,000cc vee-twin finally went on sale at £5,000 earlier this year after a six month delay caused mainly by problems with the gearbox which came in for criticism from the press and from dealers. This delay is thought to have cost the company £590,000.

During the redesigning period Heskeths were not selling any machines but still had to carry the same overheads. So £540,000 was borrowed through a consortium, with Lord Hesketh putting up the remaining £50,000 out of his own pocket.

The company, which was launched with £1.3 million in 1980, showed a whopping pre-tax loss of £623,000 at the latter half of last year and this was put down to the lack of income from bike sales.

So far, the bike itself has met with nothing but praise from its owners, and although not without some minor criticism, more than 100 machines have been sold at a retail value of £500,000.

Heskeths hope to start exporting machines to EEC countries within the next few months and plan to launch the bike in North America later in the year.



End of the line for Hesketh? No, says managing director, "Bubbles" Horsley.

## Cops' contest

AN effort to get motorcyclists and police motorcyclists together the Metropolitan Police will be holding a motor cycle competition this Saturday and Sunday at London's Battersea Park, between 10 am and 6 pm.

Entries are invited from riders over 16 and under 21 to take part in a series of events along and try out their skills on obstacle course and

test their skill and concentration.

Riders can use mopeds, trail bikes up to 500cc and bikes over 500cc with the police riders judging them.

A spokesman said: "So often the only liaison between young bikers and police is when they may have to admonish them for dangerous

driving, serious defects on their machines, or move them on at the request of residents for causing too much noise.

"These kids think we only have a go at them because they're kids – they don't realise that maybe only the day before we've had to tell a mum her lad's killed himself. If we come down hard on them it's because we don't want the same thing to happen to them."

Apart from the obstacle courses, every contestant will have his bike examined and marked according to condition. There will also be traffic control officers on hand to pass on valuable information, and there's also exhibits, reaction tests and films.

## Return of the dirt bike show

THE BRISTOL Dirt Bike Show lives again! Former "MCW" staffman Martin Christie plans to restart the off-road show he made famous a few years ago, back at its original venue, the west-country town of Bristol.

He told MCW last week: "Although I've no pretensions about competing with the new off-road show being held at Alexandra Palace later this year, I did send out a mailing shot to various dealers and people involved in the off-road scene to get their opinions on starting another show in Bristol."

"The response was terrific and so far, I've had about 25 per cent, which is very high for a mailing shot. I would hope to hold the show about a

week after the London show, and it would be back at the old venue we used in Bristol, the Exhibition Centre.

"Many dealers have told me that they liked the West Country venue, and would like to exhibit there again given the chance."

Interested parties should contact Ray Purnell at the Bristol Exhibition Centre, phone 0272 298630.

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## Scooter riders' 'ban' protest

THE LAMBRETTA Club of Great Britain have protested the Isle of Man Government over what it calls a "ban" on scooterists from entering the island.

General secretary of the club, Mr K. T. Walsh, told MCW: "The Isle of Man government has seen fit to once again ban scooterists from entering the island. I am seeking concentrated lobby of the island's Government and have written to MAG and Bruce Weston of the BMF who is already fighting the ban."

But in a written reply to Mr Walsh's complaint, the Government Secretary denied any

such ban and says "The policy of the Isle of Man government in this matter is still as set out in my letter of 12th November 1981, that is to say, individual law-abiding scooterists are still most welcome on the island but organised gangs intent on creating disruption and causing damage are not."

"Frankly, the violence reported from Scarborough earlier this month (April) has done nothing to alleviate the concern felt by the Isle of Man government in this regard and it is intended to continue to safeguard the peace of the island for the benefit and enjoyment of both residents and visitors."

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Britain's top trio (left to right) Neil Hudson, Graham Noyce and Dave Thorpe.

# Brits' Belgian eclipse

AIN has well and truly put an end to the Belgian domination of world to cross in the five opening 500 GPs year.avid Thorpe's tremendous ride in Austria is him Britain's third race winner of the season, along with Graham Noyce and Neilson. These three and Billy Aldridge have accumulated 212 points, nearly one of the 660 on offer, compared with the belated Belgian/Luxembourg total of 186 ed by Malherbe, Vromans, Van den k, Van Velthoven and Sterckx.identally Brad Lackey, the surprise of reason for Suzuki, as well as the pundits, w the only rider to have scored in all ten s. But perhaps an even bigger surprise is arm u, fellow American Gary Semics. insidered in his homeland to be over the it the age of 28, Gary has scored in every of the eight races he has started. He id surely have scored in France too,

where he was tenth in Sunday's training, after a tactical error eliminated him on Saturday. Admittedly Gary, like Lackey and Jim Pomeroy, has a temperament well suited to the European scene. But, added to the USA's world teams contest wins, we are now seeing first hand that the American domination of home GPs in recent years is no fluke. The rewards across the Atlantic will probably ensure that there is no major influx of their riders in the world championships, but the next nation to re-emerge could well be Sweden. The young Scandinavians have taken full advantage of the GP qualifying system, to gain valuable experience. Only in Holland were they not the most numerous nation, and every week the youngsters have been getting nearer to the points. Look out, in particular, for Leif Persson, a non-qualifier in France, but amongst the points in Finland.



## Job spot

RY Withers will definitely miss the rest of the season with the knee injuries sustained at Gendt week, so partner Terry od was desperately rching for a passenger if last week. he difficulty will be to one who is good ough for the job as Terry out last year, when ry Williams was in- d. iary underwent an ration last Sunday nt, and was kept in Nij- gan hospital just down corridor from Tom van hten, until the week- when Terry returned ick him up.

## Georges injury worries

DESPITE increasing his lead in the 250 world championship at Maggiora in Italy last week, Georges Jobe was not in attendance at the post-race awards ceremony, and it seems that the arm injuries sustained in Czechoslovakia one week earlier could be more serious than he admits. With sand races at Hawkstone and Holland looming nearer, Georges must now be anxiously looking over his shoulder at Kees van der Ven whose Italian win was his best ever result on a hard track. The Dutchman's KTM continues to be air-cooled, and factory competitions chief Calman Cseh says that it will probably continue in this form despite being designed for conversion to water cooling if required.



Georges Jobe, in trouble with arm injury.

## Seven chairs bounce back

AFTER losing some of its traditional status when it was cut to three rounds last year, the Sidecar Inter-Series bounces back in fine style this year with seven races in Holland, Germany and Switzerland.

British riders must miss the race at Rudersberg in Germany on June 27 be-

cause of a home title round that day and the Swiss have a race on the same day as the penultimate round at Gerstetten on August 15. However, riders can drop a couple of scores.

Completing the series are Kamp Linfort on May 1, Bielstein on May 9, and Dorschingen on October 3, all in Germany.

## SWISS ROLE FOR O'MARA

STAND by for fireworks at Frauenfeld in Switzerland on June 6, when Johnny O'Mara, one of the kings of the 125 class in America, flies in for that class's Swiss GP.

Blonde-haired O'Mara was one of the stars of the American Moto cross and Trophee wins last September, but the 125 class is his forte. A break in the US 125 national championship permits him to come over to Europe.

## Olden oldie

WELL as winning his GP race, Doug Fox's passenger John Cooper is another reason to be at last week's Dutch

or the last 12 months n has been the oldest senger in the GPs, but 31 years were made to k positively youthful n Hans-Georg Pep- phaus came back to the ne with Kurt Engel- t, at the tender age of

hey weren't hanging ut either. No points at dt, but they were twice nd at a German cham- pionship round three days re.

## nns move in

TH prospects still- ng for a world sidecar d in America by the 80s, the title could eak new ground in t with a round in Fin- l. The Salo club, who nate the 125 GP with io, are considering an igation to run the GP vo years time.

## DANISH DEBUT ON YAMAHA

ALTHOUGH still awaiting delivery of their Yamaha, Sven Larsen and Jimmy Christensen made their debut on the Japanese marque at the Dutch GP, when they borrowed the outfit of fellow Danes, the Rasmussen brothers. The ill-fortune which has dogged the world number nines all year continued, however, with a broken chain in the first race while closing on the points positions, and they then crashed out of the second, after being cut up by a rival.

# TOM ALL SET FOR FROME RETURN

AN VAN Hughten hopes to be at the Belgian round of the sidecar cross championship this weekend, but only as a spectator. However, he should have no problems getting by for the British GP at Frome on July 18. The 36-year-old Dutchman spent all of last week in hospital, and was put in traction after transfer from Nijmegen to home town of Amersfoort on Wednesday. The discs in his spine have been doubled over, and he is suffering from spasms.

Before Frome, his next important date is June 27 for the fourth round of the Inter-Series Championship at Rudersberg in Southern Germany. The Hollander currently heads the title chase, despite just one tenth place in the third round at Bielstein a couple of weeks ago. Riding for the first time in the series this year, Mick Boltholder and Charlie Buesser scored maximum points there and are emerging as favourites for three major titles, as they also lead the world and Swiss championships.

# "FOX AND HOUNDS" SEES FIRST FOUR SEPARATED BY NARROWEST OF MARGINS



Almost high enough to look into the community box, Dave Watson (Yamaha) heads for third place overall.

# HAIL THE YOUNG LIONS

GRASS track's young lions of 1982, led by Northamptonshire's Rob Price (Weslake) and 19-year-old Roland Tebbis (Shellman), from Cleveland, made Sunday the day of the teenagers at the Spalding and Tongue End National in Lincolnshire, writes John Simcock. Price won two of the three 500cc events and Tebbis the other — but 16-year-old Welshman Kevin Price, Mark Edwards, from Essex, Rugby's Peter Lloyd and Mark Lewis, from Kent, none more than 21, pushed the winners all the way in a day of cut-and-thrust racing. It started when Kawasaki pair Tim Brown, of Wakefield, and 1981 British schoolboy champion Andy Smith — son of veteran Yorkshire rider Frank Smith, and 16 only last week — set the 250 event alight with a race-long duel won by Brown.

Rob Price took the 350 from Rob Smith, of Derby, starting a series of victories which made him "man" of a close-fought meeting. It was as hectic in the sidecars, with most of Britain's top riders in the field. Lincoln's Colin Banks gated superbly to score two victories with his V-twin Weslake, but in the third race, old master Ted Tucker cured an ignition problem with his own V-twin and powered through to pass early leader Ray Chapman on the shortish, dusty and choppy track. Berkshire Bonanza winner, Alan Artus and the TZ Yamaha made up places with superb round-the-outside action but could never quite catch the leaders.

## GRASS TRACK RESULTS ROUND-UP

- Spalding**  
250cc: 1. T. Brown (Kawasaki); 2. A. Smith (Barber Kawasaki); 3. D. Kendall (Causser Honda); 4. M. Nicholson (Nichol); 5. D. Perry (Antig); 6. M. Lewis (Causser Honda). 350cc: 1. R. Price (Barber Weslake); 2. R. Smith (Antig); 3. R. Tebbis (Shellman); 4. D. Perry (Antig); 5. C. Bassy-Fisher (Barber Weslake); 6. M. Nicholson (Nichol). First 500: 1. R. Tebbis (Shellman); 2. R. Price (Barber Weslake); 3. K. Price (Antig Weslake); 4. P. Lloyd (Glyndol); 5. M. Beumont (Jawa Wildcat); 6. A. Farmer (Dula). Second 500: 1. R. Price; 2. K. Price; 3. Lloyd; 4. M. Edwards (Goddin); 5. G. Fiddie (Weslake); 6. R. Smith (Antig). 500 Invitation: 1. R. Price; 2. Tebbis; 3. K. Price; 4. Edwards; 5. M. Lewis (Goddin GRI); 6. D. Kendall (Goddin Weslake). First sidecar: 1. C. Banks/R. Ward (Weslake Lynx); 2. A. Artus/M. Nelson (Puma Yam); 3. S. Smith/T. Pye (WRE Puma); 4. G. Moear/T. Angelico (Hagon Weslake); 5. P. Norman/J. Mitten (Higgs V-twin); 6. T. Tucker/D. Ward (Lynx Weslake). Second sidecar: 1. Banks; 2. Artus; 3. Tucker; 4. R. Chapman; 5. Matthews (Weslake); 6. Smith. Sidecar Invitation: 1. Tucker; 2. Banks; 3. Artus; 4. Chapman; 5. Smith; 6. P. Brown/J. Morron (Wildcat).
- Cornwall championship**  
250cc: 1. A. Kessell (250 Honda); 2. R. Eslick (250 Bullock); 3. N. Prynn (250 Honda); 4. P. Mayne (250 Bullock); 5. P. James (250 Honda); 6. R. Purvis (250 Bullock). 500cc: 1. A. Lewis (500 Weslake); 2. M. Phillips (500 Godden Weslake); 3. M. Eslick (500 Weslake); 4. A. Chapman (500 Godden); 5. Matthews (500 Weslake); 6. A. Kessell (500 Weslake). Junior: 1. M. Eslick; 2. M. Phillips; 3. R. Palmer (500 JAP); 4. C. Carr (500 Weslake); 5. Matthews; 6. M. Bowden (500 Hagon). First sidecar open: 1. D. Westaway/A. Borlase (390 Weslake); 2. T. Allbone/R. Fisher (398 Puma); 3. A. Walker/T. Brown (350 Yamaha Weslake); 4. G. Matthews/K. Williams (398 Kawasaki); 5. K. Hicks/J. Peters (1000 Suzuki); 6. L. Foreman/R. Foreman (398 Kawasaki). Second sidecar open: 1. Westaway; 2. D. Callison/C. Brown (350 Weslake); 3. K. Hicks; 4. Allbone; 5. Foreman; 6. Matthews. Support races: Up to 350cc: 1. C. Fouracre (350 Weslake); 2. A. Kessell (350 Weslake); 3. R. Hodgson (350 Weslake); Junior two-valve: 1. R. Purvis (500 Jawa); 2. K. Bradford (500 JAP); 3. G. Wiltshire (500 Jawa). Open: 1. M. Semons (500 Weslake); 2. M. Phillips; 3. A. Chapman. First junior invitation: 1. R. Purvis; 2. C. Carr; 3. S. Varcoe (500 Weslake). Second junior invitation: 1. S. Varcoe; 2. K. James (500 Fantic); 3. C. Davy (500 Garelli). Class C: 1. T. Brewer (100 Yamaha); 2. M. Simmonds (100 Yamaha); 3. D. Garton (50 Fantic). Class B: 1. W. Barratt (125 Fantic); 2. J. Orchard (125 Suzuki); 3. G. Lobb (125 Fantic). Class A: W. James (200 Bullock).
- Cornwall Championship Standings**  
250cc: 1. N. Prynn; 2. A. Kessell; 3. R. Eslick; 4. P. Mayne; 5. P. James; 6. R. Purvis. 350cc: 1. Kessell; 2. N. Prynn; 3. P. James; 4. C. Fouracre; 5. A. Chapman; 6. M. Bowden. A. Hodge. 500cc: 1. R. Eslick; 2. M. Phillips; 3. M. Eslick; 4. M. Semmonds; 5. Lewis; 6. R. Dunford. A. Grose. Junior: 1. M. Eslick; 2. C. Carr; 3. R. Palmer; 4. N. Bowden; 5. R. Palmer; 6. C. Kessell; 7. Kessell. Sidecar Open: 1. D. Westaway/A. Borlase; 2. T. Allbone/T. Fisher; 3. K. Hicks/J. Peters; 4. D. Callison/C. Brown; 5. A. Walker/T. Brown; 6. Foreman/R. Foreman.
- Somerton MCC Grass Track**  
Solos: Juniors: 1. B. Hussey (500 Weslake); 2. G. Godwin (500 Weslake); 3. R. Crouch (500 Weslake); 4. S. Harvey (500 Godden); 5. T. Nash (500 Special). Heat winners: Crouch, Godwin, Hussey. First open race: 1. A. Williams (500 Godden); 2. R. Dunford (500 Godden); 3. P. Ryals (500 LTR); 4. G. Godwin (500 Weslake); 5. M. Merriner (500 Godden). Heat winners: R. Clarke (500 Hagon); 2. Williams; 3. Godwin, N. Green (500 Weslake). Semifinals: Williams, Dunford. Second open: 1. Williams; 2. Ryals; 3. Dunford; 4. Hussey; 5. Nash; 6. Godwin. Heat winners: Ryals, Godwin, Williams, Nash. Semifinals: Ryals, Williams. Experts only: 1. Williams; 2. A. Sell (250 Yamaha); 3. Clarke; 4. Godwin. First sidecar race: 1. K. Jones/R. Broomfield (3000 Weslake); 2. D. Peckham/T. Butcher (320 Special); 3. N. Hames/J. Coles (350 Weslake); 4. R. Golden/K. Lane (1000 Kawasaki); 6. D. Lovell/M. Hopford (850 Weslake); 6. A. Ropert/J. Ropert (998 Yamaha). Second: 1. Jones/Broomfield; 2. Packham/Butcher; 3. Ropert/Ropert; 4. Hames/Coles; 5. Lovell/Hopford; 6. Golden/Lane.
- Sidecar Association at Colebridge Farm**  
250cc: 1. R. Wakeling (Yamaha); 2. R. Jenner (Seiger); 3. R. Knight (Yamaha). 350cc: 1. D. Tolhurst (350 Weslake); 2. C. Mockett (350 Weslake); 3. A. Saunders (350 Weslake). 500cc: 1. G. Hickmott (GR500); 2. D. Tolhurst (500 Weslake); 3. M. Beeson (500 Weslake). Unlimited: 1. M. Beeson; 2. B. Webb (500 Special); 3. B. Dolman (500 Weslake). Members' handicapped: 1. C. Peters (250 Honda); 2. D. Auinger (500 Weslake); 3. R. McKenzie (500 JAP). Sidecars scratch: 1. E. Penfold/T. Penfold (Weslake); 2. A. Luker/D. Apple (Weslake); 3. J. Penfold/S. Campsey (V-twin Weslake). Devo Bach Trophy: 1. E. Penfold; 2. J. Penfold; 3. D. Fielding/T. Lindus (850 Weslake). Handicap: 1. G. Thomson/B. Geer (300 Weslake); 2. T. Adams/J. Tysoe (350 Weslake); 3. H. Balcombe/J. Smith (850 Weslake). Riders' race: 1. A. & B. Westhead (Honda); 2. B. Holland/R. Steel (Weslake); 3. B. Huggett/N. Shaw (Puma).
- North Allerton**  
250 A: 1. T. Brown (Kawasaki); 2. A. Smith (Barber); 3. D. Kendall (Causser); 4. D. Hetherington (Kawasaki); 5. A. Pullman (Bullock); 6. H. Silbert (Weslake); 4. G. Wilson (Honda); 3. P. Sizer (Hagon); 4. S. Dent (Antig); 5. L. Brammer (Special); 500 A: 1. R. Tebbis (Shellman); 2. T. Owen (Wildcat); 3. H. Balcombe/J. Smith (850 Weslake); 4. G. Wilson (Frog); 5. M. Silbert (Goddin); 6. R. Shelton (Laker); 500 B: 1. A. Buck (Causser); 2. M. Wilson (Frog); 3. D. Kendall (Goddin); 4. D. Rolands (Laker); 5. A. Dale (Barber); 6. J. Jackson (Laker).
- Lakes GTRC**  
250cc: 1. R. Butler (Malco); 2. M. Scarisbrick (Honda); 3. B. Brown (Malco); 4. T. Rawlins (Bullock); 5. D. Hetherington (Kawasaki); 6. B. Henderson (Call Honda). 350cc: 1. G. Wilson (Rosell Hogg); 2. L. Rutter; 3. M. Sironi (Honda); 4. Hetherington; 5. M. Scarisbrick; 6. Brown. First 500cc: 1. P. Carr (Hagon); 2. M. Scarisbrick (Weslake); 3. G. Wilson (Wood Frog); 4. M. Walsh (Laker); 5. M. Sironi (Goddin); 6. T. Rawlins (LTR). Second 500: 1. Carr; 2. A. Craig (Hagon); 3. T. Owen (Wildcat); 4. A. Buck (Weslake); 5. Sironi; 6. D. Rowlandson (Jawa). Unlimited: 1. Carr; 2. Craig; 3. Wilson; 4. Scarisbrick; 5. Rutter; 6. Buck.



WEEKEND



SPORT

# HUDSON MAKES HIS POINT TO NOYCE

A SEVERED coil earth wire robbed Kawasaki's Dave Thorpe of an almost certain, decisive overall win in the third round of the British moto cross championship on Sunday at the Newbury club's "Fox and Hounds" circuit at Donington, Berkshire.

The incident happened half-way through the last lap of the first 50 minute moto when he was leading by eight seconds.

But the 19-year-old world championship contender showed few signs of frustration as he free-wheeled back to the paddock. To prove his point, he came out to win the second race after a spirited scrap with impressive Steve Beamish (495 Honda).

The first four finishers overall - Neil Hudson, reigning champion Graham Noyce, Dave Watson and Beamish were separated by only three points in what is arguably the closest title chase since the championship in its present form was inaugurated in 1973.

But the surprise of the meeting was the brilliant form displayed by Suzuki's 19-year-old Jeremy Whatley.

Taking over the injured Billy

Aldridge's works bike, he succeeded in keeping the experienced grand prix runners at bay for 12 laps in the first race and he gave a repeat performance in the second until the heat of the day, the dust and the stones began to sap his stamina.

Although the organisers had hosed 20,000 gallons of water on to the circuit before and during racing, the dust was always a problem and on the winners' rostrum at the end of the day Hudson, Noyce and Dave Watson confessed that they had been unwilling to take chances.

Whatley confirmed Suzuki's off-road chief Tony Barnard's faith in him when he went straight to the front as the tension-packed field made their way to the first corner in the first race with Noyce, Gary Dunn (490 Swinglink) and Beamish in his wheeltracks.

After two laps, Hudson moved into third spot and Thorpe fourth. And an estimated 8,000-strong crowd prepared to witness what looked like being the race of the year.

Watson was last away and he was 21 seconds in arrears behind the leading quartet

after seven electrifying laps.

Three laps later Hudson stalled as Thorpe attempted to drive inside him and he restarted in fourth place. Soon after Thorpe nipped inside Noyce on a right-hander and he began to put the pressure on Whatley.

Early on lap 12 he relegated the Suzuki youngster to second berth and seconds after Whatley tumbled in trying to regain the lead but he lost a place to Watson as the Yamaha man began to climb through the field.

Thorpe soon established a comfortable lead and he seemed to have things sewn up when disaster struck and no-one was more surprised than Noyce who found him-

self at the front.

Whatley was first out of the gate again in the second moto and this time Thorpe, Hudson, Watson and Noyce were well down the field.

Noyce, in fact, was last at the end of the opening lap after colliding with Don Brockbank (495 Honda) at the first corner. And another minor shunt exactly at the same place on the second lap did nothing to improve the Honda star's ego.

Thorpe split Whatley and Beamish after five minutes' racing and as Whatley tired he moved into his customary position as Hudson, Watson and Noyce began their fight through the field in a curtain of dust.

## RESULTS

**First race:** 1 G. Noyce (495 Honda); 2 N. Hudson (490 Yamaha); 3 D. Watson (490 Yamaha); 4 J. Whatley (495 Suzuki); 5 S. Beamish (495 Honda); 6 P. Leask (250 Yamaha).  
**Second race:** 1 D. Thorpe (495 Kawasaki); 2 Beamish; 3 Watson; 4 Hudson; 5 Whatley; 6 Noyce.  
**Overall positions:** 1 Hudson 92; 2 Noyce 91; 3 Watson 90; 4 Beamish 89; 5 Whatley 81; 6 R. Harvey (490 Yamaha) 52.  
**Leading championship positions:** 1 Hudson 297; 2 Noyce 296; 3 Watson 246; 4 Thorpe 224; 5 P. Mathis 194; 6 R. Harvey 175; 7 Whatley 174; 8 B. Aldridge 156; 9 Beamish 141; 10 G. Woolflem 116.  
**Support championship:** first race: 1 M. Pearce (490 Maico); 2 C. Pope (490 Maico); 3 K. Nicoli (250 Kawasaki); 4 K. Hanson (490 Yamaha); 5 G. Hanson (490 Yamaha); 6 M. Anderson (490 Maico).  
**Second race:** 1 Nicoli; 2 Pope; 3 G. Hanson; 4 M. Anstie (250 Suzuki); 5 W. Jones (490 Maico); 6 V. Semmens (490 Maico).  
**Leading championship positions:** 1 Nicoli 65; 2 Pearce 55; 3 P. Hanham 30; 4 Pope 24; 5 A. Nicholls 22; 6 D. McGarrie 21; 7 Semmens 19; 8 Anstie 18; 9 G. Edwards 16; 10 G. Hanson 16.

## TRADING UP FOR BRUCE

GAINING the first British Sidecar Championship success for Moto Gori, East Midlander Bruce Melville left his rivals in no doubt as to who was in command in round four of the series at Sunday's sun-kissed Lyn Traders Trial reports Alan Wright.

On form, the Sutton Falcons clubman was never headed as he charged home 14 marks clear of reigning British champion John Gaskell.

Melville was fortunate in the ballot for riding numbers and made full use of his advantageous position with a consistent ride marked by an absence of stops.

By Holsworthly, five subs from the finish, Bruce was already well clear before joining an elite bunch of six crews who footed up a rocky gully which stopped all bar Midland duo, Terry Millichip and Gary Bull, East Midlanders Geoff Gadsby and Bill Sherras and the star of the section - Welshman Kim Morris.

Husband and wife crew Bill and Cath Sherras gained their second third position in successive championship events to double their points tally as Lancashire's Bruce Rushton lost his championship lead.

In the solos, John Reynolds made amends for his recent SSDT disaster by gaining a conclusive win to repeat his triumph of 1980.

Surprisingly, he started off badly at the opening group Collins climb as the cambered rocky gully took three marks off the young Yorkshireman.

Only four men sailed up without loss - Colin Boniface, Mike Wyeth, Martin Strang and the best ride of all from Jersey's Richard Mollet.

## RESULTS

**Sidecars, best performance:** B. Melville/C. Lamb (290 Gori) 29; J. Gaskell/H. Wood (340 Suzuki) 43; B. Sherras/C. Sherras (156 Fantic) 46; B. Rushton/T. Lovett (349 Montesa) 55; G. Campbell/K. Flowers (325 Suzuki) 57; J. Howells/P. Howells (325 Suzuki) 62; M. Ellis/F. Griffiths (349 Montesa) 63; G. Bull/K. Walker (250 Suzuki) 64; M. Rapley/M. Devlin (325 Suzuki) 66; G. Gadsby/M. Gaunt (310 CCM) 68.  
**Solos, best performance:** 1 J. Reynolds (349 Montesa) 12; 2 N. Birckett (156 Fantic) 27; 3 C. Boniface (340 Bultaco) 27. **Under 200cc award:** A. Stay (156 Fantic) 39. **Over 200cc award:** 1 C. Sutton (250 Ossa) 29. **First class awards:** M. Skinner (250 Ossa) 30; D. Clinkard (280 SWM) 34; M. Strang (340 Bultaco) 38; A. Baker (349 Montesa) 39; R. Mollet (340 Bultaco) 39; K. Hart (320 Aprilia) 41; S. Saunders (340 Bultaco) 42; P. Anker (349 Montesa) 43; S. Moor (280 SWM) 43; H. Ashford (240 Fantic) 46; R. Doney (Bultaco) 46; C. Koch (340 Bultaco) 48; B. Haley (340 Bultaco) 48; N. Kallett (240 Fantic) 49; L. Huty (349 Montesa) 49; K. Pinfold (349 Montesa) 49; M. Champion (240 Fantic) 54; P. Edwards (240 SWM) 57.  
**British Championship Points:** 1 Gaskell 47; 2 Rushton, 3 Melville 43; 4 Turner 22; 5 Sherras 20; 6 Ellis 18; 7 Gadsby 14; 8 Rapley, 9 Bullock 12; 10 Domme 11.

## SAM ON TOP IN IRELAND

LAST year's Irish 1 champion Sam Turk scored a good win 500cc class during Saturday's third round of the scrambles championships organised by the North I club in Co Tyrone.

Turkington score: John Sheppard after leader Alan Magee c out with a seized engine.

Magee had better luck 250cc championship when he squeezed to the near the finish to defeat Patterson and former schoolboy champion Burgess.

In the 125cc Ulster plomship race there was a finish between Andre lon and Patterson with getting the verdict and son retaining the championship lead.

With Irish champion Spence watching injured arm, a legacy of Finnish round of the 500cc championship, riders to shine. An made the most of it.

## RESULTS

**500cc Ulster championship:** 1 Sam Turk (Kawasaki) 25; 2 J. Sheppard (Kawasaki) 24; 3 G. McCarroll (Maico) 25.  
**250cc championship:** 1 A. Magee (Maico) 25; 2 W. Burgess (KTM) 24; 3 W. Patterson (KTM) 23.  
**125cc:** 1 A. Hanlon (Kawasaki) 25; 2 W. Burgess (KTM) 24; 3 W. Patterson (KTM) 23.

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Round five: Italy



MISANO - 2.16 miles

ABOVE: Graeme Crosby acknowledges the cheers of the crowd from the winners' rostrum following his third place in the 500cc GP at Misano on Sunday. First man home Franco Uncini (centre) and Freddie Spencer have a different sort of celebration in mind... that bottle of vino!

Report by NICK HARRIS  
Pictures: LEO VOGELZANG

LEFT: The battle that enthralled the crowd in the 125cc GP. Here Angel Nieto (Garelli) leads Italian Maurizio Vitali (MBA), but the lead changed hands several times before Vitali dropped out on the last lap leaving Nieto clear.

FRANCO Uncini set hordes of Italian fans dancing late into the night on the Adriatic coast after he stormed away with the Italian 500cc Grand Prix at Misano on Sunday.

"It was a good race," the beaming Suzuki rider said afterwards, "but I honestly only had to ride at 85 per cent of my ability to win."

The 85 per cent was good enough to lift Uncini to joint first place in the world championship table, sharing with Kenny Roberts who had a fearful ride into fourth place on the ill-handling V-four Yamaha round 40 laps of the demanding Misano circuit.

Uncini was more than 12 seconds in front of American Freddie Spencer riding the NS500 Honda, with New Zealander Graeme Crosby third on Giacomo Agostini's Marlboro-sponsored Yamaha. Spencer confirmed his pre-season promise by not only securing his best grand prix placing but by also setting a new lap record of 95.10mph.

Barry Sheene slipped to third place in the table after retiring on the tenth lap with engine problems on his John Player Yamaha.

He is now 12 points adrift of Uncini and Roberts, but ten points in front of Crosby in fourth place.

Mercifully a cool breeze blew from the nearby Adriatic

ROSTRUM BY AMBULANCE

TIMES world champion Angel Nieto returned to the dock by ambulance after his 75th grand prix in a dramatic 125cc race. The diminutive Spaniard came constant pain in the cracked ribs he sustained in his Spanish crash week to win the 13-lap on his works Garelli bike only to collapse taking the flag. He quickly recovered to act on a race that seemed to have his grasp as he led with Italian Maurizio Vitali (MBA) and former world champion Pierluigi Bianchi (Sanvenero). The delight of the crowd took the lead with Nieto and Bianchi in close suit. The battle seemed to be its usual pattern when one snatched the lead on nine and typically turned it to smile at the pursu-

50, 125 RESULTS				
50cc (23 laps, 49.85 miles)	m	s	mph	
1 S. Dorflinger (Switzerland, Kreidler)	38	39.41	77.37	
2 R. Tormo (Spain, Bultaco)	38	42.80	77.26	
3 C. Lusuardi (Italy, Villa)	39	27.71	75.80	
4 G. Ascareggi (Italy, Minarelli); 5 M. de Loranzi (Italy, Minarelli); 6 H. Hummel (Austria, Sachs); 7 I. Emmerich (West Germany, Kreidler); 8 H. Klein (West Germany, Massa Real); 9 T. Priori (Italy, Paolucci); 10 H. van Kessel (Holland, Kreidler).				
Record lap: Dorflinger (Kreidler) 1m 39.36s, 78.53mph.				
Old record: Dorflinger (Kreidler) 1m 40.6s, 77.74mph				
World championship positions:				
1 S. Dorflinger 30 points; 2 C. Lusuardi 20; 3 C. Ascareggi 14; 4 R. Tormo, E. Lazzarini 12; 6 T. Timmer 8; 7 M. de Loranzi 6; 8 H. Hummel, S. Martinez 5; 10 P. Looyensteyn, H. Klein, I. Emmerich 4.				
Next round Assen, June 26				
125cc (30 laps, 65.02 miles)	m	s	mph	
1 A. Nieto (Spain, Garelli)	45	14.80	86.22	
2 P. P. Bianchi (Italy, Sanvenero)	45	40.54	85.41	
3 I. Palazzese (Venezuela, MBA)	45	43.11	85.33	
4 P. L. Aldrovandi (Italy, MBA); 5 H. Vignetti (Argentina, Sanvenero) 6 H. Muller (Switzerland, MBA) 7 B. Kneubuehler (Switzerland, MBA); 8 J. Wickstrom (Finland, MBA); 9 D. Brigaglia (Italy, MBA) 10 L. Piccirillo (Italy, MBA).				
Record lap: P. P. Bianchi (Sanvenero) 1m 28.38s, 88.28mph.				
Old record: P. P. Bianchi (MBA) 1m 30.3s, 86.41mph.				
World championship positions:				
1 A. Nieto 60 points; 2 P. P. Bianchi 24; 3 P. P. Bianchi 22; 4 H. Muller, J. C. Selini 21; 6 A. Aulinger, H. Vignetti, J. Wickstrom 20; 9 W. Perez 18; 10 I. Palazzese 16.				
Next round Assen, June 26				

reckoning in third place. This gave brave Nieto heart and he gritted his teeth and set after Vitali in the lead. Two laps from the finish he was back in front, but Vitali was not spent after

swapping the lead a couple of times he began the last vital lap inches in front of the world champion. Suddenly a great groan went up from the crowd along the main straight as Nieto appeared alone and comfortably in the lead. The unfortunate Vitali appeared coasting with a broken con rod and his race was over. Bianchi continued after his tumble to finish second in front of Ivan Palazzese (MBA). Midlander Alex Bedford battled hard to finish 15th despite an oil leak on his MBA. There was also drama after the 23-lap 50cc race when world champion Ricardo Tormo, who finished second, protested about the winning Kreidler of Swiss ace Stefan Dorflinger. After taking second place more than three seconds behind, Tormo claimed that Dorflinger's Kreidler was oversized and was using a special, high-octane petrol. Measuring after the race showed the machine was only 49.6cc and some fuel was sent away for analysis with the results available later this week. The only challenger to the two leaders in the race was Italian Eugenio Lazzarini but he retired when his works Garelli broke a con rod on lap seven.



Stefan Dorflinger (Kreidler) has P. Priori (Paolucci) in his wake in the tiddler class. The only challenge to Dorflinger's superiority came from Ricardo Tormo - on and off the track.



# FRANCO: MISANO MASTER

## 500 RESULT

500cc (40 laps, 86.70 miles)	m	s	mph
1 F. Uncini (Italy, Suzuki)	55	29.62	93.74
2 F. Spencer (USA, Honda)	55	42.34	93.38
3 G. Crosby (New Zealand, Yamaha)	55	58.49	92.93
4 K. Roberts (USA, Yamaha); 5 M. Lucchinelli (Italy, Honda); 6 K. Ballington (South Africa, Kawasaki); 7 T. Katayama (Japan, Honda); 8 L. Besheroni (Italy, Suzuki); 9 M. Fontan (France, Yamaha); 10 P. Sjostrom (Sweden, Suzuki).			
Record lap: F. Spencer 1m 22.03s, 95.12mph.			
World record: K. Roberts (Yamaha) 1m 22.40s, 94.69mph.			
World championship positions: 1 K. Roberts, F. Uncini 48; 3 B. Sheene 36; 4 G. Crosby 26; 5 F. Spencer 22; 6 M. Lucchinelli 18; 7 T. Katayama 16; 8 M. Frutschi 15; 9 F. Cross 12; 10 K. Ballington, M. Fontan, S. Parrish 10.			
Next round Assen, June 26.			

Ocean glinting in the afternoon sun as the noisy 70,000 crowd roared their approval as the 500cc gladiators prepared for battle on the 2.14-mile Misano circuit on the outskirts of Riccione.

The crowd stood to a man as world champion Marco Lucchinelli led from the line on his works Honda with Roberts and Sheene in close pursuit.

Spencer and Uncini joined the leading group as they raced heads tucked down the main 150mph straight.

At the end of the first lap Lucchinelli led Roberts, Spencer, Uncini and Sheene with their pursuers already falling behind in the hot afternoon sun.

Kork Ballington, riding the KR500 Kawasaki, led those pursuers with Crosby flying after a bad start in seventh place.

After dispensing with early sparring, Uncini, riding the Roberto Gallini-prepared Suzuki, took the lead on the fifth lap and that was the end of the race at the front as he relentlessly pulled away from his chasers, ably led by Spencer who gains in grand prix experience week after week on the works Honda.

Slowly but also surely Uncini, seeking his fourth grand prix victory and his second this year, increased the advantage over the American despite Spencer's lap record.

The Honda rider, although having problems with the slippery track, rode a sensible race to second place and his best grand prix result while the fireworks were happening behind him.

Roberts, with some fearful moments on his Yamaha, snatched third place from Lucchinelli on the tenth lap and Crosby overtook Ballington and the ailing Sheene to move into fifth place.

When Sheene dropped out on the tenth lap, Ballington was left to hold a lonely sixth place in front of a great battle between Takazumi Katayama (Honda), Leandro Beccheroni (Suzuki), Michel Frutschi (Sanvenero) and Guido Paci (Yamaha).

As Lucchinelli began to fade with a slowing engine, Crosby set after Roberts and on the 25th lap moved into a deserved third place as 'King' Kenny fought his own personal battle with his bike.

"I think I must have ridden at least three races out there," a sweating Kenny said after the race.

"I told them last week the bike was not handling properly but this week was worse and I gave the spectators out the back a few exciting moments. It was only when Croz went past me I realised what a good handling machine was all about."

Despite pulling away from Kenny, Croz's ride into third place was not without incident in the final ten laps.

"After that bad start I thought I'd got it all sorted out when I overtook Kenny," Croz said.

"Then in the last ten laps every time I braked, water came up from the radiator, under my helmet and up the inside of my visor. But I managed to keep ducking and I'm happy to finish third."

To the cheers of the thousands of his fans, Lucchinelli limped home a disappointing fifth with Ballington much happier in sixth place.

"I'm really pleased with that result," Kork said: "the bike seemed to go a bit flat at half distance but then picked up."

The four-man battle behind him was reduced to two after Frutschi crashed and Paci retired with a seized engine and Katayama completed a successful day for Honda by clinching seventh place in front of Beccheroni after a race-long battle.

Despite being lapped by the flying Uncini, Frenchman Marc Fontan (Yamaha) was ninth after yet another dreadful start but American Randy Mamola's wretched season continued.

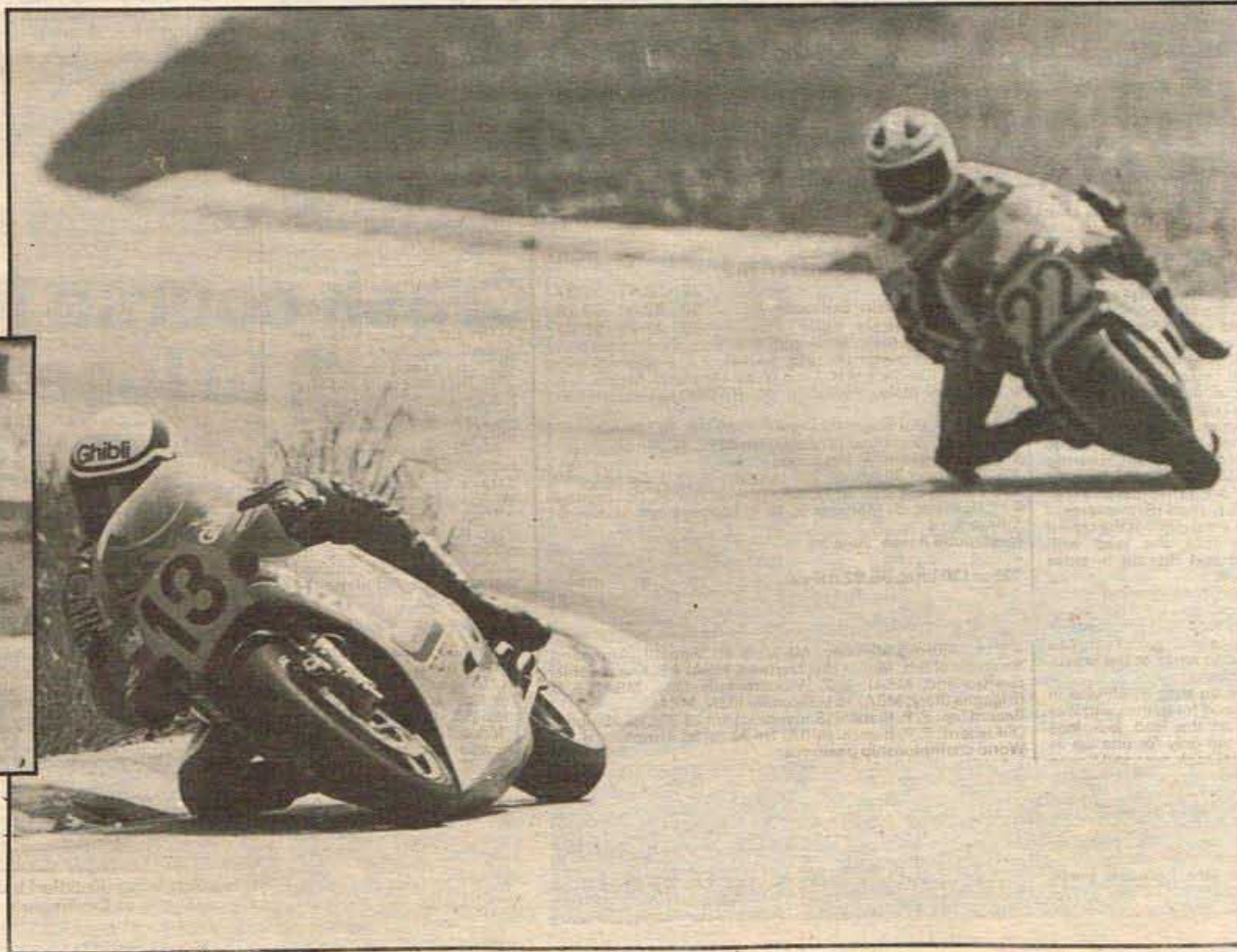
He retired on the 24th lap, well down the field with front brake problems on his HB Suzuki.

And the day belonged to his Suzuki team-mate Uncini with the world championship wide open with a four-week gap before the next round at Assen in Holland.



That lucky seven didn't hold good for Barry Sheene at Misano. Engine problems fo him out on the tenth lap, leaving Graeme Crosby (No. 5, Yamaha) with one less riv worry about and a place in the first three in his sights.

## Sheene blows as Roberts suffers handling problem



RIGHT: Franco Uncini opens a sizeable lead over Honda NS500-mounted Freddie Spencer in the 500cc race. And that's how it finished - with Uncini more than 12 seconds ahead at the line, despite a record lap from Spencer.

ABOVE: There's no disguising the way Graeme Crosby feels as he wheelies his Yamaha down the final straight to take third place behind Uncini and Spencer.

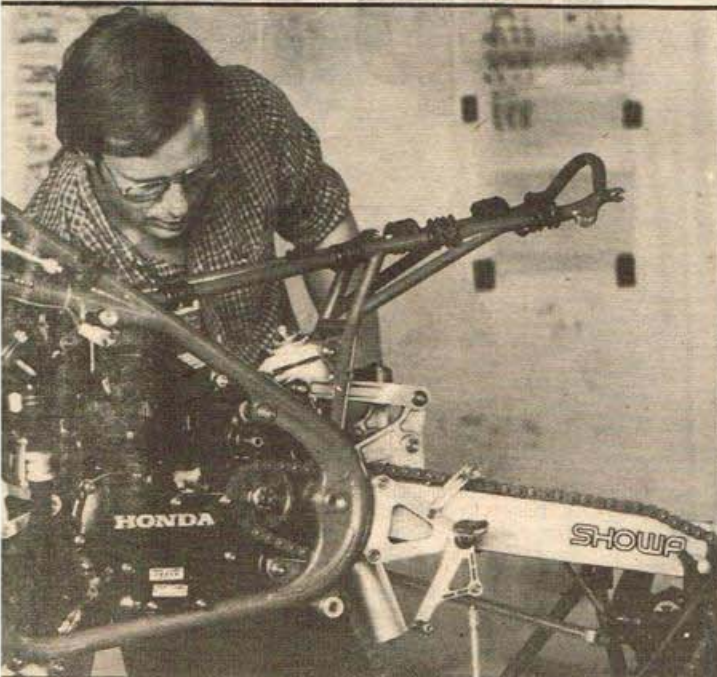




Actual 250 winner Toni Mang (Kawasaki) leads Roland Freymond (Yamaha) around the blisteringly hot Italian circuit.



On the GP chequered flag for the first time this season, Didier de Radigues (Yamaha) punches the air in a victory salute.



# Dogged Tournadre breaks through IMPOSSIBLE — FOR ANYONE BUT MANG

TONI Mang returned to something like the form that won him three world championships as he calmly took the 250 race at Misano in an otherwise exciting race.

And Didier de Radigues, frustrated in Austria and Spain, broke through for his first GP victory when he snatched the 350 race.

Mang (Kawasaki) was left on the line at the start of the 250 race, but, as if to prove that after three world championships he is not to be written off, he turned on a commanding display.

It is doubtful if even the great Mang could have caught the flying Venezuelan Carlos Lavado, who seized the lead on

lap three from once-a-year grand prix man Pierre-Luigi Conforti, the Italian motor cycle dealer.

Lavado pulled steadily clear of a fierce battle for second between Conforti (Kawasaki), Roland Freymond (MBA), Martin Wimmer (Yamaha), Massimo Broccoli (MBA), Antonio Neto (Yamaha) and Christian Estrosi (Pernod).

The partisan crowd had plenty to shout about as Conforti relinquished second place to fellow Italian Broccoli, the Ducati test rider who was riding one of two MBAs given by the company to the Italian federation for the use of promoting riders.

Broccoli had proved himself a man to watch the previous weekend when he won the 250 European championship race at Mettet.

While Lavado drew out a commanding lead and the six riders battled for second,

## Report by Peter Clifford

two men who were to take rostrum positions were still in mid-field.

Mang had hauled his Kawasaki into 12th spot after eight laps, narrowly ahead of Nogaro Grand Prix winner and championship leader Jean Louis Tournadre (Yamaha).

Many fancied runners fell by the wayside in the early stages, including the fastest three men in practice.

Massimo Matteoni (Yamaha) broke a crankshaft, Didier de Radigues (Chevallier) retired after a bad start to save himself for the 350 race and, on lap ten, Martin Wimmer stopped with flooding carburettors.

Mang left Tournadre in tenth place and quickly overhauled the leaders.

On lap 22 he charged through the second place group as Lavado retired with a broken big end.

Freymond refused to give up without a fight and the pair pulled clear of the battle for third between Estrosi and Nieto.

## 250, 350 RESULTS

250cc (33 laps, 71.52 miles)	m	s	mph
1 A. Mang (West Germany, Kawasaki)	47	59.67	89.42
2 R. Freymond (Switzerland, MBA)	48	00.62	89.39
3 J. L. Tournadre (France, Yamaha)	48	07.90	89.16
4 A. Neto (Brazil, Yamaha); 5 C. Estrosi (France, Pernod); 6 M. Broccoli (Italy, Yamaha); 7 M. Lucchi (Italy, Yamaha); 8 C. Sarron (France, Yamaha); 9 J. Cornu (Switzerland, Yamaha); 10 P. L. Conforti (Italy, Kawasaki).			
Record lap: A. Mang (Kawasaki) 1m 25.67s, 91.08mph.			
Old record: M. Marchetti (Yamaha) 1m 26.3s, 90.41mph.			
World championship positions:			
1 J. L. Tournadre 37 points; 2 A. Mang 25; 3 R. Freymond 20; 4 C. Lavado 15; 5 J. Sayle 13; 6 J. F. Balde, A. Neto 12; 8 J. L. Guingabodet 10; 9 J. Bolle, J. Cornu 8.			
Next round Assen, June 26.			

350cc (36 laps, 78.03 miles)	m	s	mph
1 D. de Radigues (Belgium, Yamaha)	51	22.11	91.14
2 C. Lavado (Venezuela, Yamaha)	51	25.17	91.04
3 M. Matteoni (Italy, Yamaha)	51	26.93	90.99
4 A. Mang (West Germany, Kawasaki); 5 M. Wimmer (West Germany, Yamaha); 6 G. Reiner (West Germany, Yamaha); 7 E. Saul (France, Yamaha); 8 H. Hauf (West Germany, Kawasaki); 9 J. Cornu (Switzerland, Yamaha); 10 A. Rondato (Italy, Yamaha).			
Record lap: M. Wimmer (Yamaha) 1m 24.19s, 92.68mph.			
Old record: C. Lavado (Yamaha) 1m 24.56s, 92.46mph.			
World championship positions:			
1 D. de Radigues 37; 2 J. Balde, C. Lavado, E. Saul 27; 5 A. Mang 20; 6 J. Cornu 17; 7 J. Sayle, M. Wimmer 12; 9 M. Matteoni, P. Fernandez 10.			
Next round Assen, June 26			

Tournadre showed that essential grand prix quality, stamina, and in the closing stages he quickly closed on the pair battling for third.

He swept past on the last lap and deservedly protected his championship lead.

Mang held off Freymond to score his first win of the year.

The 350 race was a triumph of dogged determination for Didier de Radigues (Chevallier), still sore after his Jarama crash.

A broken bone in his foot made it hard to change gear and his many bruises and scrapes made riding generally painful.

For the first two laps, he followed the Kawasaki of world champion Mang before taking the lead.

Mang then tailed the Belgian but Massimo Matteoni (Yamaha) was on the move after a bad start.

He had completed the first

lap in eighth place but he passed Mang on lap eight and was soon on the tail of the Chevallier machine.

On the 11th lap Matteoni stole the lead as the pair raced across the start-and-finish line.

De Radigues was happy to shadow him, content that his pitboard showed him that there was no threat from Mang.

The only person to be gaining on the leaders was Lavado (Yamaha), who had started behind Matteoni but had taken longer to get into his stride.

By lap ten Lavado was closing on Martin Wimmer who was in third place.

The West German set the fastest lap of the race, breaking the lap record on his Yamaha but by this time his front tyre and brakes were both fading badly and he had no reply as Lavado pressed on.

In sixth place Eric Saul, on

# Crash course for 500s in bid to lose weight

by Peter Clifford

MOST major 500cc competitors intend to have new machines ready for the Dutch TT, the next round of the world championship, on June 26.

Honda has aluminium frames ready for the NS500s, obviously with the intention of reducing their weight.

Reports claim the NS is not as light as you might expect from a three-cylinder machine and that Honda needs to reduce the weight to even up on the power deficiency.

Yamaha has a revised OW65 for Kenny Roberts, which is almost certain to have lighter wheels and may well be lower as Yamaha has found out where the V-four touches the ground when cornering.

The biggest problem seems to be that the widest part of the lower exhaust pipes coincides with the widest part of the eight inch rear tyre.

The pipe is flattened but that is not enough and there is room under the engine for more bends in the pipes.

This might reduce the power output slightly but the engine can stand it and more cornering clearance would be an advantage.

Roberts found the V-four difficult to ride in Spain and for Misano the engine had heavier clutch plates among other things to increase the flywheel effect.

Suzuki will have a new engine for Assen but there is some doubt as to its specification.

It may be only a new set of crankcases that are smaller because they will be built specifically around the shorter stroke crankshafts of the 56mm x 50mm engine that seems to be gaining favour over the 54 x 54mm engine.

A power-valve engine is a possibility as the factory has been experimenting with one since 1981 but over the

winter it was thought to be too bulky to be an advantage. A more compact version may well have been developed.

Good news for British fans is the distinct possibility that the new Suzuki and Yamaha will make their debuts at Donington, the week before Assen.

Alain Michel has been hard at work to make his Seymaz Yamaha outfit as fast as Rolf Biland's LCR Yamaha.

The Frenchman has enlisted the help of Alain Chevallier whose 250 and 350 Yamahas ridden by Didier de Radigues and Eric Saul are so fast.

Chevallier has developed a computer-controlled carburation system and Michel has been testing it on his 500 outfit in the hope that it will make his machine as fast Bi-

land's. Giovanni Pelletier was enthusiastic about a revised 500 Morbidelli he tested at Misano after missing the Spanish GP.

But he still only qualified in 27th position.

The team had taken the radical step of moving the engine forward 7cm to improve the handling and the engine had new barrels to spread the power band. It was obviously not enough and there is still plenty to do.

At last we have seen enough of Freddie Spencer's NS500 Honda to see the workings of the rear suspension.

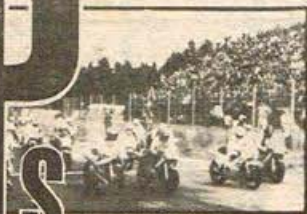
There are two rocker arms, one positioned on each side of the swinging arm.

From the top and rear of each rocker a connecting rod runs to the frame.

The forward end of each rocker is connected to a cradle which supports the bottom of the gas-filled Showa unit. As the swing arm goes up, the connecting rods push back on the rockers which in turn pull up the cradle.



# GP



## Round five: Italy

the second Chevallier, winner of the Austrian Grand Prix, was under severe pressure from German Gustav Rainer (Bimota Yamaha).

Saul complained afterwards that his rear tyre was sliding badly and with 22 laps of the 36-lap race completed, Reiner got past.

By that time Lavado had Mang in his sights and closed relentlessly.

With seven laps to go he stormed into third place and immediately pulled away.

There seemed every chance he may catch the leading pair in the time remaining.

Warned by his pit of the new danger, de Radigues pushed Matteoni harder.

Perhaps the Italian's machine was running low on fuel because as he rolled back the throttle at the end of the straight on lap 33 the Yamaha seized.

He coasted into the corner and it freed again. By that time, de Radigues was clear in the lead and Lavado closed on Matteoni. De Radigues crossed the line to win his first grand prix and Lavado passed Matteoni to take second with Mang fourth and Wimmer fifth.

Reiner crashed as he crossed the start-and-finish line avoiding a lapped rider but was unhurt. Donny Robinson completed a frustrating weekend with his second retirement of the day.

## LATIN LAPPING!

TO THE delight of his vast patriotic following, Italian Franco Uncini, riding the Roberto Gallina-prepared works Suzuki, stole pole position on the grid from 'Fast' Freddie Spencer (Honda) in the fourth and final 500cc session when he lapped a sweltering Misano at 95.07 mph.



● Franco Uncini

Throughout the four sessions Uncini, Spencer and world champion Marco Lucchinelli (Honda) had been fighting for the pole on the resurfaced track which saw only three riders better than Kenny Roberts' 1980 lap record.

While Lucchinelli slipped to fourth place in the final reckoning, New Zealander Graeme Crosby, riding the Giacomo Agostini Marlboro-sponsored works Yamaha, made a superb late burst finishing only .22 of a second behind Uncini, who led Spencer by a mere one hundredth of a second.

Roberts was only half-a-second down on Uncini but Barry Sheene, riding the John Player Yamaha, experienced front end problems but improved throughout the weekend to find himself in sixth place almost two seconds down.

Italian Graziano Rossi suffered his second practice crash in seven days when he fell from his works Yamaha on Friday and missed the race with a broken collarbone while last year's championship runner-up Randy Mamola could only qualify in 15th place on the HB-sponsored Suzuki.

The unofficial lap records were smashed in all other classes apart from the 350 where Belgian ace Didier de Radigues, riding the immaculately prepared Alain Chevallier Yamaha, led the way only six days after his horrific crash in Spain.

Lap record holder Carlos Lavado (Yamaha) qualified in sixth place almost a second down on his record time.

Australian Jeff Sayle, riding the all British Armstrong/CCM, was more than two seconds away from pole in 13th spot while both Yamaha-mounted Donny Robinson and Tony Head qualified.

Italian ace Massimo Matteoni put his Yamaha in pole position in the 250cc class despite strong competition from a bevy of riders, all within one second of the pace including de Radigues, Wimmer, Ducati test rider Massimo Broccoli (Yamaha), Christian Estrosi (Pernod), Roland Freymond (MBA), Lavado and Jacques Cornu (Yamaha).

Sayle again qualified in 13th place with Robinson also in the race.

Head seized the Ehrlich Wadden, failing to qualify. Former world champion Pier-Paolo Bianchi (Sanvenero) led the way in the 125cc class with world champion Angel Nieto (Garelli) only tenth, still in pain from the ribs he damaged in his Honda crash in Spain.

Midlander Alex Bedford (MBA) found the going tough in 24th place.

Swiss ace Stefan Dörflinger (Kreidler) certainly did not find the going tough in the 500cc class and seemed a good bet to repeat his Spanish success after qualifying almost two seconds faster than his nearest rival.

I COULD cry after seeing my second place in the world championship disappear at Misano on Sunday.

All weekend we had battled to get the bike right for the circuit, but, after a pretty good start it popped and banged until it stopped.

We don't know what is wrong with the bike, although all through practice I'd been two seconds down on the pace.

We checked everything after the final practice session but the race found out the problem, whatever it was, and that was that.

I had been prepared to settle for sixth place to keep me in the world championship points but I find myself in third spot, 12 points behind Kenny and Franco, who rode so well to win the race.

I'm hopping into the hire car and rushing through the traffic to Rimini airport to catch a charter plane to Manchester in time to race the old trusty 750 at Donington tomorrow (Monday).

I'm afraid there is still no news about me getting a new V-four Yamaha from the factory and it seems I will have to soldier on with the square-four for the time being.

I struggled in practice, because the bike was set up for Jarama, in Spain, and definitely not for Misano.

The main problem was chattering at the front with the bike understeering which was forcing me wide after aiming for a point on the bends.



Barry and his mechanics get the Yamaha ready for the big race at Misano.

We gradually sorted it out and I qualified sixth which was not so bad because the only time I'd ridden here was in 1980 and I honestly could not remember anything about the place.

Many of the other riders, especially Kenny Roberts and Franco Uncini, had done most of their testing here and their bikes were set up perfectly and they know exactly how to ride the track.

The fact that Michel Fruttschi was up with the leaders in practice shows how important good knowledge of the circuit is. He's been

down here all spring testing for Sanvenero.

It's like popping along to Brands Hatch or Donington to them. Despite earlier worries, the surface of the track was not too bad and the organisers had done a marvellous job with the paddock which was 200 per cent better than in 1980.

Unfortunately the dear old FIM and their outdated rules and regulations once again caused us problems.

The organisers would only issue a rider and three mechanics passes which is according to FIM rules.

I have seven people in my

team who need passes and many of the other teams have far more.

Surely it's time to increase the allocation to at least 15.

I don't know what they think we are going to do with them - perhaps they think we are going to stand outside and sell them.

On reflection, with the prize money we get it might not be a bad idea.

I'm having a couple of weeks off from racing and I feel both myself and the mechanics deserve a bit of a rest.

In 14 races this season we have claimed nine first



Barry Sheene writes exclusively for MCW

places and five seconds which is not a bad record.

We are all going down to Brighton for a spot of water-skiing and so it will be a case of 'Spot the Loonie' on the beach next week.

While we are having a good time and a rest the TT will be going on in the Isle of Man and I wonder whose turn it is to spit themselves against a brick wall this year to create some more wonderful publicity for motor cycle racing.

## PRACTICE LEADERBOARD

500cc	m.	s.	mph
1 F. Uncini (Suzuki)	1	22.10	95.07
2 F. Spencer (Honda)	1	22.11	95.02
3 G. Crosby (Yamaha)	1	22.33	94.77
4 M. Lucchinelli (Honda)	1	22.51	94.56
5 K. Roberts (Yamaha)	1	22.62	94.44
6 B. Sheene (Yamaha)	1	24.02	92.85
7 L. Becheroni (Suzuki)	1	24.07	92.81
8 K. Ballington (Kawasaki)	1	24.13	92.74
9 A. Hofmann (Suzuki)	1	24.14	92.73
10 T. Katayama (Honda)	1	24.20	92.66
350cc			
1 D. de Radigues (Yamaha)	1	24.79	92.02
2 M. Matteoni (Yamaha)	1	24.89	91.91
3 E. Saul (Yamaha)	1	25.08	91.71
4 M. Wimmer (Yamaha)	1	25.27	91.50
5 A. Mang (Kawasaki)	1	25.55	91.21
6 C. Lavado (Yamaha)	1	25.81	90.92
7 A. North (Yamaha)	1	26.16	90.55
8 G. Reiner (Yamaha)	1	26.25	90.47
9 J. Cornu (Yamaha)	1	26.28	90.43
10 W. von Mural (Yamaha)	1	26.52	90.18
250cc			
1 M. Matteoni (Yamaha)	1	26.02	90.71
2 D. de Radigues (Yamaha)	1	26.16	90.56
3 M. Wimmer (Yamaha)	1	26.45	90.26
4 M. Broccoli (MBA)	1	26.65	90.08
5 C. Estrosi (Pernod)	1	26.67	90.03
6 R. Freymond (MBA)	1	26.72	89.98
7 C. Lavado (Yamaha)	1	26.81	89.88
8 J. Cornu (Yamaha)	1	26.87	89.82
9 P. Conforti (Kawasaki)	1	27.09	89.59
10 J. L. Tournadre (Yamaha)	1	27.09	89.59
125cc			
1 P. P. Bianchi (Sanvenero)	1	28.82	87.85
2 E. Lazzarini (Garelli)	1	29.20	87.47
3 R. Tormo (Sanvenero)	1	29.52	87.16
4 M. Vitali (MBA)	1	29.78	86.91
5 H. Muller (MBA)	1	30.13	86.57
6 P. L. Aldrovandi (MBA)	1	30.75	85.98
7 I. Palazzese (MBA)	1	30.75	85.98
8 H. Vignetti (Sanvenero)	1	30.97	85.77
9 R. Rudsi (MBA)	1	30.99	85.75
10 A. Nieto (Garelli)	1	31.14	85.61
50cc			
1 S. Dörflinger (Kreidler)	1	37.61	79.94
2 E. Lazzarini (Garelli)	1	39.72	78.25
3 R. Tormo (Bultaco)	1	39.99	78.03
4 G. Ascareggi (Minarelli)	1	41.57	76.82
5 R. Kunz (Kreidler)	1	42.22	76.33
6 J. Martinez (Bultaco)	1	42.25	76.31
7 C. Lusuardi (Villa)	1	42.31	76.26
8 P. Priori (Paolucci)	1	43.11	75.67
9 T. Timmer (Bultaco)	1	43.64	75.29
10 R. Scheidhauer (Kreidler)	1	43.65	75.28

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## Sheene hits back with Donington double top

BARRY Sheene shrugged off his disappointing performance at Misano on Sunday to win the John Player Superbike event at Donington Park on Monday.

In front of a big holiday

crowd, Sheene (750 Yamaha) won both legs from battling Rob McEneaney (750 Yamaha) and Steve Henshaw (747 Yamaha).

The first leg was reduced to 12 laps after twice being stopped because of accidents, one involving Graham Wood,

who was challenging Sheene for the lead.

Ian Bell and Andy Bond were taken to hospital for treatment following the crash which caused the first stoppage.

JOHN PLAYER SUPERBIKE RESULTS  
First leg (12 laps, 23.48 miles): 1. B. Sheene (750 Yamaha) 16m 0.4s.

88.04mph; 2. R. McEneaney (750 Yamaha); 3. S. Henshaw (747 Yamaha); 4. D. Taylor (747 Yamaha); 5. S. Buckmaster (750 Yamaha); 6. D. Griffiths (500 Suzuki).

Fastest lap: B. Sheene 1m 17.7s, 90.68mph.

Second leg (15 laps, 29.36 miles): 1. B. Sheene 19m 48s, 88.89mph; 2. R. McEneaney; 3. S. Henshaw. Fastest lap: B. Sheene 1m 17.5s, 90.92mph.  
Overall: 1. Sheene; 2. McEneaney; 3. S. Henshaw.



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amend/postpone the programme without  
further notice.*



## Club's last

SUNDAY'S Italian GP was the last to be organised by an Italian club.

In future the meetings will be organised by the Italian Federation, just as the British GP is organised by the ACU.

The Federazione Motociclistica Italiana obviously want to keep the profit from the meeting to themselves instead of allowing it to go to the organising clubs, as in the past.

This year's meeting was well organised by the enthusiastic Moto Club Renzo Pasolini Rimini with a great deal of support from the Misano Adriatica Tourist Board.

## Tyre success

SEVERAL of Dunlop's top riders in the 250cc and 350cc classes at Misano tried new tyres - and they proved to be an instant success.

After Kenny Roberts won the Spanish GP on the new triangular KR106S, versions for the smaller machines, which had already been designed, were brought into action.

Toni Mang tried the tyres in Friday's practice and was immediately fastest. The front comes from the same mould as Roberts's Spanish-winning 18in. Front in a different compound and the rear is a scaled-down version of the eight-inch wide, 500cc class rear.

## Dutch out

DUTCH stars Boet van Dulmen and Jack Middelburg missed the Italian GP on Sunday because of injury.

Van Dulmen's debut on the new Cagiva was delayed because of the injured finger he sustained in Spain last week, while Middelburg has had an operation on a leg he broke last year.

Van Dulmen hoped to test the Cagiva at Monza on Monday and wants to give the very light 500cc machine, which features a new square-four engine, its racing debut at the Dutch TT at Assen later this month.

## Sorry lads

SINCERE apologies to the four British riders who battled for points at the European Championship meeting at Mettet, Belgium, last week.

In our report of the rain-lashed meeting we said no British riders raced, but Steve Wright, Graham Atha, Donny McLeod and Paul Harris raced without scoring points.

## White lines

MIST on the Mountain has always been one of the bugbears of the TT, but the Isle of Man Roads Board was doing its best on Saturday to make it easy for riders.

The board has a chap out repainting all the white lines on the edge of the road over the Mountain where visibility can be down to almost nothing.

## Speedy recoveries

BELGIAN ace Didier De Radigues and German Martin Wimmer made remarkable recoveries from their crashes in Spain to race at the Italian GP on Sunday.

Radigues had an operation on the heel he injured when he crashed leading the 250cc race at Jarama while Wimmer received nothing more than a severe shaking after crashing over the Armco in practice.

Not so lucky was American Richard Schlachter, who did not race in Italy after aggravating in Spain the wrist he broke at Donington six weeks ago.

He will fly home to the States but hopes to return to race at the Dutch TT at Assen, although his future with the Ehrlich/Waddon concern is unsure.

"I will be back for Assen," said Richard with his wrist in



# Boycott riders should escape

IT LOOKS doubtful whether the FIM will take action against riders who boycotted the French GP at Nogaro three weeks ago.

The International Jury at Nogaro recommended that riders who did not practice or race be fined 10,000 Swiss Francs and riders who practised and did not race receive an additional two-month suspended sentence.

Although Luigi Brenni, chairman of the FIM road racing commission, would not forecast the outcome of a meeting on June 20 in Geneva, it seems the FIM may be happy for the

whole matter to just fade away.

Apparently the International Jury that met after the French GP walk-out had the power to issue their own penalties on the spot.

Instead their recommendations placed the FIM in an awkward position, especially with many members having sympathy with the riders, who protested over track and paddock conditions and had the backing of the major factories.

The striking riders, Barry Sheene included, will probably escape with a warning, which should save face for the FIM.



A helping hand for Angel Nieto as he is taken to the medical centre at Misano on Sunday after collapsing following his victory in the 125cc GP. He was in constant pain throughout the race from the ribs he cracked when he crashed the Honda NS500 in Spain a week earlier.

## Ditchburn on three wheels

SATURDAY'S meeting at Brands Hatch saw the welcome return of Barry Ditchburn - riding a sidecar outfit!

The ex-works Kawasaki rider from West Kingsdown used Garry Golder's G. Force Yamaha to good effect too, finishing with a second and third place.

"This was purely for enjoyment," said Ditchburn afterwards. "I practised on Thursday and did about 20 laps with John Cable in the chair. It's a great help having a well sorted outfit and an experienced passenger."

"I started racing back in '68 with the SSSRC and won their 500cc championship. It would

have been great to win their sidecar race as well!"

"I'd like to get an entry for the Ben Ball meeting but will have to alter the seating arrangement. I was in agony during the race - my legs are too fat and the blood supply was cut off."

Barry has no intention of starting racing outfits at international level, but would like to enter some Marlboro rounds. Unfortunately, he's excluded from doing so because he's held an international solo licence, which seems a pity.

The much-publicised move to Australia is still on provided he can sell his house.

## Passport pinched

IT NEVER rains, it just pours for Swiss rider Philippe Coulin, who had his money and passport stolen while swimming in Spain last week.

Since then he's fallen out with his mechanic who left taking their van and his caravan was destroyed in a crash en-route to Misano.

## Rossi hurt

ITALIAN Graziano Rossi is out of action with a broken collarbone after crashing in practice for the Italian GP on Friday.

He was involved in an incident with Raymond Roche and fell from his Giacomo Agostini Marlboro-sponsored square-four Yamaha.

He hopes to be back in action for the Donington international meeting on June 20.

## Goodbye Argy

ARGENTINE 125cc rider Hugo Vignetti may have ridden his last grands prix of the season in Italy on Sunday. He has to return to Argentina to join the army.



## Hansford hint

SOURCES in Australia suggest that former grand prix star Gregg Hansford may race a Yamaha Down Under later this year.

Hansford quit grands prix racing last year after breaking a leg for the second time riding the Kawasaki KR500 at the Belgian GP.

He has always ridden Kawasaki machinery, but with the Japanese factory concentrating its efforts on Australian moto cross, Hansford may ride for the Warren Welling-Murray Sayle Yamaha team.

He is also keen to go car racing in Australia and may well combine two- and four-wheel racing at home.

It seems unlikely that we will see Hansford back in big-time European racing.

## Second time

VENEZUELAN Roberto Pietri made his second grand prix appearance of the season, riding his production RG500 Suzuki, at Misano on Sunday.

Roberto, who finished third both in the Superbike and Formula One races in Daytona this year, plans to ride the machine at the British GP at Silverstone and the German GP at Hockenheim later in the season.

"Without works machinery you have no chance in the 500cc grands prix," said Roberto. "However, I still enjoy it and I'll do England and Germany."

## Money row

FRENCHMAN Guy Bertin was a notable non-starter in the 500 race at the Italian GP after a dispute with the Sanvenero factory.

Bertin, who finished sixth in the world 125cc championship last season, claims he has received no money from Sanvenero this season after an unsuccessful time in the 500cc class.

He has not scored any world championship points and failed to qualify at the Austrian GP.

## Pernod back

AFTER missing out in Spain last week, the French Pernod team returned to the fray at Misano on Sunday with Christian Estrosi aboard their 250cc machine.

Because of crankshaft vibration problems their other rider, Thierry Espie, missed the grand prix to continue tests at the ill-fated Nogaro circuit.

Pernod plan to be back at full strength for the Dutch TT at Assen at the end of this month.

## Rush for trio

IT WAS a case of get-up-and-go for Jeff Sayle, Donny Robinson and Tony Head who are due in the Isle of Man for TT practice on Wednesday after racing at the Italian GP on Sunday.

The trio rushed off after the 350 race at Misano and all hoped to be on the island in time.

## Treacherous track

FOLLOWING unofficial practice last Wednesday, there was a distinct possibility that the Italian GP at Misano on Sunday would not take place.

Most of the corners had been resurfaced a week before and they were treacherous.

The tarmac had been over-rolled and was too compact and oily, yet the bumps remained.

Fortunately, the surface improved with use as practice wore on and the racing line became reasonable. Off-line, though it was still very slippery on Sunday.

As Freddie Spencer remarked: "It takes me back to my dirt track racing days in the States. There sometimes we have a

grooved track where you have to stick to the line or you're in trouble."

If the riders had not been happy about racing it would have been a major embarrassment for their representative Franco Uncini, who recommended that the track be resurfaced. "It is a pity that they waited so late to do the work," said Franco. "The track was bumpy but not slippery. Now it is bumpy and slippery."

At least Misano made the effort and things turned out well in the end. Major work had been done to enlarge the paddock and the big American motor homes were all sited in one area.

But there was no improvement to the miserable toilet and shower facilities.



## STRAIGHT FROM THE ISLAND



## No Waddon for McGregor

AST week, following a successful test session at adwell, Australian Graeme McGregor was all set to spearhead the Waddon-Ehrch challenge in the 250cc junior TT.

But now the plan has fallen through and Graeme will return to Yamaha.

Explained his sponsor George Beale: "I had a long talk with the Waddon people last week but we could not reach a conclusion. We were impressed with the bike and Graeme may race it in the future - but not at the TT."

Originally they had hoped to persuade Kawasaki to lend them the factory 250cc model but it is based in England and which Graeme raced a few times last year - but Kawasaki UK are not interested in the TT.

However McGregor will now definitely race the Kawasaki in the British GP at Silverstone on August 1. "It's pity that Kawasaki won't let us have the bike for the season. I think that Graeme could win most 250cc races in England on it," said George.

## Suzuki near to quitting

TEAM Heron Suzuki came close to pulling out of this year's TT following a mystery protest about the eligibility of their 1982 Formula One bikes.

The trouble started when the ACU received a protest claiming that the twin spark heads fitted to the latest 998cc four-stroke racers are illegal.

The ACU referred the matter to the FIM who, at first, ruled that fitting twin plugs when the original engine had only one per cylinder is not permitted - and therefore the 1982 Suzukis were out.

However after much telex activity between the FIM in Geneva, the ACU in London and Suzuki in England and Japan the FIM finally admitted that the Formula One regula-

tions did not forbid the fitting of two plugs per cylinder.

"Fortunately it was all sorted out just in time. We would not have incurred the expense of coming over if there was any doubt about our machines," said Suzuki race boss Rex White.

"There is nothing in the rules forbidding extra plugs and both we and Suzuki Japan were sure that the bikes complied with the FIM regulations so we were very annoyed and dismayed by the FIM's initial reaction," continued Rex.

Who stirred things up by lodging the protest that started all the trouble? "The ACU won't tell us... it's a mystery," said Rex with a wry grin.

## Tuning up

THE winner of last year's "cancelled" Senior TT, Chris Guy, was at Jurby Airfield on Sunday afternoon giving his RG500 Suzuki, Formula One Honda and 250cc Armstrong a pre-practice tune-up.

Although the bikes were going well, Chris was not 100 per cent. He has just had a 13 inch long steel pin removed from his left leg, which he broke recently.

"Just before the TT was the only time I had spare to get it out and I'm feeling a little bit rough at the moment," he said.

"But it seems to be getting better, so hopefully by the end of practice week I will be fully fit."

Also at Jurby were Mick Grant and the Suzuki team, out trying the Formula One bikes and the RG500 which Mick will ride.

Mick also watched one of the youngsters he has tipped as a danger man, Ulsterman Norman Brown.

Norman gave both of Hector Neil's RG500s a good pre-practice run.



## Turbo test

I SPENT a couple of hours on Saturday and Sunday putting MCW's long term test Honda Turbo around the TT course, writes Brendan Quirk.

There has been quite a bit of re-sealing on parts of the circuit, although some places, notably Sulby Straight, are still very bumpy after the ravages of the winter.

Both Roger Marshall and Phil Mellor, who also took time to tour round the circuit, agreed that it was a little more bumpy in places.

At the end of Sulby Straight, extensive re-sealing work has been carried out and it appeared that oil was oozing out of the new tarmac in the spring sun.

Several riders remarked on the greasy state of the road there and it will be a problem for the organisers if the hot weather continues unabated for the next two weeks.

## Coming, going

SHORT circuit star Rob McEneaney and Ulsterman Con Law are last minute entries for the Senior and Classic races. Frenchman Eric Saul has confirmed he will not be riding.

## Two Armstrongs for Ekerold

SOUTH African Jon Ekerold, who made an impressive debut on a 250cc Armstrong in last year's Junior TT, has reached a last minute agreement to ride works Armstrongs in both the Junior TT and the new 350cc TT this year.

The culmination of talks between Ekerold, 350cc world champion in 1980, and Armstrong's Alan Clews, was reached late last week - and Jon immediately advised the ACU that he is switching from riding his RG500 Suzuki in the

## Gearbox trouble on Honda

JAPANESE RSC mechanics were busy on Sunday working on the gearbox of the V-four Honda that Joey Dunlop will ride in the Classic TT.

Honda's TT workshop, just off Douglas Promenade, was a hive of activity as the mechanics pulled the V-four gearbox to pieces to find out why it wouldn't select neutral.

Meanwhile, the Honda Britain mechanics were busy fitting a host of modified parts to the F1 Hondas, which the Japanese technicians had brought over with them.

The V-four Joey will ride is the same machine which Freddie Spencer used at Daytona.

"We are trying to persuade the Japanese to allow the bike to stay an extra week so Ron can ride it at Donington," Honda race team boss Barry Symmons said on Sunday.

"I don't know if we'll have much luck but we are definitely going to try," he said.

## NEXT WEEK

**TT SPECIAL:**  
Reports, Pictures and all the results from the Formula One, Senior, both Sidecar and new 350cc TTs.

Plus TT columns by the stars who last year won the three big races... Graeme Crosby and Mick Grant

## Single to set a trend?

THE predicted boom in 500cc singles has so far failed to materialise. Can Honda's FT500 reverse this trend? Read Graham Sanderson's full road test on this machine.

## Tough nuts

DESPITE serious injuries incurred when they crashed at Doran's Bend, sidecar competitor Vince Winstanley and his passenger Billy Coxon are back on the island for another crack at the TT course.

## Dunlop move

THE TT Dunlop service technical crew will be based in the paddock car, and not in the Douglas Hotel as in previous years.

## Farmer Grant

ONCE again Mick Grant opted to stay down on farm in preparation for year's races.

Mick is staying on at Graham's farm, at St Mary's where he stayed for time last year.

## MCW on the air!

DON'T forget if you are going to the Island (or live in North West England, Scotland or Ireland where you can pick up Manx Radio) that Chris Carter will be hosting a half-hour MCW TT chat show at 8.30pm every evening during race week.

If you fancy a good night out in Douglas, make your way to Whispers Night Club in the Palace Hotel and Casino where, for the £2 admission charge, you will see the show going out live and then, when it finishes at 9pm, you'll be able to join in and question the personalities at that evening's show for a further half-hour.

After that you'll be able to dance, take part in numerous competitions with star prizes (including a Z250C Kawasaki, 20 Polaroid Button Cameras with film and flash, ten tickets for the British Grand Prix at Silverstone and 30 copies of MCW's Road Test Editor Graham Sanderson's latest road test book), drink, chat and enjoy yourself until the early hours.

But please remember that Whispers is the Island's top night spot and that reasonably neat and tidy dress is required.

Supporting the show will be Pernod, who sponsored their own team in Continental events, and they'll be selling their famous drink for half price in Whispers on two evenings and an added, last minute, attraction at the nearby Lido is Billy Connolly who will be starring in their show there on Thursday only, June 10.

## Sutty's out

MISSING from the travelling marshals team, for the first time in ten years, is 1970 Senior Manx Grand Prix winner Roger Sutcliffe.

Sutty, as he is known, has had a sudden attack of arthritis, and is unable to carry out his duties.

Making their travelling marshals debuts are 1980 Junior Manx Grand Prix winner Mike Kneen and Dick Cassidy who marshalled at last year's Manx.

The team comprises Alan Gipper, Killip, who'll lead as Evans, Neil Kelly, Robin Perry and Graham Bailey. The bikes - all Hondas - are our 750 V-fours; two 900Fs, and two new 550 CXs.

## Bookings down

DNEY Shimmin, general manager of the Isle of Man Team Packet Company, was well pleased with the volume of TT traffic booked with his company.

Bookings amount to 6,000 motor cyclists and 500 cars, which is 14 per cent down on last year. All-in-all though, considering the economic climate, the company feel this is good.

## Back again

ETE Davies has completely recovered from the broken neck he suffered at last year's TT and will be on the island this year working for Brembo equipment and riding a 1947 Norton in Friday's Lap of Honour.

Peter has been competing some rounds of the Streetwise series this year and is planning a full TT comeback next year.

## STEVE WARD RETURNING

THE lure of the Mountain circuit has proved too strong for Yorkshire ace Steve Ward, who a few months ago swore he had shelved his helmet for good. Now he is back with a vengeance, his sights set firmly on the Senior F2, and Classic races.

Steve's Island record - third in the 1980 Senior; third in the 1979 Formula two world championship, and a former Manx Grand Prix winner to boot - makes him one of the privateers most likely to beat the works stars on to the winners' rostrum.

In fact the fresh Manx air will be a welcome change for Steve, who has been hard at it setting up a new shop in the Leeds area. But this was not the real reason for Steve's absence from the track.

He confided: "I guess it's an experience every private rider knows only too well. The quest for sponsorship has really got me going, so I

vowed to stay out of racing rather than continually chase up dead-end streets. Then right out of the blue, I was offered these rides and my wife, Denise, knew it wouldn't take much persuading to pull me back again."

The machines are a bored-out 375cc TZ and a 349cc LC Yamaha supplied by Stockport-based firm Road and Racing, who, unlike Steve, are making their TT debut this year. Road and Racing also have 26-year-old Louth rider Neil Tuxworth, aboard a 247cc Formula three Suzuki. All three bikes have been "specially modified".

First outings have been problem-free and show Steve's bikes to be going well. He is obviously keen to re-establish himself as one of the masters of the TT course and repay the many loyal fans who have rung the Wards' Leeds home in recent weeks with good luck messages.

## Specialist training

TT MARSHALS have been undergoing specialist training in preparation for this week's practice and next week's races.

Firemen from Douglas along with travelling marshals

Robin Sherry and Chief Superintendent Alan Killip, deputy chief marshal, went to various points on the course.

Robin demonstrated the correct way to remove a crash helmet from an injured rider.



## ULSTER GRAND PRIX



If unable to make it to DUNDROD on 21st AUGUST for the final event in this year's Formula TT World Championship, you can still help in preserving this historic road-race by joining the ULSTER GRAND PRIX SUPPORTERS' CLUB. For £1 (minimum) subscription you will receive a Member's badge (above left), sticker and local fixture list. Ordinary badges (above right) are also available for 50p.

Please make cheques/Postal Orders payable to U.G.P. SUPPORTERS' CLUB and send to: W. JARDIN ESQ., 6B COOLMOYNE HOUSE, DUNMURRY, BELFAST, BT17 9EW.

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CLUB GOSSIP

**OHNNY REBS MCC:** Kevin Sav- and his lady were refused ser- at his local for (heinous crime) ving on a bike. His local reg- ted his letter of complaint — had a word with the landlord — emphasised that he's got- hing against motor cyclists. sons given for the ban are that is parked in front of the pub r present a fire risk (which arently doesn't apply to the i parked in front of his door); o neighbours complained ut the noise and would-be-cus- sers were, apparently, so- htened by the sight of a few is outside the pub that they ed off elsewhere. To be fair (l- ry) the landlord does, at least, n to have thought about the But I love the concluding aph of the newspaper y: "He (the landlord) em- ised that motor cyclists were wed in the pub, as long as they not have their bikes with n."

**DOG AND PARTRIDGE MCC:** n club would welcome mem- in Preston and district. In- s, rallying, barbecues etc, meet nesdays from 8pm in the Dog and Partridge pub, Freigate, Pres- . Membership's growing fast, glad to hear, and the club's lady negotiated discounts with ne local bike shops. Full gen at onights, from the bar staff at time or from PRO Lesley Frit- c/o the Dog and Partridge unde like another lucky so and who lives in a pub!

**INGSTON & DMCC:** Toy run to South Coast on June 6 in aid the Brian Rix Toy Library at mansfield Hospital — AMAAD rs particularly welcome but of use all riders are invited to par- take. Should be a good day out a good cause. Full gen from hard Wilson on 01-398-5893 mber of the club HQ) any Wed- day evening, that being the gston clubnight, or drop him a r at 86 Bushy Park Road, Ted- ton, Middles-

**FOs:** Had an AGM recently, re Nod stepped down after six rs as rally sec. Trash takes over job and tells me that he's really r of rally gen. All dates, invites whatever would be appreciated. tact him at 59 Balfour Road, jhton, E. Sussex. Nod, by the r, was voted honorary presi- t. And quite right too.

**MORINI RIDER CLUB:** Judging the club's AGM report in the 'ent issue of their mag "A to Gas" it's doing very nicely ed. No less than 106 members ended fielding some 85 Mori- Some of the Morini clubbers ped over and it seems to have n a highly enjoyable gathering well as a major event in the

club calendar. Unusually, in these inflationary times, club subs we- ren't increased and, a nice idea. MRC editor Arthur Farrow awarded the first annual award for best contribution to his mag "A Tutto Gas" which this year went to Jonathan Kaufman. At the concours the club ran at the AGM weekend, John Tabenski took the overall prize, Sally Madgwick won the best drum brake model, Martin Keefe snapped up the best disc-brake model and Steve Ravic won the treasure hunt. As a tie- breaker in the treasure hunt, members' average speeds were taken into account; 25mph was the optimum speed. So three MRCers, riding independently, each clocked exactly the same points and each averaged exactly 24.948mph. Wise guys... This fast growing one-make club wel- comes new Morini riders, full gen from club sec Benji Straw at 7 Deepfield Way, Coulsdon, Surrey.

**BRUNEL BIKE CLUB:** Simon Duxbury tells me that a club con- tingent is heading over to the Swiss rally held by the MC de Talent scheduled for June 19-20 and they'd welcome company. The Brunel riders (a party of four bikes) are catching the 7.30pm Townsend Thoresen ferry from Southampton to Le Havre on Thursday, June 17. Simon's brother has done the rally four times (he used to live in Switzer- land) and, as the rally's not that easy to find, despite being sign- posted, it might be handy to have a guide! Last year Simon came home with a fancy trophy for 1/d third place and another for his 1964 Triumph — seems that the Swiss don't see too many older Brit bikes. If you want to join them look out for them at the South- ampton docks.

**INSTITUTE OF ADVANCED MOTORISTS (Warrington group):** Open day on Sunday, June 6 from noon till 4pm at the North Cheshire College, Winwick Road (A49), Warwick. Features advice to experienced riders on passing the advanced test and an explanation of the new Part One test for learn- ers — all riders welcome. Full gen on the group from Joe Hutton of 78 Epping Drive, Woolston, War- rington WA14QN.

**ISLE OF WIGHT BRITISH MOTORCYCLE SOCIETY:** 'Fraid that notice of the club's AGM ar- rived too late for insertion, maybe you'd care to send in results of the meeting in due course? The club have been invited to put on a display at a couple of summer, fetes; good PR for motor cycling in the area of course, and it's nice to see a club regarded as part of the local community rather than a blot on the landscape.



Part of the club contingent at the FIM Rally discussing matters of great import while Mick Ray picks his nose (sorry Mick — the pic was too good to miss out)...

RALLY DATES

**GRIFFIN RALLY (Harp MCC):** August 27-30, pre-booker trad rally with a 300 limit costs £2.50, features on-site pub which serves food, silly games, mystery run, bonfires and all usuals. Contact Barry Reid at 32 Gwynnyfed Avenue, Three Cocks, Powys.

**SECOND TIPSY TABBY RALLY (Rummagers MCC):** June 18-20, pre-booker with 250 limit cost £3, features disco both nights, hope- fully two bands on the Saturday, food and real ale on-site plus all usuals. Contact club sec Jill Gould at 29 Ward Street, Ettingshall, Wol- verhampton, West Midlands.

**FIRST RAINBOW RALLY (S.A.N.D. MCC):** June 18-20, this is the rally first advertised as strictly for families only (eg no entry with- out a juvenile pillion/sidecar pas- senger). Now the club's decided to take pre-booker from non-family riders and there will be the usual silly games and activities as well as special facilities and games for the kids. Special kids marshals will be on hand to organise the kids games which should give parents a break. Costs £3, 250 badges on-site, contact Brian Hill at 76 Bowshaw View, Sheffield, 8.

**HARLEY RALLY:** July 9-11, Derbyshire site, costs £3.50, fea- tures badge, disco, band, prizes, full gen from Pete Sutch at 26 Ma- nor Rise, Walton, Stone, Staffs.

**DMC BP RALLY:** July 23-25, Portuguese rally run by German servicemen based there protect- ing our southern flank (or some- thing). I'm told that last year's do was small and highly enjoyable; Brits will be made welcome. Full gen from Hans Burjer, Bairro Resi- dential, Alewao-Torre 5D-E, P- 7800 Beje, Portugal; cost works out to about £1.50 (buy badges

separately) and if you pre-book you'll get a special rally sticker.

**GRIFFIN RALLY '82 (Hart MCC):** August Bank Holiday weekend (August 27-30), trad rally costs £2.50, pub and catering on-site, plus all usuals and mystery tour. Pre-booker preferred and re- serves one of the 300 badges. Same site as last year and the club promise a 100 per cent improve- ment in the quality of badges. Contact Barry Reid at 32 Gwyn- nyfed Avenue, Three Cocks, Powys.

**SECOND TWO OF SWORDS RALLY (Norton Owners Club Cam- bridge):** August 20-22, pre-booker costs £3.50, features good food on-site, "excellent" rock band Saturday night, disco both nights, lots of silly games and prizes, raffle, riverside site, decent toilet facilities and a rather special band. Contact rally sec Theresa Long- ford at 92 Windsor Road, Cam- bridge CB4 3JN.

**LONDON Fire Brigade MCC's Rally:** June 25-27, pre-booker costs £4.50 (which includes a pukka campsite the club's hired with full facilities including run- ning hot water — hence the slightly higher-than-usual entry fee). Features include a disco both nights, heavy metal band Satur- day, cheap food and ale plus all usuals. Contact G. Rolfe at 15, Richmond Way, Wanstead, Lon- don E11, the site's in North Kent.

**FIRST KING OF CLUBS RALLY (Norton Owners Club Essex Branch):** June 25-27, open to all mar- ques, pre-booker with a 500 limit costs £3, features disco, rock band Saturday, on-site catering and all usuals plus a raffle for a Norton. Contact Gordon Beattie at 667B London Road, Westcliff-on- Sea, Essex.

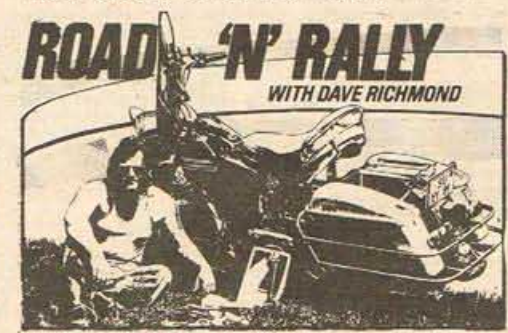
Brits shine in Swiss mountain

MY thanks to BMF Kent regional rep Pat Waylett for dropping into MCW's downtown Sutton HQ with results and pics from the 37th FIM Rally, held in Monthey, Switzerland.

He reports that it only seemed to rain when everyone was indoors, the atmos- phere was great (despite long queues for food, registration etc as nearly 2,000 riders tried to get served) and that the Brits were well up in the awards.

third in the overall turnout award behind Italy (299) and Sweden (250) and we matched that with another third in the riders (not passeng- ers) with 151, behind Italy (256) and Sweden (195).

Britain did even better in the individual clut stakes. The BMW club Bradford branch (with 62,220 points) were beaten only by the nationally-based Touring Finlandia who trekked down from the frozen wastes of Finland to cop a win with 94,661 points and ahead of the Swedish Oestra Aros MC Klub (31,961 points).



'ROAD 'N' RALLY is your column. It's written for — and to a large extent by — you; the road riders. You don't need earth shattering news to get your name in print! Rally reports and previews are always welcome, of course, but so are technical tips for bikes, riding gear or camping gear, pets on the back, rollicking where called for, pleas for help and your opinions on anything to do with riding a bike in what we laughingly call a free country. One or two clubs seem to have the idea that it costs money to get into R'n'R. Mind you, blank cheques and bottles of Teachers are always welcome — as are black and white pictures of anything vaguely connected with motor cycling. Write me at MCW, 1 Throley Way, Sutton, Surrey, or phone in one 01-643 8040, extension 4487. Let's hear from you.

MAG

**WILTSHIRE MAG** now meets on the second and fourth Sunday of each month in the Crown Inn, Bishops Cannings near Devizes at 12.30pm (excluding Bank Holiday weekends). Reps are needed for nearly every town in Wiltshire and willing riders are urged to turn up at a Sunday meeting to help out. The group plans a small disco in Rode Village Hall on Friday, June 11, for confirmation of this, phone Wiltshire rep Simon Harvey on 0985 213573 any time after Satur- day. There will be a MAG stand at the free Stonehenge pop festival, scheduled for June 15-25 so if you're going drop in and see

them. There's free camping, live bands every night and the Druids midsummer solstice ceremony at sunrise of June 21. As Simon suc- cinctly puts it: "Attractions in- clude beer, drugs, naked hippies, punk bashing etc". Well only one of those categories appeals to me. And I ain't saying which.

**NEW ESSEX** county rep is Roger Green who tells me that the group now meets Wednesday evenings from about 8.30pm in The Cricketers on the Newendown turnoff to Basildon (A127) — all riders welcome, phone Roger on Basildon (0268) 23715 for full gen.

BITZA GOSSIP

**SPOTTED** the following in "Ac- tion" the bi-monthly report of the American Motorcyclists Association: "Members in five States know that they are still living in the Stone Age when it comes to motor cycle safety. Those five — Alabama, Idaho, Idaho, Missis- sippi and West Virginia — still do not require that riders pass any skills test before being issued a motor cycle operators licence."

deal to Canada, offered by Gra- ham Berry of Crawley and gave the fare for the bike as £225. It should have read £255. Passenger fares vary depending on the time of year and whether you fly to Toronto or Vancouver; Graham will be happy to give you full (accu- rate) gen if you contact him at 59 St Catherine's Road, Pound Hill, Crawley, Sussex RH10 3TB, phone 0293 882394.

**TERRY REYNOLDS**, chief marshal of the BMF's Membra Rally, sends his thanks to the Leicester Phoenix, Fosse Riders, Peterborough and District, Bed-

ford Eagles and East Essex club for all their help and hard work without which the rally couldn't have been run. I second that any look forward to next year's gather- ing...

**TT-BOUND** Guzzi and Duk owners might like to know that Spares 'n' Repairs will be based on the Island with spares and good les for both makes. Find them at the back of Douglas Motor Cycl Centre, Peverell Square, just oppo- site the ferry terminal. The firm's also donating raffle prizes to the Duke and Guzzi OC rallies on the Island.

'DUMMIES' CAUSE HAVOC AT PISTON BROKE

FIRST the bad news from the Wheelwrights MCC's seventh Piston Broke Rally. Half a dozen peabrains decided to for- sake the site for a farmyard where they smashed a tractor windscreens, scattered numer- ous bales of hay about and released the farmer's young livestock, which did no good at all to local gardens, the farmer's temper or the club's relations with the locals.

turnout. Rising Moon MCC's best bike, Steve Smith's GL1100 (Gold Wing Owne Club); grot bike, Puker's Bee; A10 (Twits) — well I st reckon you have a fin machine Puker, see yo around... Tug o' war, Evicte MCC; piston throwing Evicted MCC (but they lost o in a challenge tug o' war bi- tween their team and ever- lady on the site!); th Wheelwrights salvaged a litt club pride, I hear, in the 'stu- fing cream crackers dow your gob' contest by bringin out their secret weapon, Tony.

Nil out of ten for brain power, dummies. The club sends thanks to the local farmer, police and the landlord and his family for their patience and enthu- siasm. Fortunately apart from that isolated incident the weekend went off very well indeed.

Spare a thought for the er- tire Hedgehoppers continge- tire, as first time rallyist were ceremonially dumped i the nearby stream — which doesn't explain why Wheely- rights chairman Phil Kenned was sent in with them...

**OH GOD, not another misprint dept: Not so long back I passed on details of a "fly-with-your-bike"**

Results: 1/d, Steve Stone (Rising Moon MCC); club

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by Brits take the highest cable car in Europe to a point halfway up the Kleine Matterhorn during an outing from the FIM Rally at Monthey, Switzerland.

outfit, maybe the only round?  
the first time, there was tingent at the rally from public of Ireland.  
r five FIM Rally at- nces you earn a Meritum t - just five Brits have compared with eight Yu- avs, 13 Italians, 14 lians, 15 Germans and 19 ins.  
rally it was the best result for Britain - and I'll bet ur FIM Rally steward and regional rep Geoff Wil- s highly delighted with n- pact we made. But I'll at now he's got the bit ten his teeth, he will be g for even better results stria next year and Swe- lins year after.  
t there is no doubt that ould do it too. Clubs re- nting us were the BMW of course, the Vincent ers, those other old s at Euro rallying the id Mayflower clubs and ewer rally clubs, the Le- aires and Stafford Bik- My compliments to all rned - you did us t.



Union Jacks flying, the Brit contingent make their presence felt during the awards ceremony at the FIM Rally.



British riders preparing for the off at the FIM Rally parade of nations.

## Mrs Phipps chips in at All Nations

SHINE made the All ns MCC's recent rally an going affair which at- d 325 riders, reports sec Miss J. Phipps - oing that is apart from micro cranial types who t hold their ale and to be restrained from ing the marquee on the ay night.  
r caused the disco to be ort; just one more case iny-minded minority wing things up for one else. The club were wn by the caterers, al- h they did have a fish hip van on-site by the day night, and their s to Mrs Phipps for keep- e hot drinks flowing all nd.  
rally a successful gather- wever, and judging by companying pic, their es were well worth com- for.  
ults: Club turnout Bell l/d (fellas) John French in Ambulance MCC)



A fine selection of trophies at the All Nations Rally - that model chop is particularly eye-catching.

252m; l/d (ladies) Jean Willcocks (Deven Ambulance MCC), 245m; l/d overseas John Walters (Bell MCC) from Canada; l/d (smallest bike), Neil Wooler (Bell MCC) 138m on his Honda 100; Miss All Nations, Jill (Rummager, MCC); best bike, Bob Auty's J-reg Beeza (282 MCC Manchester); grot bike, Trevor Holt's T-reg Z650 (Stalybridge MCC); tug o' war, Moonshiners MCC; runners-up, Bell MCC; welly wanging, (fellas) Dave Powell (Kostum Kripples MCC); welly wanging, (ladies), Jenny (Bell MCC); pil- low fighting (fellas), Kev (Kostum Kripples MCC); pil- low fighting (ladies), Heather (Barrel Bikers).

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## CLASSIFIED

USE COUPON ON PAGE 47

# Castrol

## ASSOCIATED EVENTS 5th June-27th June

- 5 JUNE**  
**Darvel, The Castrol Youth Motorcycle Club Scotland Scramble Event**  
Club: Youth Motorcycle Club Scotland Ltd  
Venue: Dick's Farm, Main Street, Darvel, Ayrshire  
Practice: 09.00 or 09.30. Starts: 12.30.
- 6 JUNE**  
**Alton, Castrol/Border S.S.C. Meeting**  
Type of Event: Schoolboy Scramble  
Club: Border Schoolboy Scramble Club  
Venue: Worthingham, near Alton, Hants  
Practice: 09.45. Starts: 10.30
- Branston, Castrol Branston Grand National**  
Type of Event: Motocross  
Club: Burntwood Barracudas M.C.C.  
Venue: Lawns Farm, Branston near Burton-on-Trent  
Practice: 10.30. Starts: 12.00
- Bridgnorth, Graham Gatt Trophy Scramble supported by Castrol**  
Club: Bridgnorth Motor Cycle Club  
Venue: Underdon, near Bridgnorth, Salop  
Practice: 10.00. Starts: 11.30
- Mansfield, Warsop Motocross Club and Castrol Scramble**  
Club: Warsop Motocross Club  
Venue: Sandbowl, Oakfield Lang, Warsop, Mansfield, Notts  
Starts: 10.00
- Newquay, Cornwall Schoolboy Castrol Championship**  
Club: Cornwall Schoolboy Scramble Club  
Venue: Newlyn Downs, Mitchell, near Newquay  
Practice: 10.00. Starts: 11.00
- North Wrexham, T.S.B. Trophy Scramble in association with Castrol**  
Club: Moto Club Oldland  
Venue: North Wrexham, near: Marshfield, Wills  
Starts: 11.30
- Pontypool, Castrol Schoolboy Trial**  
Type of Event: Motorcycle Trial (Welsh Championship)  
Club: Pontypool & Dist M.C.C.  
Venue: To be signposted from Pontypool town centre  
Starts: 11.00
- Slawston, Slawston Hill Scramble in association with Castrol**  
Club: Corby A.M.C.A. Motocross Club  
Venue: Slawston Hill, near Slawston, Leics  
Practice: 10.00. Starts: 11.00
- Stony Stratford, Castrol Trophy Championship**  
Club: Grass Track Riders Club (S.M.)  
Venue: Lillingstone Lovell, near Stony Stratford, Bucks  
Practice: 12.00. Starts: 14.00
- West Kimeragh, Manx Motocross in association with Castrol**  
Club: Ramsey Motorcycle Club Ltd  
Venue: West Kimeragh, Bride, Isle of Man  
Practice: 12.00. Starts: 14.00
- 13 JUNE**  
**Abercarn, Castrol/Islywn Motocross**  
Club: Islywn M.C.C.  
Venue: Double D Ranch, near Abercarn, Gwent  
Practice: 11.30. Starts: 13.30
- Dorking, Castrol Charity Scramble**  
Type of Event: Scramble and Pre-1965 Demo  
Club: Twickenham & Dist. Motor Cycle Club  
Venue: Raikes Farm, Abinger Common near Dorking, Surrey  
Practice: 10.30. Starts: 13.00
- Flookburgh, Formula 5 Castrol Championship**  
Club: Formula 5 M.C.R.C. (Barnsley) Ltd  
Venue: Ponderosa Circuit, Flookburgh, Cumbria  
Practice: 09.00 or 09.30. Starts: 12.30.
- Knebworth, Castrol Motocross Event**  
Club: Knebworth Motor Cycle Club  
Venue: Knebworth Park, Knebworth, Hertfordshire  
Practice: 10.30. Starts: 11.00
- Launde, Leicester Hunters Scramble Club in association with Castrol**  
Club: Leicester Hunters Scramble Club  
Venue: Abbey Farm, Launde, near Tilton, Leicestershire  
Practice: 09.40. Starts: 11.00-11.15
- Penhurst, Eastbourne Wheels Motocross in association with Castrol**  
Type of Event: Scramble  
Club: Eastbourne Wheels M.C.C.  
Venue: Little Sprays Farm, Penhurst, Ashburnham, Sussex  
Practice: 09.00. Starts: 10.00
- Verwood, Castrol Summer Motocross**  
Club: Bournemouth Motocross Club  
Venue: Mannington Heath, Three Legged Cross, Verwood, Dorset  
Practice: 09.30. Starts: 10.30
- 19 JUNE**  
**Merthyr Tydfil, Castrol Arena Trial**  
Club: Merthyr Motor Club  
Venue: Cylarthfa Park, Brecon Road, Merthyr Tydfil  
Practice: 11.00. Starts: 12.00.
- 20 JUNE**  
**Abercarn, Caerphilly Fork Truck Moto in association with Castrol**  
Type of Event: Motocross (Solo and Sidecars)  
Club: Islywn M.C.C.  
Venue: Double D Ranch, near Abercarn, Gwent  
Starts: 13.30
- Birdlip, Castrol Mike Smith Scramble**  
Club: Gloucester & Cotswold M.C. Ltd  
Venue: Ebworth Farm, near Birdlip, Glos  
Practice: 12.30. Starts: 14.00.
- Cowbridge, Llandow Road Races in association with Castrol**  
Club: Port Talbot Motor Cycle Racing Club  
Venue: Llandow, near Cowbridge, East Glamorgan  
Practice: 10.00-12.30. Starts: 13.00
- Egerton, Grove Park Castrol Grass Track**  
Club: Grove Park Motorcycle Club  
Venue: Colebridge Farm, Grigg Lane, Egerton, Kent  
Practice: 11.30. Starts: 12.30
- Grantley, Northern Motocross Club Castrol Motocross**  
Club: Northern Motocross Club  
Venue: The Motocross Park, Grantley, near Ripon, North Yorks  
Practice: 10.00. Starts: 11.00
- Honiton, Beal Trophy Castrol Scramble**  
Club: Otter Vale Motor Club  
Venue: Wingate Hill, Honiton, Devon  
Practice: 12.30. Starts: 14.00
- Llanidloes, Castrol T. & O. Trial**  
Club: Mid-Wales Trail Club  
Venue: Glanhafren, Oldhall, Llanidloes, Powys  
Starts: 10.00
- Newent, Castrol Wessex Group Scramble**  
Club: Gloucester & Dist. M.C.C.  
Venue: Paint House Farm, Newent, Glos  
Practice: 10.30. Starts: 12.00
- Newmarket, The Castrol Isle of Ely Motocross Event**  
Club: Isle of Ely Motocross Club  
Venue: Plantation Farm, Chippenham, near Newmarket, Suffolk  
Practice: 10.00. Starts: 11.30
- Ramsdean, Castrol Mid-Summer Motocross**  
Club: Havant & Dist. M.C.C.  
Venue: Ramsdean, near Petersfield, Hants  
Practice: 09.15. Starts: 10.30
- Wolvey, Castrol Summer Scramble**  
Club: Standard Motor Cycle Club  
Venue: Bramcote Camp, Wolvey, near Nuneaton, Warks  
Practice: 09.00. Starts: 10.00
- Yarley, Castrol/Spartan Trophy**  
Type of Event: Motocross  
Club: Bristol Spartans A.M.C.C.  
Venue: Yarley Hill, Yarley, near Wells, Somerset  
Practice: 09.30. Starts: 11.00
- 26 JUNE**  
**Scunthorpe, Castrol Speedway Championship**  
Club: Scunthorpe Junior Speedway Club  
Venue: Scunthorpe Speedway Stadium, Scunthorpe  
Practice: 13.00. Starts: 13.30
- 27 JUNE**  
**Cawdor by Nairn, Drynahan Castrol Trial**  
Club: Grampian M.C.C.  
Venue: Drynahan, Cawdor by Nairn, Nairnshire  
Starts: 10.30
- Corfe, Summer Motocross in association with Castrol**  
Type of Event: Scramble  
Club: West Somerset A.M.C. Club  
Venue: Hayne Farm, Corfe, Taunton
- Fleet, 'White Hart Enduro' in association with Castrol**  
Club: Punch Bowl Pirates Enduro Club  
Venue: Blackbushe Farm, Fleet, Hants  
Scrutineering: 10.15. Starts: 10.30
- Mitchell, Castrol Championship Motocross**  
Type of Event: Motocross Centre Championship  
Club: Cornwall Scramblers Club  
Venue: Hendra Farm, Carland Cross, Mitchell, Cornwall
- Needwood, Motorcycle Scramble with support from Castrol**  
Club: Moseley & Dist. M.C.C.  
Venue: Home Farm, Needwood, near Burton-on-Trent  
Practice: 10.30. Starts: 12.00
- Stokesley, Castrol A.M.C.A. Motocross**  
Club: York A.M.C.A. Motocross  
Venue: Carlton Bank, Stokesley, North Yorks  
Practice: 10.00. Starts: 11.00
- Wroughton, King of the Castle Motocross with Castrol support**  
Type of Event: Scramble/Motocross  
Club: North Wilts Motocross Club  
Venue: Barbury Castle, Burdop Farm, Wroughton, Swindon  
Practice: 09.45. Starts: 11.00

Details correct at time of going to press.



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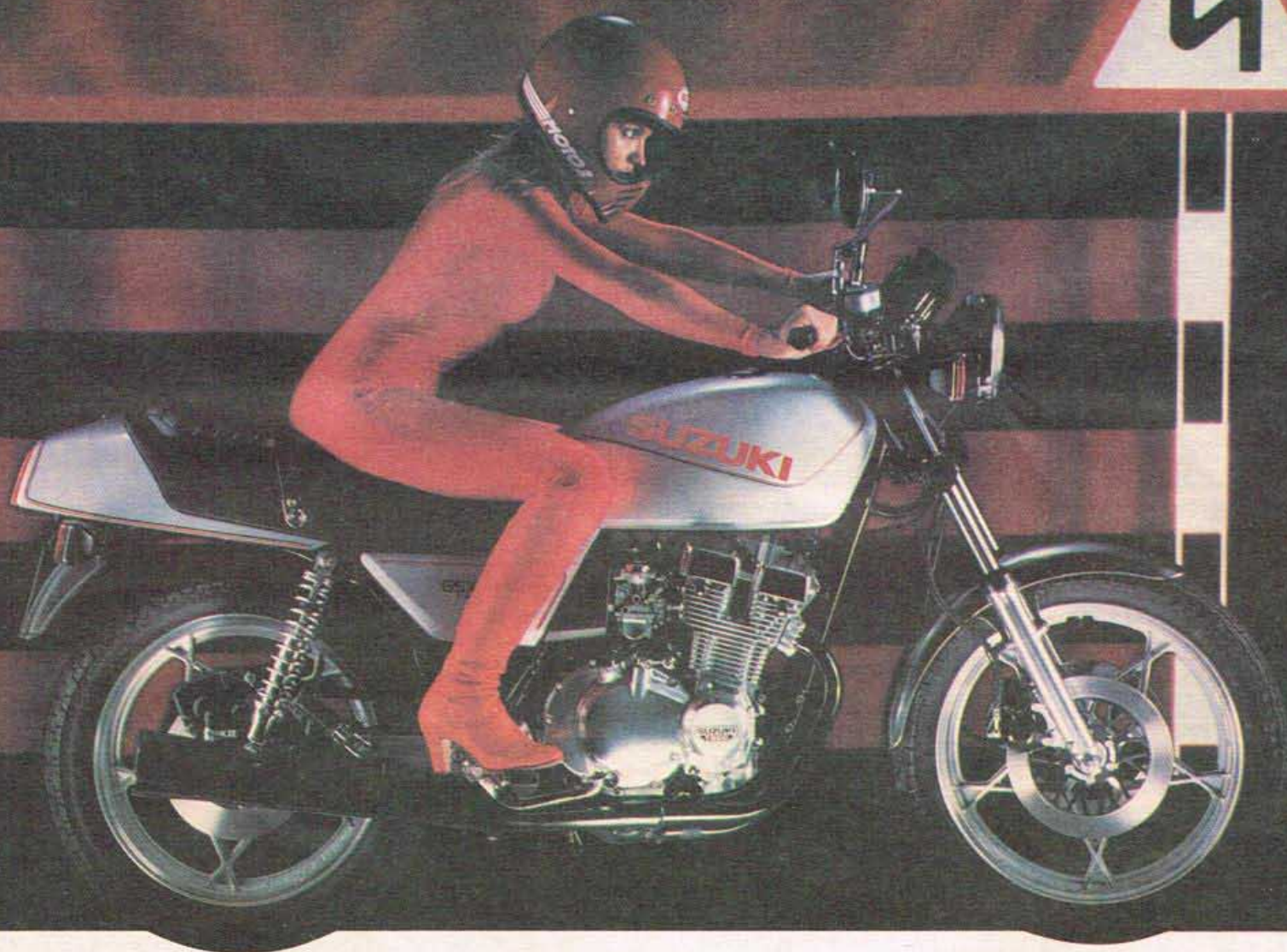
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# Bendburner

## INSPIRED BY KATANA



If your idea of fun is bombing along the motorway, then Suzuki's new GSX 400F could be wasting its magic on you.

Because this is a machine that really comes alive on the twists and turns. Of course, the sporty riding position helps – it cradles you snugly as you zap through the bends.

Another aid is the 4-cylinder, double overhead-cam engine with Twin Swirl Combustion.

This powerhouse is a right little raver in the revs department – it positively thrives on being wound up beyond the 6,000 line.

Handling and braking is incredibly crisp

and taut. So much so that you'll find yourself looking for the roads that are laced with zigzags.

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Shell

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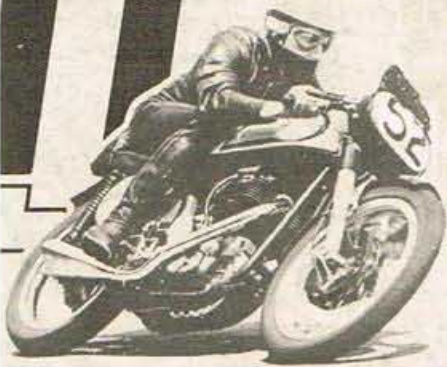


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## 75th Year



## FOUR-PAGE PREVIEW

THE TT is less than a week away, but "The Isle of Man Weekly Times" carried the following editorial last week.

It's what people of the Isle of Man think about their famous TT races and it makes the future of the races appear bleak indeed. — Nick Harris.

"It seems that Mick Grant, a likeable Yorkshireman with a devastating talent for riding a motor cycle round the TT Course at unbelievable speeds, will be in this year's TT after all. It's just as well. There are not a lot of hot properties riding this year and without Mr Grant the TT would have looked rather forlorn.

"But even he will admit that, on the broader canvas of international motor cycle racing, he is not quite as hot as he used to be. Not even the presence of Mr Grant can hide the fact that the star quality of the TT is at the lowest ebb known in the modern history of the event.

"It's no good blaming the ACU or the Tourist Board or the TT Course itself. The fact remains that the TT races have become an irrelevance as far as motor cycle racing is concerned. The best men in the business, the men who make the big money and figure in the world championship ratings, do not compete in the TT. It does not enter their consideration. In fact, it is hard to avoid the sneak-

ing suspicion that some of the younger riders have never heard of it.

"The TT is 75 years old and showing it. The celebrations of the 75th anniversary are going to be a riot of nostalgia with the old stars and the old bikes out on the road again. For those who have a deep regard for the TT it's going to be a great occasion. And the risk is that it will create an illusion of vigour and enterprise when in fact the TT is grinding to an undistinguished halt.

"If the races were never held again they would not be missed outside the Isle of Man. The plain fact is that if a way could be found to make people pay to watch the TT, they would not bother. The TT is passing into history. And nobody is making any real effort to stop it happening.

"The trouble with the TT has been tradition. It has hardly changed its basic format for half a century. Its approach to its problems has been non-existent. There has been a child-like faith in it that has blinded people to the facts, which are that the TT was once the greatest motor cycle racing event in the world, and now it does not even rate. But in spite of all the supporting evidence for this to be found in an examination of the history of the TT in the last 10 years or so, nobody is prepared to admit it.

"This is really a remarkable state of affairs. The TT has always been a money-making occasion for the Manx tourist industry. The slightest sign that

anything was going wrong with it should have had people trying to find out why and trying to find solutions.

"Instead, the only big effort that has been made in the last few years has been to pile up great lumps of money and try to buy the top riders with it. The top riders were not interested. This was the most frightening warning of all. But still nothing has been done. Soon the crowds will start staying away. Not even the free show will bring them. Then the TT will finally moulder away.

"But it does not deserve to. It is impossible to believe that as a high speed sporting spectacle it cannot maintain its appeal. All sorts of sports and sports events are finding new life these days. Why not the TT? There is an answer to it all. But neither the ACU nor the Tourist Board are capable of providing it. The best thing they can do for the TT is to find the people in the world outside who are.

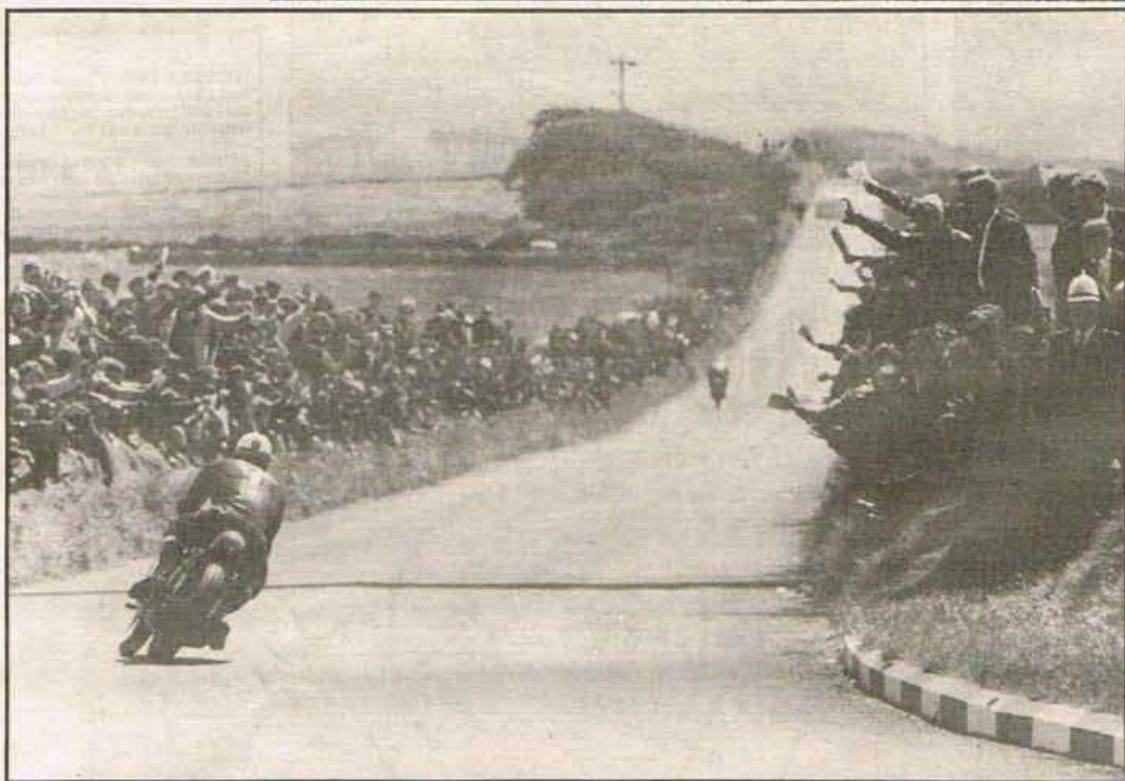
"It would be a better way of spending the Manx taxpayers' money than happens at the moment at TT time."

The future:  
You can help

AS you can see, we at MCW are concerned about the future of the TT races. We desperately need a solution to save what we still regard as the greatest motor cycle event in the world — but we need your help.

Write to us and tell us if you think it's too late to save the TT. If not, what we can do to help, because we all want to see the TT continue.

If you care as much as we do, drop us a line and we will publish your replies to the most burning question in the history of motor cycle racing in this country.

Act — on  
races  
face  
big chop

by NICK HARRIS

We've heard all this before, I can hear you saying, and the races still keep going, or perhaps stumble on would be a fairer estimation, and so, why the panic?

The panic is that I don't want to see the races die but I've got a rotten feeling that some of the people and organisations that run the event

are losing heart.

Since the TT lost its world championship status it has been an uphill battle to keep the calendar free of other international dates.

The ACU is delighted with its money-spinning grands prix at Silverstone with no start money hassles and all-black protesting Hondas. With the grands prix such a success, I think many people at the ACU would be happy to let the Isle of Man Tourist Board organise the races as they have threatened.

But could they do any better?

I doubt it, because the slide has gone so far it would take a miracle-maker to come up with the right solution to solve the many problems.

Of course, the ACU and the Tourist Board should have got together ten years ago and built a short circuit on the Island to hold the grands prix while still running non-championship races on the 37½-mile Mountain Course.

Instead, they have carried on in the blind belief that a Mike Hailwood comeback is round every corner and that everything will work out on the day.

Well, it's plain to see it's not working and the cracks are beginning to appear with hotel bookings well down for next week's races.

Once the crowds stop pouring money into the island even more people are going to lose interest and the end is in sight.



TOP: What the island is all about for the faithful thousands... Mike Hailwood on the Honda 500/4 in the 1967 Senior.

ABOVE: Another side of the TT and one which could possibly be improved... going over to the island.

So is there a solution or have matters gone so far to save the most famous motor cycle festival in the world?

I honestly believe it will take a miracle to save the races in their present form but miracles have happened before and so let's at least have a go.

Instead of moaning about the TT's many short-comings, let's look at its many pluses and build on them. Without a doubt, while the quality of the racing fields have slumped with the loss of world championship status, the social side of the TT has expanded.

The course, despite its criticism from grands prix stars, is still the most challenging and demanding circuit

in the world which can provide an almost unique style of racing for riders and spectators alike.

Of course, a short circuit must be built quickly, if it's not too late already, to attract the grands prix stars.

But we must never take away the chance for riders and their machinery to tackle the most famous 37½-mile strip of tarmac in the world and the opportunity for spectators to witness such a spectacle free of charge.

The TT has plenty going for it but all the pluses are slowly

being sunk under a wealth of minuses.

Is it too late to do something about it? Perhaps not, but we people burying their heads in the sand for the past ten years there is little indication that any major changes are in the offing.

The storm clouds have long since gathered over the island and the warnings have been plain to see.

The trouble is it appears that nobody is in a position to be prepared to do anything about it. If that is the case, the TT is dead.

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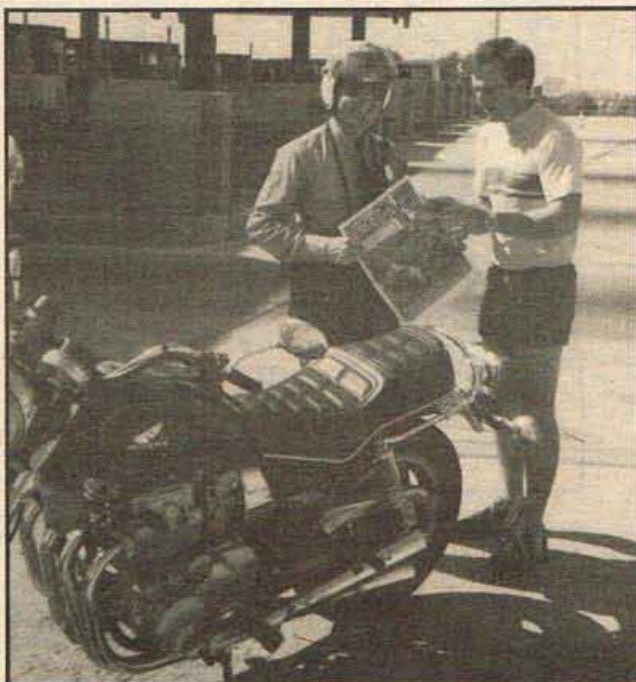
## CLASSIFIED

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and I get on fine as this shot shows, and he gave me the choice about riding at the TT this year.



Bribery and corruption gets you anything in Argentina as I persuade a friendly bobby that there is no need for a helmet on the motorway in Buenos Aires. I don't think the Manx policemen will be so easily persuaded.



## Croz predicts

**FORMULA ONE:** I think 'Rocket' Ron Haslam will win his first TT because Honda have paid me to stay away and I hear they will be racing the bikes in the correct colours this year. I honestly don't rate Phil Read's chances too highly.

**SENIOR:** I take Norman Brown on my old mate Hector Neil's Suzuki or Chris Guy who was leading last year to win.

**350:** Donny Robinson must be a clear favourite for this one with my Aussie mates Graeme McGregor and Jeff Sayle in the hunt if they can keep going.

# Sarnies, radio ... and it's off to the Island

I packed my five-inch thick cheese sandwiches, a bottle of coke, a map and my favourite van. I've got the map in my pocket because I'm off to watch the races - and I'm looking forward to it!

Also I've offered to give my youngest Phil Read a few tips how to ride on the Mountain Circuit. If he wants, I'll give him a hand getting on and the bike.

Despite a few problems about getting a hire car, my reputation at Daytona has spread all the way to Isle of Man, my old mate Hector Neil is lending me a BMW and, with a bit of luck, I'm trying to borrow a car to do a few laps around the track.

As long as there are no tests after the race, I'm king of challenging Honda a race and Hector has promised to act as rear gun-dropping beer cans out back of the plane if Ron (slam) or Joey (Dunlop) is the lead.



**NEXT WEEK:**  
The first  
races ...  
where  
they  
went  
wrong

## GRAEME CROSBY WILL WRITE EXCLUSIVELY FOR US AT THE TT



Close conference with Honda team-manager Barry Symmons at last year's TT. Perhaps we should have been fixing up their race with my plane for this year.

Contrary to popular belief, Ago had nothing to do with me not racing. He told me the choice was entirely up to me.

I'm sneaking my leathers and helmet in the bottom of the suitcase because I'm hoping to ride Percy Tait's Triumph Trident I rode at Donington last year in the Lap of Honour on Friday morning.

I'm looking forward to a blast round the track, but I will have to remember that it's not a race.

I'm also a bit worried about my role as a spectator, because I know when I see somebody on the wrong line through a bend I'll be climbing off the fence and trying to get on the track and put him right.

### Paddock

I'm sure to rush back to the paddock and try to help him.

Seriously, I don't profess to know everything about the TT Course or how to set up the

bikes, but if anybody feels they need any advice, please ask, because I feel I owe the TT and the lads that race something for all the enjoyment I've had over there.

Without a doubt I'm sure to have some second and perhaps even third thoughts about not being out there and racing, but in the long run I'm sure I've made the right decision.

Unfortunately, the old start money saga has been in full

cry long before the races start and, after being a little bit on the inside in previous years, I think people on both sides are being ridiculous and I don't think the ACU's points system works.

Bill Smith is the money man on the ACU TT committee and I see that about 25 bikes have his shop's name on the fairing this year and so perhaps, for a giggle, I should have done a one-off deal with him for this year.

If Joey Dunlop keeps his head screwed on right and the Honda V-four that was so impressive in Daytona does not break, he must be in with a good chance of winning the Classic but don't rule out Phil Read winning something on his second comeback.

Phil knows what it's all about and, as I said, I'll give the bloke who has won more TTs and world championships than I've had pints of Castletown ale a few pointers and I might even hang out his signboard to let him know what is going on.

### Specialist

My old mate and rival Mick Grant makes about his millionth appearance on the Island and I must wonder if a time comes when a TT specialist reaches a point when he starts going slower round the Mountain track.

Unfortunately I can't see any new blood challenging the established stars but despite the lack of new names, the people will flock to the Island and I wonder if the enthusiasts care who is racing out there.

I'm sure they are more interested in the TT being an international festival than a race meeting.

To attract the stars, I think the TT should take a break for a year and build a short circuit on the Island.

The next year they could then run TT Formula races on the existing Mountain Circuit and hold a meeting for the likes of Kenny Roberts and Barry Sheene on the short circuit.

The trick thing for me would be to run the two races at the same time so that I could ride in both.

So look out Isle of Man, I'm on my way for a great holiday and if you see me sitting alone looking a bit lonely, please come up and buy me a beer and look out if you see a plane flying round the course. I cause old Hector is pretty accurate with those beer cans.

### Trouble

The only trouble is if I win a race, I may get called up to town to the Falklands. Seriously, I'm so looking forward to a good holiday on the Island, especially as I've seen the social side of racing so much since I started prize racing less than a year ago.

In many ways, grand prize racing is so false and I certainly can't be myself all the time because I think being myself is not what the factories want.

Not only is there no drinking in the late hours, but I never find time these days to sit down for a good chat with my mates.

On the Island I hope to restore some of the old atmosphere. I remember from first trip there in 1979, but I hope people will not see it the wrong way because I've decided not to race.

This year I've concentrated my efforts into the grands and I have not ruled out the possibility of racing there in the future. I don't think the circuit is too dangerous, but, after the grands prize I want a holiday and a good time before getting back to the serious stuff again.

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Jon is going to miss the Italian Grand Prix to get to the Island early, well before official practice starts. "This way I'll be able to refresh my memory and add to my knowledge of the course."



o Euro races as  
on bids for  
e of Man glory

# Ekerold gets serious

SOUTH African Jon Ekerold is a hard man who does not mince words. "I'm coming back to the TT this year and I mean to win. I remember that I qualified fast for the 250cc race last year on an Armstrong and I'm confident if they can supply me with a petitive machine, I'll be first in the post," he said.

To prove he is not fooling, Jon is going to miss the Italian Grand Prix to get to the Island early, well before official practice starts.

His way I'll be able to refresh my memory and add to my knowledge of the course before I go out on a racing. Jon said as we sat in his car at Nogaro while his mechanic worked on his two Suzuki Mk IIs. "There will be, like some riders, he is in his stay in the Island by flying to compete in Continental races. I could have raced at Raulle, Chimay, Abbeville and earn as much money as I want at the TT," he said.

Despite the fact that I am a professional rider, I intend to put all my efforts into the TT and if I finish up without winning money I'll be happy.

Now that there have been many digs at himself and some of the other riders by established TT stars, like Mick Grant, Jon's mind, of course, but I could be a light-hearted dig back at him by stating that as he and Charlie Williams, do fewer races and get less money, they shouldn't expect to get the money as they did before. They see it as their Christmas bonus but the aren't blind, they realise this.

"What the fans want is some new faces, when Graeme Crosby went over that was exciting."

"He got the TT Course sorted out and that's what the spectators want to see; riders like him and me going fast over there."

"I certainly intend to ride hard, I don't think I ride the Isle of Man any different to the way I ride most European circuits, places like Hengelo and Amerzoden are mini-TTs anyway."

"You always strive for 100 per cent, but if I'm not absolutely sure about a section I won't force myself to go through at a speed that I think might be alright, but you never have 100mph in reserve though."

Jon went on to give specific examples of sections of the Mountain Course that do demand extra caution.

"I never brake right on the limit for Kirkmichael or Handleys, not because I don't trust my judgment, but because if something went wrong with the brakes there, you would be dead."

"Braking 20 yards early doesn't lose you much time and it might give me the chance to leap off or at least slow down a bit. On the other hand at corners like Cregny Baa and Signpost you are scratching."

The South African ace is certain that there is a special challenge in the Mountain circuit.

"To put in a quick lap like my fastest last year on the 250 gave me more of a kick than qualifying on pole for a grand prix," he said.

"There is a tremendous amount of effort and preparation concerned, both of your mind and the machine. And it pays off because it improves your riding when you go back to the short circuits."

"Last year I was riding badly before the TT and I know I crashed straight after, but my riding at Raulle was so much better."

"I put that down to the amount of concentration required for the TT. You have to think about absolutely everything you are doing, mile after mile."

"You have to watch out for patches of oil etc because it is bloody dangerous and you don't get a second chance."

"While we are on the subject of the danger of the course I would like to reply to comments Kenny Roberts has made about the circuit in the past. I think he has completely missed the point."

"He is the victim of the Fleet Street style of loM press coverage and, as he hasn't even been there, he shouldn't pass comment."

"Barry Sheene on the other hand has ridden there. He didn't like it and that is fair enough."

"Kenny has picked up his opinion from somewhere and it appears to be that he does not think the TT is a true test of riding skill; that all it requires in his words is 'big balls.' He says Silverstone is a true test of skill because you can crash there and still stand up afterwards."

"My argument is exactly the opposite; apart from the point that not everyone who crashes at the TT gets seriously hurt, the Mountain Circuit is a great equaliser of machines and a skilful rider can overcome a power disadvantage."

"Of course it requires 'big balls' but that is part of racing. If Kenny Roberts was interested in true tests of skill then he would suggest that everyone rode standard Mk VII Suzukis and he wouldn't be asking Yamaha to build him a new V-four because the old bike wasn't fast enough."

"What I have said doesn't mean I don't respect Kenny as a rider, of course I do, and I am sure that if he did go to the TT he would give 100 per cent."

"For me, I ride there because of the tremendous kick I get out of racing through a

section about 120 or 130mph, picking the exact line where any mistake would cause you to clip the kerb and crash."

"You can't forget that that is what happened to Pat Hennen and I've nearly done it once or twice myself. But I have never gone into any race on any circuit thinking that here it is OK to fall off, you should always have the aim of coming out in one piece."

"Racing has given me so much in life, so much experience that I could never have got working in a factory eight hours a day."

"If I do get killed or seriously hurt, you would have to think of what I have done in my life, not how long I have lived."

"I always respected Jim Redman great as a rider and he said he did not enjoy riding there, but there have been people more successful."

"If the Isle of Man was good enough for Hailwood, Duke and Hocking, to name three of my all-time favourite riders, then it is good enough for me and I would love to consider myself among them."



"I never brake right on the limit not because I don't trust my judgment, but because if something went wrong with the brakes... I would be dead."

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**MOTOR CYCLING**  
Today (Wednesday)  
TT practice, 2.20pm-4.20pm

Tomorrow (Thursday)  
TT practice period, 4.50-7.30am  
Grand national moto cross, Douglas Head; practice from 10.30am, racing from 1.30-5pm  
Velocette owners clubnight, Nursery Hotel, Onchan, from 8pm

Friday  
TT practice period, 4.50-7.30am  
TT films, Gaiety Theatre, Douglas from 8pm

Saturday  
Race day  
Honda Road Show, Villa Marina Garden Room, 10am-7pm  
TT films, Gaiety Theatre, Douglas from 8pm

Sunday, June 6  
British Bike Rally, Mooragh Park, Ramsey. All day event with a number of concours prizes for British road, special sporting machines. Entry costs £1 and entries close at 11am. Organised by the AJS/Matchless OC  
Ducati Owners Club gathering, Waterfall Cafe, Glen Maye between 2.30-4.30pm  
Leicester Phoenix MC Association 21st anniversary celebration, Douglas Bay Hotel, Douglas from 7pm onwards. All past and present members and friends welcome.  
Vintage MCC IOM Rally (first part of a five-part event); 30-mile social run starting at 2pm from the Lancashire Inn, Santon, finishing at the Calf Sound, VMCC members welcome.  
Velocette Owners Club gathering at Niarbyl near Peel from 11am  
Vincent Owners Club gathering at Niarbyl near Peel from noon  
National Manx moto cross, West Kimmeragh, Bride from 1.30pm  
TT films, Gaiety Theatre, Douglas from 8pm  
Ariel Owners Club gathering, Peel from 2pm

Monday, June 7  
Race day  
BSA Owners Club social evening, Queens Hotel, Laxey from 8pm  
Honda Road Show, Villa Marina Garden Room, 10am-7pm  
TT films, Gaiety Theatre, Douglas from 8pm  
TT prize presentation dance, Villa Marina from 9pm

Tuesday, June 8  
Vintage MCC TT Rally (second part). Assemble at Mooragh Park, Ramsey at 10.30pm; speed judging event in the north of the Island followed by concours.  
Ramsey sprint from 10am  
Autotumbles at Ramsey and Douglas from noon and 7pm respectively  
Custom bike competition, Ramsey, starts 10am  
MV Agusta Owners Club meeting, Highlander Inn from 7pm  
Moto Guzzi Owners Club gathering, Glen Maye from 7pm  
BMW Rally, Glen Helen from 5.30pm  
Triumph Owners Club gathering, Ballacallin Hotel, Dalby; meet in the paddock field at the Grandstand by 4pm for run to the hotel; all Triumph riders welcome. If racing is postponed from Monday until the Tuesday for any reason naturally, the Grandstand meeting run will be cancelled.  
Arenas trial, King George V Park, Douglas, from 7pm  
Ariel Owners clubnight, Tynwald Hotel, St Johns from 8pm  
Suzuki Owners Club TT Rally, Waterfall Cafe, Glen Maye, nr Peel from 10.30am; features badges, limited edition commemorative mugs on sale for the SOC/TT Rally and TT 75th Anniversary plus trophies. All marques welcome.  
Suzuki Owners clubnight, Terminus Tavern, Douglas Sea Front from 7.30pm, all past and present

SOC members welcome, as are any BMF members  
Honda Owners Club Rally, Laxey Promenade from 1-4pm  
CBX Owners clubnight in the Highlander pub from 7pm

**Wednesday, June 9**  
Race day  
Velocette Owners clubnight, Glen Helen from 8pm  
Grass track, King George V Park, Douglas from 7pm

**Thursday, June 10**  
Classic Racing Motorcycle Club Rally, Glen Maye from 11am-4pm features display of classic racers badge.  
BSA Owners Club Rally, Mooragh Park, Ramsey from 2pm. Features sale of 'MeTT' T-shirts, raffle, a total of 12 long distance and best bike awards, spares, BSA spares etc, also available.  
Vincent Owners Club rally, Glen Maye, near Peel from 7pm  
Southern TT Trial, Scarlett, Castle town, from 6.30pm  
59 Club barbeque, Coach and Horses, Laxey from 8pm  
Vintage MCC TT Rally (parts three, four and five), meet at the rear of the Grandstand, Douglas at 10am for run to Peel for lunch. Demon-



YAMAHA



20-PAGE  
PULL-OUT  
SPECIAL STARTS HERE

# ADRENALIN BOOSTER!

**TURBO-CHARGING** in the past has earned, and still maintains, a rather tarnished reputation.

Utilising unsuitable, large turbos, some goody merchants – not all – have produced all boost, little brain and big bangs.

Those horrible experiences seem to be well and truly buried in the past, as three of the Japanese big four have turbo-charged models in their ranges, or imminently so, or on the roads here already.

If you have yet to ride any 1982

models, then you can anticipate an experience akin to Buck Rogers returning in the 25th century. Twiki and all.

Especially so if it should fortuitously be one of the new era models represented by arguably the most futuristically-styled of them all, the Yamaha XJ650 Turbo.

With streamlining shielding an instrument panel holding the normal rev-counter and speedo but additionally, liquid crystal gadgetry monitoring sidestand retraction, oil level, battery level, fuel level (in a quarter-segment display) and more, plus the almost mandatory boost gauge thrown in, our modest explorer almost rivals the Searcher's flight deck.

● continued over



Out in the sticks, the Turbo is the equal of the best handling machines available; on the open road the equal of all but the fiercest roadburners blasting for the horizon.



Whether you own an XT500 or SR500 Yamaha or purchase one of the other popular singles on the market

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Yamaha 250LC for ..... £1035  
Yamaha 350LC for ..... £1190  
Yamaha XJ550 for ..... £1499  
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Data Sheet 20/82

ROAD TEST

ENGINE

ENGINE: Double-overhead-camshaft, in-line transverse four-cylinder; S. Mitsubishi TC03-06A.  
CYLINDER: 653.4cc (0x52.4mm).  
COMPRESSION RATIO: 8.2  
VALVETRAIN: Four 1mm-choke Mikuni BS30 carburettors with cable-actuated cold-start jets.  
IGNITION: Wet pump; battery, 6 pints. Oil cooler.  
TRANSMISSION: Gear primary drive. Wet, multi-plate clutch and five-speed gearbox. Spur, middle and bevel gears through shaft final drive.  
GEAR RATIOS: 15.27, 8.05, 6.52 and 5.67 to 1.

ELECTRICS

IGNITION: Electronic ignition with governor. 12V, 12AH battery and alternator. Rectifier 6x4in headlight 160/55V main bulb. Self-cleaning indicators, starter motor, headlight flasher; graphic liquid crystal engine monitor display, gauge and boost gauge. Directional lights for indicators, neutral, main beam and parking flasher.

WHEEL PARTS

FRAME: All-welded, full loop duplex downtubes. Steering angle, 62 degrees; 4.72in.  
FORK: Kayaba telescopic, air-assisted front fork with oil piping. Pivoted rear fork, with five spring preload and four damping adjustments.  
WHEELS: Staggered spoke light-alloy.  
TYRES: Bridgestone Maggus - L303 3.25x19in, front; G514 120/90x18in, both V-rated.  
BRAKES: Hydraulically-actuated duplex 10.5in discs front, 8.5in diameter SLS drum rear.

MEASUREMENTS

WEIGHT: 539lb inc. approx. full fuel.  
FUEL CAPACITY: Four gallon inc. reserve.  
SEAT HEIGHT: 57.75in.  
PEAK HEIGHT: 30.25in.  
WHEEL WIDTH (at mid): 28.5in.  
GROUND CLEARANCE: 5in.  
TURNING CIRCLE: 18ft 6in.

TEST FEATURES

Good acceleration. Riding position, comfort and control operation. High cruising and maximum sitting-up speed. Engine smoothness and power delivery. Instrumentation.

PERFORMANCE

Indicated mph  
Actual mph

COMPARISONS

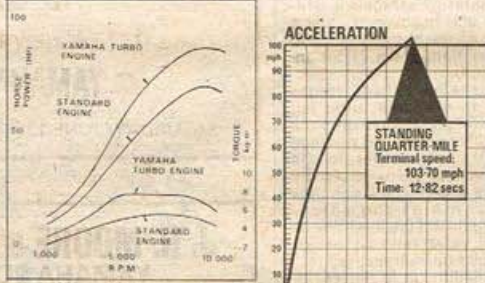
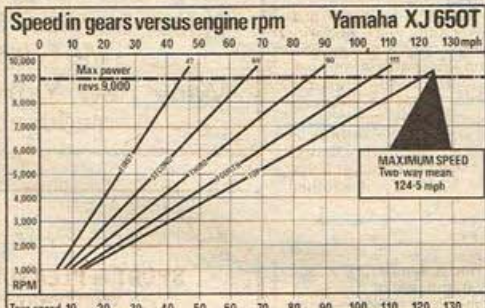
	Capacity cc	Price £	Speed mph	Fuel mpg	St. 1/4-mile sec/mph
Yamaha XJ650	653	n/a	124.50	42.0	12.82/103.70
Yamaha XJ650	653	1,845	118.74	39.4	13.35/99.77
Honda CX500 Turbo	497	3,350	-	42.0	-
Honda CBX550F-C	572	1,720	120.89	42.3	12.72/101.27
Suzuki Z750GP	738	2,079	127.12	51.5	12.29/107.87
Suzuki XN85 Turbo	673	-	-	-	-
Yamaha GS650GT	674	1,705	116.37	48.7	13.53/97.09
Yamaha XJ750 Seca	748	2,025	121.85	60.2	12.81/104.94

Test data: world copyright reserved, no unauthorised reproduction.

MAKE: YAMAHA  
MODEL: XJ650T  
PRICE: £3,000 approx.

WARRANTY: 12 months, unlimited mileage

Test bike supplied by Mitsui Machinery Sales (UK) Ltd, Oakcroft Rd, Chessington, Surrey KT9 1SA.



Comparison with the normally aspirated XJ650 illustrates the substantial power increase provided by the Mitsubishi turbo-charger.

TEST CONDITIONS: Dry, bright and breezy. Strong three-quarter crosswind. 11 1/2-stone rider wearing one-piece leathers. Figures obtained by 'Motor Cycle Weekly' staff at the Motor Industry Research Association's test track at Nuneaton, Warwick.

MEAN MAXIMUM SPEEDS:  
Rider prone (in leathers): 124.50mph  
Rider upright (in two-piece suit): 121.00mph  
FUEL CONSUMPTION  
Overall: 42.0mpg.  
Best: 48.5mpg.  
Worst: 32.1mpg.  
Average range (inc. res.): 168 miles.  
BRAKING DISTANCE  
From true 30mph: 28ft.  
From true 60mph: 127ft.

continued from P19

Yamaha have selected the six-fifty for turbo treatment from amongst their successful-selling XJ series of fours and while maintaining as many stock components as possible, boosted power and hence performance to equal, better in many cases, models of 750cc and 850cc displacement.

Extra zest has been achieved after approaching the task sensibly and with modest boosting without distorting the slim, trim figure of the XJ650.

The operation has been completed very compactly indeed after fitting what Yamaha claim to be the smallest turbo-charger in the world.

Unlike Honda for their CX500 Turbo and Suzuki with their XN85, who have both chosen IHI units, Yamaha have plumped for a Mitsubishi, designated TC03-06A, and tucked it neatly away below the swinging arm pivot.

Turbos are noted for working at extremely high revs, and this one, according to Mitsubishi, can safely spin to 210,000rpm!

To help allay cost and complexity they have avoided Honda's extremely complex fuel injection system and retain four carburettors, Mikunis in place of Hitachis, and the turbo blows through these carbs fitted with slightly reduced 30mm chokes.

Boosting

Boost is kept almost to a minimum, more in keeping with Suzuki who have their IHI boosting their six-fifty four at 10.5psi, and half that metered out to the V-twin Honda.

Even so, Yamaha's modest 8psi boosts the standard XJ650's 73bhp at 9,000rpm, claimed maximum power, up by a hefty 23 per cent to 90bhp delivered at the same revs.

Maximum torque of 43.4lb-ft gets a corresponding big wellie to 54.2lb-ft at 7,500rpm.

The moment we were waiting for to answer the obvious question we asked of the first stock turbo we were going to put through its paces at the MIRA test track, arrived on a bright but windy day at the track.

The results: a scintillating 131mph hiding behind the sports screen, aided by a 20-25mph three-quarter tail wind. Returning, 118mph against it for an average 124.5mph.

Not a barn storming, tarmac boiling top speed, but dramatic enough to put it amongst the leading seven-fifties of today.

Naturally we were pleased and yet at the same time a little disappointed. At the moment we have no stock figures with which to compare it, although we anticipate taking along our long term test



Comprehensive and compact cockpit (but no clock!) with the central ignition switch/lock amid the moulded plastic handlebar shield. Air-assisted forks are interlinked to attain balanced and more convenient setting.

by Stewart Boroughs

CX500 Honda very shortly.

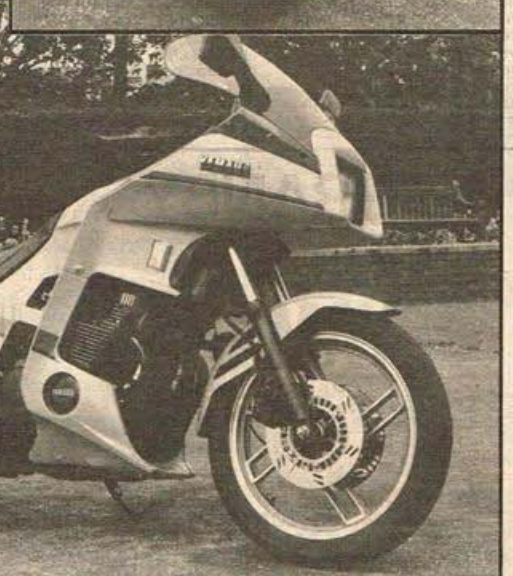
However, it confidently exceeded the 120mph reached by two papers in their tests of the CX, and the best I've seen published by two mph one way.

For us, the Yamaha has set the standard by which the others will be judged.

Yet the result raises once

again the same, highly pertinent question that gnaws at the heart of the matter: To turbo-charge or not to turbo-charge bearing in mind slightly larger models are capable of the same speed, slightly more in a few cases.

The XJ650's results merely cloud the issue but clearly seem to confirm a trend



amongst their breed.

Their allies will state that by recycling the normally wasted hot exhaust gases back through a turbo-charger, that is self-perpetuating in boosting a fresh petrol/air mixture into the combustion chambers, you're getting something for nothing.

Yet, in fact, that's very much an understatement and what you gain on the swings you seem to lose on the roundabouts.

While overall very impressed with the model - it's an excellent machine - its drawbacks are added complexity (more to go wrong), weight has been significantly increased and you're paying for the privilege.

Price of the Turbo is still undecided (it is believed Mitsui will reach their final decision within the next week) but it is anticipated to be in the region of £3,000.

Exceed

If accurate, while less than Honda's turbo it will exceed the XJ750's retail price by more than 50 per cent and cost almost £1,200 more than a standard XJ650!

Topping the scales at 539lbs on the road with a gallon aboard, the turbo-charger and ancillary equipment, plus the fairing, add 5 1/2 stone in weight to make it the heaviest six-fifty by far. Which accounts for the good, if unexpected, acceleration figures of 12.82 secs/103.70mph. Almost identical with the Seca, but a full half second quicker than the standard XJ650.

Pause though to reflect on the performance of one of the new era of five-fifties coming on stream, Honda's CBX550 with 12.72 secs/101.27mph. Menacing without a turbo.

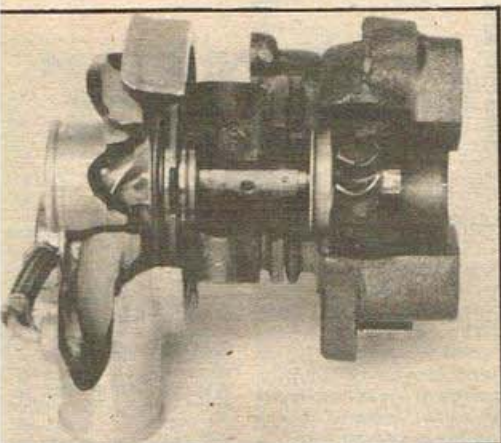
Put in further perspective, the Turbo literally fits in the heavyweight class. Only one model in Yamaha's range is heavier, the massive XS1100, it outweighs many one litre models and such firebrand sportsters as Honda's CB1100R, Kawasaki's Z1100GP and Suzuki's GSX1100S which would all need extra fuel in their tanks to balance the scales with the Turbo.

To be fair I only noticed its weight manoeuvring into tight

LEFT: Arguably the most striking, futuristic model around.

ABOVE LEFT: Twin tail lights, final drive shaft and ornate 'flower' caps on the black-chromed silencers are all but the fastest of roadburners will glimpse of the Turbo on the road





ABOVE: Cutaway of the Mitsubishi TC03-06A turbo, smallest in the world and safe up to 210,000 rpm! Maximum output is a low 8psi.

BELOW RIGHT: An extremely compact exercise, only close inspection gives any inkling that the power of this four is boosted to a healthy 90bhp and not just dressed in a fancy new fairing.



parking spaces, not on the move.

Enough of purely statistical comment. What's she like to ride? Even more absorbing and enjoyable than the already-established and excellent XJ650.

Few changes have been made from the stock bike and such features as Yamaha's Induction Control System are retained. Among the more notable modifications are a redesigned cylinder head which helps dissipate the extra heat generated via bigger cooling fins.

There's also a sensor incorporated in the cylinder barrel which tells the electronic ignition to retard the spark if pre-ignition is imminent (four-star fuel is recommended).

Measures taken to increase lubrication are cross-drilling of the main bearings and con-rods that have special holes to splash oil under the pistons. Compression ratio is reduced from 9.5 to 1 to 8.2 and piston crowns are sturdier being 30 per cent thicker.

Valve sizes are identical (clearances adjusted by different thickness shims carried in inverted buckets) but opened by 'softer' camshafts with 1.3mm less lift.

Gear ratios are the same (5.67 to 1 overall in top) with beefed up clutch and transmission to cope with the power increase.

The Turbo's riding position is excellent and you feel as one in the bike with all controls beautifully placed, light to operate with instruments clearly visible.

No discomfort whatsoever after 300 miles in the saddle in a day and every belief a thousand wouldn't have made any difference. The pillionist is similarly cosseted and with a choice of seat handles or frame rails on which to hold.

For safety, the tail light contains two bulbs with the normal standard 11-piece Yamaha tool-kit under the seat tail.

The lower lift cams assist power delivery, eliminating undue clutch slip and step in power, noticeable at 3,000rpm on the standard XJ. Up to the 9,500rpm blood line, the dohc four-cylinder is turbine smooth whistling with the contentment of a long haul cruising jet.

Accompaniment is provided by a distinctive, deep and well subdued rasp from a four-into-one-into-two exhaust, the healthy blast from the twin horns sharply contrasting with the model's general civility and excellence.

Swapping cogs through the five-speed gearbox is first class, the clutch light, slip and drag-free under normal use. However, the plates swelled markedly, and understandably so, taking off from standstill, almost at full bore, during the acceleration runs.

Small points are difficulty switching the fuel tap to reserve whilst on the move and the trailing edge of the screen obstructs a small part of the mirrors which, adjustable on a ball joint, maintained their setting even at maximum speed.

My experience of 'special' turbo-kitted jobs is few and far between, even more so on recent Japanese jobs. A week on the Turbo and weekend with the CX500.

Yamaha's bag of tricks is a whole generation more civilised than the specials - cleaner carburation, exhaust hung conventionally with no high level pipes - a characteristic of the specials that threatened to incinerate either leg given a second or two's contact.

The Yam pipes are special, exhaust gases leaving across the turbo fans and through the silencer on the left only. That on the right carries excess pressure generated in the system and released through the wastegate. The Yam is unique in having, additional to that, a 'failsafe' one in the inlet as well.

Silencers are double skinned, the inner of stainless steel to withstand higher temperatures that can reach 800 degrees centigrade. Outer has a black chrome finish that matches the complete predominant colour of the rest of the bike.

Black, that is, apart from the silver livery of the glass fibre-reinforced plastic streamlining that carries red and blue flashes. Wheels are Yamaha's latest staggered-spoke variety in cast light-alloy.

Its features depict a menacing, gladiatorial weapon that would, I suggest, benefit from a brighter livery to match the more attractive looking Honda CX500.

Looks apart, from the practical point of view the wind tunnel tested and proved streamlining certainly earns its keep. In weather protection and providing increased sitting-up speed at the expense of less fuel. Unlike the Honda,

the Yamaha fairing does have space for two lockable compartments to hold gloves, spares, etc.

Maximum sitting-up was an impressive 121 mph (best 128 mph) and that leaves several seven-fifties reeling. Significantly it is within 3 1/2 mph of the prone speeds reached.

Our overall fuel return of 42.0 mpg represents an improvement of more than 6.5 per cent over the standard XJ on test 18 months ago and should be bettered by a private owner.

As always in a full road test, the figure includes fuel used while obtaining all our performance data... and some 400 of the 600 miles we covered during the week-long test was fast going!

Power delivery of the Yamaha contrasts starkly to the CX500 turbo. The Honda gives you a healthy kick in the pants as the revcounter swings to 4,000 rpm.

The Yam's is far more progressive and with superior handling - partly attributable to being lower and slimmer - more manageable. Particularly safer piling on the coals coming out of fast corners.

Response to the throttle is minimal as the turbo-charger commences its boost at 4,000 rpm. At 5,000 rpm it soothes and massages the dohc four into stirring life. At 6,000 rpm, it pumps pure adrenalin into the system. Yet with maximum boost limited to 8 psi, it's still manageable.

The surge in power is most apparent in fourth and top and appreciated attacking gradients and headwinds. Just a tweak of the throttle is sufficient to 'flatten' the TT Mountain climb.

Yamaha have made strides trying to eliminate turbo lag by feeding additional air via a reed-valve controlled passage from the air cleaner to the surge tank as the turbo rapidly gathers speed. The surge tank also contains the safety 'wastegate' on the inlet side. A poppet valve releases excessive build-up in pressure.

Lag is difficult to detect riding normally but if you search for it the pause is some one to two seconds.

At maximum speed the wastegate came into operation otherwise the speeds obtained would have been exceeded 131 mph may be fast enough for some, and Yamaha will frown on the thought, but I would like to see an adjustable wastegate.

Say, maximum boost of ten to 12 psi, which could be altered for maximum speed or economy as you prefer?

Overall an excellent machine in its own right, a pleasure to ride, but which I see as an alternative that compares to today's 750s.

Except on the all important question of price... and therein lies the dilemma!

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# No longer

Alex  
Hodgkinson  
talks to 250  
world  
champion  
Neil Hudson



Neil about to touch down his big Yamaha during the Finnish GP earlier this season, and above inset, Neil chats to fellow Englishman and the man that always seemed to be in front of him, Graham Noyce.

YAMAHA'S world 250cc moto cross champion Neil Hudson is noted for his shyness - a complete contrast in character to his career-long rival Graham Noyce, a flamboyant personality by any standards. Neil made no secret about his ambitions when we spoke recently.

So I was pleasantly surprised how forthright the 25-year-old West Country rider can be when I spoke to him about his future.

"As soon as I win the 500cc world championship I will switch to the 125 class," he said with conviction.

"I will never defend a world title. If I win the 500 class this year and the 125 next year that will be the end. I would retire."

Even if he doesn't win, Neil intends to quit GPs when he is 30. He believes it is not possible to be competitive past that age. "I only have to look around the paddock at the older riders to see that I am right."

"You've still got 40 years left to live and I don't want my wife Dawn, daughter Jessica and myself to be left with nothing as a base for this part of our lives."

"We're moving from Pensford to the Portsmouth area, near to Dawn's parents, at the end of the season and I want to start up a business there within the next couple of years. I've no definite plans, but I expect it will be a road bike dealership."

As the Hudson family sat down to dinner at the end of another tense GP battle, it was clear to see that the presence of Dawn and five-month-old Jessica was no hindrance to Neil's mental

preparation for the racing. Indeed the relaxed 'at home' atmosphere in their caravan probably makes Neil the coolest man on the track.

By late evening the paddock was virtually empty, yet the awning on the side of the Hudson caravan was still in place and they were looking forward to a leisurely drive to the next round.

The caravan is their home-from-home for the season. Not for them the hectic journey by road or air every week back home and Jessica certainly seems to thrive as much as her parents on the family unit.

The fact that his daughter will be of school age when he is 30 is undoubtedly a contributory factor in Neil's determination to quit GPs then.

"I'll still carry on riding," said Neil, "because I enjoy it, but it will be for fun. As well as helping me to keep fit, I ride trials in the winter because I enjoy the sport. I



Bill Aldridge (14) chases Hudson over the dusty Finnish terrain.

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# the nearlyman!

hope to ride bikes as long as I am capable and enjoy it." For Neil, one of the original schoolboy scramblers, that is likely to be a long time. His first machine was a Bantam for which he and his parents paid £1.50 after finding it in a barn when Neil was 12.

A race winner all his riding career, it is strange that until his victory in last year's 250 world championship Neil had never won any title except at club level.

For so many years he had seemed to be the eternal number two, always living in the shadow of Noyce at home or Hakan Carlqvist in the world rounds.

"In schoolboy racing Graham seemed to have the edge on me when championship meetings came around, then I missed most of our first adult season through injury," said Neil.

"I was just starting to catch up in 1978 when Graham went to Honda. The factory support from the Japanese makes a tremendous difference.

"I don't want to discuss past contracts - they're best forgotten - but when you tell Yamaha that something is wrong they do something about it - straight away!"

"In addition, last year was the first time I was really fit. I went to Finland at the start of the year and Heikki Mikkola made me train until I was in condition."

Seeing Neil on the track last year confirmed this. His sand riding improved dramatically.

At St Antonis he pushed Rond and van der Ven all the way and in the British championship opener at Hawkstone he became the first British rider to beat Noyce there in a major race.

It is also difficult to envisage the Hudson of past seasons powering back through the



Family man Hudson with wife Dawn and baby daughter Jessica.

pack in such devastating style as he did to clinch the world crown at Apeldoorn last August.

The condition training, plus the professionalism he showed in missing a week-end's racing to acclimatise to the humid American atmosphere, enabled him to become the first European to win the US 250 GP. Neil had always failed miserably in this round.

When Neil decided in the autumn that he would step up to the 500 class this year the knockers were soon writing off his chances. "He's got no chance with the big boys. The 500s are a class above the rest."

The 250 world champion has answered them in style. A couple of fourth places in

the French opener, his first ride in the class since Farleigh in 1977, was enough to silence the critics.

Never before in modern moto cross has a rider come from such poor starts twice in one day. Despite making a mess of the first race a week later in Holland, fastest time in training and speed in the racing second only to Vromans confirmed that Neil doesn't need to step up a class - he is already there!

So what does Neil think of the 'premier class'?

"I was a little bit surprised. I thought they would be a lot quicker. The Press makes out that the 500cc riders are better and boost them up, but in fact they are racing less at the end than the

250cc men.

"Changing from the 250 to the 500 machine and back again was a problem for me at this level of competition last year, but I am confident that I have a real chance of the world title this year now that I am racing the 500 all the time."

"I aim to finish as many races as possible and to finish them in the points. I feel confident on all types of track."

"There are so many of these guys who are only good on their own."

"The only problem I have at the moment is my starting. I know I have to do something about that. I've never been a really good starter, but I was always in the first five last year and these guys are no better from the line."

Certainly Neil will have to improve his starting if he is to fulfil his title ambitions but, if he has another fault, it is a lack of aggression in the first few laps.

Just watch mechanic Bill Buchka in the early stages of a GP and you will see his frustration as Neil waits for a gap rather than force one open. That was the reason

Georges Jobe won so many races last year, even though he didn't win the crown. He hit the front as soon as possible.

The partnership of the English family man and his brash American mechanic might seem strange at first, but it is one which works admirably.

They work together in deciding how to set-up the bike, but Bill says: "My job is to prepare the bike so that Neil can race it as hard as possible to the finish. Neil's job is out there on the track."

Certainly they have an enviable relationship and I remember Bill's reply early last season when I asked him how he found life working with Neil. "It's really fine. Neil is a gentleman!"

There is still a long way to the end of the season for Neil and his family team, but they have a real chance of winning the world title.

That must have seemed a long way off back in the summer of 1980 when Neil fractured his right ankle in a first corner incident at the German GP.

"I suffered concussion, so I can't say what happened. Dr Derweduwen fitted a plate and told me that it could stay there for ever if I wanted."

"I just couldn't concentrate on my riding when I came back that summer, though. I could feel the plate and it affected me psychologically. I must admit I'm a bit squeamish about things like that."

"Neil's not kidding. He almost fainted when they were taking the stitches out!" Dawn chipped in.

Neil knows what he wants from racing and life in general. After being the 'nearlyman' for so long, the world 250 championship marked the start of a period in which he seems likely to achieve those aims.

He has the skill, confidence and support to do so. I wish him luck.

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Hudson turns on the power coming out of a corner, and shows the style that's taken him to third position in this year's world championship.



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# YAMAHA

## The Pros and Ams of production racing



ABOVE: From Yamaha LC350 Pro-Am series to grand prix racing... Alex Bedford (5) has done it already.

LEFT: Kim Barker made the most of the opportunity presented by Mitsui, finishing second in 1981 series.

**YAMAHA** introduced the race-bred RD350LC in 1980 to riders in the market for a potent street-bike or a dynamic production class racer.

In production events at all levels, the bike met immediate success. This success did not go unnoticed at Mitsui, the British Yamaha importer, and it rapidly came up with a different idea for road racing — the Yamaha LC350 Pro-Am series.

by **BRENDAN QUIRK**

Basic thinking was to produce close, exciting racing by using identical machines. In this way, the results would reflect rider ability rather than differences in machinery.

The first series, in 1981, was such a resounding success that Mitsui has once again organised the series for '82.

The format remains unchanged. The established international riders — the Pros — meet 10 newcomers to the international racing scene — the Ams — at eight meetings in Great Britain during the season.

Mitsui believes that by giv-



ing the young Ams a chance to ride in the series it is helping strengthen the challenge of British racers at the highest level of the sport.

This belief has already been borne out by fact.

Several of last year's LC series riders are contesting the European Championship

this season and one — Alex Bedford — is taking part in the 125cc grand prix this year.

But there is another side to the series. Many of the riders, both Pros and Ams, are young lads struggling to make ends meet in the increasingly expensive game of racing.

Many riders have little or no

sponsorship and find themselves having to use a tyre not ideally suited to a particular circuit on their privately-owned racing bikes because they cannot afford the £80 needed for a new tyre.

Mitsui, as well as providing these riders with good competitive races, is also helping

to finance the riders' racing programme.

First prize for each of the races is a lucrative £300 with £200 for second, £150, £100, £75, £50, £40, £30, £20, £10 down to tenth man.

But the major bonus for the riders is that all the money they win, plus their £35 expense money for each meeting, is profit.

Mitsui prepares the bikes, pays for tyres and looks after any maintenance so it costs the Pros and the Ams nothing to take part.

The racing potential of the LC350 has been recognised in most European countries where a similar series has been adopted and for the last Pro-Am race, the best of the Continental Pro-Am riders will meet the best of the British riders at Brands Hatch on October 23/24.

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Controls for the right and left hands. Despite the busy appearance of the left-hand control module, above, everything falls naturally to the thumb without confusion

**YAMAHA** has come up with yet another winner in the XJ750 Seca, which is best described as a kind of sporting all-rounder, with emphasis on the sporting.

It's not the fastest 750, although with a top speed of about 125mph it is no slouch. And although not quite the fastest-accelerating 750, there are few that can live with it up to 100mph.

The Seca scores when you start looking at it through the eyes of the rider who wants a fast, reliable, comfortable and safe machine, capable of doing everything. From this point of view it is possibly without equal.

It's only when you start living with a bike that you start to appreciate its qualities. MCW road tests tell us most of what we want to know but using a bike on a permanent basis puts you with all the lads who are using a particular bike, or are thinking of doing so.

Having collected the Seca with only 1.2 miles showing, I was a typical new owner.

Although there are only 600 miles more behind it, I have already experienced most of its virtues. And I have yet to find its first fault!

Standards of comfort for both rider and passenger have improved greatly over the years.

Yamaha has done more than its share and the effort shows through in the Seca.

Because the bike has a low seat level and because the engine looks deceptively small, this 750 feels more like a 500 or even a 250 — while at a standstill.

The handlebars are a compromise between the flat, out-and-out sports type and the fashionable high-and-wide



American style.

They provide an excellent riding position, with more than adequate leverage on the bars for full manoeuvrability at low speeds.

Naturally, as on any machine without a fairing, sustained high-speed riding requires some physical effort to counter the wind force.

Despite carefully following Yamaha's cautious running-in instructions, I have been able to do a few motorway trips at reasonably high cruising speeds.

The most recent saw me traversing the entire length of the M23 at a steady 80mph, which gave me a fair idea of the effectiveness of the handlebar design.

While I didn't feel stressed, I was aware that I'd done the trip, but wouldn't want to alter the handlebar shape or style in the slightest. I'm 6ft tall and feel the Seca's riding position was tailor-made for me.

Yamaha has a good reputation for attention to detail; it has done a particularly good job with the various handbar controls on the Seca.

Road testers raved about the sports-touring Yamaha XJ750 Seca when it was introduced last year. Martin Hodder reports on our long-term test Model

# All aboard a sporting all-rounder

The warning system serves as a systems check before setting off and also warns of lamp failures, lack of engine oil, etc, while on the move.

If a problem develops, the big red lamp at the top of the warning unit flashes and the appropriate panel displays the type of problem.

At the base of the warning panel is the fuel gauge — a most welcome fitment to any motor cycle — while the warning flasher lets you know when the fuel level's getting low.

It's a kind of belt and braces policy which should put fuel level worries completely out of your mind.

The warning lamp begins to flash when there's about a gallon left in the tank.

I particularly like the Seca's handling which can best be described as superb.

The bike has that safe, taut feeling about it which is more usually experienced on a racing machine, and which demonstrates that Yamaha has used its vast racing experience to provide better products for the road rider.

On both tight, slow corners and fast, sweeping bends, the Seca possesses superb "feel," the combination of its inbuilt fine handling and excellent ground clearance inspiring wonderful confidence.

The tyres may seem a little on the slim side when you look at the bike, but they appear to be perfectly suited.

Japanese designers take some criticism for lack of attention to improvements to handling, but the Seca's design team deserve a healthy pat on the back for producing such a beautifully handling and safe machine.

Aiding the general excellence of the bike, although in normal road use not making a great deal of difference to the handling, is the race-bred mechanical anti-dive unit fitted to the front forks.

The idea being to reduce the

tendency for forks to bottom out under heavy braking. The Seca's system does that, making for greater comfort and safety all round.

When "Motor Cycle Weekly" tested the Seca last September, there was some criticism of the gearbox.

My long-term test bike has a superb gearbox; it was excellent even when the bike was new, and has become progressively better (to my surprise) during the running-in period.

All changes, both up and down through the five gears, are delightfully smooth and positive and I have yet to experience my first missed or "gaunched" gear.

The Seca's four-cylinder inline engine measures only 17½ inches across with the generator is fitted behind the engine.

With the Seca, there's no mass of metal sticking out greatly aiding the compact feel of the bike.

The engine is a beauty. Maximum power is 76bhp at 9,000rpm, and although I have yet to exceed 6,000rpm, I have every reason to believe it will rev on as smoothly to the limit as has been my experience during running-in.

Initially, I was surprised by the tractability of the engine, expecting its four cylinders to be less useful at low rpm than has proved the case.

Especially in the lower gears, it accelerates well from as little as 2,000rpm, although the needle needs to be up to 3,000 before there's any surge of power.

This tractability, coupled with the compactness and excellent handling makes it a great bike for heavy traffic use, such as in central London — unlike many 750s, which can be a bit of a handful (and much too wide) in these conditions.

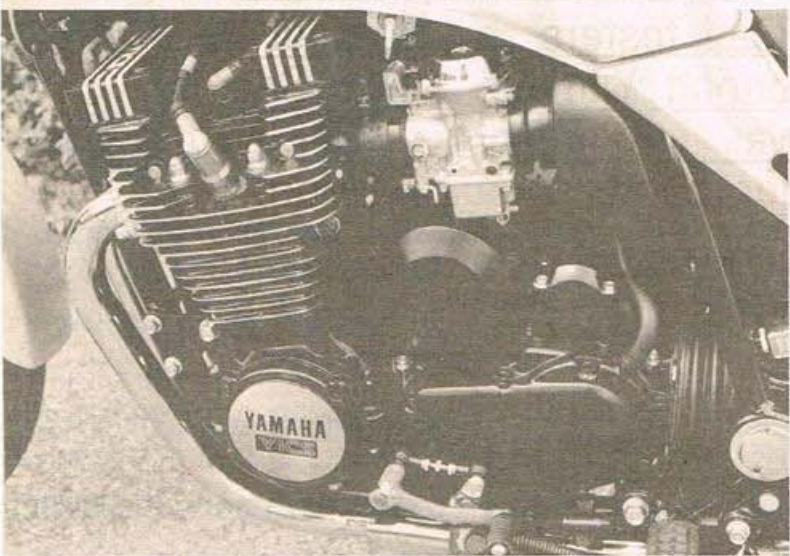
Delightful as the Seca is in traffic, though, it comes into

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This view of the left side shows how well the 750cc engine has been fitted into the frame

its own on the open road. Initially, there was some foot-tling vibration about 65mph in top gear, which was annoying as this was a good running-in speed.

But this has since dissipated and I wouldn't be surprised to see it vanish altogether.

The engine has a reassuring feel of strength and I have no doubts that it will continue to function efficiently for a long time yet.

The exhaust note is best described as pleasant, subdued, deep-throated with a pronounced whistling effect on over-run.

In its first 600 miles the engine has used no oil, while petrol consumption has averaged 55mpg.

Since much of the running-in mileage has been done on fast main roads and motorways, with plenty of use

of the bike's acceleration, the mpg is much as I'd expected.

The smoothness of the engine and the excellent gearbox are complimented by a good clutch action and shaft drive.

The overall effect is one of cushioned power which, because of the excellent handling, is a joy to use.

The brakes are a little deceptive. Because the anti-dive system works so well, and braking action is progressive, I thought in the early stages that the brakes weren't as good as they might be.

I was being deceived, the brakes are more than a match for the performance and the exuberance with which the machine is certain to be used.

I have yet to do any fast night-riding on this Yamaha, but initial experience suggests that the lights are in keeping

with the general excellence of the bike.

In the interests of self-preservation, I prefer to rely on dipped headlamp than the rectangular running light fitted underneath the main unit.

In its first 600 miles, my long-term test Seca has had only one very minor failing — the bolt supposed to hold the left side of the headlamp to its mounting bracket unscrewed itself and disappeared after 200 miles. But, I think it had not been tightened during the PDI.

All told, I am most impressed with this excellent, well-finished machine. It provides me with the kind of motor cycling I like and I genuinely look forward to covering many thousands of miles on it.



Handling on the Seca is superb — the handlebars and riding position in harmony with my six-foot frame.

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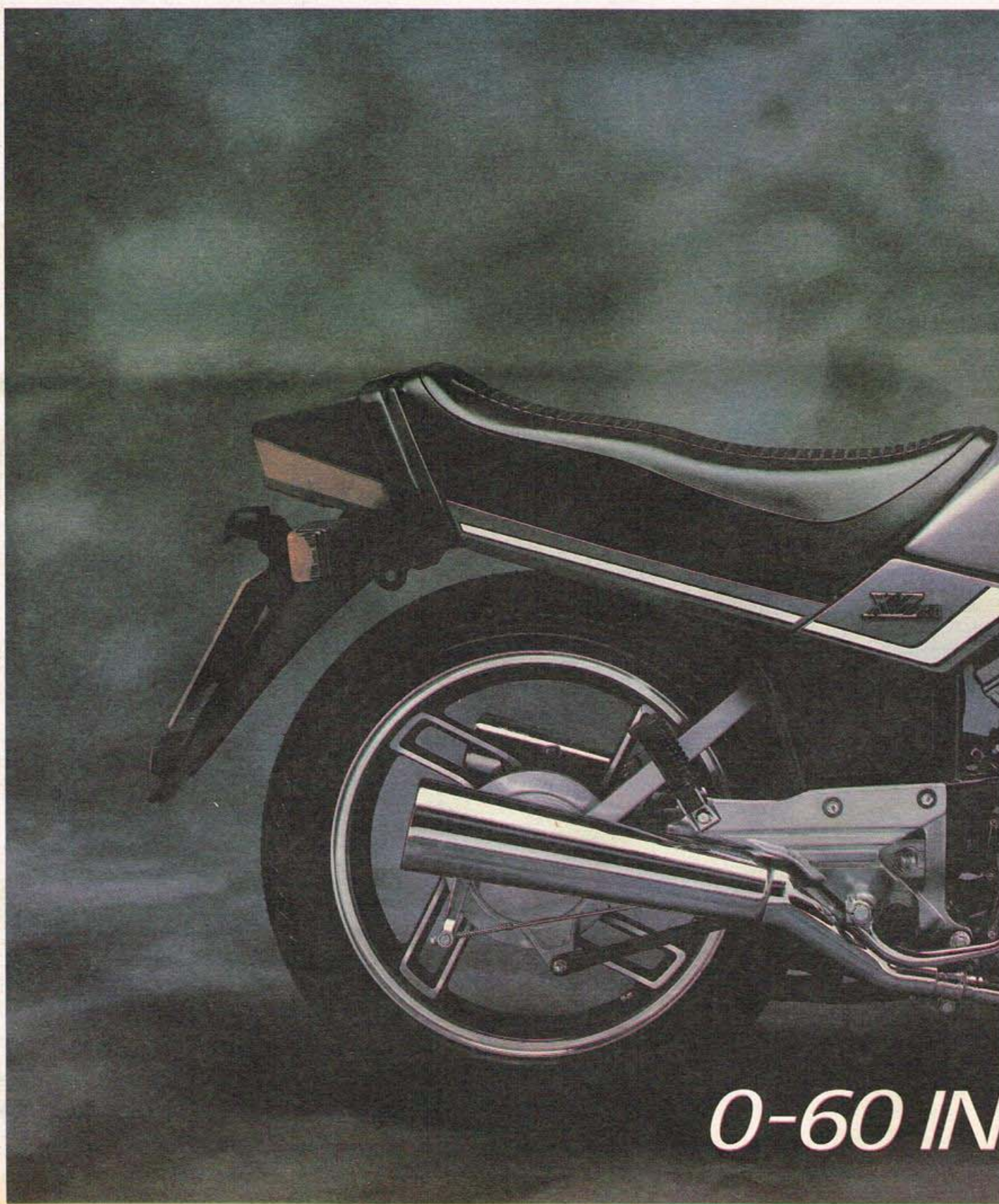
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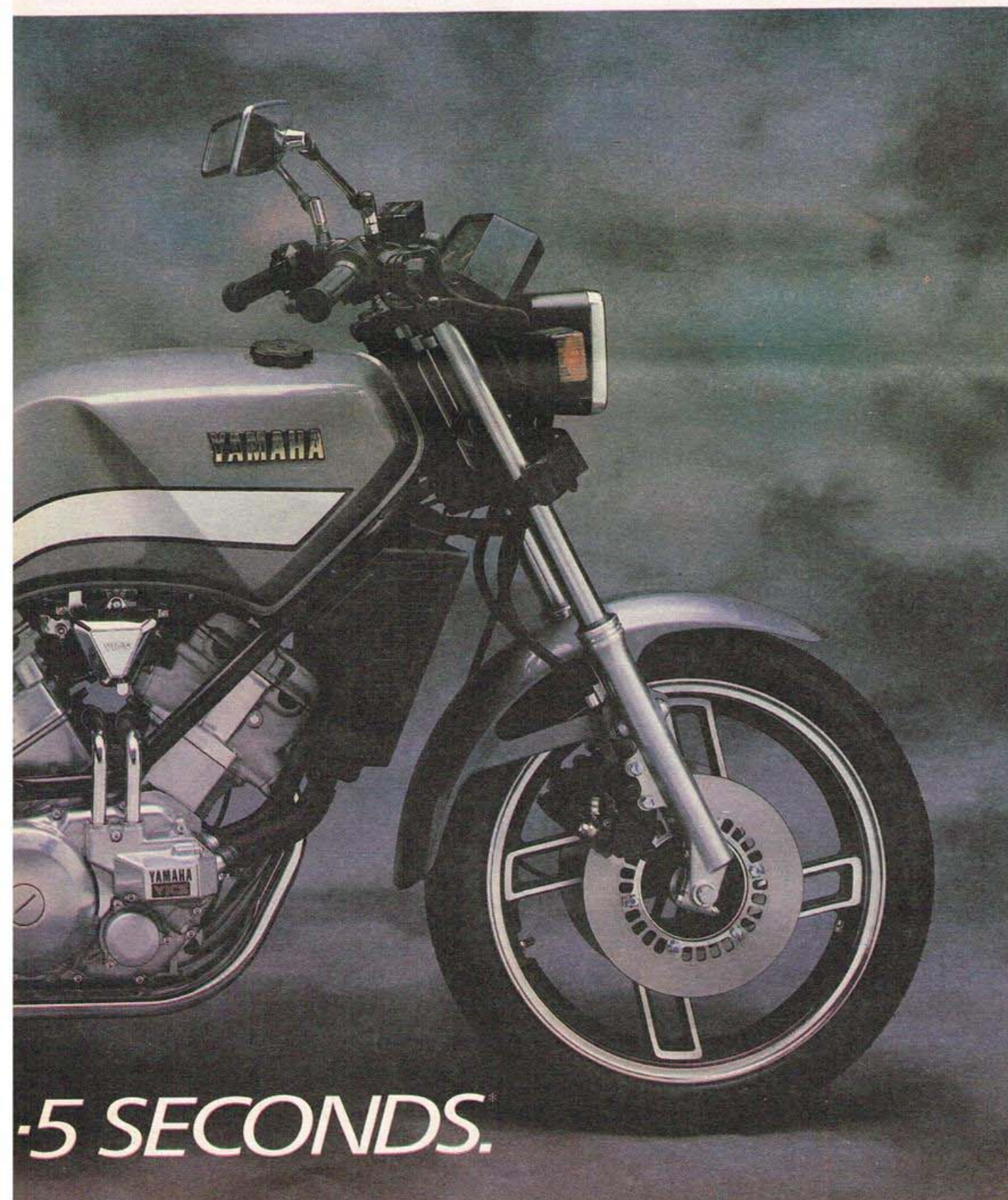
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DISPLACEMENT: 171cc, 66 x 50mm bore and stroke.  
COMPRESSION RATIO: 6.4 to 1.  
MAXIMUM POWER: 25bhp at 8500rpm.  
MAXIMUM TORQUE: 2.3kgs at 7000rpm.  
LUBRICATION: Premix.  
CARBURETTOR: Mikuni VM34.  
IGNITION: CDI.  
STARTER SYSTEM: kickstart.  
FUEL TANK CAPACITY: 2.4 galls.  
TRANSMISSION: Six-speed.  
DIMENSIONS: Overall length, 41ins; overall width, 32ins;  
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13.3ins; dry weight, 220lbs.  
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LIGHT

FEELING tired and listless? Bored with the same old strip of tarmac? Had  
a skinflul of being carved up by semi-blind motorists? Then get off the  
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But apart from trail riding, most people's idea of competing on the rough usually  
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up to the terrifyingly-fast 465, and he'll tell  
you, no matter what bike he rides himself,  
that the Yam is a cracker.

But a bike doesn't have to be an unrideable beast  
to win events. Perry Leask, now lying second in the  
national 125cc moto cross series, 6th in the 250 and  
13th overall in the open British championship,



Perry gets the IT175 airborne and in an awkward position. He landed safely though with no damage to the machine

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# 'N' EASY!

by Geoff Aspel

took the IT175 for a squirt around his dad's - that's Brian Leask - 16-acre farm in Sussex.

"It has a nice easy type of power and it's fine to use on the roads. Lights are good for this type of bike and although nice and quiet I did keep running out of gears. It's the same with other enduro bikes on the road though."

The real test came on the farm, though. The field we used had been full of horses until a few weeks ago, and was rutted with deep hoofmarks which had now hardened into bone-dry potholes.

The bike was hitting the ruts and jumps and bumps at one hell of a lick, but showed no signs of being unable to cope. "The front end feels a bit soft," said Perry "and would be better fitted with a heavier fork oil."

The rear end - which is the new bell-crank type as used on the production and works 250 moto crossers, - was very good but Perry altered the damping to suit his style, and now it's set-up like his own moto cross bike.

"I didn't like the tyres very much though, especially the front", commented Perry. "I've found that Japanese tyres, at least those on the production bikes, aren't to my liking. The front slips a bit. If this bike was mine, I'd fit a set



A winner in standard trim, the IT175 can also be used for poonding to and from work. Well-equipped it's one of the most civilised bikes for both on and off road use.

of Dunlop 139s.

"Brakes were very good with the front specially so. They had a nice, light feel to them and never let me down."

"I also liked the riding position and comfortable seat. It doesn't come up as far on the tank so I found I could slide further up the front of the bike, which I prefer."

"I didn't like the shape of the fuel tank though, it's too wide and I'd fit a different type - maybe like the older version, because that doesn't spread your legs out quite so far."

"I found that although I'm a bit on the short side, I could still put both feet firmly on the ground. During testing I found

that the front end of the bike was pattering over little sharp bumps, but the back end was good although it could do with a bit more tension."

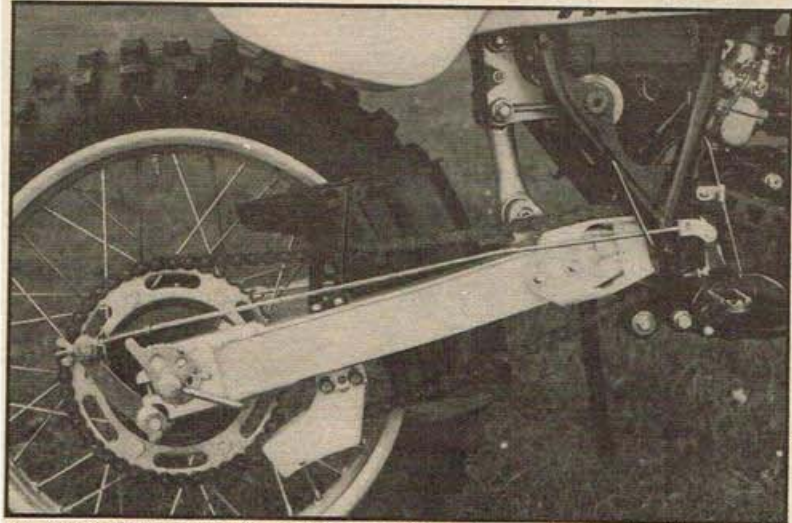
"I particularly like the gearbox. The gears are nice and close for off-road, but a bit too close for road riding. The gear lever position is also good for both types of riding."

The IT175 is fitted with Yamaha's Energy Induction System (YEIS) for maximum use of available power, and of

course, over such a short distance, no fuel economy figures were obtained.

"I thought it was better than the 250 enduro", enthused Perry "because it has lots of smooth, usable power right through the range. The 250 has more of a lumpy sort of power."

So, kick out those cobwebs and get into the dirt! And if you can't handle the rough going, then the IT175 is just at home on the open road.



The latest IT175 boasts the works-type bell-crank monoshock unit, claimed to be capable of handling any type of terrain.



Perry Leask found the handling safe and predictable.

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From the example above you can see the immediate benefits when buying your new Yamaha 125 machine on the Easypay-Rideaway scheme.

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# YAMAHA



# Stage two moves (fast) into position



XS400 styling is an excellent piece of motor cycling sculpture.

**J**APAN's continued desire to entice newly-qualified motor cyclists from learner machines has resulted in bikes like Yamaha's latest XS400.

But beware, apart from its name, the new 399cc parallel-twin has nothing in common with its similarly-titled predecessor introduced in September, 1977.

The dowdy but honest and efficient XS of yore has been replaced by a machine with a totally new engine, frame, suspension, styling, instruments, lighting, wheels and brakes. Despite sharing the same designation, the two cannot be confused.

Yamaha has also discovered a method of squeezing more power from a given capacity.

The new XS is quicker over the quarter-mile and on top speed while fuel consumption is even more frugal.

This and the sharp racy styling will lay claim to many a biker shrugging off the limitations of learner machinery for the first time.

It's not exactly cheap at £1,299, although it is similarly-priced to competitors in the 400 market, but a homely balance of power and economy make it a realistic machine for someone who cannot afford a one-litre multi.

Not that I use such terms to conceal disappointment. The new machine's mean top speed of 104.44mph easily better the 102.8mph of the last XS and is the going rate for new 400s twins and fours alike.

So too is the XS absolute top speed of 110.35mph. Acceleration showed a more dramatic improvement with the

by Graham Sanderson  
pictures David Nash

Yamaha's best pass of 13.79 seconds/94.24mph, significantly faster than the previous 15.2sec/87.5mph, while the new machine's mean acceleration is a full second quicker than the old model.

But this is nothing more than you'd expect with 4½ years separating the two models, especially when you consider the specification of the latest machine.

The new XS probably has more in common with machines like the XJ550 four than it does with the old twin.

Like the 550, the alternator on the XS sits on top of the crankcase behind the cylinders reducing engine width to less than 14 inches, not much more than some singles.

It has two overhead camshafts, not one as before, and the 180-degree crank incorporates chain-driven counter balancer in an attempt to smooth out inevitable vibration from a one-up-one-down twin.

Twin 34mm Mikuni constant vacuum carburettors are retained as is a six-speed gear cluster and clutch diameter has been increased to further promote narrowness without sacrificing surface area.

And similar to the XJ machines, the new XS also has the Yamaha Induction Control System.

● Continued Page 34



**Data**

**Sheet 21/82**

**ROAD TEST**



MAKE: **YAMAHA**  
MODEL: **XS400**  
PRICE: **£1,299** inc all taxes

WARRANTY: 12 months, unlimited mileage.

**ENGINE** Test machine provided by Mitsui Machinery Sales (UK) Ltd, Oakcroft Rd, Chessington, Surrey.

able-overhead-camshaft, degree air-cooled (llet-twin. Three plain bearings. Plain big- CITY: 399.4cc (69 × mm). PRESSION RATIO: 9.7 DURATION: Two 34mm n. ICAION: Wet sump; city 5.1 pints. VMISSION: Gear prim-drive. Wet, multi-plate h and six-speed gear-Final drive by chain. ALL RATIOS: 19.91, 11.25, 9.03 7.54 and 10.1.

**ELECTRICS**

icator discharge ignition. 12AH battery. Electric r. Self-cancelling indi- s. 60/55w quartz halo-headlight.

**CLE PARTS**

ME: Tubular spine-type engine as stressed ber. PENSION: Telescopic fork. Pivoted rear fork single monoshock can-r suspension system five-position spring pre-adjustment. EL: Staggered eight-e cast alloy. IS: Bridgestone Mag us. 3.00 × 18in, front. × 18in rear. ES: Hydraulically-std 10.5in. single discs 7in. diameter sis drum

**MENSIONS**

HT: 381lb inc. one gal-el CAPACITY: 4.4 gallons s-erve. ELBASE: 54in. HEIGHT: 31.3in. JND CLEARANCE: BALL WIDTH: 35in.

**ST FEATURES**

ctive knife-edge styling. omical. Small and ma-vable.

**IRST FEATURES**

omfortable passenger

**PEEDO ACCURACY**

	30	40	50	60	70	80	90
icated mph							
al mph	28.1	37.1	46.2	56.2	66.0	76.1	86.2

**COMPARISONS**

COMPARISONS					
	Capacity cc	Price £	Speed mph	Fuel mpg	St. 1/4-mile secs/mph
aha XS400	399	1,299	104.44	57.7	14.11/90.20
V R45	473	1,995	95.92	56.3	15.10/83.97
da CB400N	395	1,210	105.20	48.2	15.00/88.60
asaki Z400J	399	1,299	103.94	45.8	14.89/88.15
o Guzzi V5J11	490	1,599	101.57	52.3	15.07/86.00
iki GSX400	399	1,120	101.72	65.6	14.65/87.55

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# YAMAHA





A mph speedometer will be fitted for the British market. Note thumb-operated choke. Self-cancelling indicators are too sensitive to the touch during manual operations.

## Performance is up with 45bhp on tap

● From Page 33

This system allows incoming fuel to rest in a chamber below the inlet ports when the inlet valve closes instead of stacking up behind the valve. When the inlet re-opens the fuel is sucked in to rejoin the main charge washing the mixture around the compression chamber in a circular pattern and leading to cleaner, more efficient combustion. Yamaha claim an overall 10 per cent reduction in fuel consumption as a result and it seems to work. Our average of 55.7mpg was better than the 54mpg of the old XS but many of our miles were covered on 80mph-plus dashes along motorways.

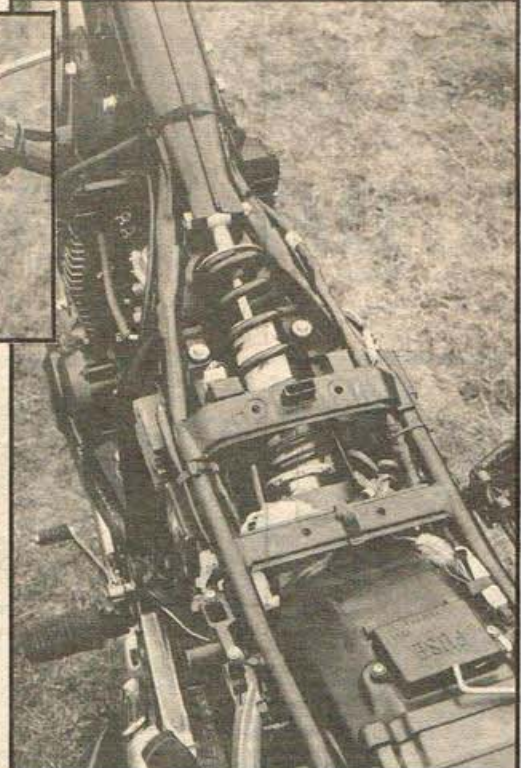
Only during red-line performance testing did it dip below 50mpg, to 46.3, in fact.

Electronic ignition completes the engine package and Yamaha claim 45.5bhp at 9,500rpm for the XS compared to the 38bhp at 8,800 on the old machine so the latest machine's better performance was expected.

What is surprising is the striking similarity in which both old and new twins delivered their power.

The old XS was always a free-revving machine which liked using high revs and imparted audible notice that it was doing just that. And it's like that with the new machine.

There's always lots of



Monoshock rear suspension has become the hallmark of many a modern motor cycle. The XS400's is adjustable to five spring pre-load settings.

mechanical commotion of an almost musical nature and despite the motors willingness to freely yield high rpm, it creates the false impression that it's straining to do so.

But it revs so freely I was surprised to learn that, like the old XS, it possesses only two valves per cylinder.

You need about 4,000rpm on the tachometer before it gets into its stride and it accelerates about as hard as its going to when you hit 6,000rpm with a wide open throttle. Red-line is at 10,000rpm.

Individually the six gears provide lower overall ratios than before and a genuine 70mph is returned at a high 6,400rpm in top.

But, like the old XS, the new machine is capable of holding 85mph cruising but accelerating from 50-60mph in top gear fails to deliver and you'll need to call on fifth or even fourth gear to wind up the motor.

Once it reaches more than 70mph the XS comfortably holds speed without the need to chase down the gears in search of a more suitable

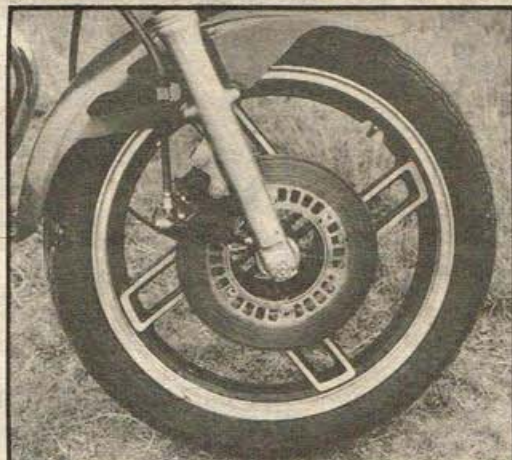
ratio. Handling, the most discussed factor in modern motor cycling, was good once we'd sorted severe problems which temporarily made the XS one of the poorest handling machines I'd ridden for years.

And the lesson for all, here, brought home the dramatic effects worn tyres can have on handling.

Our test machine returned from the recent launch on a millionaires private race track at Mas du Clas in France with the tyres were badly scrubbed at their edges from a combination of hard-riding and a severe surface.

This unusual wear created the unlikely circumstance of understeer on one corner followed by oversteer and 'dropping in' on the next curve with a tendency to right-hand bias in steering adding further complications.

The transformation when new tyres were fitted was immeasurable. The steering became beautifully neutral and the machine began to perform like its racy styling would indi-



Single front disc brake is adequate and offset spoke-pattern provides another variation on the cast wheel theme.



With alternator mounted behind cylinders, the XS400 mill is compact and narrow. Note head-steady showing that motor is a stressed member of the frame.

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Once we'd renewed oddly-worn tyres, XS handling achieved a high par. But it can be a little petulant when a large passenger is added.

Handling qualities were calm and steadfast, a sensible balance

The motor is a stressed member of the frame and the XS features monoshock cantilever rear suspension. The suspension unit itself, accessible by lifting the seat, has no damping adjustment but there are five positions of spring pre-load to play with.

The XS renewed handling qualities were calm and steadfast and it achieves a sensible balance between the rigidity of an Italian and the generally spongy feel of Japanese machines.

It vigorously penetrates corners without a twitch but it's flexible enough to impart

bags of information about the surface below.

And there's none of the rear-end pogoing so familiar with the old XS.

But physically small and light, handling can suffer from the addition of a hefty passenger even if the unit is set on the hardest pre-load.

The front end becomes light while at the rear you get a hint of unwanted lateral movement in the rear suspension.

A passenger will also have to contend with a horribly uncomfortable pillion perch as it seems there's no such thing as seat technology. Less than 50 miles will have a passenger screaming for mercy.

Riding position, through, is capable of sustaining the pilot at the cruising speeds which the XS is capable of. The handlebars are flat, enabling the rider to absorb wind pressure while the seat itself,

up to 12 inches wide, provides reasonable comfort.

But the frame top tubes are widely spaced and the styling of both petrol tank and seat forces the riders knees well out into the airflow. Flattening knees against the tank rapidly causes aching thighs.

But overall, the styling has cloaked what is still a fairly humble parallel-twin with a special grace.

It is neat, compact and func-

tional with the thankfully large petrol tank providing a healthy range of more than 200 miles.

And once you get the motor warmed up, something which takes several miles on full choke, there's no doubt Yamaha has succeeded with its objectives.

It's the kind of machine which proves you don't need a one-litre multi for practical long distance motor cycling.

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Saturday 5 June  
Sunday 6 June  
Saturday 12 June  
Sunday 13 June  
Saturday 19 June  
Sunday 20 June  
Saturday 26 June  
Sunday 27 June  
Tuesday 29 June

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Chesterfield  
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Sunday 4 July  
Sunday 11 July  
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Sunday 25 July

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Sunday 8 August  
Tuesday 10/11 August  
Saturday 14 August  
Sunday 15 August  
Saturday 21 August  
Sunday 22 August  
Saturday 28 August  
Sunday 29 August

### September

Friday 3 September  
Saturday 4 September  
Sunday 5 September  
Saturday 11 September  
Sunday 12 September  
Saturday 18 September  
Sunday 19 September  
Saturday 25 September  
Sunday 26 September

### October

Saturday 2 October  
Sunday 3 October  
Saturday 9 October  
Sunday 10 October

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Washington  
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Barrow in Furness

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Headington  
St. Neots  
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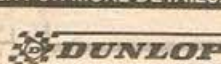
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Getting it on - Guy guns the YZ100J out of a corner.

# Guy Woollett gets to grips with the little Yam with a big heart

## YZ100J SPECIFICATION

ENGINE: Single-cylinder air-cooled two-stroke  
CAPACITY: 98cc (50 x 50mm).  
COMPRESSION ratio: 8:1.  
CARBURATION: VM30SS Mikuni.  
MAXIMUM POWER: 22bhp at 11,500rpm.  
MAXIMUM TORQUE: 10.1lb-ft at 9,500rpm.  
PRICE: £960 inc VAT.  
TRANSMISSION: Gear primary drive. Wet multi-plate clutch and six-speed gearbox. Chain final drive.  
ELECTRICS: CDI ignition.  
FRAME: Duplex steel tubular cradle.  
SUSPENSION: Air-assisted telescopic front fork with 9.8in. travel. Yamaha Monocross rising-rate rear suspension with gas/spring/oil control. 10in. travel.  
WHEELS: Spoked, aluminum rims.  
TYRES: Tubed. 3.00in x 21in. front. 4.10in x 18in. rear.  
BRAKES: Drum front and rear.  
DRY WEIGHT: 191lb.  
FUEL CAPACITY: 1.8 gallons.  
WHEELBASE: 55.9in.  
SEAT HEIGHT: 35in.  
GROUND CLEARANCE: 12.4in. (minimum).



YAMAHA'S latest 100cc moto crosser, the YZ100J, is so good it's a crying shame only schoolboys are allowed to race it!  
For under existing ACU/AMCA rules and regulations, the smallest capacity machines used in senior competition are 125cc.  
Which is silly when you think about it, for today's 100cc bikes are far faster than the 250s of 20 years ago and would be ideal for young riders seeking to break into the big-time - cheaper than the new wave of grand prix-style 125cc machines yet fast enough to provide good sport.  
In fact, the class is popular in the States and the latest YZ100 is a full-sized man's machine and appeared impressive when delivered to the Editor Mick Woollett for testing.  
"It looks big, but once you get on it and the suspension goes down it's fine," Guy Woollett, the editor's moto cross-mad 13-year-old younger son, said.  
In fact, the new rising rate Monocross rear suspension, which incorporates a double linkage, came in for favourable comment.  
"It definitely handles better than the 80cc models I've ridden. The rear suspension has so much travel it irons out

the bumps - you can hardly feel it when you land. It's great," Guy said.  
Front suspension was not quite up to the same standard.  
"The air forks are good when you are braking, but the wheel pattered and made the front too light on the straights

- I'll have to try them with more pressure in them to see if they are better that way," he said.  
In fact, the comprehensive manual has a section telling how to "tune" both the front and rear suspensions to correct various faults.  
General riding position is

good and the way the seat blends on to the tank was praised as a good safety feature - though Guy felt the bracing handlebar stay also should have been padded.  
If it had been, it may have saved him a nasty whack on his left knee as he sailed over the handlebars after colliding

with a rival on the track!  
The YZ100J proved easy to start despite the short travel of the kickstart which is restricted by the rootrest.  
The engine needed only a little choke and soon warmed up, luckily as the choke lever was hard to get at with a gloved hand.

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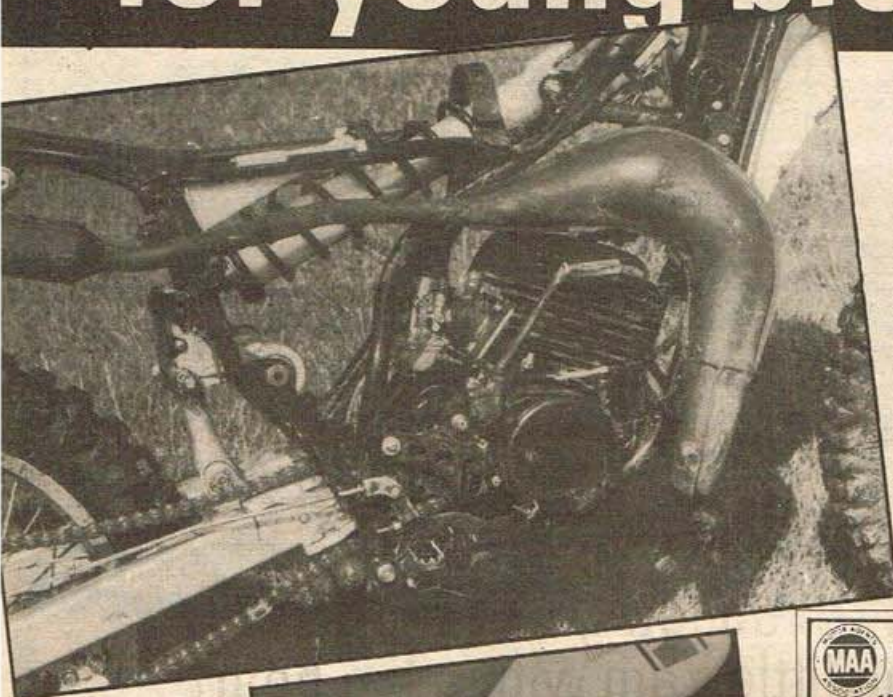
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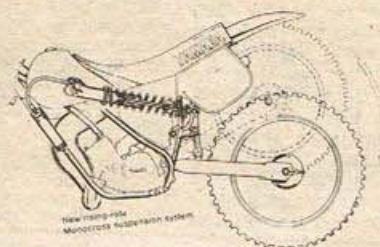




# A man-sized crosser for young blokes!



Tank, panels and air-cleaner removed to show the new rising-rate rear suspension set up. Note the link pivot above the rear fork pivot. Drawing, below, shows the set up with gas reservoir mounted on the front down tube.



As with all small capacity, high-performance two-strokes, you had to rev the YZ100J hard to get the best out of it.

But once under way it compared favourably with a YZ250G belonging to a friend.

"From a standing start I could keep up until he changed into fourth gear - it was only then he could pull away. Mind you the track was tacky - probably on a bone-dry circuit it would be different," Guy said.

Attention to detail is good. The footrests are spring-loaded and so is the end piece of the gear pedal and brake.

The rear brake rod is protected by a neat guard where it passes the frame and the lengthy rear chain is kept in place by a nylon guide ahead of the rear sprocket - and a nylon block protects the rear swinging fork near the pivot.

The frame is neat and fits closely around the new 98cc engine which incorporates the Yamaha YEIS and Torque Induction systems.

The large rear suspension

unit is well protected with gas reservoir mounted on the front down tube. Both damping and rebound can be adjusted to suit the rider's weight and riding style.

Gearbox is a six-speeder. The change is good; fast and positive and the clutch took up the drive smoothly with no slip or judder.

The longish wheelbase and the Monocross rear suspension kept the front wheel down and it was hard to wheelie the YZ100J - even in first and second gears.

All in all, an impressive, purpose-built moto crosser that has obviously benefitted from Yamaha's years of experience in building competition cross-country bikes.

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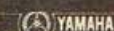
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# YAMAHA

## Hey dad, they got it right again!

SMALL is good. Small can be better. So says my five-year-old son Tom, who, after a brief encounter with Yamaha's best yet offering in the mini-bike range, is convinced that his favourite bike the Yamaha PW50, is even better now that there's a sidecar as an optional extra.

When asked if he thought that the 3/4-inch steel-framed moto cross-



This shows just how light the 'chair is. Care must be taken though, when youngsters make a right-hand turn, because the sidecar wheel lifts easily. There are no rough edges for the kids to hurt themselves on, and the quality of construction is superb.

style sidecar with details like the drilled aluminium floor, sidecar wheel suspension and alloy wheel arches, not to mention a smashing three-spoke easy clean knobby-tired sidecar wheel, was any better than the solo version, he came out with a long, thoughtful "yes".

With a nonchalance only mastered by kids, he and his mates took to the sidecar version of Yamaha's "Pewee" like ducks to water.

The original solo version of the 50cc air-cooled two-stroke

— with shaft drive — proved to be one of Yamaha's best sellers with adults finding every opportunity to ride the bikes. Proof of the pudding is that the dozen or so PW50s that Yamaha have been carting around the country on their year-long promotional activities have stood the test of time, with some, after a tiny bit of refurbishing, set to see out another year of ill-treatment in the hands of unsympathetic nippers.

But if one is company, then two is a sidecar team, and now junior can take dad for a ride on the bike. The sidecar outfit is really that strong. My thirteen-stone neighbour, a trials rider himself, delighted in pottering around on the minuscule outfit on some pretty rough ground, with the bike showing no signs of strain.

The bike is a tough little nut. In its original form, it has a restrictor plate inserted in the exhaust pipe. This is to keep the power down whilst junior gets used to the handling of the bike, and can be removed by simply slipping out the

**Specification: PW50**

**ENGINE:** Single cylinder two-stroke; 49cc (40 x 39.7mm), developing 2.7bhp at 5,500rpm. Compression ratio 6.0 to 1. Automatic lubrication. Electronic ignition.

**DIMENSIONS:** Overall length, 48in; overall width, 22in; overall height, 28in; seat height, 19in; wheelbase, 33in; ground clearance, 4.1in; dry weight, 81lb (solo); tyres, 2.50 x 10. Drum brakes front and back.

**PRICE:** £425 with sidecar, £285 solo.

**IMPORTERS:** Mitsui Machinery Sales Limited, Oakcroft Road, Chessington, Surrey. Telephone 01-397 5111.

by Geoff Aspel

plate once the exhaust pipe is loosened from the cylinder head — a job that takes about three minutes.

But it's not all plain sailing, because there aren't many adults who can handle a sidecar outfit, let alone kids. The right-hand mounted sidecar is very light and will easily lift on right-hand turns, so children should be forewarned. It's really a good idea to keep the restrictor in position until the rider is completely familiar with the outfit's handling.

With its low seat height, separate oil and petrol tanks, and shaft drive, which is a miniature of the pukka thing,

the most anxious parent should be satisfied with safety.

There's also the novel starting switch mounted on the right-hand handlebar. To start the bike, flick the switch to 'start'. This will of course, enable the bike to be kick-started, but opening the throttle merely revs the bike up.

To move off, the switch has to be moved to the 'run' position, and finally, there's the 'off' position. A flip-up choke lever is mounted on the steering head.

Brakes are mounted bicycle-style, on both handlebars; there is a deep padded seat which comes right up to the fuel tank like the moto crossers, and the sturdy three-spoke wheels are strong and easy to keep clean.

In our household, the solo Yamaha was raved about, but with the sidecar attached, it's a downright sensation!

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# I'M TALKING WITH MY LOUD PEDAL

THE TT is with us and things are bubbling along. I've seen various comments about the TT, and me in particular, but at this stage I don't want to get into any arguments about anything over the next fortnight, I want to concentrate on preparing for the racing.

I've had all the wrangles I want and as far as I'm concerned everything is settled.

I see my old mate Jon Ekerold is steamed up about the TT, winning and the rewards.

I think Jon had a good ride last year and he could be one of the quickest this year. He'll be one of the "stars" who'll earn his start money.

But I'm not going to make any personal predictions about my chances.

Sod's law being what it is, every time I make predictions everything goes wrong.

But I think the biggest challenge to the Suzuki team will come from the obvious camp, Honda.

On recent form I think "Rocket" Ron will be the man to watch more than Joey.

We have a fair idea how the Honda Formula One bikes and their normal Superbikes are going, but the V-plus poses a big question.

It could be quick or the Island circuit may be too demanding.

Whatever happens, it will be interesting.

Another man we will have to watch is Hector Neill's man - Norman Brown.

There are any number of fast men, but I have a feeling he could be a surprise.

Another runner we cannot ignore is former world champion Phil Read.

He was one of the fastest men around the TT in his heyday.

Whether he can come back with the same old form is debatable. We will have to wait and see what the coming fortnight shows. But as dark horses come, they don't come any darker than Phil.

I think his best chance lies in the 500cc Senior where he could have a good race with the 500 Suzuki. He stands more chance in the Senior than in the four-stroke race.

Last Tuesday I went to Suzuki at Crawley to see how things were going and to check the bikes. I will have three bikes - two Formula



One machine and a Mk VII RG500 Suzuki for the Senior. Everything there seems to be up to date and the bikes are coming on well. While I was there, Shell's film crew were

doing some filming and to complete the promotional film, I will do a lap of the TT on closed roads on a Suzuki Katana with a camera strapped to the tank.

I offered the cameraman a ride round on the pillion seat but for some reason he declined the offer without even thinking about it!

By the time you read this I will have been in the Isle of Man for several days.

I left last Thursday to spend a couple of days holiday on a friend's farm at St Marks.

As usual we are taking most of the farm, dogs and so on, with us and looking at all the stuff we have to take, I think the kitchen sink must be in there too.

I hear the sheep on the farm are almost ready for shearing so I'll probably get roped into that as well.

We will have taken the bikes to Jurby airfield on Sunday to give them a run and make sure they are going okay before the first practice session.

I think it is a pity Croz will only be doing a couple of laps in the Vintage parade instead of racing.

Mind you, there are a good

number of riders, including me, who will be breathing a sigh of relief that we don't have to try and beat him.

If he manages to get in a flying lap on the Trident I hope he keeps it to below 115mph and doesn't show the rest of us up.

The ACU might have trouble getting him to stop at Ramsey as they haven't had a lot of success in the past telling when and where to start.

Following John Newbold's tragic death at the North West, I would like to remind readers that the appeal for his widow, Alison, and son, Michael, is still open and donations are pouring in.

We will be running a lottery at the TT to help raise money for the appeal.

Prizes include free holidays at grands prix, Heron Suzuki have donated a 550 Katana, Dave Orton, of Appleby Glade, has donated a coffee table.

## Read chases the 'ultimate'

WHY, after eight world titles, 56 grand prix wins and one spectacularly successful TT comeback already, is Phil Read returning to the Isle of Man this year at the grand old age of 43?

"Why not?" is his immediate flippant reply, but more questions reveal one over-riding reason: The lure of the Island is too great for this accomplished and controversial road racer.

"It's the ultimate challenge," he says, "the greatest road race in the world even now in 1982 and I want . . . It's necessary for me to go back and race there again."

There's another reason: "I've lost a big objection from home now that I've divorced Angie (Read's third wife) for adultery I'm free to do as I want."

And what Read wants to do is race again. But don't think he's off to the Island to take it easy, cruising around to pick up the reported £6,000 start money the ACU has offered. . . he's going to race hard and race to win.

"I'd like to win a couple of races," he says. "I reckon I'll be up on the leaderboard; hopefully in the winner's enclosure. I think I'll be competitive."

He's trained for the TT. "I play squash, I run and I ride my kids' bikes around the garden and, believe me, that's tough on the arms and legs," Phil said.

Within the next couple of weeks Read will be out over on the island re-learning the 37¼-mile TT course on a GSX 100S Katana Suzuki loaned him by Heron Suzuki.

No-one would deny that Read probably knows the tricky, demanding and potentially lethal circuit as well as anyone, but he's not complacent and he'll be taking his re-learning laps on the Katana seriously indeed.

Read's changed from his early criticisms of the TT as "dangerous"; Phil Read, at 43, shrugs off the dangers and is convinced that, handled properly, the TT has a future in today's road racing world of 170 mph plus machinery.

"Of course, the TT's got a future," he says, "but you know if only the ACU had accepted my offer to bring some of the grand prix stars to the Island . . ."

Read says that some time ago he suggested to Vernon Cooper that they let him get on with the job of sorting out some top racers for the Island . . . provided they come up with some financial backing.

"It's not enough to offer a fat cheque," says Read, "what you need to do is bring them over for a couple of weeks, let them soak up the atmosphere, put them up in a posh hotel, take them around the course. I reckon you could get the Uncinis and Ferraris of this world, probably not Roberts . . . he's too old and too rich."

Read's offer is still open, he says, so perhaps when he's finally got the island out of his system we'll see Phil Read, MBE, running the show?



Blasting through the Gooseneck and getting the lead from Carol, 'Croz Out' is good news for us race year although I won't want to be trailing Joey Dunlop seven seconds this year as Carol's sign says I will.

type Space Invaders game valued at more than £1,000 and Kangol have donated a number of helmets. The prizes are fantastic.

TT star riders will be manning a stand at the back of the grandstand during TT week to sign autographs in return for

donations to the appeal. I hope all the TT fans support.

Anyone wishing to donate to the appeal should send it to: The John N Appeal, A/c No. 1, Yorkshire Bank, Wellin Batley.

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To commemorate the 75th Anniversary of the world famous Motor Cycle Races the Isle of Man Post Office will issue on 1 June 1982 five stamps depicting famous riders and machines from 1907 to 1982.

Sets of stamps, First Day Covers, Presentation Packs and our first issue of Stamp Cards or Postcards bearing on the picture side a reproduction of the stamp may be obtained from the Philatelic Bureau or Grandstand sales point. The Stamp Cards will also be available in the form of Maximum Cards by affixing to the picture side of the Card the appropriate stamp which will be postmarked with the First Day of Issue or Grandstand cancellation of 1 JUNE 1982.



Items presented at the Grandstand Temporary Post Office may be cashed at any post office. If you wish to receive these items by post complete the coupon and send it with your remittance to: The Isle of Man Post Office Authority, Box 99, DOUGLAS, Isle of Man.

### Isle of Man Post Office TT Races 75th Anniversary

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## WHAT'S ON IN THE ISLAND

stration run over two laps of the short TT course leaves St Johns at 3pm, a concours at Peel and prize-giving in Douglas at 8pm. Part five is a long distance award on the UK mainland to the point of embarkation to the Island: VMCC members have details. Laverda Owners Club gathering at all Laverda riders at the Ballacrairie Hotel; an all-day event where non-members can join the club by seeing committee member George Greenfield.

**Friday, June 11**  
Race day  
Classic motor cycle TT parade starts 11am

**NON-MOTOR CYCLE EVENTS**  
**Today (Wednesday)**  
IOM Modern and Latin Dance Festival, Villa Marina, 7pm  
Whist drive, Morton Hall, Onchan, 7.45pm  
Albany Players present "Blithe Spirit", Gaiety Theatre, 8pm  
Douglas Town Band concert, Sea Terminal, 8pm

**Tomorrow (Thursday)**  
Morning coffee, Morton Hall, Onchan, 10.30am-noon

Visitor centres at Scarlett, Castle-town and The Ayres, Bride, 2-5pm  
Bingo, Morton Hall, Onchan, 2.45-7.45pm  
IOM Modern and Latin Dance Festival, Villa Marina, 7pm  
Onchan Silver Band concert, Sea Terminal, 8pm  
Charities Bingo Club, Finch Road, Douglas, 8pm  
Albany Players present "Blithe Spirit", Gaiety Theatre, 8pm  
Wanderers male voice choir concert, New Prom Church, Douglas, 8pm

**Friday**  
Modern and Old Time Dancing, Morton Hall, Onchan, 2.30pm and 7.30pm  
IOM Modern and Latin Dance Festival, Villa Marina, 7pm

**Saturday**  
Golf, Double Diamond Cup Comp (Open), Pulrose, Douglas, all day  
Golf, Volkswagen Grand Prix, open amateur golf championship, Castletown, all day  
Bowls, R.H. Green Fours, Finch Hill, Douglas, 1pm  
Charities bingo club, Finch Road, Douglas, 8pm

**Sunday, June 6**  
Golf, Kane Cup Open Comp, Howstrake, Onchan, all day

TTRA golf tournament (supported by Shell Super Oils), Peel, 9.45am  
Open air market, Rushen Abbey, Ballasalla, 9am-1pm  
Open match prize angling comp, Queens Pier, Ramsey, 9.30am-1.30pm  
Bowls, Threesomes Open at Port St Mary, 1pm  
Charities Bingo Club, Finch Road, Douglas, 8pm  
Onchan Silver Band Concert, Sea Terminal, 8pm

**Monday, June 7**  
Music for You with Frank Burns at the Organ, Villa Marina Gardens (to Friday), 10.30am-12.30pm  
Talent competition, Villa Marina Gardens (to Friday), 2.30pm-4.30pm  
Bingo, Morton Hall, Onchan, 7.45pm  
Charities Bingo Club, Finch Road, Douglas, 8pm  
Douglas Town Band Concert, Sea Terminal, 8pm

**Tuesday, June 8**  
Red Arrows Display, Douglas Promenade, 7pm

**Thursday, June 10**  
Red Arrows Display, Douglas Promenade, 7pm



WEEKEND

SPORT

# Best British iron

THE most exciting result for three years, Yorkshire teenager Lampkin led a triple-jumped attack in round of the world trials championship in Germany today.

Leading points for the time in the 1982 series, in the ride of his life, led fourth as Eddy Le Marchand onwards to his win this year and ex-his advantage to 11 over Bernie Schreiber distance.

Lampkin held fourth spot throughout the ten-mile, an event held in blister-degree sunshine.

Only problem was an eating engine on his long CCM as he gained first result for a British line in the world or team championships Malcolm Rathmell, on a ride on a 250 Greeves, led second to Sammy in Ireland's Hurst Cup 2 years ago.

to be outdone Peter right also scored his first points in eighth spot, marks clear of Martin in, who rode the experience "Jumbo" SWM again, no has still to fully get to with its additional

une even fived the last of the day - a simple e had conquered twice

Had he not done so, it have been the first round for four years without the loss of a fiasco (five).

o Vesterinen Jamie, Danilo Galeazzi and s Coutard - for the time in six events - all excluded on time after five hours to the first of the three laps



in the allotted time of seven hours 40 minutes.

Subira, seventh after lap two, raced in just 52 seconds late while Coutard, who was third after the first circuit, misjudged his time by five minutes. Vesterinen six minutes late, was never in the hunt, anyway.

- RESULTS**
1. Lejeune (360 Honda) 19 marks lost; 2. B. Schreiber (280 SWM) 43; 3. Toni Gorgot (349 Montesa) 47; 4. J. Lampkin (310 Armstrong CCM) 58; 5. G. Burgat (240 Fantic) 62; 6. J. Freibas (324 Merlin) 66; 7. U. Karlson (349 Montesa) 70; 8. P. Cartwright (325 Italjet) 72; 9. M. Lampkin (349 SWM) 81; 10. T. Michaud (280 SWM) 82; 11. F. Harris (240 Fantic) 83; 12. F. Michaud (340 Bultaco) 90; 22. K. Hatori (380 Honda) 128; 42. S. Monk (320 Yamaha) 146.
- World championship positions after six rounds: Lejeune 54; Schreiber 73; Burgat 59; Gorgot 34; Karlson 17; Galeazzi 16; Coutard 16; T. Michaud 15; J. Lampkin 14; Subira 13; M. Lampkin 12; Vesterinen 11.

# Vintage form hit by John

JOHN Armstrong entered five races at the Vintage MCC's Mallory meeting on Sunday and won all of them, including the Vintage Race of the Year, reports Norman Bainbridge.

Aboard Andy Savage's 1955 499 Manx Norton, he completed eight laps of the Leicestershire circuit at the fastest speed of the day, 83.39 mph.

The day's other hat-trick winner was Bridgnorth motor cycle agent Ian Pearce, with wins in the vintage class on his 1929 596 Scott and in the world championship race for unlimited machines before 1944 on his 1935 600. He also scored a notable 250cc victory on the Velocette he was riding for the second time.

- RESULTS**
- All finals 6 laps
- Club championship solos to 1944, unlimited cc: 1. I. Pearce (1935 600 Scott), 6m 14.9s, 77.78mph; 2. D. Pollard (1939 500 Triumph); 3. S. Hill (1939 500 Triumph). Club championship 1945-56, unlimited cc: 1. J. Armstrong (1955 499 Manx Norton), 5m 55.3s, 82.07mph; 2. R. Sewell (1955 745 Norton); 3. R. Munsey (1954 499 Manx Norton). Vintage Race of the Year (8 laps): 1. Armstrong (499 Manx Norton), 7m 46.2s, 83.39mph; 2. Sewell; 3. Munsey. Club championship Three-wheelers to 1999: 1. C. Chant/S. Sutton (1949 998 Vincent), 6m 23.2s, 76.29mph; 2. P. Spencer/D. Richards (1934 1100 Morgan); 3. O. Greenwood/G. Hibbet (1954 650 Triumph). 250cc 1956: 1. Pearce (1935 250 Velocette); 2. Pollard (1937 250 Triumph); 3. P. Welch (1935 250 Rudge). 500cc to 1956: 1. S. Lockley (1949 350 Norton), 6m 24s, 75.93mph; 2. P. Miles (1939 348 Velocette); 3. S. Walls (1953 85A). 500cc to 1956: 1. Armstrong (1955 499 Manx Norton), 5m 53s, 82.60mph; 2. Munsey (1954 499 Norton); 3. R. Wright (1955 497 Norton). Vintage to 1930: 1. Pearce (1929 596 Scott), 6m 28.1s, 75.13mph; 2. G. Rhodes (1930 360 Velocette); 3. J. Grew (1926 530 Sunbeam). Three-wheelers consolation: 1. Chant; 2. Roger Allen/Steve Woodward (1955 650 Triumph); 3. Roger Kershaw/Nickie Kershaw (1954 650 Triumph).

# COBWEBS BLASTED BY MINT'S MATES

A HEALTHY sun-tanned Derek Minter was honoured on Sunday by a host of stars from a decade ago in his benefit meeting held at Brands Hatch.

Three parades were arranged for the stars of yesterday and gave spectators a unique opportunity to view the riders and machines who provided such spectacular racing long before slicks were invented.

The former King Of Brands

couldn't have wished for a better turn-out of stars as the cobwebs were well and truly blown away and the marshals tried vainly to restrain the riders from cutting loose and turning the clocks back.

The programme also included rounds of the ACU Star championship and Classic Bike championship.

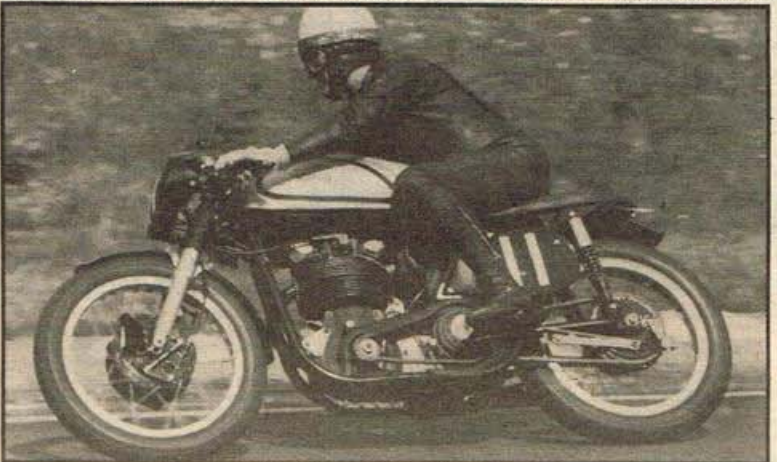
The big bangers in the Classic Bike race are a welcome sight and sound, and the neat lines of Martin Ashwood blended well with the atmosphere of the meeting.

Report: **PETER COCKRAM**  
Pictures: **NICK NICHOLLS**

Letting his G50 Matchless drift on full throttle along the bottom straight he droned away from Richard Cutts (Matchless) who had harried him early in the race.

In the invitation classic race Cutts again led briefly but Ashwood passed him on lap

one and Manx Grand Prix winner Dave Hughes (Matchless) was breathing down his exhaust. Ashwood eased slightly as riders tumbled at various points on the circuit and a delighted Dave seized his chance and saw the line first.



The King himself, Derek Minter (500 Manx-Norton).

Championship leader, Steve Chambers was left struggling to start his MBA on the line in the 125 Star championship race and it was left to Ray Swann to storm to a clear victory.

Steven Wright (Yamaha) streaked from the grid in the 250cc final followed by Mick Preston (Rotax) and Gary Padgett (Yamaha). Close behind seven determined men battled to get to the front. Andy Watts (Yamaha) rode round leader Wright on the bottom straight and Paul Tinker did the same to him using the inside line at Paddock. Steve Mackin (Armstrong) moved through to third as Watts levelled with the leader. With his rear wheel pattering over the ripples through Graham Hill bend, Watts pulled up to Tinker for a last lap effort but the rear wheel stepped out and as he corrected through Clarke

# CRASH RUINS SLAM OR FLYING RICHARDS

Richards looked set for a grand slam at Lydden on Sunday but he crashed heavily while leading the 280-1000cc final.

of Lydden, Tony Harris, back on form again with the n Valley TZ 350, went on to take an untroubled win ahead of Knight, who had problems with a broken steering er, reports Kerry Dunlop.

e four-stroke event out to be the most ex-race seen at Lydden for al years. The main in-centred on a battle be-Trevor Stafford (1000 a) and Steve Asplin (900 t).

ford made the best start for Asplin to bore h on the inside as they d for the hairpin. Next round Asplin got it all at Paddock bend and own the verge for over rds while Stafford sped to the lead again. They ed positions on every s Stafford rode round ly and Asplin made all istakes. Then at the last

corner, Asplin grabbed too much front brake and the front wheel slid away.

- RESULTS**
- 250cc final - 8 laps - 8 miles: 1. K. Richards (Hallet Cotton), 6m 31.4s, 73.58 mph; 2. R. Hubbard (Yamaha); 3. R. Constable (Armstrong). 250 Novices - 6 laps: 1. G. Weston (Yamaha), 5m 15.2s, 68.53 mph; 2. D. Kent (Yamaha); 3. M. Whiting (Yamaha). Four-strokes - 8 laps: 1. T. Stafford (1000 Katana), 6m 44s, 71.29 mph; 2. S. Asplin (900 Honda); 3. C. Boakes (1000 Suzuki). 350cc final - 8 laps: 1. Kevin Richards (Hallett Yamaha), 6m 19.4s, 75.91 mph; 2. T. Knight (Yamaha); 3. T. Harris (Yamaha). 350cc novices 8 laps: 1. J. Skipp (Yamaha), 5m 1.8s, 71.57 mph; 2. S. Witt (250 Yamaha); 3. O. Lees (Yamaha). Big Bike Race - 12 laps: 1. S. Asplin (900 Honda), 9m 58.6s, 72.17 mph; 2. C. Boakes (Suzuki); 3. K. Glazier (998 Kawasaki). Sidecars race 1 - 8 laps: 1. J. Morrissey/R. McAlpine (750 Yamaha), 6m 41.2s, 71.78 mph; 2. D. Sheppard/K. Sheppard (738 Suzuki); 3. P. Tyack/C. Wright (700 Yamaha). Race 2 - 8 laps: 1. Morrissey/McAlpine, 6m 46.8s, 70.80 mph; 2. R. Burrows/P. Chappell (738 Suzuki); 3. T. Jenkins/A. Edwards (800 Honda). Overall: 1. Morrissey/McAlpine; 2. Tyack/Wright; 3. Jenkins/Edwards. 280-1000cc final - 12 laps: 1. T. Harris (350 Yamaha), 9m 27.6s, 76.11 mph; 2. T. Knight (350 Yamaha); 3. T. Mellich (350 Yamaha). 280-1000cc novices: 1. G. Morris (1000 Suzuki), 5m 11.69s, 45 mph; 2. B. Hamilton (350 Yamaha); 3. D. Spiers (900 Honda).



Knee on the deck, hand off the bars, Roger Marchant (1000 Kawasaki)

# IT'S ENOUGH TO TAKE YOUR BREATH AWAY

ROGER Marchant, 22-year-old, is really beginning to make a name for himself on the 1000 Kawasaki that took Mark Boughton to last year's Marlboro Clubmans 1000cc title and a 1982 Suzuki works contract.

The likeable builder from Catford has already taken the sit-up-and-beg machine to more than ten wins so far this season and his breath-taking style is already getting him a big following among regular club race spectators.

Marchant first started racing in 1980 on a Suzuki GS750 before switching to an ill-handling XS1100 Yamaha. That was replaced by a written-off Honda 900 that he rebuilt during the winter for the 1981 season.

1981 saw him win the Bemsee 1300 production championship and finish fourth in the Southern 67 club series.

Things have continued to go well this season since he bought the Kawasaki from Boyers of Bromley, who are supplying him with spares at trade prices. Roger says the bike is a bit down on power against pukka F1 machinery

but despite its standard frame he manages to make up for any power deficiency thanks to some incredibly impressive cornering.

However, if he's to achieve his ambition of gaining an international licence this season he must attract some sponsorship to assist him in getting the Kawasaki on par with the competition.

# RACING ON THE BREADLINE

KATANA rider Robin Drury continued in his winning ways at Snetterton over the weekend. Robin managed two firsts despite the fact that his bike was running with a bent valve damaged at Brands Hatch last weekend.

Robin is so broke at the moment that he had to borrow £50 to get to the two-day meeting and was seriously considering riding the Katana to Snetterton to save on petrol costs. He decided not to just in case a crash left him without transport for the journey home. Thankfully there were no mishaps and Robin ended the weekend with two wins.

**CLUBMAN'S CORNER**  
with **MAX TOYLE**

The only column for the club road racer

If you have any news for Max Toyle, MCW's Clubman's Corner correspondent, please do not hesitate to write to him at 13 Mulgrave Road, North Ealing, London W5 (no callers) or give him a ring on 01-998 7201.

# UPS AND DOWNS

NICK Collis had a hectic run up to Monday's Marlboro Dunlop Clubmans round at Cadwell Park.

The Southampton rider has had two crankshaft seizures on his TZ250 in recent meetings and after a mid-week strip down a hurried midnight dash to London was required to pick up the necessary parts for a rebuild.

All of Thursday night was

spent putting the motor back together in time for Saturday's Bantam club meeting that preceded the Marlboro event.

After a good start to the season Nick is going through a spell of bad luck but he's still in contention for the Marlboro and Bemsee 250 open championships.

# PAUL IN FOR KILL

PAUL Hopkins had a lucky escape at Snetterton on Sunday when his throttle jammed open at top speed when approaching the 20mph GP circuit hairpin.

# Moving down

THE HIGH costs of running a Suzuki RG have finally forced Steve Lanyman to quit the 500 class and return to the quarter litre class.

The final straw came at Snetterton last weekend when the bike seized twice in practice thanks to an ignition fault.

The High Wycombe rider will also be riding a 125 Yamaha in addition to a 250 Yamaha that he will be purchasing as soon as the RG is sold.

He managed to hit the kill button on his 250LC just in time to avoid ploughing into the bank that prevents riders from running straight on to the nearby A11 main road.

Paul has recently sewn up a sponsorship deal with Castrol and now lies fourth in the Bemsee 250 production championship.

Crashes at the Snetterton hairpin were noticeably down on past GP circuit meetings. It seems that everyone has at last gained respect for the corner that tests riders' braking prowess to the absolute maximum.

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cylinder engine.**



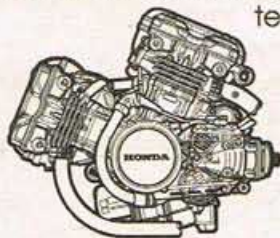


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And final drive is by shaft from a six-speed gearbox with a difference, the sixth gear is a true overdrive ratio for cruising economy.

The resulting power output is a stunning 82PS at 9,500rpm and torque 6.5kg-m at 8,500rpm.

### Suspension and brakes to match

We didn't put all our effort into just the engine though. The frame is made from

special lightweight alloy high tensile steel tubing.

At the front, massive air-adjustable forks linked to each other with a sturdy alloy fork brace are connected to the brakes through our unique anti-dive system to increase stability and cornering clearance when braking hard for a bend.

The brakes themselves are twin double-piston calipers biting onto twin discs at the front, with a drum brake at the rear.

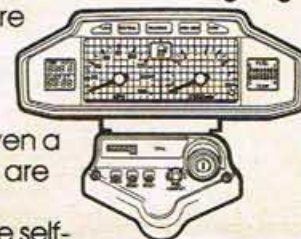
Rear suspension is our Pro-Link air-adjustable single-shock system providing truly rising-rate damping and springing for maximum roadholding under all conditions.



And wheels are cast alloy shod with fat, low profile tubeless tyres.

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Instruments on the VF750S are totally electric and electronic. Fuel gauge, water temperature gauge, trip-meter, 6-function check panel/gear indicator, even a clock/stopwatch are all liquid crystal.



Indicators are self-cancelling and to help keep this masterpiece from being stolen, there's even a security cable with a fibre-optic cord running through it that sets off an alarm if cut.

The VF750S. The dawn of a new era.



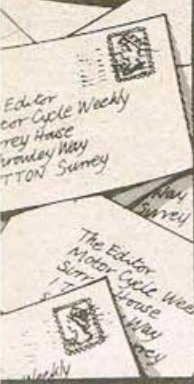
VF750S-C Sports £2,495 (Price includes manuf. delivery, m/cycle tax, VAT and 12 month unlimited mileage warranty, exc. PDI, no. plate, etc.)

**HONDA CARE**





YOU SAID IT



Imour and e zit ckers

IS come to my attention the last few weeks, that rs have been playing i knock Dave Richmond'. er to letters from Mr e (Motor Cycle Weekly, 15) and Mr Dean (Motor Weekly, May 22). on't profess to be a great if R'n'R, but I have been n to sling a tent on the of the bike and head for rlds on a weekend. me people love rallying, ver, and as MCW covers pects of motor cycling nly right that a Road and column should be in- d. I always read Dave's because I find his sense imour appeals to me. So e on lads, let's all give a break for once. ah, I know! I can hear you aying: "What a creep!", don't care, I think Dave's at bloke, so there!

Jonathon Clark Wycombe, Bucks.

ith reference to L. Dean's r (Motor Cycle Weekly, 22) regarding Dave Rich- d's R'n'R column and the in rallies he's been on, I'm loss to think of any rallies fit his description.

Dean must be on a dif- it rally circuit to ours - I speak with eight years of ing behind me with two jackets of badges to back up. I wonder if he only summer rallies?

regard to zit-picking wee- you will always get one vo but don't forget, we all zit pickers once, or Mr Dean never 16.

for Dave's column, it is omprehensive as he can e it and it suits at least 90 cent of rallyists - I cer- y enjoy it.

ZEB (Bollards Magazine) field, Staffs.

PAGE WHERE THE BEST LETTER CAN WIN £10

Fluff's Ajay—never a bitza!

I AGREE that machines such as Waddon, Arms- trrong/CCM and Phasar — due to their high foreign content — should not be classed as British (Motor Cycle Weekly, May 15). They are basically only British frame kits.

Using a home-produced frame and engine as a loose criteria, you end up with the following machines: Hesketh, Triumph, Weslake, Wasp, Godden, Quaser, Pykett Wilcomoto and FB AJS — I do not include Norton or Silk as they do not currently manufacture any models.

It would appear that G. J. Griffin's criteria is "if I do not like it, it's not British".

He refers to FB AJS machines as being cobbled-up, home-made bitzas. Cobbled-up and home-made are too ambiguous statements not deserving reply but a bitza in my book means of various manufactured parts which can no more be applied to FB AJS than it can to Triumph or Hesketh.

Apart from the Rotax engine in their latest model, FB AJS are made of components exclusively manufactured for him in this country just as in Triumph and Hesketh models.

Fluff Brown has survived for seven years producing a genuine off-road British range satisfying a small demand.

The only difference being that Triumph get the support of the motor cycling press. Off-road companies like FB AJS, Wilcomoto and Pykett seldom, if ever, get the exposure they deserve. R. J. Burge Watchet, Somerset.

Well Mr Burge I hope the picture of the FB AJS enduro shown here makes up for our shortcomings.



£10 Letter of Week

LESS slip and MORE grip

MCW's Clubman's Corner correspondent, Max Toyle, is both naive and unfair in his criticism of the new Brands Hatch re-surfacing works (Motor Cycle Weekly, May 15).

He must realise that any new surface is slippery when first laid. Riders were advised to expect the conditions which proved less slippery than expected and improved constantly during the meeting. On the following day, two lap-records were broken.

The re-surfacing undertaken is part of an extensive programme with further work scheduled. The surface that has been laid incidentally has identical slip and wear resistance coefficients to that elsewhere on the circuit and is laid to the same technical specification and wear course formula as before.

The "aluminium" patch though is the subject of a specific investigation, and unfortunately this is not a problem which can be overcome by simply re-surfacing.

Alan Wilson Brands Hatch Circuit Ltd, Fawkham.

Mitt found

WHILE riding on the M329 motorway near Bracknell on Wednesday, May 22, I found a Barbour overmitt with a nice leather glove inside. If the loser will phone me I will return them.

ACB (name supplied) Reading (0734) 582358.

We pay £10 to the writer of the week's most interesting, amusing or thought provoking letter. So if you've anything to say write to The Editor, "Motor Cycle Weekly", Surrey House, 1 Throwley Way, Sutton, Surrey SM1 4QQ. But please keep your letters short and to the point. The Editor reserves the right to shorten and alter letters according to space and legal requirements.

Consider carefully, Dave

DAVE Taylor works hard to make motor cycling safer. W as motor cyclists know th and due to the power of th media many non-motor cy lists also know of Mr Taylo the experienced stunt rid who speaks with suc authority.

This is why I was disturbe to hear him on BBC's "Sorry didn't see you" programr telling a hall full of kids that an accident, where a car pul out on a rider, the biker is least partly to blame in eve case.

I realise that he was tryin to emphasise a point, but I fe his comments only served - add weight to the anti-bil lobby.

Keep up your good wo Dave, but do consider yo words carefully.

Paul Wat Woolwich, London.

STOP KNOCKING

I FEEL I must put G. Griffin (Motor Cycle Weekly, May 15) right. Armstrong/CCM, as he rightly says, produce competitive 250 racing machines. They also have a 350 British-engined racing machine competing and doing very well in this season's GPs.

The engine was designed by Barry Hart the former Barton engine developer. This bike is already beating the Japanese at their own game and no doubt we'll see a road version soon!

As for Silk and FB AJS, well Silk are about to be resurrected by Geoff Pedlar. FB AJS have been making British trial, enduro and moto cross machines for many years. I know scrambles type machines are not everyone's cup of tea, but his description of them as "cobbled-up bitzas" is absolute rubbish!

Aspallnr, Wigan.

Richard Ball

Duke's end

THE recent news that the Ducati single-cylinder engine which was, until recently, being built by agreement with Ducati of Italy in Spain has now ceased production, is a sad decision for motor cycling.

If this magnificent and famous engine (the unique desmodromic valve mechanism is without equal) is allowed to become an enthusiasts memory only through the questionable law of economics, it will be nothing less than a tragedy.

Surely there must be some enterprising industrialist somewhere with motor cycling in his blood, who would be willing to manufacture (perhaps here in England under licence to Bologna) these excellent motor cycles for which many enthusiasts yearn.

Forbes Watson Kendal, Cumbria.

Newbold—a great friend

IN the loss of John Newbold I feel I have lost part of my own life and a great personal friend. The Suzuki GB camp could never be the same without John around.

When I was in the IoM last June, John came to visit Gary Padgett in Nobles Hospital where I was laid up in the next bed. When he had finished talking to Gary, he and his wife Alison came over to talk

to me and they gave up ten minutes of their time.

John signed some photos I had taken of him racing the previous day. This ten minutes was the highlight of my life. I will always remember it and with it the memory of John Newbold.

My deepest sympathy to Alison and their son Michael. J. Unsworth St Helens, Merseyside.

Stop ponsing

PETER C. Housley's letter (Motor Cycle Weekly, May 22) regarding the life expectancy of exhaust systems, I suggest he stops "poncing" about comparing tests etc and gets himself a good "howling" four-into-one like 90 per cent of other bikers, or swaps his Mk II Kawasaki for a BMW.

D. Cotterill Congleton, Cheshire.

Laugh

WITH ROGER BEALE

ALTERNATIVE BIKE GEAR

"Well as long as it isn't one of those Simpsons, I suppose it's all right"

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Thursday, June 17th, 1982	6 p.m. onwards	Crest Hotel New Street Birmingham
Friday, June 18th, 1982	6 p.m. onwards	The Midland Hotel Peter Street Manchester

For further details, call Peter Allan, AMS/OIL UK Ltd on (0892) 41458 for further details.

You RIDE the Island, but you can never race it

IF JEA West of Denbigh (Motor Cycle Weekly, May 22) gets his kicks watching people getting splattered against a stone wall or wrapping themselves around a lamp post... he's sick.

Mick Grant might ride around the Isle of Man, Kenny Roberts could too; but he couldn't race around it. Nobody can. The only man to try in recent times was Pat Hennen.

Kenny Roberts is a professional motor cycle racer. He races because he loves to. That's the way he chose to earn his weekly wage. There's no point

riding around in circles just to pick up start-money; there's no thrill, no glory; that's why Roberts doesn't do it.

Every time he races he takes his machine, his tyres, and himself to the absolute limit. That's exciting, even breathtaking to watch. Modern racing machines just aren't built for public roads, they can't be taken to their limits on them; you can't race around the Isle of Man.

Winsford, Cheshire.

In the clear

I CANNOT let the comment Race Gossip (Motor Cycle Weekly, May 15) concern John Barker's attack on the ACU over his failure to enter the Austrian Grand Prix without reply.

The ACU sent numerous telexes to the Austrian Federation, the race organiser and even enlisted the FIM's help to get John Barker accepted.

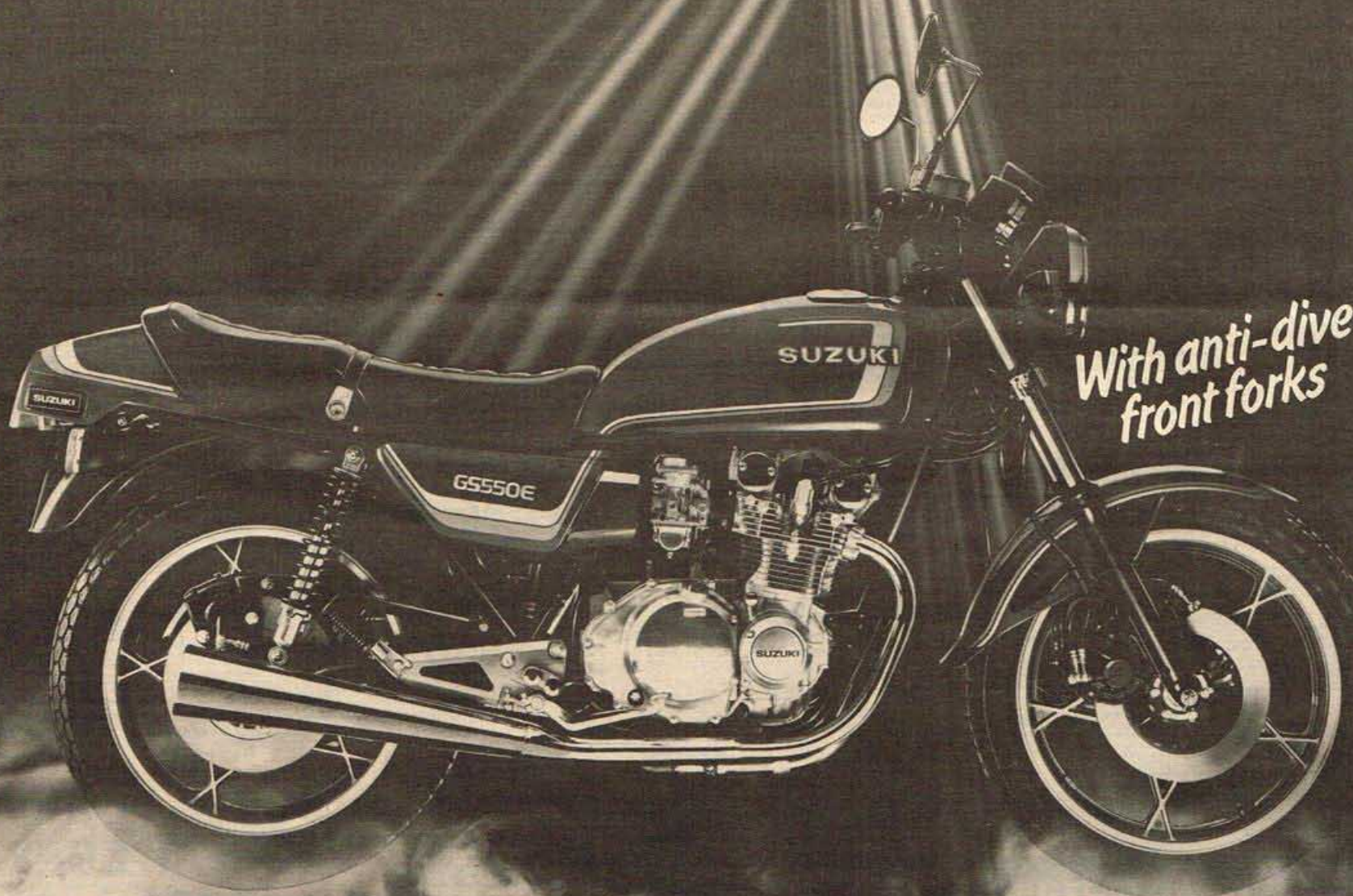
Eventually, on April 8, a reply was received via the FIM who had been told by the Austrian organisers that they had received no request for entry from John Barker.

K. E. Shiers Auto-Cycle Union, Warwick

Nigel Skelton



# DRAMATIC CLASSIC



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front forks*

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**Shell**

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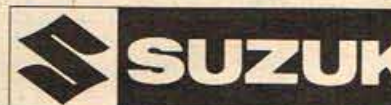
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**Back on stage**  
THE Tadley club, who recently  
returned to grass track after  
an absence of six years, are  
staging a big one on July 25  
- clashing with the Gloucester  
and Cotswold club's  
national final.  
Sponsorship has made it  
possible to put up nearly  
£1,000 in prizemoney, said  
secretary, Mrs Jackie Ellinor,  
of 20 Vine Tree Close, Tadley,  
Hants.  
The track will be a new one  
at Grazley, Reading. Jackie  
said: "We discovered after we  
had arranged it that it clashed  
with the national final, but we  
don't think all the top riders  
will be there so we shall go  
ahead."

**Banks up out**  
TREVOR Banks, our sport's  
"Mr Consistency" and the  
only "pure" grass rider in  
Britain's world long track  
challenge, has achieved his  
1982 results so far while still  
suffering from an ankle injury  
sustained last year.  
His left ankle has now de-  
veloped a cyst and there is  
little prospect of improvement  
unless he has an operation.  
That's out of the question at  
present, but at the end of the  
season that is possibly what  
will be done, said Trevor.

**BRITISH champion and cur-  
rent golden boy in Europe,  
Simon Wigg has dramatically  
switched mid-season from  
Weslake to Godden GR en-  
gines.**  
He announced the decision  
last week after several weeks  
of trying GR motors, which he  
used to finish second in his  
world long track qualifier at  
Muhlendorf and to win the big  
Ludwigshausen grass track two  
days before, from Willi Duden,  
Georg Hack and Hans Nielsen  
- all also using GRs.  
Simon, 21, is to have en-  
gines from Godden's German  
importer, Hanover busi-  
nessman Hans Zierk, for con-  
tinental meetings.  
But for home grass events  
he will use an engine direct  
from the Kent factory, said a  
delighted Don Godden, who  
hailed Wigg as a superstar  
with almost unlimited poten-  
tial.  
He added: "If you were to  
draw a graph of Simon's  
progress over the years you  
would see that it does not  
flatter at any point.  
"If he is provided with the  
right equipment I don't think  
there is any limit to his capa-  
bilities. It may take a little  
longer on speedway but if he  
wants to do it there as well, I  
am sure he can.  
"He has a period ahead as a  
superstar, there is no doubt

**PLENTY OF GOODIES IN LADA**  
BARRY Briggs has lined up what is probably  
the best entry yet for his Lada Cars TT-week  
international on the Isle of Man. World speed-  
way champion Bruce Penhall has joined 1980  
world long track champion Karl Maier and  
high-flying British grass king Simon Wigg at  
the top of a formidable list.  
And - a shock for those who have been  
questioning whether he will appear this  
season - Tony Briggs makes his grass come-  
back after last season's fearsome speedway  
accident, in which he broke his neck.  
Tony and Barry were both due to ride in the  
Jersey and races last week and again in the  
Isle of Man sand event on Sunday. Tony's first  
races since the accident, although he has been  
riding off-road bikes for some weeks.  
He starred in the Isle of Man grass event last  
year, pressing Maier all the way in a hectic  
final.

**GERRY TO GRASS**  
POPULAR Southern Centre  
star Gerry Smith sprung a big  
shock last week when he an-  
nounced that he was retiring  
- in the year when he was  
first selected for the European  
championships and finished  
third in his qualifier.  
He has called it a day be-  
cause he feels, he says, he  
cannot take risks with his  
growing family and because  
of pressure of work as he tries  
to build up his own new busi-  
ness.  
"I shall miss it: miss it  
like hell," he said. "I have en-  
joyed every minute of grass  
track racing and I've met so  
many nice people.

**BETTER LATE THAN NEVER**  
SIDECAR racing has always  
been thought of as a branch  
of grass track where the  
more mature racer may be  
found. Even so, not many  
people have started at the  
age of 46. To have your  
first chair race at that age  
and immediately start  
mixing it with the top boys  
is even more unusual - but  
that's what has happened in  
the case of Les Steward,  
from Basildon, Essex. He  
and his passenger son, Tre-  
vor, 22, hoisted themselves  
to fifth place in the Interpan  
championship with second  
place overall at the Berk-

**Setback for Kessell**  
CORNISH rider Colin Kessell  
- nephew of the evergreen  
Adrian - has had his fight  
back to racing fitness in-  
terrupted by another bout of  
an illness which laid him low  
last year.  
Teenager Colin is now in  
ward 19 of Freedom Fields  
Hospital, Plymouth, where he  
is likely to be for some time.  
No doubt letters or visits from  
grass track people will be very  
welcome.  
Colin's father, Trevor, who  
also rides, incidentally makes  
a plea of a different kind.

**Put in a flap**  
TOO many sidecar drivers are  
not complying with the rule  
about fitting mud flaps to rear  
wheels, the ACU claims.  
Clerks of course, scrutineers,  
stewards and competitors are  
all being urged to clamp  
down.

**GRASS ROOTS**  
by John Simcock, ACU  
Journalist of the Year

about that. He knows what  
the public wants, he knows  
what his sponsors want, he is  
a superb rider and still im-  
proving. He gives 101 per cent  
all the time.  
The motor switch does not  
take in speedway, where  
Simon has been putting in  
superb performances re-  
cently, and is the only  
National League rider to qual-  
ify for the British Final.  
Godden said he agreed with  
Simon that just before this  
event was not the time to

**LONG TRACK and former  
speedway world champion,  
Michael Lee takes to grass  
again at the Lada Cars TT  
spectacular at Silverstone cir-  
cuit on Friday.**  
Riding grass for only the  
second time in Britain, Lee is  
the big name in the star-  
studied line-up.  
The full line-up, with riding numbers,  
is: 1. Michael Lee, 2. Simon Wigg, 3. Les  
Collins, 4. Steve Bastaple, 5. Mike  
Beaumont, 6. Gerald Short, 7. Neil Farn-  
ish, 8. Martin Hagen, 9. Trevor Banks, 10.  
Steve Scofield, 11. Clayton Williams, 12.  
Keith Millard, 14. Terry Rawlinson, 15.  
Martin Scarisbrick, 16. Rob Price, 17.  
Kevin Price, 18. Mark Lewis, 19. Roland  
Tebbs, 20. Marcus Biscoe, 21. Nick Dag-  
horn, 22. Sean Willmott, 23. Mark Ed-  
wards, 24. Jeremy Doncaster, 25. Chris  
Pidcock.  
Racing starts at 2pm. Ad-  
mission is £2 and film of the  
event will be shown on  
Grandstand on Saturday.

**shire Bonanza ahead of  
Chris Barton, Ray Cross and  
Cecil Taylor, and second in  
the Eastern championship  
opening round.**





75 YEARS AGO

# Stacked, and bound for Liverpool

OUT THERE on the wild waves of the Irish Sea, things don't change all that much; or do they? Anyway, with the TT races reaching their 75th birthday next week, I thought you might like to study the care with which the Isle of Man Steam Packet Company handled great-grandfather's bike when he went over to see the 1910 races.

Just slung together in a heap, you see, with nobody caring much if a handlebar lever went through the tank of the bike alongside. It's all so very different now, of course... (and don't all shout at once! Mine was one of those bikes which fell in a heap on the Saturday morning return boat, last year).

Actually, this too is the Saturday morning sailing to Liverpool, and according to the original 1910 caption, there were 85 bikes carried on the open deck of the twin-funnelled - and only too obviously coal-fired - paddle steamer, King Orry. Mostly they are touring models, but over on the right is a Triumph carrying race number 37, which I think was that of fourth finisher J. W. Adamson.

This was the second boat to carry the time-honoured name of King Orry, and she had been built in 1871 at the Port Glasgow yard of R. Duncan. The Engines were by Rankin and Blackmore, and you might be interested to know that during her acceptance trials she reached 15 1/4 knots, with the paddles turning at 32 rpm (Ah, what it is to be able to blind you all with maritime science!).

King Orry the second remained in service until 1913, when she was replaced by the third boat of the name. In turn, the third King Orry was sunk at Dunkirk while taking part in the evacuation of the BEF in June, 1940.

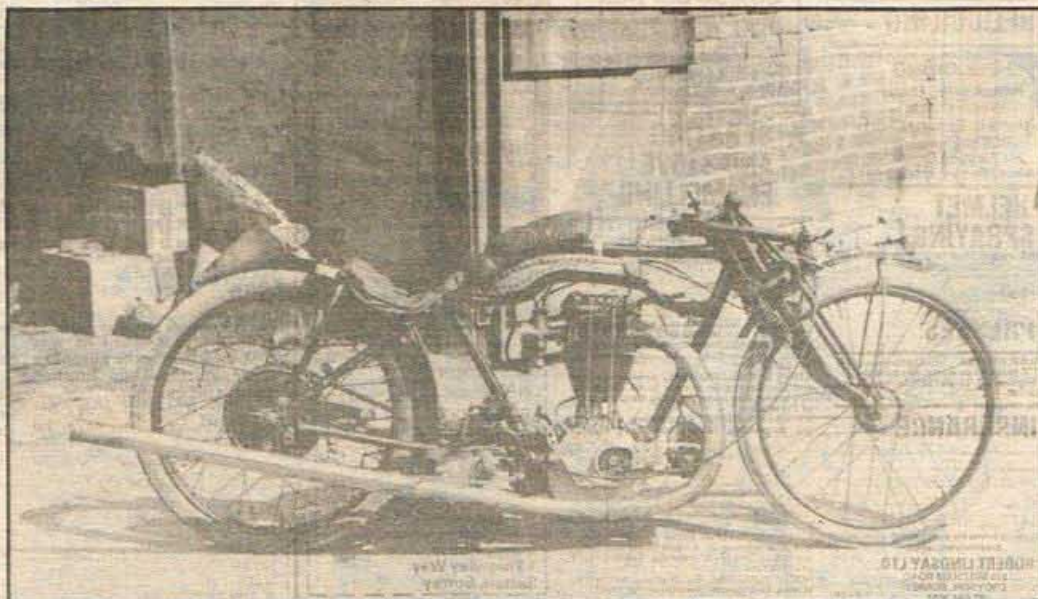


## COLOURED RUDGES

EVEN in the late 1930s (when they were "extra cost") coloured Ridges were rare. But on May 16, at the Rudge Enthusiasts Club rally at Coombe Park, Coventry, examples of green, red and blue Ridges got together for the first time. A brand-new award was the Tyrell Smith Cup, for the longest distance travelled, and was won by Fraser Riach, who made a 646-mile round trip from Glasgow on his 1937 499cc Special. Main concours award, the Graham Walker Cup, went to Derek Newall's full-radial 350cc of 1931, and judged "most desirable machine" was John Clayton's 1933 499cc TT Replica.



POWERED by a 1,000cc version of the fore-and-aft flat twin Douglas, the Coventry-built Williamson was a rare machine to find taking part in competitions. Here, though, the intrepid Rex Mundy pilots a Williamson round one of the hairpin turns of Applecross Hill in the 1913 Scottish Six Days Trial. Unusually, it is an air-cooled engine version, the majority of Williamsons having a water-cooled engine and oversize Scott radiator. The bike was a last-minute change for Rex Mundy, who was down to drive a Morgan, and it seems he had never handled a Williamson until the trial started. But despite its lengthy wheelbase, he got it round the course - including the fourth day double crossing of the Applecross-Tornapress Pass - to collect a gold medal.



## TEMPLE? FIRST-CLASS CHAP

LET ME say at once that the two photographs shown here have come from Noel ("Mavro of the Manx") Mavrogordato, who describes them as "rather splendid and nostalgic photos of my hero of those good old Cambridge days, J. T. A. Temple."

"Temple was a first-class engineer and rider and I

remember being very upset when he was killed while practising for the Amateur TT in 1925. I believe it happened at those treacherous Quarry Bends but nobody saw the accident."

Anyway, J. T. A. Temple was known especially for his exploits at Kop Hill climb, Princes Risbo-

rough, and it is at the Chiltern venue that I see him in action (left) without goggles, incidentally - in one Mavro's shots.

In the other print (below left) we see the standard 490cc Norton with which Temple was wont to his doughty deeds. Kop, Aston Clinton, and elsewhere, and the thing to note is the minute fuel tank - which nonetheless retains traditional scalloped seam soldered joints wedged between two top frame tubes. Observe, also, the disparity of brake-drum size; teeny at the front, vast at the rear.

The gearbox is a horizontally-mounted Sturm Archer, and although there seems to be an immense distance between the gear pedal and the rearset footrest the reason is probable that once having committed himself to a particular gear, there is little need for the rider to change up or down. Certainly the Norton must have been excruciatingly uncomfortable, because not only is there no springing - there is no saddle, either. The rider simply lay full-length along the top tube, and at full stretch to reach the handlebar grips, their exaggerated forward placing.

Oddly enough, this particular Norton was, in roundabout way, partly responsible for the ending of motor cycle speed events on the public highway.

As I explained in a feature in the April/May issue *The Classic Motor Cycle*, Temple's Norton had stalled partway up Kop Hill, during the meeting of March 29, 1925, a that caused the man up (T. R. Allch with a 998cc Zeni twin) to swerve, lose control, and crash in the crowd. Later that day, a car which left a roadway caused a greater havoc, and subsequent RAC enquiry led to the for-all-time ban.



50 YEARS AGO WHILE accepting that TT speeds were increasing year by year, the editor recorded Stanley Woods' great feat during his Junior TT victory when "on every lap but one - the lap that included his pit stop for fuel - Stanley Woods, the Irish Free State rider, broke last year's lap record... such a performance over the twisting circuit, which involves a 1,440ft climb of Snaefell Mountain each lap, is little short of amazing for a machine of a bare 350cc."

COMMENTING on the amount of anti-motor cycling stories in the national Press the editor commented: "The problem to which every right-minded motor cyclist's thought must be directed is how to counter this adverse propaganda and make the world at large appreciate the motor cycle at its true worth. The obvious answer is for every motor cyclist to do his part, endeavouring so to handle his machine that there can be no possible cause of complaint."

25 YEARS AGO BOB McIntyre set a new record average speed while winning the Junior TT at 94.99mph, on the four-cylinder Gilera minutes ahead of runner-up Australian Keith Campbell on a single-cylinder Moto Guzzi. Vic Willoughby, then Technical Editor of *The Motor Cycle* later tried out Campbell's Guzzi round the course. He concluded his test: "Some folk consider the single-cylinder engine to be technically outmoded for racing, but it still takes no less brilliant a combination than McIntyre and his Gilera to stop a Moto Guzzi from winning." McIntyre went on to set the first 100mph lap while winning the Senior TT.

A NEW Russian scooter was pictured; called the Tula it featured pivoted suspension front and rear and had a claimed maximum speed of 50mph.





**LIVE:** The best of young British talent, Kenny Carter, here driving Bruce Penhall, was only Brit the Yanks didn't keep down in recent deciding Test at Poole.

## Divine intervention?

**WORLD** long track champion Michael Lee (King's Lynn) can thank the Papal visit for his beautifully-timed visit to Brandon stadium on Saturday.

Mike-the-Bike scored a 12-point maximum for the Stars against the Bees... four days before tonight's (Wednesday) British Final when the 1980 world shale champion will be challenging for his third title.

Seems the Stars were specially chosen for Saturday's fixture because of planning arrangements for the Pope's visit on Sunday. No problems were envisaged for fans coming from the east along the A428 on which the Bees' hive is situated.

# Testing time for our young lions

**THE BUOYANT** future of any sport relies on the surfacing of up-and-coming talent. So this month's five-Test series between Young England and National League Select squads, culminating with the final at Edinburgh on July 9, should provide many talking points as well as exciting racing.

The series opens at Rye House this Sunday, followed by the Second Test at Exeter on Monday, third at Middlesbrough on June 10, fourth at Newcastle, June 28, and final, possible decider, north of the border.

As an indication of how seriously the selectors view the series, England number one, mercurial minnow Kenny Carter has been chosen to lead Young England. However he misses the opener at Rye House because of his commitment with Peter Collins in the World Pairs qualifier in Prague this weekend.

He's expected back to lead the squad in the Second Test at Exeter this weekend.

Joe Owen has been chosen to lead NL Select and with the squads chosen by a horses-for-courses policy, it promises to promote dramatic last ditch racing right through to the final heat.

Line-ups for the first three Tests have been decided.

Young England's line-up on Sunday is Phil and Neil Collins, Paul Woods, Kevin Smith, Nigel Flatman, Tim Hunt, reserves Mark Courtney and another for Sean Willmott who is contesting a European grass track championship round the same day.

Their opponents - Joe Owen, Keith White, Kelvin

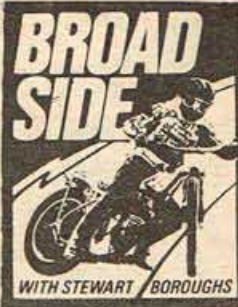
Mullarkey, Steve Naylor, Bob Garrad, Andy Hines, with Barry Thomas and Marvyn Cox at reserve.

At Exeter on Monday Kenny Carter comes into the frame for the first time. Woods, the Collins brothers, Smith and Willmott provide backing with Jerry Doncaster and Martin Hewlett held at reserve up against Owen, sensational British finalist Simon Wigg, Dave Townson, John Barker, Andy Campbell. NL reserves are Derek Harrison and Keith Millard.

Following the broken leg suffered by Robert Maxfield at Glasgow, his place will be taken by either Colin Ackroyd or Bob Garrad.

At Middlesbrough it is the usual four - Carter, Woods and Collins brothers - plus Courtney, Louis Carr and brother Peter joining John Grahame at reserve.

NL Selection will comprise Owen, Wigg, Steve Wilcock, Martin Dixon, Silver Helmet holder Steve Lawson and Dave Gagen with Alan Emerson and Mark Spink covering at reserve.



## Not all bad

**WORLD** champion Bruce Penhall (Cradley Heath) has had to face a fair amount of criticism and stick in recent weeks. But a most unlikely ally has popped up to support him in Poole promoter, Terry Chandler.

"Initially I was the one to say don't pay Penhall the special £1,500 fee to appear in the US v England Test series. But after a long talk with him, a sensible one, I realise he's not such a bad guy."

"Under the circumstances I now agree that the fee, for this year only, was right. He's had a lot on his mind."

"And yet he found time recently, upon Scott Autrey's suggestion, to visit one of our track raker's sons, Paul Bailey, who's suffering from leukaemia in Boscombe Hospital."

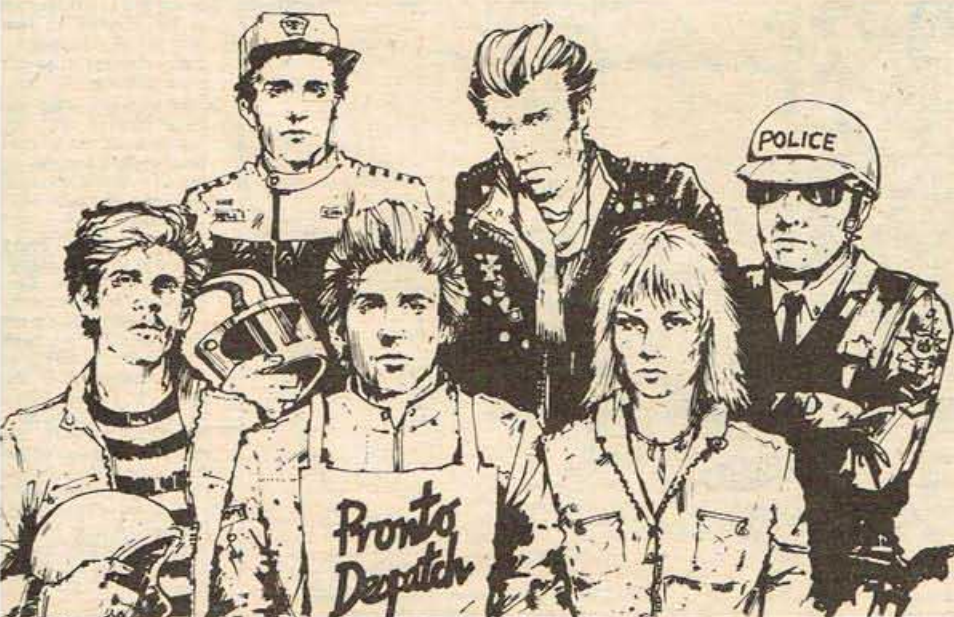
"Critics ought to lay off the lad. It's that sort of generosity, when he has so many other commitments, that does the sport nothing but good."

**WHETHER YOU RIDE FOR A LIVING OR LIVE FOR YOUR RIDING, PUNCTURES CAN BE MORE THAN JUST A NUISANCE. THAT'S WHY EVERY BIKER NEEDS OKO IN THEIR TYRES.**

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# WHOSE LIVING DEPENDS ON OKO?



Customary speedway bike transportation is across the back of a car - or carried in a Citroën estate by those better-off riders. But the traditional answer could be on the way out if costs continue to escalate. Mildenhall's answer is a coach - and it may become a trend-setter. Pictured here are the Fen Tigers with the vehicle, supplied by sponsors, FSO Cars. It has capacity for 16 seats and eight machines above deck... and room for another bike in the boot!

## Tired Eagle

**SUNDAY'S** crucial League Cup encounter between Eastbourne and Wimbledon was delayed for half hour at Arlington Road to allow Eagles' Kelly Moran to recover from jet lag.

Minnow Moran had rushed back from the US of A arriving at the track at 3.30... the scheduled start time.

The Dons, led by England skipper Dave Jessup, who scored 13, forced an exciting 39-39 draw away from home but cannot now dislodge the Eagles, certain runners-up to Southern Section winners, Ipswich.

## TABLES

**LEAGUE CUP NORTHERN SECTION**  
(Up to, and including, Sunday, May 30)

	P	W	D	L	F	A	Pts
C'ley Hth	12	8	2	2	510	424	18
Coventry	12	9	0	3	490	443	18
Belle Vue	12	6	2	4	485	451	14
Halifax	11	6	1	4	453	404	13
Leicester	10	3	1	6	385	414	7
B'ham	12	2	1	9	453	480	7
Sh'field	11	1	1	9	357	497	3

**LEAGUE CUP SOUTHERN SECTION**  
(Up to, and including, Sunday, May 30)

	P	W	D	L	F	A	Pts
Ipswich	12	11	0	1	523	412	22
Eastbourne	13	8	2	3	523	491	18
Wim'don	14	8	1	5	560	531	17
Poole	14	6	0	8	542	548	12
Reading	14	6	0	8	533	558	12
Hackney	13	5	0	8	499	514	10
K Lynn	14	5	0	9	521	671	10
Swindon	14	3	1	10	508	583	7

## FIXTURES

**COVENTRY: SUNDAY MIRROR**  
**WORLD INDIVIDUAL CHAMPIONSHIP**  
**BRITISH FINAL, 7.**

**THURSDAY, June 3**  
Ipswich-Eastbourne (League Cup), 7.30; Sheffield-Leicester (LC), 7.30; Wimbledon-Cradley Heath (British League), 7.45; Oxford-Newcastle (National League), 7.45; Middlesbrough-Edinburgh (NL), 7.30.

**FRIDAY, June 4**  
Birmingham-Reading (BL), 7.30; Hackney-Ipswich (LC), 8; Poole: Sheba World Travel Pairs, 7.45; Edinburgh-Mildenhall (NL), 7.15; Ellesmere Port-Rye House (NL), 7.30; Glasgow-Milton Keynes (NL), 7.30; Peterborough-Newcastle (NL), 7.30.

**SATURDAY, June 5**  
Belle Vue-Sheffield (BL), 7; Cradley Heath-Hackney (BL), 7.30; Halifax-Eastbourne (BL), 7.30; King's Lynn-Leicester (Knock-out Cup), 7.45; Swindon-Reading (BL), 7.30; Berwick-Mildenhall

(NL), 7; Canterbury-Scunthorpe (NL), 7.30; Stoke-Milton Keynes (NL), 7.30.

**SUNDAY, June 6**  
**RYE HOUSE: NL SELECT-BL YOUNG ENGLAND, First Test, 4.30.**  
Eastbourne-Swindon (KO Cup), 3.30; Boston: open, 6.45; Mildenhall-Middlesbrough (NL), 3.30.

**MONDAY, June 7**  
**EXETER: NL SELECT-BL YOUNG ENGLAND, Second Test, 7.30.**  
Reading-Coventry (BL), 7.30; Newcastle-Berwick (NL), 7.30; Scunthorpe-Peterborough (KO Cup), 7.15.

**TUESDAY, June 8**  
Leicester-King's Lynn (KO Cup), 7.30; Crayford-Mildenhall (NL), 7.45; Milton Keynes-Scunthorpe (NL), 7.30; Weymouth: open, 7.30.

**WEDNESDAY, June 9**  
Poole: reserved, 7.45; Long Eaton-Stoke (NL), 7.30.



## DOUBLE DUEL FOR THUMPERS

TWO ROUNDS of the Hayne Four-stroke Championships will bring the big bangs to Andy Lee's Elsworth Motor Parc, Cambs on Sunday.

Among the 40 contestants are series leader Rob Taylor, Channel Islander Wayne L. Marquand, Roy Beatty and Martin Perrett.

Also on the programme for this South Midland Centre meeting, run jointly with the Cambridge Matchless Club, a three-leg experts two-stroke moto cross.

But that's not all. There is junior support event designed especially to cater for the year's schoolboys anxious to up grading points and a four-stroke "revenge" event for those who did not fair well in the Haynes races.

Elsworth is eight miles west of Cambridge off the A41. Cambridge to Bedford Road. First race 1.30pm.

## Oxford cross

OXFORD Ixion MCC's Arth. Hilling moto cross has attracted a high-class South Midland Centre entry to Cuddesdon Mill, Cuddesdon, near Great Milton, Oxon, on Sunday.

Among them are Steve Craig, Paul Harrison, Wayne Jones, Lee King, Darrin Jaynes, Grant Horsfield and Greg and Keith Hanson. First race 1.30pm.

## WHAT'S ON ... WHERE TO GO



# TOP CHAIRMEN HEAD OUT WEST

BRITAIN's one sidecar-only grass track meeting is staged in Dorset on Sunday - the Wimborne club's Sidecar Spectacular.

All three classes of grass track chair are catered for in an event which brings together all the top three-wheel grass talent.

British champion Dennis Teasdale and big rival Steve Smith, Alan Artus, Pete Brown and Ken Jones are among the entries in the 1000cc right-hand class.

But there are also the South Eastern-style

1000cc left-handers, plus the increasingly popular 500cc European Formula outfits, with top drivers in these as well.

The event also includes the Wasp-sponsored Grasa "Golden Chair" series, when holder Alan Artus will face new challengers Dave Heath and Roger Cant in a three race "duel".

The track is at Charlton Marshall, on the A350 Wimborne-Blandford road. First Race 1.30pm.

## Get Ugley

SOLO and sidecar grass track racers will be competing over a 700-yard course at Ugley Hall Farm, Ugley, near Bishops Cleeve, Hertfordshire, on Sunday.

Among the entry for this Eastern Centre event, organised by the Dunmow club, are Martin Hagen, Chris and Terry Birkumshaw, Mick Field, Mark Edwards, Stuart Jukes/H. Eaglesham and Ken Thorpe. Racing starts 1.30pm.

## OVER 20 AT SNETT TWO-DAY

THE Racing 50 club is staging two separate one day-meetings at Snetterton, Norfolk, this weekend.

There are 21 races on Saturday and Sunday for solos and sidecars with practice sessions running from 10am and racing from 12.30pm on both days.

Riders include Patrick McGhee, Pete Lancaster, Marek Mofor, in the open classes, while in the 1300 production class Alan Batson and Greg Page should provide plenty of exciting competition.

Eddy Boldizar, Curt Langan, Nigel Verity, Nigel Bakewell and Steve Cole are included in the entries for the production machines.

Sidecars include Paul Ellison/Ray Timmins, John Scott/A. Baldwin and Roy Hawkins/Alfie Edwards.

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## Swindon try for Bjorn

WN in the dumps Swindon, third in the 1981 British league but struggling to find form this season, have applied for a work permit to try and bring young Bjorn derson back into the side this season.

The Swedish teenager, younger brother of world class sidecar driver Jan, has almost finished his compulsory military service in the army and could be available from this Saturday, June 5.

"I have sent a contract and draft terms to Bjorn and he has to have confirmation from him this weekend," said Bjorn's promoter Wally Mawdsley.

"He does have commitments in Sweden and while I'm happy about all of them, they are less than last year. He is an outstanding prospect and I'm sure his return will give us a much needed boost."

One problem is that Swindon already have two work permits out for Zimbabwean Mike Ferreira, a British rider, and Jan Verner, and that could mean that the club will have to go...



## Aiming high

SEEMS that Michael Lee (King's Lynn) is going all out to regain the world individual speedway championship he won at Gothenburg two years' ago.

For Mike reveals that he has not been able to capitalise on his tremendous 1981 long track success in which he was the first Englishman to win the world title.

His participation in the qualifier at Marianske Lazne, Czechoslovakia, where he finished runner-up to Birmingham Dane Hans Nielsen (and, incidentally, 1981 British Champion Steve Bastable took seventh) was his first long track of the year.

## RESULTS

WEDNESDAY, MAY 23  
TISH LEAGUE  
Wimborne 43 (R. Preston 10, G. Mett 9, P. Woods 9) - Halifax 3 (Carter 14).

NATIONAL LEAGUE  
Inthorpe 59 (N. Crabtree 11, Teager 11) - Exeter 37 (K. Lard 13, A. Campbell 12).

WIMBORNE CUP  
Inthorpe 44 (R. Bales 10) - Oxford 34 (S. Cross 9), rained off 13 heats. Rye House 35 (B. rad 9) - Crayford 25 (L. ridge 8), rained off after ten heats. Silver Helmet: S. Lawson (Glasgow) 2 - S. Naylor (Rye) 1. Lawson wins 2-0 on aggregate.

THURSDAY, MAY 24  
TISH LEAGUE  
Wimborne 50 (C. Morton 12, L. 10, P. Collins 9) - King's 28 (B. Sanders 10, M. Lee 7, Taylor 4). Reading 41 (J. Anson 12, S. Gresham 8, T. it 7) - Leicester 37 (L. Collins 8, P. Herne 6).

NATIONAL LEAGUE  
Inthorpe 51 (K. Millard 20, A. Campbell 14, D. Brewer 8) - Inthorpe 45 (N. Crabtree 10, Richardson 9, K. Teager 8).

TISH LEAGUE  
Wimborne 55 (L. Owen 14, K. xome 11, R. Hunter 10) - Idlesbrough 41 (S. Wilcock 10, M. Dixon 11, M. Spink 7), wattle win 98-94 on aggregate.

FRIDAY, MAY 25  
TISH LEAGUE  
Wimborne 48 (L. Collins 11, M. rney 8, P. Herne 7) - Inthorpe 30 (R. Preston 9, P. lins 8, G. Kennett 8).

NATIONAL LEAGUE  
Inthorpe 33 (C. Featherby 10, Sparshott 10, K. White 7) - Inthorpe 57 (B. Kennett 14, Kent 13, L. Clark 11). Weymouth 52 (M. Yeates 15, S. Wigg 12, Rumsey 11) - Scunthorpe 10 (M. Wilding 12, N. Crabtree 8, Richardson 8).

TISH LEAGUE  
Wimborne 33 (M. Spinks 9, L. eridge 7, A. Sage 5) - Rye 52 (K. Mullerkey 15, B. rrad 12, M. Cox 12).

EDNESDAY, MAY 26  
TISH LEAGUE  
Wimborne 38 (S. Autrey 14, D. Ken- dle 8, J. Davis 7) - Belle Vue (C. Morton 11, L. Ross 9, P. lins 7).

NATIONAL LEAGUE  
Inthorpe 62 (R. Bales 12, D. rison 12, R. Knight 11) - Oxford 34 (A. Pullen 14, G. Drury 10, Ackroyd 9). Edinburgh 53 (E. cadwell 13, D. Townsend 12, B. nder 9) - Ellesmere Port 43 (Jackson 12, B. Burton 10, S. ch 9). Ellesmere win 103-89 aggregate.

FRIDAY, MAY 27  
TISH LEAGUE  
Wimborne 31 (P. Evitts 9, P. ad 8, A. Molyneux 5) - Sheffield 47 (D. Bargh 12, W. Brown 10, P. White 7).

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FRIDAY, MAY 28  
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Alan Artus, set to take on Teasdale and Co at the Wimborne meeting.

## GUIDE TO EVENTS

### Thursday

ISLE OF MAN: Grand National, motorcross (Peveril MC & LCC), Douglas Head.

### Saturday

WORLD SPEEDWAY PAIRS SEMI-FINAL (Czechoslovakia and Denmark).

BUCKINGHAMSHIRE: Grass track (GTRC), Lillingstone Lovell, nr Bockingham, 2pm.

ISLE OF MAN: 3pm TT Formula One, 6pm First Sidecar.

LINCOLNSHIRE: Road races (Batley MC & CC Ltd), Cadwell Park, nr Louth.

STAFFORDSHIRE: Trial (Cheadle Auto Club), Tittesworth Farm, Leek, 8.00pm.

Saturday/Sunday

EUROPEAN TWO-DAY ENDURO (Spain) CAMBRIDGESHIRE: Four-stroke championship (Cambridge Matchless MC), Elsworth Moto-Parc.

NORFOLK: Road races (Racing 50 MC), Snetterton, nr Norwich, 12.30pm.

Sunday

SWISS 125 MOTO CROSS GRAND PRIX (Frauenfeld).

FRENCH 250 MOTO CROSS GRAND PRIX (Cortaul).

ITALIAN 500 MOTO CROSS GRAND PRIX.

WORLD CHAMPIONSHIP SIDECAR CROSS (Holland).

WORLD CHAMPIONSHIP TRIAL (Austria).

EUROPEAN GRASS TRACK SOLO SEMI-FINAL (West Germany).

DORSET: Scramble (Sturminster Newton & DMC & LCC), Oxford Hill, Oxford Fitzpaine, 1pm. Sidecar Spectacular (Wimborne MCC), Manor Farm, Charlton Marshall, nr Blandford, 1.30.

ESSEX: Grass track (Dunmow MC), Ugley Hall Farm, Ugley, nr Bishop Stortford, 1.30. Junior moto cross championship (Aveley MC), Aveley Scramble Course.

HAMPSHIRE: Trial (Farnham MCC), Trotsford Farm, Sleaford, 10.30.

ISLE OF MAN: Moto cross (Ramsey MCC Ltd), West Kimmergham Sand Quarry, Bridport.

NORFOLK: Road races (British Formula RC), West Raynham, nr Fakenham.

NOTTINGHAMSHIRE: Moto cross (War- sop MXC), Warsop Sand Bowl, Oakfield Lane, Warsop.

OXFORD: Moto cross (Oxford Ixion MCC), Cuddesdon Mill, Cuddesdon, nr Great Milton.

WALES: Schoolboy trial (Pontypool & DMCC), Pontypool.

YORKSHIRE: Trial (Bradford & DMCC), Kildstone Stones.

June 7

ISLE OF MAN: 11am Senior 350 TT, 2.30 Second Sidecar.

## Silverstone LADA CARS BRITISH GRASS TRACK GRAND PRIX



## FRIDAY JUNE 4th 2pm

24 TOP RIDERS CONTEST THIS MAJOR NEW TITLE IN KNOCK-OUT HEATS AND FINALS

Adult admission £2.00 including parking. Accompanied Children under 15 Free

The organisers reserve the right to amend or cancel the programme without notice

SILVERSTONE - ON THE A43 BETWEEN BRACKLEY AND TOWCESTER



# GOOD CLEAN FUN



# A DIRTY WEEKEND

TWO NEW YAMAHA 125's. □ TWO BIKES DESIGNED WITH TWO THINGS IN MIND. ROAD. AND OFF-ROAD. □ THE DT 125 (16.2BHP OR 16.2BHP) IS A LIQUID COOLED 2 STROKE MACHINE, INCORPORATING THE YAMAHA ENERGY INDUCTION SYSTEM. IT HAS 6 GEARS AND MONOSHOCK SUSPENSION. □ THEN THERE'S THE 4 STROKE, XT 125 (THE LATEST ADDITION TO THE 'XT' SERIES). IT'S THE LIGHTEST DUAL PURPOSE MACHINE IN ITS CLASS. IT HAS 5 GEARS AND MONOSHOCK SUSPENSION. □ DT OR XT? THAT IS THE QUESTION.

