

THE ISDE - DOES THE ACU CARE?

BRITAIN'S ISDE officials spent more than £4000 on taking Trophy and Vase teams to Austria and Germany for those two European Championship rounds, itself a move dubbed "too late" and one "that won't help select a team" by Geraint Jones. But a few weeks later officials couldn't afford to bring the nine selected riders - the tenth rider, Derrick Edmondson was in hospital - for a vital sand training session in Britain.

Twice **DBR** approached team manager Jock Wilson with a proposal to run a training day at our Chippenham test track. On both occasions our offer was declined. The reason? "We can't afford it."

With **DBR** paying for the track hire and providing tuition from a recognised sand specialist, all that was required of the ACU was money to cover each rider's expenses. Surely not more than £500 in total.

Yet at the same time it is prepared to spend more than that on tyres for the Vase team. Free tyres are only being provided by Trelleborg for the Trophy team.

"We think it's right. I know I could get free tyres for the Vase team from another supplier but it's cleaner," said Wilson. "It

makes it easier for the support crew to have just one make of tyre to carry.

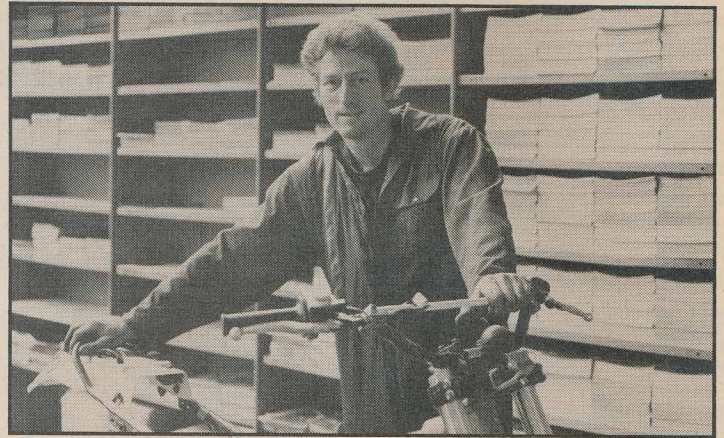
"Riders voted five to four against coming to the training," said Wilson. "The proposed (second) date was too close to the Beacons enduro. The boys might wear our their bikes and I can't insist on their attendance."

The first training session was set down for Saturday August 18. **DBR** was ready, but the ACU didn't get its act together.

In the words of Geraint Jones: "We do need tuition in the sand. There's been some talk of it but nothing has been decided."

Now let's go back to earlier this year when more than 200 clubmen riders paid their money to ride in the ISDE support enduro at Hawkstone Park. The event was conceived, organised and run by the ISDE Trophy teamsters to raise money for the support crews who give up their free time and pay most of their own costs to help our National team compete in the world's premier enduro event.

There were very few of those 200 who had their expenses paid. Most used their own bikes, paid for their own petrol, oil and tyres. Most had to pay



Browning: "Any practice in sand is good news."

the entry fee from their own pockets.

We'd like to think the numbers of riders who turned up to give their financial support to the ISDE teamsters did not go unnoticed by the ACU. But we fear it has.

When we spoke to Arthur Browning, he said: "Any training is better than none. In Holland we're up against sand specialists. They ride in the stuff all the time. Any practice we get in the sand is good news."

Yet the ACU believes it's more important to spend what little money it gets from the Sports Council on tyres, when in the words of its own official "I could get free ones from a different source."

Training in the type of sand

riders will face in the ISDE would also have helped them decide the most suitable tyres.

Other support for the ISDE effort has been promised by Shell (oil), NGK (plugs) MCAccessories of Newcastle (seat covers, tank covers and bum bags), Bickers Anglia (Carrera goggles), M. Robert (helmets and boots), and Yoko (clothing).

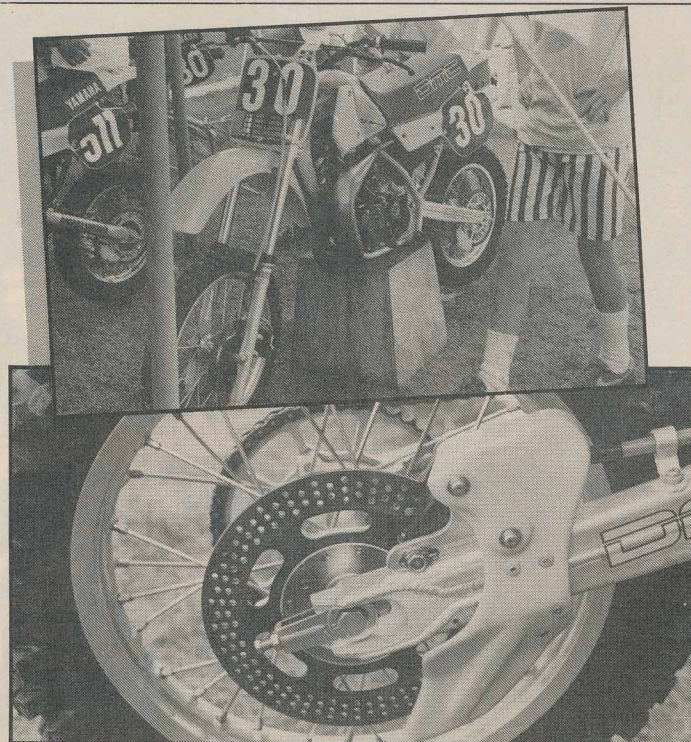
But once again we have to ask the question: Just how serious is the ACU about enduros? The special stages in Holland are likely to be the deciding factor at the ISDE. Our team could have benefited by some useful tuition from a sand expert. Yet the ACU has decided one make of tyres on the support wagon is more important. What a shame. - **Colin Taylor**.

ARE YOU SERIOUS?

FOR the schoolboy racer who has everything and wants more; that's the Eddie Hicks replica Yamaha YZ80. It's just gone on sale in the States for a mere \$10,000!

Defined as works of art - for that price they'd have to be - the Dave Miller Concepts, or DMC, bikes bristle with all manner of trickery. Miller himself makes the frame, the swing-arm, pipe, fuel tank, piggy back rear shock and linkages while the engine gets the magical DMC touch. The front-end is from a Kawasaki 80, with another Kawasaki disc at the rear.

Our American reporter has heard three have already been sold, but feels the asking price is too high. "The quality of work is excellent, but on the track even in the hands of one of the very best riders, it does nothing the modified Suzuki RM80 of Mike Healy doesn't do," he says.



PRESCOTT DOMINATES

THE *Dirt Bike Rider* Champion of Champions meeting at Rockhampton on September 8 and 9 produced some fast and furious racing, entertaining a good crowd. Several of the overall results were in doubt until the final races.

This was not the case in the Expert class, however, where 16-year-old Clifford Prescott, from Ormskirk, convincingly won the first five races on his Suzuki. With the title his, he was able to sit out the sixth and final race.

Winners (subject to official confirmation) were: **Cadets** - Matthew Trollope (Honda). **Juniors** - Jason Higgs (Kawasaki). **Inter80cc** - Jason Burrows (Yamaha). **Inter 100cc** - Robert Bolland (Kawasaki). **Seniors** - Andrew Gilbert (Yamaha). **Experts** - Clifford Prescott (Suzuki).

Full report next issue.

SIX-DAY FEVER

Speculation about the first International Six Days Enduro to be held in Holland (October 1-6) has reached fever pitch, writes PETER HOWDLE.

SOME say it'll be disgustingly flat and boring. Others predict a television spectacular with six days of motocross favouring home teams in sand, sand and more sand.

All agree it'll be fast and that only the fittest men and machines will get through the week. As always, survival is what the ISDE is all about.

With a record 400 to 500 competitors from 20 countries, the Assen-based Olympics of motor-cycling will be the biggest and most international event in the FIM calendar.

Quite rightly, the KNMV organisers regard it as the most important happening they've ever staged. Thanks to major sponsors, they're splashing out £2.25 million to ensure its success.

The major prizes are the World Trophy, for six man teams, and the Silver Vase, for four-man squads. There are also keenly contested club and manufacturers awards for three-man teams.

Team spirit is vital but, for the individual, a gold medal is the ultimate. To get a gold, a rider must be punctual at time checks and be within a few seconds of the fastest in daily special tests.

Top scorers in five engine capacity classes (80, 125, 250, 500 and over 500cc four-strokes) are the elite who set the standard. Slower mortals settle for silvers; other survivors receive bronze medals.

Unlike the old days, today's ISDE formula produces an outright winner. After injuring a leg while practising in Holland earlier this year, Sven-Erik Jonssen, Sweden's No 1 at the 1983 ISDE, in Wales, is unlikely to take part.

Britain hasn't won the trophy for 30 years and the VASE has eluded us even longer. Potentially one of our Trophy kingpins, British enduro champion Derrick Edmondson has no illusions about our chances of victory.

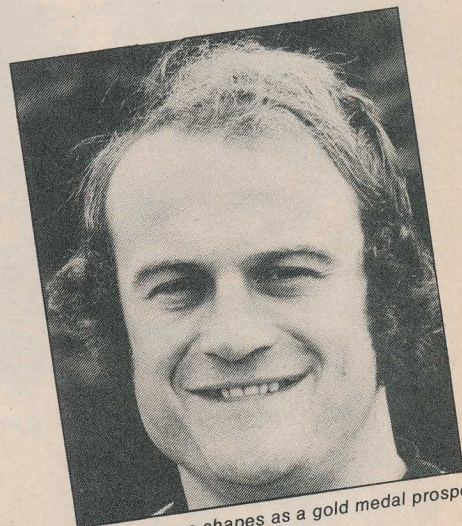
Fighting for fitness after cracking two vertebrae when he crashed on his back at Reading's stadium cross, the 25-year-old Midlander who has twice been our best ISDE performer is one of the few Brits with experience of Dutch enduros.

"Bikes will have to work a lot harder in sand. But the biggest problem will be physical. Our guys can go fast on forest tracks, where you can coast along, but you have to hold a line and drive through sand. If you stop, the front wheel simply digs in," says Britain's only professional enduro rider.

Aiming for a top five placing in the 250 class with his water-cooled Honda, Edmondson went on: "I've ridden in the area in November. Cold and wet weather



Britain's big hope Derrick Edmondson.



Geraint Jones shapes as a gold medal prospect.



Ian Thompson will need to be at peak fitness to manhandle the big Yamaha through the Dutch sand.

makes little difference to the terrain. But wet sand quickly turns to grinding paste which will eat alive anything exposed.

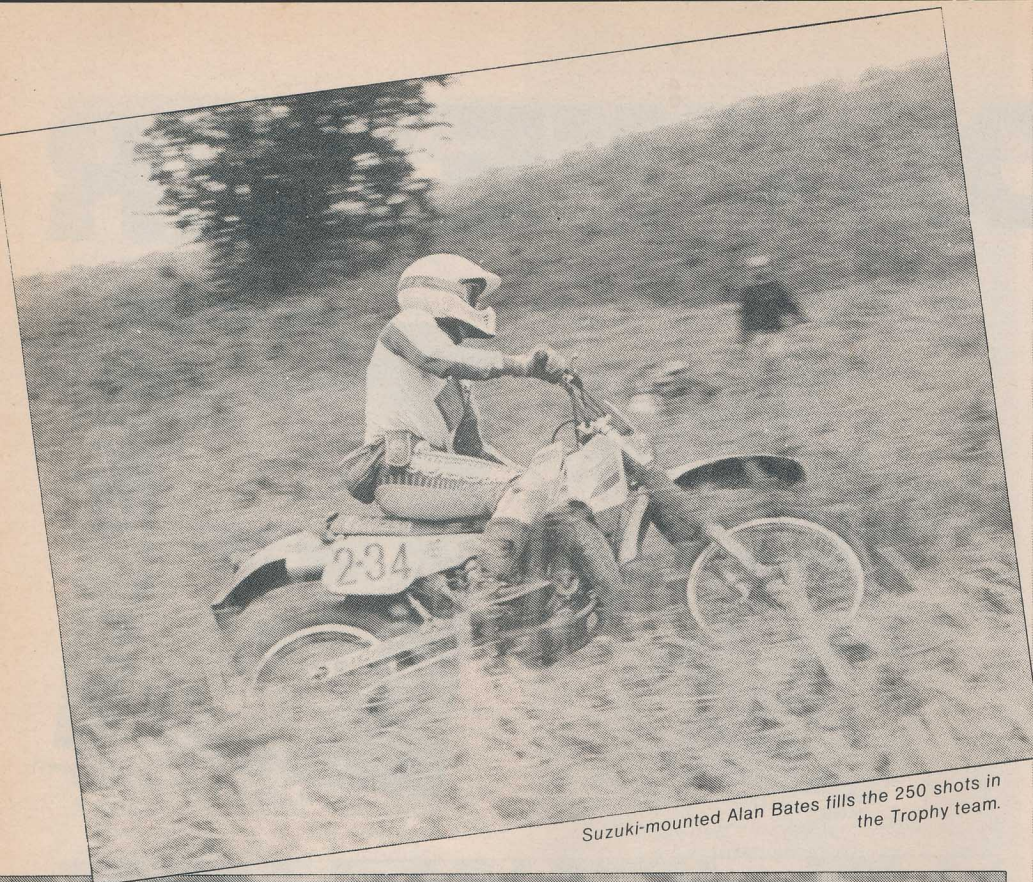
"Riders will get through sprockets in two days. If conditions are bad, they'll use a new chain per day. I plan to change my rear shock halfway through the week. It's bound to get spongy. It would be a shame to get to the final test at Norg and suffer a worn unit.

"Finding time to change parts is the biggest problem. I've practised changing the rear shock in 10 minutes. Having a rear sub frame, held by four bolts, is a big help. I haven't any experience of the new enduro tyres we'll use instead of knobblies."

Like Arthur Browning, at 40 the oldest member of the team, and Britain's best in Wales last year, Edmondson has mixed feelings about the new tyres. "We're used to braking on knobblies but then, you don't really need brakes in sand."

Both reckon the power sapping nature of the Dutch terrain will suit the bigger bikes. On their 600 Yamaha four-strokes, Browning and Ian "Tonka" Thompson should have an easier ride, with less gear changing, but Edmondson is surprised Geraint Jones looks set to ride his latest 300cc watercooled KTM in the 500 class.

"I think Geraint would be wise to ride the biggest bike he can. In relation to my prospects, he's got the best chance of a



Suzuki-mounted Alan Bates fills the 250 shots in the Trophy team.



With a specially modified Suzuki beneath him, Alan Brick will be hoping for a top showing.



If guts and determination count, then Yamaha's Arthur Browning will be there at the end.

gold. If he does I'll take my hat off to him. Anybody who wins a gold will have earned it. There won't be many this year," said Edmondson.

"I can't see Arthur, Ian, Alan Brick or Alan Bates coming home with more than a silver. They've got the ability between time checks but not to grab seconds on special tests," he added with fading memories of his own succession of disasters at the last ISDE. He has got two golds, two silvers and a bronze.

Britain's most successful rider in the last two rounds of the European enduro championship, fearless Edmondson has fresher recollections of some of the Continental aces he'll be up against. "In Germany, I was three seconds down on Gilles Lalay, a French KTM rider whose skill and determination showed in the Le Touquet beach race. I was surprised I could get so close to him. Harald Sturm wasn't trying 100 per cent because he had only to finish to clinch the 250 Euro title.

"I think the East Germans will be stronger than the Czechs. For one thing, their MZs have more suspension travel than the Jawas. Uwe Weber has come on by great leaps and bounds. He'll most probably take Sturm's title next season. With 500 aces Jens Scheffler and Jochen Schutzler, and a couple of good small Simson riders, they have a good chance if they can get six riders to finish.

"The Americans are always a force to be reckoned with and Sweden have a good new guy in Peter Hansen who has scored in 125 world motocross, lapping people twice up to second place at sandy Kalterkirchen.

"But it's hard to visualise anyone beating the Dutch team if the four-strokes of Simon Schram and Gerrit Wolsink don't let them down. Henk Poorte will annihilate everybody in the 500 class. The East Germans won't hold a candle to him.

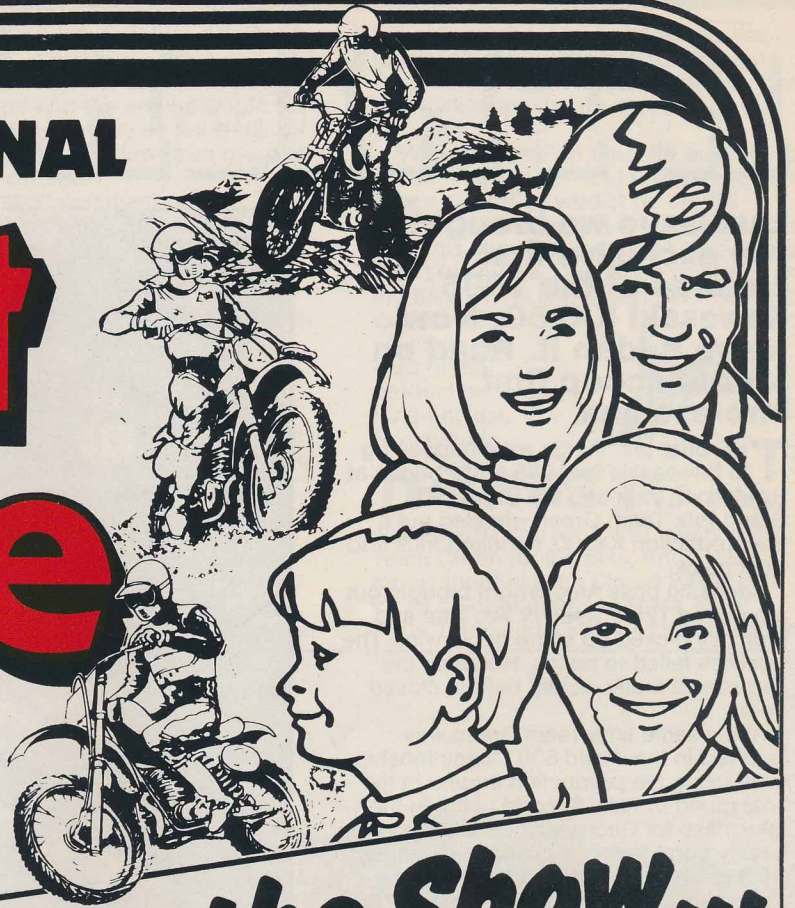
"Dinant Zilstra has a very special 80 Honda. Henk Seppenwolde, in the 125 class, is an ex-500 GP motocrosser who can think for himself and is reasonably good with spanners. Martin Schalkwyk, their 250 ace, has done a lot of European rounds," he concludes.

Who will win? Who'll be Britain's best? Team manager Jock Wilson can be sure his lads will try hard to bring home the bacon from the ISDE - a classic which continues to gain prestige abroad but, perhaps because of our lack of success, has lost some of its glitter in this country.



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