



"... the man we had actually come to see was about to arrive by helicopter. . ."

"... to attempt the disappointing looking leap in which something like half the Metros were covered by the landing ramp."

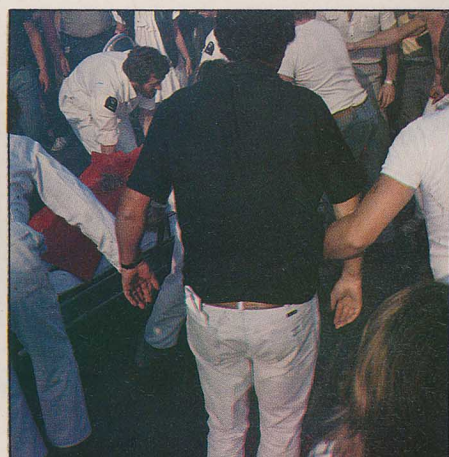
"Eddie (so as not to let down his loyal fans) would even further defy death by attempting the record without such power assistance . . ."



"Eddie continued boring us for another hour doing fairly ordinary wheelies . . ."

"... crashed into the cardboard box and foam rubber catch fence which violently erupted into a flame drenched explosion . . ."

"... of course, the ambulance was at hand and luckily Mr Kidd didn't seem to be injured."



WHO'S EDDIE KIDDING?

Don Morley shatters illusions
in words and pictures

The billboards loudly proclaimed that: "Eddie Kidd, Britain's twenty-three year old (self styled?) stunt king, would make the most dangerous jump of his challenging career", at Brands Hatch.

He was, we were told, attempting: "A world championship record rocket jump", over 32 Austin Metros, to be ably backed by a full supporting extravaganza stunt programme, (reserved enclosures adults £3, children £1, superview stands £1 to £3 extra).

The National and International press and television heroically survived an afternoon of near complete boredom, during which such lacklustre entertainments as The Exploding Coffin went wrong, the Crash Rolling Car, of which we were exhorted to count the rolls, rolled over but once (and then on its second attempt) and rather sadly Gus Scott, billed as the World's Oldest Motorcycle Stunt Man at 61, amply proved why he has lasted so long.

Perhaps fortunately, this modest programme put together by Mr Kidd and his colleagues did not feature such as the Imps, who would have put them all to shame. The relatively few paying customers were soon getting restless.

Two hours late, but several events early, stunt co-ordinator and compere Alan Wallace announced that the man we had acutally come to see was about to arrive by helicopter, to attempt the disappointing looking leap in which something like half the Metros were covered by the landing ramp.

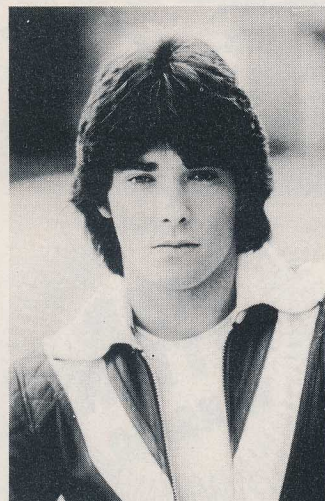
Next to show was the rocket bike. At least it arrived in style, dangling dizzily from the helicopter; Oh, the razamataz. Eddie continued boring us for another hour doing fairly ordinary wheelies, in so called preparation, before switching to rocket power and attempting the jump over the uncovered Metros.

On one of these high-speed test runs the rockets, according to Mr Kidd, switched themselves on. Certainly a bit of smoke lazily curled out of the two James Bondish tailpipes, whilst the press cynically speculated as to whether said rockets were ever

intended to power anything.

Our friendly comentator informed us that due to the rockets' inadvertent firing, Eddie (so as not to let down his loyal fans) would even further defy death by attempting the record without such power assistance, and at the 115mph necessary for success. On a Yamaha scrambler. .?

Sad to report that, after three valiant but failing efforts, our Eddie crashed into the cardboard box and foam rubber catch fence which violently erupted into a flame drenched explosion, at least providing quite the most heart-stopping moment of the day, but naturally ending the record attempt. Fortunately, of course, the ambulance was at



hand, and luckily Mr Kidd didn't seem to be injured. He waved wanly from the hero's stretcher to his, at last, appreciative audience.

Meanwhile, the guys who had set the small explosive charge in the catch fence, blew it all by proudly admitting their prowess as we all went home, sadder but wiser.

Sorry Eddie Kidd, but the public deserved better. Perhaps that's why the press were barred from getting too close. You have a long way to go, either as a stuntman or a showman, before catching American ace Evel Knievel, and you only have yourself to blame for the not inconsiderable financial loss. ■

With KONIS you choose the ride you want



The high quality of Koni dampers has been well proven in general touring as well as in Road Racing. In this year's T.T. Formula 1, both Ron Haslam and Joey Dunlop, 1st and 2nd, had Konis fitted on their works Hondas.

Konis are made to last, all are adjustable for wear, so damping forces can be restored throughout the lifetime of your bike.

But Konis offer even more.

On motorcycles it is as important to have the right springs as it is the dampers. With Konis you generally have a choice of linear springs

made specifically for your bike. Or on heavier bikes, the new Tri-Rate springs, which adjust automatically to the load.

You won't get gimmicks with Konis - just very good engineering. So if you want the very best handling, a change to Koni will be a change for the better.

J.W.E. Banks and Sons Ltd., Dept. MC, Crowland, Peterborough PE6 0JP. Tel: (0733) 210316



Koni - they'll make your bike better behaved