

Australasian **DIRT BIKE**

ISSUE 84 1986 \$2.95 (\$3.75NZ)*

YAMAHA IT200

GOOD ENOUGH
TO PLAY IT
AGAIN,
SAM!



SUZUKI RM125

TRYING HARD TO REGAIN THEIR CROWN

HUSKY 125 ENDURO

PRO HANDLING, BUT IS IT PRO POWER?

WE RIDE A PARIS-DAKAR HONDA!

RALLY OF THE INCAS

JETSETTING IN THE ANDES MOUNTAINS

TEAM PINK

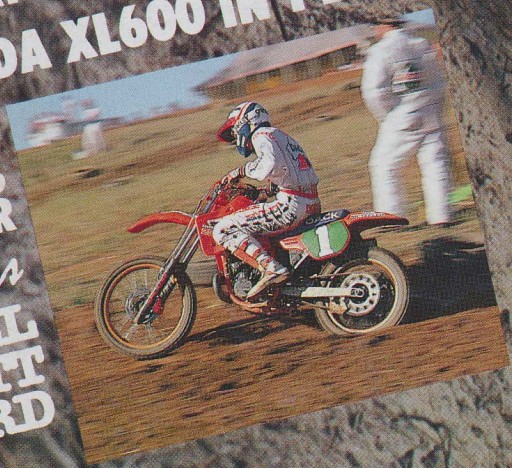
HOW THEY BECAME SPONSORED

BUMBAGS

WHAT THE EXPERTS CARRY

WE RACE A HONDA XL600 IN PERU!

Competition
MISTER MOTOCROSS
BRISBANE 12 HOUR
ADB's experts
GAIL
LOVETT
BALLARD



INSIDE!



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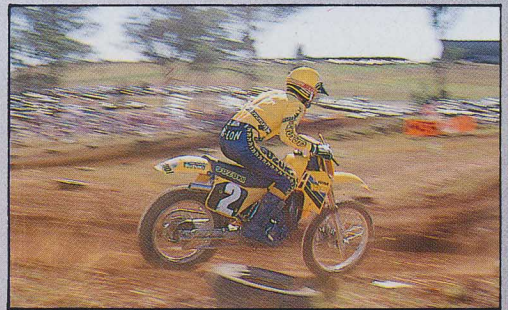
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ABOVE

Something for the Indiana Jones in us all - the Incas Rally in Peru. A real motorcycle adventure and more than just a race. ADB was there. Of course.

COVER

Yamaha's Old Blue - the IT200 - proves that old dogs never die. We shouldn't really call it an old dog, because even though it's not much changed for '86 it's still a damn fine enduro mount.

INSET

Craig Dack scorched 'em at the Mister Motocross opener, filling Jeff Leisk's shoes admirably.

* Recommended and maximum retail price only. The only reason we're not jacking the price up this month is because we were cool enough to invest in German Deutschmarks and we made a killing (sic) when America bombed Libya and they floated the US dollar.



LET'S PARTY

Queensland's Tamborine 12 Hour
Pony Express
Yamaha Dealers

What do you do when they
cancel the Ebenezer 12
Hour in the NT? Run your
own.

Story by Steven Cotterell
Photography by Malcolm Brown

Queensland is notorious for having that crazy devil-may-care attitude towards anything on two wheels and their Easter 12 Hour Pony Express is proof. Pace? Whassat? There's really no tomorrow is there?

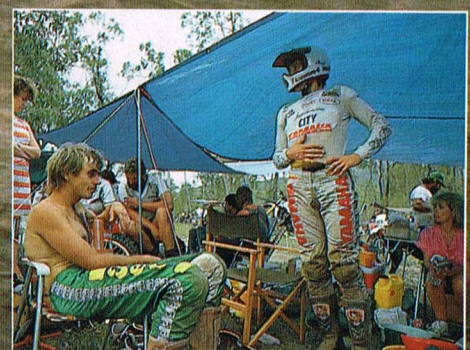
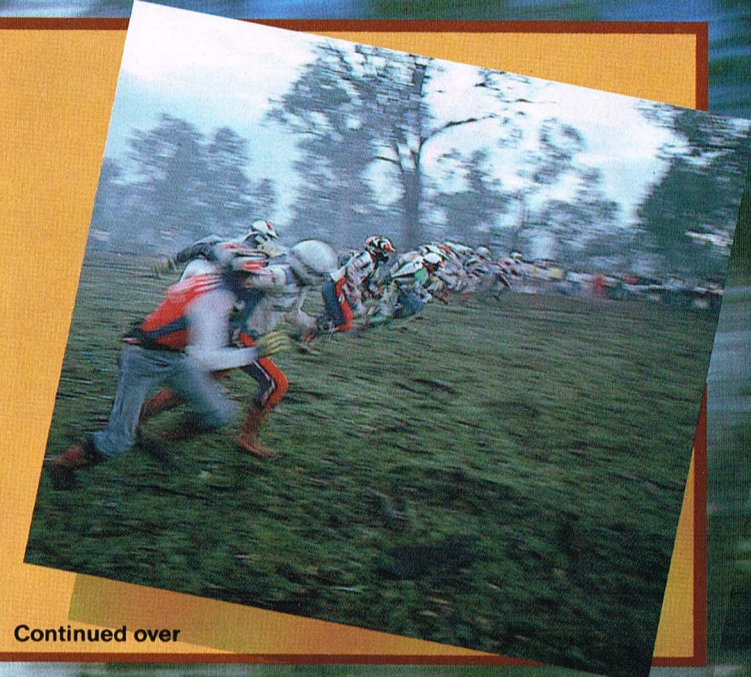
Harry M. Miller has nothing on the entrepreneurial wiliness of the RTCB competition committee. Already responsible for the running of the highly acclaimed and financially successful Trail Rides held near Brisbane, they are always looking for new ways to fill the coffers.

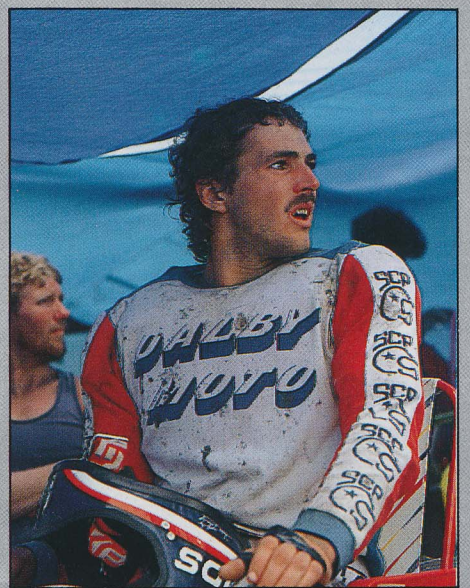
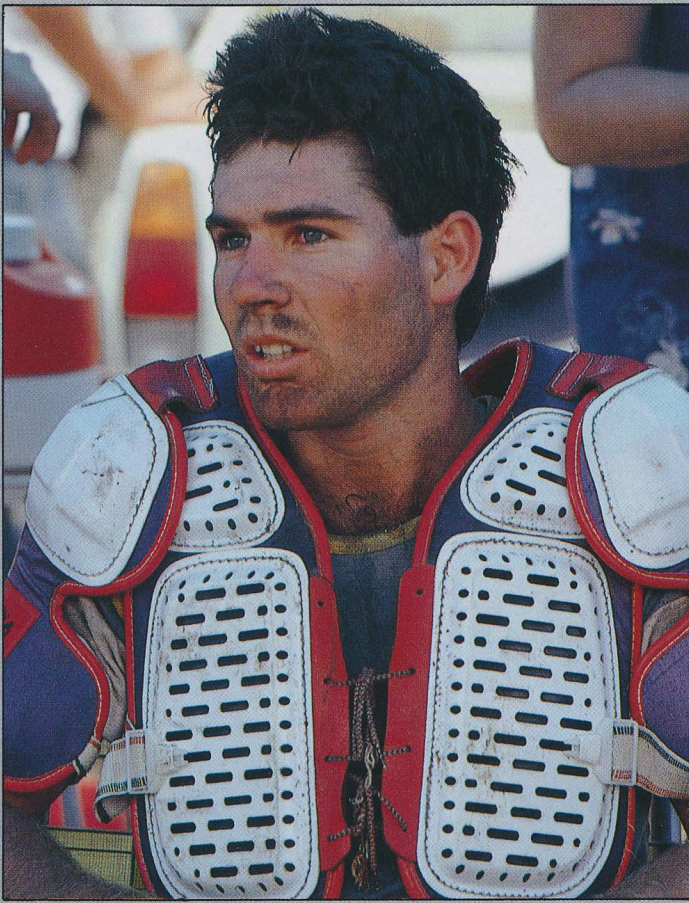
BELOW
Gavin McLeod, outright winner.

The RTCB were quick to notice that the Australian 4 Day Championships were vacating their usual Easter spot to later in the year, so that there would be a host of riders sitting around twiddling their thumbs for 4 days. These astute Queenslanders also noticed that there was to be no Mt Ebenezer 12 Hour in 1986. The plan of action became obvious - promote a 12 Hour Pony Express on Easter Sunday, rope in a sponsor or two, invite all the enduro guns in the land and sit back and watch the money roll in.

To encourage as many riders as possible, the 12 hour was run daylight hours (from 6am to 6pm), making the fitting of complicated lighting systems unnecessary. Teams were allowed to enter on one or two bikes, to give them the option of spreading the wear and tear, and there were to be no restrictions on the amount of work that could be performed on the bikes during the event.

Continued over





TAMBOURINE 12 HOUR, QLD

Obviously people thought this was a great idea, as the entries poured in weeks before the event. It wasn't so much the quantity of entries that was impressive, as the quality of riders applying to ride. The entry list became a who's who of the enduro scene, with names like Brett and Craig Smith, Brook Flannagan, Stephen Phillips, Troy Spedding, Gavin McLeod, Peter Buckley and Barry Webb being amongst the entries.

Many made a holiday of the event, turning up two days before the event and taking time to soak up the great scenery and atmosphere of the Gold Coast hinterland. The whole feeling of the event was particularly laid back and belied the usual weeks of hard work by a dedicated few who had gone into making the event such a success.

Now, the Tambourine 12 Hour course was not the usual run of the mill 12 hour course – no road sections or stretches to catch your breath here. This was full-on enduro course with real hills (up and down), greasy rock sections, fast whoops and even a motocross track thrown in for good measure.

After Saturday afternoon's practice session it became obvious that the track would chop up fairly quickly. The few intrepid riders who had chosen to ride Ironman were beginning to doubt their own sanity and the teams that had elected to use one bike instead of two immediately cut their chances of a high finish by half. At least some badly needed rain had fallen during the week so that the dust wouldn't be an immediate problem.

Sunday morning struggled into life earlier than usual for the 150 odd riders as they shuffled into their muddy riding gear and hurriedly stuffed all forms of sustenance into reluctant gullets. As scheduled, first riders were away at 6am, the up to 200cc class bikes first, followed by the larger machines, with the Ironmen bringing up the rear.

One thing became obvious – no one was going to try and pace himself. This was an out-and-out sprint race, with many of the top teams going like there was no tomorrow. However it was this pace that led to the end of a competitive run by several of the top teams. Brett Smith, Troy Spedding and Peter Buckley were just some who suffered monumental crashes, putting paid to their chances for an outright win.

Only Ironmen displayed and respect for the track conditions and length of the event, circulating in a more sedate 48 to 50 minutes, compared to the team times of 38 to 40 minutes. As predicted, the track deteriorated dramatically in the first

GAVIN THE GREAT

Out of the realms of Fantasyland comes the Four-Stroke Figurehead.

Larger than life figures are common in enduros. NSW has Phil Lovett and Chris Cater. Victoria has Steve Chapman. The NT has Peter Stayt and Geoff

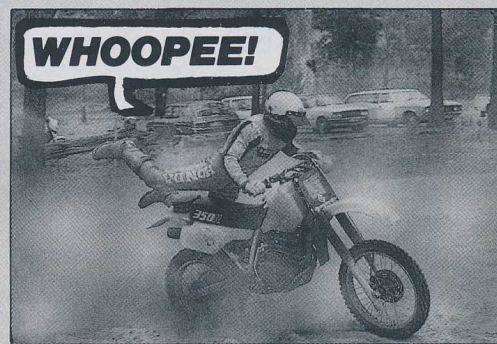
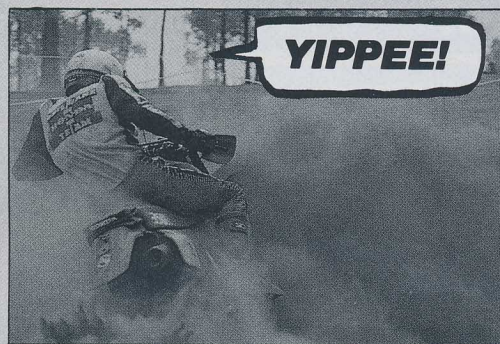
Curtis. And Queensland has Gavin McLeod.

What we admire about young Gav is his ability to make a four-stroke do whatever he damn well

pleases, bugger the consequences. He's fast, crazy, berserk, radical and awesome. He won the Tambourine 12 Hour then backed it up the following weekend with an outright win in a Queensland State Title Round enduro.

Now, he may not win every weekend (see the photos below to understand why) but he sure gets in there and has a go at it.

We couldn't resist giving him some space in the magazine, just like we give him plenty of space on an enduro course.



4 hours, giving rise (*sic*) to 2 foot deep holes and whoops. Only the very brave or very talented were maintaining earlier lap times, as positions began to chop and change.

Some very surprising results began surfacing at the halfway mark. Contrary to expectations, four-strokes were featuring with some spectacular results. Gavin McLeod and Ricky Madden were leading the event comfortably on a pair of XRs, followed by Wayne Mangold and Barry Webb on TTs. To add insult to injury, Mark

Goddard was leading the Ironman class on a four-stroke Husky. All this on a track that should have favoured two-stroke motocross bikes. They're right – four-stroke riders are crazy.

A perusal of the results shows that the two-strokes made a comeback in the closing stages of the races, but it was still the Honda team of Gavin and Ricky who took the outright, tying (after protests) with Brook Flannagan and Mark Avard on a pair of Huskies.

While the out of towners may have thought that 6pm brought to a

close the whole weekend, they were wrong. There was still presentation to come and from all accounts it was a better test of stamina than the 12 hour.

Gavin McLeod best summed up

what it takes to win a weekend marathon, when he finally shut down his tired Honda at 6pm, took off his filthy helmet and goggles, looked at the exhausted riders and pit crew and said, "Let's party!"

RESULTS

TAMBOURINE 12 HOUR PONY EXPRESS

UP TO 200CC

1ST	D. CLANCY/J. HILL	HONDA CR125
2ND	R. NIELSEN/P. NIELSEN	YAMAHA YZ125/IT200
3RD	S. MASON/R. BEDDING	YAMAHA IT200

OVER 200CC

1ST	D. FLANNAGAN/M. AVARD	HUSQVARNA WR240
2ND	G. McLEOD/R. MADDEN	HONDA XR350/XR600
3RD	J. PRITCHARD/J. BUNTER	HUSQVARNA WR240/YZ125

IRONMAN

1ST	M. GODDARD	HUSQVARNA TE510
2ND	T. TAYLOR	YAMAHA IT250
3RD	S. PAVEY	YAMAHA YZ250

OUTRIGHT

1ST	G. McLEOD/R. MADDEN	HONDA XR350/XR600
1ST	B. FLANNAGAN/M. AVARD	HUSQVARNA WR240
3RD	D. CLANCY/J. HILL	HONDA CR125