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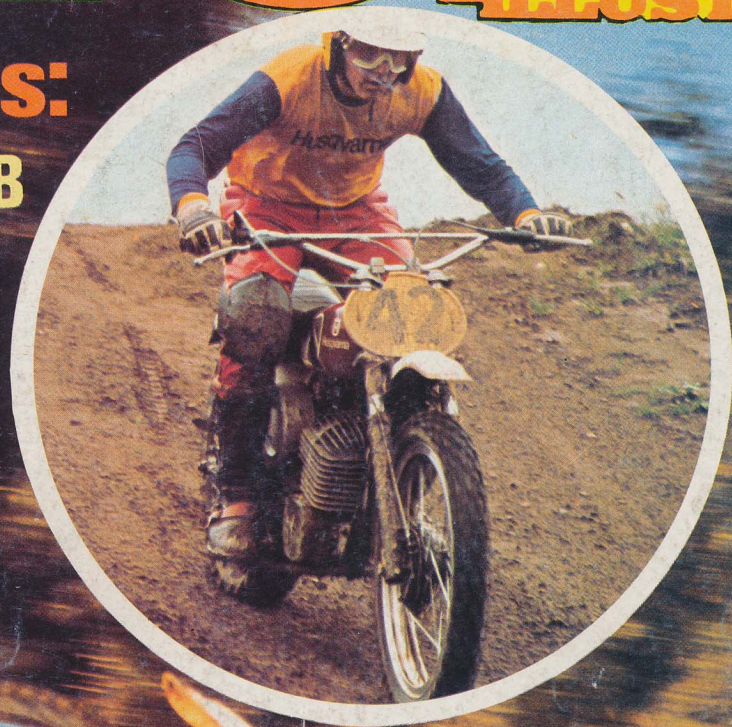
Track Tests:

**YAMAHA 400 B
ENDURO**

**HUSQVARNA
360 CR**

**PUCH 175
ENDURO**

**YAMAHA
175 B MX**



*HUSKY'S
NEW 360
MIKKOLA
REPLICA*



**FARLEY ON
TRIALS**

**THE AMAZING
LAMPKINS**

**BARSTOW-VEGAS
FREE-FOR-ALL**

**RAPID TRANSIT—A
RACER FOR THE
STREET**

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The Amazing Lampkins

The story of Britain's most famous trials family

By Richard C. Renstrom



Arthur Lampkin, oldest of the three brothers, is shown here on a 250cc BSA trials single during one of his winning rides.

■ One of the most remarkable families in all of motorcycling is the Lampkin family of Silsden on the English Yorkshire moors. Winners of hundreds of trials and motocross events all over the world, the three Lampkin brothers have established a family record that may never be equaled.

The oldest of the three is Arthur, a 35-year-old ace who once beat the great Jeff Smith at motocross as well as winning the classic Scottish Six Days Trial. Next comes Alan, a 29-year-old star who also has a Scottish to his credit as well as a recent comeback that has surprised the "experts." The youngest is 23-year-old Martin, current contender and the only man besides the legendary Sammy Miller to win both the tough British Trials Championship and the

European title in the same year.

All three brothers are as different as night and day in appearance and temperament, yet all three shot to fame as teenagers and made a habit of winning. It all started with Arthur, who was born in London where his father was a foreman in a machine shop at the outbreak of the Second World War.

The family moved to the Yorkshire moors in 1940 where Arthur Alan Lamkin, now 60, started his precision machine shop business. The family still operates the business, and the two oldest sons are master machinists. There are also two Lampkin girls to cheer the family on, one in college and another who operates a toy shop.

Arthur junior was bike-mad at 13, and rode his father's side-valve BSA

single for practice. He was picked up by the local constable for riding on the road at 15, but dad smoothed things over by telling the judge that "Arthur was born on wheels and wants to be a trials rider."

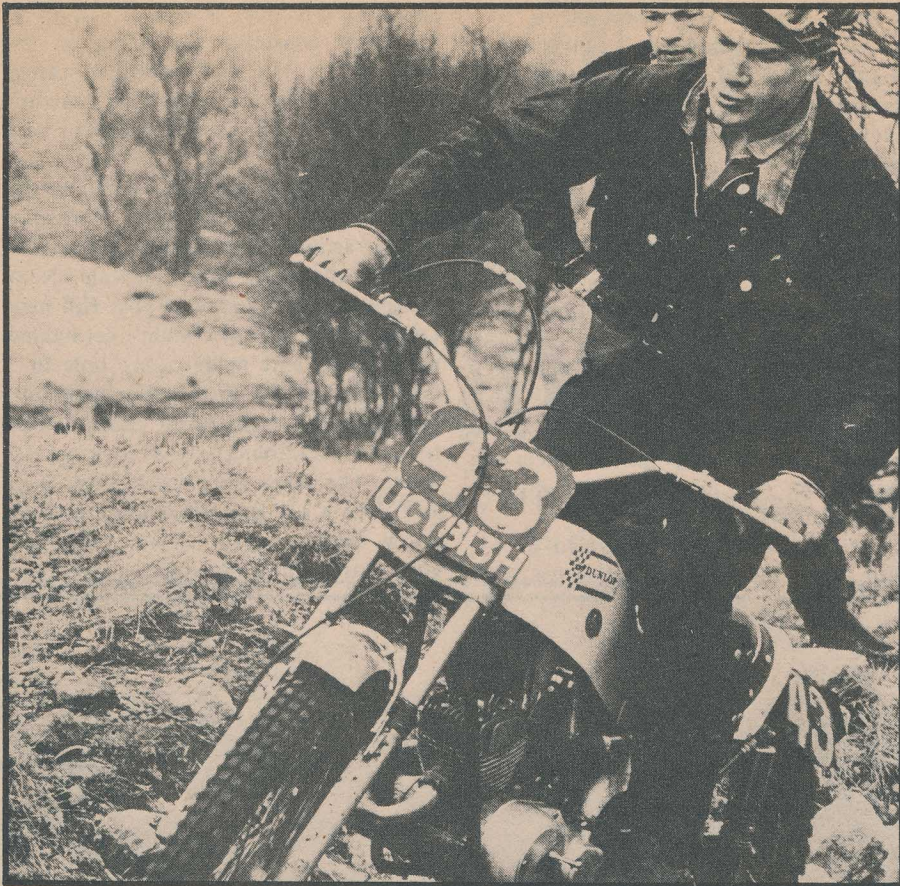
At 16 Arthur made his debut in the rugged Scott Trial over the Yorkshire moors, as much a scrambles as a trials due to the tight time schedule. Next came a scrambles race at Post Hill near Leeds, where Arthur couldn't get hauled up in time and made a big hole in a holly bush at the bottom of a steep hill.

Strong and with a stout build, Arthur took to scrambling like a duck to the water. The bikes were much larger then and with a lot less suspension than we know today, and it naturally required great strength and stamina to keep



The magnificence of the Scottish highlands is ignored by Arthur as he plunks his way up a rocky trail to victory over the legendary Sammy Miller in 1963.

Arthur's BSA 250 is checked before another day in the Scottish. BSA produced this superb single during the early 1960s, but few found their way to America.



In 1969 and 1970 Alan rode one of Peter Gaunt's famous Suzuki 125s, but he was never really happy on the tiny buzz box.

Alan has made a great comeback in the past few years on a works Bultaco. He is shown here in 1972 on the "pipeline" section in the Scottish, in which he finished second to Mick Andrews.



things under control.

By age 18 it was obvious to all that Arthur had the determination and skill to succeed. He won the Pinhard Prize for being England's most outstanding rider under 21. In 1960 and 1961 he won the grueling Scott Trial and achieved the ultimate of being fastest on time and best on observation. Arthur again won the rocky Scott Trial in 1965 for an enviable record in England's most prestigious event.

Arthur was given a berth on the BSA works team when he was still only 18, a remarkably tender age for such a lofty position. The tough youngster, who looked more like a football player or a prizefighter, showed why the famous Birmingham comp shop had placed so much faith in him by placing fifth in the 1960 Coup d' Europe 250cc motocross championship.

The next year, Arthur staggered the followers of the sport with a clear-cut win in the 250cc British motocross championship, and he also finished a commendable second to the great Dave Bickers (Greeves) in the European Championship series. In both of these he trounced his teammate, Jeff Smith; the pupil had beaten the teacher!

The bike that Arthur rode then was the little 250cc OHV single, which was the father of the 420cc and 441cc models that Jeff later took to a pair of world motocross championships. With a bore and stroke of 67 x 70 mm, a four-speed gearbox with ratios of 7.9, 10.1, 13.9 and 21.1 to 1, a compression ratio of 9.0 to 1, and a weight of 265 pounds, the tiny four-stroke could stay with the best of the two-strokes then.

Arthur also had a bash at the big 500cc class in motocross, traveling with Jeff Smith and even winning a 500cc motocross grand prix in the process. Those were the days of the really big singles, and Arthur was just the man to wrestle the 370-pound Gold Star around the courses of Europe. The old Goldie churned out 37 horses and really flew, but it took great strength and stamina to control the bounding beast.

One of the virtues of this first of the Lampkins was his versatility. Those were the last days of the all-rounder era when a factory's "dirt" riders rode in a wide variety of events, which is a contrast to today with its crop of highly specialized stars. Arthur was a super-fast motocrosser, won a gold medal in the ISDT, went like a rocket in grass track racing, and could handle a bog wheel in winning style. And all this on bikes ranging from a pipsqueak 250 to the monstrous Gold Star! Such iron men are

rare in the history of the sport.

After 1962 Arthur's name began appearing more often in the trials events than in motocross. In 1962 he finished eighth in the rugged Scottish Six Days Trial, only to return the following year to score a resounding win over the great Sammy Miller. Arthur's motocross experience was much in evidence, and to this day the followers of this great event say that his speed over the rocks of Laggan Locks is still a record.

In 1964 Arthur tried a new Cotton 250cc two-stroke in the Scottish and fell to seventh, but the following year he was back on a little 249cc BSA to finish second, only four marks behind Miller on his new Bultaco 250. In 1966 Arthur finished third on the BSA, and in 1967 came in eighth.

After this Arthur went into semi-retirement. He continued to ride but on a not-so-serious basis. Trials riding blood runs deep, however, and the past few years Arthur has made a fantastic comeback, this time with a sidecar outfit. After a challenge for the British title in 1973, Arthur put his Bultaco-powered chair into the winner's circle for the 1974 championship, the first time a two-stroke had beaten the venerable old big British singles.

During the middle of his career Arthur began tutoring the second of the Lampkins. Properly named Alan Raymond Charles but called Sid by his friends, Alan began his career in 1959 when still too young to ride on the road. He rode a Royal Enfield out to the Ilkley Grand National Motocross one day where his big brother was competing and asked if he could ride a bit. When darkness fell the clerk of the course, Eric Rathmell (father of the current trials champion), had to chase the young tiger off the moors.

In 1961 Alan won his first finisher's certificate in the Scott Trial, and in local grass track races he used a potent BSA works 250cc single running on alcohol fuel to blow off many of the 500cc stars on the long straights. Soon afterwards, at the Rotherham scramble, he fell off three times yet still went on to win.

Alan stuck to local events and improved by leaps and bounds. He won the Travers Trial, rode in the ISDT, won the Ilkley Grand National and then beat Jeff Smith in a big television scramble.

Alan's big year was 1966. He won both the Scottish Six Days Trial and the Scott that year, a prestigious record in England. His Scottish win included a nerve-racking duel with Sammy Miller

(Continued on page 66)



The youngest Lampkin is Martin, the 1973 British and European Trials Champion. Martin teams with Malcolm Rathmell to give Bultaco a tremendous one-two punch.

Martin started on a BSA trials 250cc four-stroke but has done most of his riding on Bultacos since then. He was one of England's brightest motocross stars as a teenager but has since concentrated on trials.



AMAZING LAMPKINS

(Continued from page 45)

on the fifth day when he regained the lead with a fantastic climb of Leiter Bo Fionn. This was the second Lampkin to beat Miller, and BSA's second win with their 250 after a glorious reign with big 500cc singles.

Alan's 1966 Scottish win had been the result of hard work and study of the art of trials riding. Rather quiet and with a very cool head, Alan is perhaps the most professional of all the Lampkins. Nothing seems to ruffle his feathers.

Lampkin number two served a short but serious apprenticeship in the rocky highlands. In 1962 he finished a respectable sixteenth on a BSA 250, only to return in 1964 for an eighth on the works Cotton. It was back to the little Beezer in 1965 for a ninth, followed by his great win over Miller.

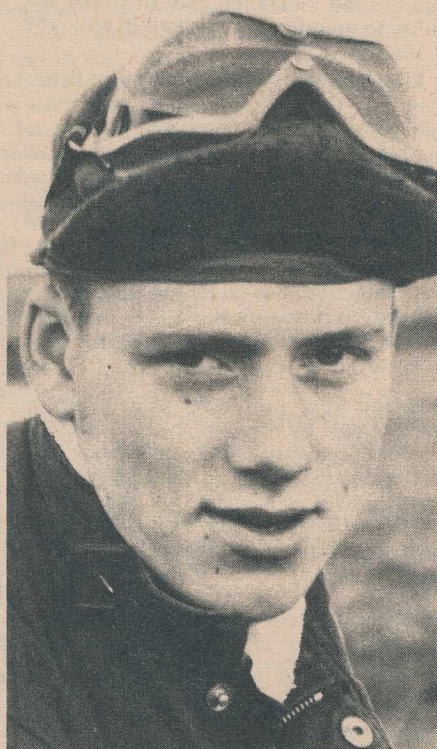
Alan's career then experienced some ups and downs, and his star did not shine quite so brightly. When BSA got into financial trouble, the works trials team was the first to go, and Alan had to look about for another bike to ride. His choice was the 125cc Suzuki as highly modified by Peter Gaunt, which he rode to a 14th-place finish in the 1969 Scottish. He was 14th in the 1970 Scottish also.

Alan was never really happy on the tiny Suzuki, though, so in 1971 he switched to a Bultaco 250 and placed 13th in the Scottish. This was followed by a great comeback when he finished second behind Mick Andrews (Ossa) in 1972 on the new 325cc Bul, and he was sixth in 1973 and fifth in 1974.

During 1972 the two younger Lampkins fought a tremendous duel for second place in the British Trials Championship, and Martin just barely won. In 1973 Alan finished fourth, and this year he is still in there as a solid contender. He has proved he can ride with the best in the world title series. Indeed, many Americans were surprised when Alan came over to do them in at the California round of the 1974 championship. Many Yanks had heard of Martin but were not aware that there were other Lampkins to contend with.

This comeback of the two oldest Lampkins is indeed a remarkable thing, one at 35 years of age in sidecar trials and the other at 29 on a works 325cc

Bultaco. Despite these remarkable accomplishments, the Lampkin most in the news these days is Lampkin number three. Martin is Bultaco's star trials rider along with Malcolm Rathmell. The youngest of the Lampkin brothers, Martin has some credits to his name that are probably the best of all three Lampkins. He is taller and more slender than his brothers, but he still exudes that Yorkshire determination to win that has been a trait of the family for many years. There is a fun-loving streak in Martin, however, and he is known as one who enjoys a good party, a pint and a night out with the boys. Martin is also still a bachelor, whereas his two older brothers have settled down to blissful family life.



The Yorkshire moors around the Lampkin home offers Martin a great place to practice. He now operates his own coal business and is still a bachelor.

The youngest Lampkin began his riding career at 16 when he became eligible for his competition license. Martin's first trial was in January of 1967 when he took a third place in the novice class. Following in the footsteps of his brothers, he rode in both trials and motocross, showing so much form on a Husqvarna that he was soon challenging for the Shell "under 21" motocross championship.

Martin then decided to concentrate on trials, and just two years later he gave the 125cc Alta Suzuki its first major success when he won the Welsh

Trophy Trial. His first taste of highland rockery came in 1967 when he finished a creditable eighth on a works BSA 250 and gained the Albert Trophy as the best newcomer.

The climb to the top is always difficult, and Martin still had a great deal to learn. He competed every weekend in British events and returned to the Scottish in 1968 to finish fifth on the 250cc single. Another fifth came his way in 1969 on the 125cc Suzuki, plus a few wins in British events. The little Suzy broke its frame and seized its gearbox in the 1970 Scottish, which prompted Martin to sign a contract with Bultaco for 1971.

The larger 250cc Bul felt more like the old BSA, and 19-year-old Martin finished a respectable third in the British Championship behind Gordon Farley (Montesa) and Rathmell. Another fifth was also gained in the Scottish.

In 1972 Martin decided to make a serious attempt to win the European Championship. Only 20 years old, he finished second to Mick Andrews (Ossa) and won his share. He also took second place in the British title chase.

The following year Martin was in devastating form, a fully matured trials rider. He won the European Championship and led virtually all season long, but his British title was not in the bag until late in the season. This was the first true trials championship won by a Lampkin.

During 1974 Martin did not have quite the poise he had had in his championship year. He never was really in the hunt for the European title, and he lacked just that tiny fraction of extra poise that separated first place from a second in the British series. And in the Scottish, where he started as a favorite for the win, Martin struggled to a fourth-place finish in a hotly contested event.

The story of the older brothers tells us that the Lampkins are known for their comebacks, so perhaps 1975 will again have Martin on top. Only time will tell.

Meanwhile, the Lampkin record continues to grow into a legend of great trials riders who refuse to grow old. They just can't seem to quit trying. It started with Arthur as one of the last great all-rounders, and it has continued with Alan's great comeback and Martin's two championships. About the only thing yet to be done is for Martin to win the Scottish. Three "Premiers" from three brothers—now that would be a record that would stand awhile! ●