

Wetherby & District Motor Club Ltd.



British round of the world trials championship



STEVE SAUNDERS

British Trials Champion 1985

Sunday, 16th March, 1986
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SUNDAY 16TH MARCH 1986 at 9 a.m.

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Members of the Wetherby Motor Club and many other Motorcycle Clubs who have most kindly volunteered their assistance in running the event.

Please Take Note!

- 1. No dogs on the land.**
- 2. No climbing on walls, fences or gates.**
- 3. Take litter home or put in bags provided.**
- 4. No motorcycles or vehicles other than competitors or officials allowed on the course.**

Thank You!

The Committee of the Wetherby & District Motor Club wish to express their thanks to the following farmers and landowners for the use of their land and for their generous assistance during the preparation for the event:

Mr. J. Storey, Mr. Noakes, Mrs. Hesselden, Mr. B. Hesselden, Mr. Prince, Mrs. Bulmer.

Thanks are also due to the programme sellers, programme advertisers, The North Yorkshire Police, The St. John's Ambulance Brigade and last, but not least, our trade sponsors, particularly Honda U.K. Ltd. and Colin Appleyard who have acted as the major sponsors for this event.

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THIS EVENT IS OBSERVED TO F.I.M. RULES WHICH DIFFER CONSIDERABLY FROM OUR MORE FAMILIAR A.C.U. RULES

F.I.M. World Championship Trials The Events and the Rules

THE BASIC RULES OF THE SERIES:

1. The event is the second in a series of twelve run in Europe and America to select the World Champion of the sport. The British event is organised on behalf of the Auto Cycle Union, governing body of the sport in the U.K., to rules made by the F.I.M., the world governing body of motorcycle sport.
2. All events count for the championship and points are awarded for the top 15 riders on a descending basis.
3. All scoring of the event is on the observed sections but a total time to complete the event is allowed — a generous 7½ hours, failure to pass in time through the check after the last section results in exclusion.
4. The event is over 2 laps of approximately 15km per lap with a total of 26 sections per lap.
5. Marking on the observed sections is as follows:
 - 0 — "clean" Riding through the section without the rider touching the ground with any part of his body and without assisting his balance by leaning on rocks, trees, etc. The machine must not pass outside or permanently displace any of the flags or markers. Touching flags or pushing with the wheel against tapes is O.K. as long as the wheel does not pass over them or break them. Looping in and out of flags is allowed as long as the rider passes the next flag whilst still facing in a forward direction. Lifting either wheel over flags or tapes is allowed as long as the wheel returns to the ground without permanently displacing the markers and the rider is riding "feet up". Stopping and reversing are allowed but only whilst riding "feet up".
 - 1 — "a dab" Touching ground once.
 - 2 — "a two" Touching ground twice.
 - 3 — "a three" Touching ground three or more times whilst moving forward.
 - 5 — "a five" Stopping with foot down, dismounting or going outside section marker as above.

These rules are much more complex in interpretation than the A.C.U. rules but are designed to leave competitors and observers with few doubtful decisions and judgements to be made as the rider passes through the section.



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A MESSAGE FROM THE PRESIDENT

ONCE AGAIN we feel privileged to have been asked to organise the British Round of the World Trials Championship and it gives me great pleasure in welcoming you all to Pateley Bridge in Yorkshire for this year's event.

It is virtually impossible in this day and age to organise an event of this nature to such a high standard without the support of a major sponsor. May I take this opportunity to thank "HONDA" for their generous support this year in sponsoring the trial. I would also like to thank Colin Appleyard of Keighley for his continued support of our Club. Without people like Colin, motor cycle trials would find it difficult to continue to such a high standard.

Without the generosity and co-operation of landowners, farmers, police and many other people this event could not take place — to you all "THANK YOU".

May I wish everyone an enjoyable day's sport and hope that the weather is as kind to us this year as it has been in the past.

PETER FLETCHER

President

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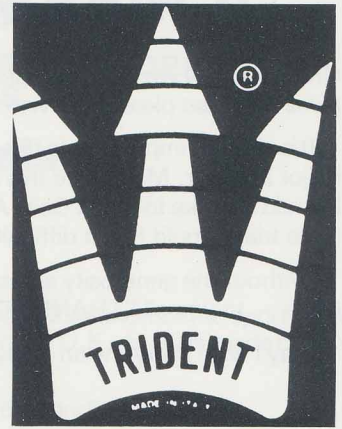
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STEVE SAUNDERS: HONDA'S BRITISH CHALLENGER

When 21-year-old Honda factory rider Steve Saunders was asked to assess his chances in the British round of the World Trials Championship, the second in this season's twelve round series, his reply was instantaneous.

"Just great," enthused Steve, "as it takes place just a week after the Belgian opening round I hope to be going all out for my second win of the series!"

Such is the confidence of Steve as he begins his second season riding for the mighty Japanese concern. There is a difference this year though. In '85 he rode a standard RTL250 Pro-Link model for Honda Britain. For '86 he will be a member of the elite HRC squad, riding alongside, and as an equal to, former three times World Champion Eddy Lejeune.

Steve was just 20 years old when he signed on the dotted line for Trevor Kemp, Honda's Off Road Co-ordinator, at the beginning of last season. And he repayed the faith that Trevor had placed in him by not only clinching his third British Championship in as many years but by announcing his arrival as a major force in the World series, finishing the season in third place behind Frenchman Thierry Michaud and Honda number one Eddy Lejeune.

As previously stated, all this was achieved on a standard 250 RTL and these results, topped off with a brilliant win in the final round of the World series in West Germany, ensured Steve a full works contract with HRC for '86.

Steve recalls, "Signing for Honda at the beginning of last season gave my career just the boost it needed. I already had two British Championships under my belt and the time was right for a serious attack on the World series.

"The four-stroke RTL250 is a fantastic bike and I clicked with it straight away."

In fact, Steve and the Honda clicked so well that the pairing won first time out in the British Championship opening round, the Colmore Cup. The ensuing home championship gave Honda their first British title since Rob Shepherd achieved the feat back in 1977 mounted on his factory 360 special.

And it may be a good omen for the Honda camp that today's event takes place in Rob's home town of Pateley Bridge and no doubt Shep will be taking time off from the family farming enterprise to see just how his modern counterpart shapes up!

Expect the sections to be different in concept to those seen in Shep's heyday though. Rob was supreme in the art of forceful, fast keep-the-front-wheel-moving-at-all-costs style of riding. Steve is his exact counterpart, having mastered the subtleties of stationary balancing, rolling backwards, hopping both front and rear wheel sideways and all the other attendant trickery necessary for success in the current World arenas.

Back to Steve and the current situation though. "I am really looking forward to this season, we have been to the factory already this year, the third time that I've been to Japan, and the bikes are coming along great. Being on a full factory bike means that I am involved with development work and that suits me fine. Both Eddy Lejeune and myself are riding identical RTLs and it ought to prove interesting."

Eddy's ultra special 360 model has been withdrawn by the factory who hope that by switching to a more standard, 250 based RTL, the Belgian's old championship winning form will return.

So who does Steve see as the main threat apart from Lejeune in regards to a Saunders/Honda win today?

"On the early season form Thierry Michaud will again be the man to beat. He is just so consistent and just never seems to have a bad ride. There are plenty of guys out there capable of brilliant rides but it is consistency that counts. The dark horse could well be Jordi Tarres. The young Spanish ace really looks the part at the moment and could spring a few surprises, but I'm ready for him!

"I am also happy to see John Lampkin returning to form following his recent change of machinery. If John and Tony Scarlett are both riding well it helps me. In fact it is good for all of us as we push one another on to greater efforts."

Steve is happy with the rocky Pateley Bridge venue and although he originally made a name for himself on the muddy, tree-root laced slopes of the Western centre (who mentioned Lypiatt Park . . .) he always maintains that he prefers riding rocks to mud. Large, dry, grippy rocks preferably, but slippery ones do just as well. His natural talent plus an insatiable appetite for practicing on all possible types of terrain, means that Steve leaves nothing to chance.

His run of high placings in last season's World Championships speak for themselves with only two fourth place finishes in America and Switzerland ruining his sequence of seconds and thirds, with that final round win in West Germany breaking the final mental barrier.

Steve Saunders and Honda were World Round winners!



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1985 World Champion THIERRY MICHAUD

The Will to Win . . .

by Michel d'Awans
Trials and Motocross News European correspondent



There is one characteristic that suits Thierry Michaud very well since he ever started riding: the will to win. Give him a Formula 1, a pair of darts or even a tennis racket, he will always try to be the best. No wonder he finally got the trial world title. . . .

The first time I met Thierry Michaud, he was 15 years old. Back in 1978, I was asked to write a story on his elder brother Fred. Fred is the kind of person you usually meet in the South of France: when it is too hot under the sun, they just slow down and take it easy. The training session, organised by the team manager of that time for a couple of young French hopes together with Toni Gorgot, proved I was right: Fred was very capable but he usually stopped riding for one hour every 30 minutes! This was providential for Thierry who always took benefit of this situation as he jumped from his 125 Yamaha TY to Fred's 325 Bultaco with the greatest pleasure . . . and that means that he did not stop riding for one minute in the day! He probably was not able to name the French Prime Minister but he was always among the top riders when they were looking at the sections.

That year 1978 saw Fred winning the "Senior" championship whilst Charles Coutard was getting another "Expert" title. The eldest Michaud brother proved to be second to Coutard the next year in the top class. Thierry was keeping on riding instead of studying and he rode his first official championship in 1980. He was lucky enough that the French federation just started that year a Junior 125c.c. championship for the boys aged between 16 and 18. Much impressed by Charles Coutard, a kind of a Master in France, Thierry chose S.W.M. to have a chance in his first attempt. And he got the title the very first year whilst Fred was down to fifth place in the international class on the gold Ossa. Relationships were soon broken between Ossa and Fred, and he went back to Bultaco for the next two years without any better result. After his Junior 125 crown, Thierry became champion in the Senior category and again stayed with S.W.M. in 1982 when he rode with his brother in the Expert class. He managed to be second whilst Fred was sixth. Obviously there was a change in the family: Fred was getting a little bit older and Thierry needed good assistance. The 1983 season saw every top rider having an assistant in the trial. The Michaud brothers then decided to ride together for the same manufacturer and with the same sponsors. French drinks company Pernod made a big effort for trialsport, and the new duo proved to be a winner with first place for Thierry and 5th place for Fred. But the Rivolta d'Adda factory soon got into financial trouble, and the Michaud brothers had to make an unexpected move to Fantic after the 1984 first two French rounds on the big 350 S.W.M. Jumbo. Thierry finished that year second to Philippe Berlatier on Italjet and Fred was again better with fourth place. With the 301 Fantic monoshock that the factory team started to ride in early 1985, Thierry won his fourth French title.

Thierry's evolution was the same for the world championship. If we see him today as a possible winner, it again is due to the trying hard, the will to win, the will to do better every time. He was allowed to ride the world championship for the first time in 1982. He managed to finish at the fifth place, which is a better result than Bernie Schreiber (seventh in 1977), Gilles Burgat (eleventh in 1980) and even Eddy Lejeune (fifteenth in 1979) for a begin. Fifth in 1982, third in 1983, second in 1984 and champion last year: you can't be better, can you? The Grand Prix wins followed the same way: one in 1983, four in 1984 and the record of nine last year. At the Scottish Six Days, he will be out for a third consecutive win in a row, a performance only signed by Hugh Viney (1947 to 1949), Mick Andrews (1970 to 1972) and Martin Lampkin (1976 to 1978).

Said Thierry: "1986 will be even more interesting. It is true to say that Eddy Lejeune, Steve Saunders and myself are out again for the world title. But I feel that we will not be the only Grand Prix winners anymore. Some youngsters like Jordi Tarres and Diego Bosis proved to be very capable this winter. Due to my title, I have been invited to many occasions and possibly my usual training has been reduced. But I am very confident for the future. I think that the first of us out of the top three will be in a difficult position. And that sounds like a crazy game, doesn't it? . . ."

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Review of the 1985 Season

by Mike Rapley

It was Thierry Michaud's year. Of that there can be no doubt, for the Frenchman won nine of the twelve world rounds, and with second place in the other three, was dominant through the year.

Looking back to the weeks before the opening round in Spain last February, it is easy to recall that Eddy Lejeune was the name on everybody's lips. Having matched Yrjo Vesterinen's incredible three wins in succession, it seemed as if Lejeune was on his way to a record breaking fourth crown. On his past form he was the one man to do it. Sure Michaud was a threat, but few were able to predict that Michaud would be able to match and beat Lejeune in just about every situation.

But the Frenchman did just that and gave Mario Agrati's Fantic factory their first and well deserved world title. Michaud began by winning in convincing fashion at Peramola, a new venue for the opening Spanish round where the sections were a marvellous selection of fairly traditional hazards, certainly not too tight and tricky.

As expected Lejeune won at home in Belgium where his win was his sixth in succession, but then as honours looked as if they might be even, Michaud clocked up four wins in a row in Britain, Ireland, France and the States (and took the Scottish again) to seal any doubts. A slight lapse back to second behind Lejeune in Austria was Michaud's only low point, and the title was his before the end of the twelve round series.

Britain's Steve Saunders had been amongst the top two all through the year, beating everybody at some time except the elusive Michaud. Then at the final round in West Germany Steve did it, which did so much for his morale, that this year must certainly be a great year for him.

The action behind the top three was no less exciting. Michaud, Lejeune and Saunders were quite literally in a class of their own, which must have proved a bit demoralising for Gilles Burgat, Philippe Berlatier, Tony Scarlett and the likes, for they all had the ability to ride really well, but whatever they did was more than matched by the top three.

Consistency is the key to getting any form of result and Burgat and Berlatier were both able to score in every round. Yamaha mounted Gilles was never near his 1981 winning form but he was always in with a challenge, and more importantly looked the part and seemed to be enjoying his trials. He seemed to have accepted that he wasn't going to be the Champ again, which took some of the pressure off and he rode with greater relaxation through the year.

Berlatier on the other hand was his usual fiery mysterious self, superb one day, dismal the next. His bike didn't help for the Aprilia he rode in the first half of the season was a bit of a dog, but the arrival of a new, much modified and very smart single shocker did the trick, and Berlatier was back to the form expected of him.

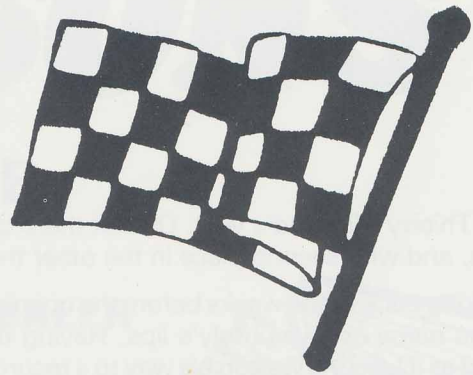
"Our Tone" — Tony Scarlett — rarely looked happy with his riding. Convinced that nothing less than number one will do, brilliant cleans were just accepted, while every mark from dabs to fives was treated with utter contempt. In reality Tony was overshadowed by Steve Saunders — any other year sixth place from a Brit would be regarded as brilliant. There are those who say that for Tony to progress further, his obvious talent has to be matched to the hazards. His flat out, hit it hard approach isn't always the best method, for the delicate style of Saunders, Michaud, etc., seems to prove more effective.

Behind the top six there was a whole gaggle of riders battling between themselves for the points. Spaniard Luis Gallach only lost sixth place to Scarlett by a point, and with what should be a better bike this coming year he should prove a top five threat. The same can be said for Diego Bosis, who has a great natural talent and is a real tip for the top.

With the exception of John Lampkin, they are a good bunch of lads making up the top 15. Couturier, Chiaberto, Tarres, Andersson, Jahn, etc., etc., etc., are never going to be World Champion and will probably struggle to make the top five, but they are always around and on their day can get some good results.

John Lampkin was intentionally left out of that bunch, for last year's 14th place wasn't indicative of his ability. Fifth in 1984 was more like it. Everybody knows that John just wasn't able to develop the Armstrong in World Championship heat of battle, and his move back to Fantic should see a corresponding improvement in form. Quite where he'll slip into is unknown, but anything from fourth to eighth will be a fair guess, which means somebody else will have to move out to accommodate him.

The 1985 year was an interesting one in many ways. 1986 looks to be equally good as the riders do the rounds in Europe and the States. Follow their fortunes through the unmatched trials reports in Trials and Motocross News.



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Wetherby and District Motor Club

FROM THE PAST TO THE PRESENT

by Ron D. Walker

Past Chairman and Treasurer, Wetherby D.M.C.

The Club was formed in 1924 by a band of keen motorcyclists who were interested in promoting the sport and furthering the spirit of competition in the Wetherby area. Early events took the form of main road trials, usually demanding skills in map-reading, keeping to time schedules and a sense of adventure. Very little traffic was on the roads in these rural areas and reliability of machines depended greatly on the rider's ability to carry out roadside maintenance.

Many of the trophies being competed for in club events nowadays are reminders of the members in the early days. Events were drastically affected by hostilities from 1939-45, with petrol rationing and lack of new machinery, but interest soon came back after this period.

Main road and off-road trials soon started with a few members managing to find petrol to use in their free time and events such as "Group Basic (Petrol) Memorial Trial" conjure up amusing thoughts in these more affluent times. Grass track racing had been of interest and emerged again with "Wetherby" in the forefront organising those events at Starbeck, Harrogate, where noise and dust soon upset the residents and faced an early move to Lowthorpe. Active members then included Bill Dean, Colin Hunter (thanks for his reminiscences) and Philip Booth (later Lord Mayor of York).

A further move of venue to Spofforth about 1960 brought the peak of grass track racing activity, with regular events from club level to the British Grass Track Championship. During this period racing was spectacularly successful with the cream of the country's sidecar racers (Messrs. Mead, Webster, Hunter and Lofthouse) coming from York to most events. Members of the Club who did great things then included Colin Gaden, Roger Field, Geoff Ketley, Bob Bradley and the late Mick Wainwright, who is remembered by the Wainwright Memorial Trial held annually at Bainbridge in Wensleydale as a natural event of exceptional quality, enjoyed by riders and organisers alike.

A change in the membership and a fatal accident during a race meeting brought this era to a close quickly but the energy was merely transferred to trials events, where foreign machines were creating great interest. A typical outing consisted of six riders each paying two shillings into the kitty, for trials/road altered bikes and after a conducted route in some local quarry, the winner took all the money. Most events started at Wetherby Town Hall and if the outing was called a "practice" neither insurance nor permits were required.

Ken Smith became interested in setting out trials courses at this time with a first entry of only 12, but news spread quickly on the high quality of his sections and numbers increased rapidly. The number of events grew and with the introduction of Saturday evening summer trials as a boost for novice riding, the fame of "Wetherby" trials was spreading. These now form a regular series of up to 12 trials for all ages each year and are enjoyed by all standard of riders. Percy Lister was President giving active support during a period when social events were most popular, with regular wine and cheese parties, quiz evenings with Tadcaster Club, film shows and a few main road trials or treasure hunts. Sadly the interest in those activities appears to have waned.

As trials interest grew the activities of the Club prospered in the 1970s, with a maximum of 39 separate events being organised in one year by a most enthusiastic group of members. It was in 1978 that the Committee decided to arrange an event that had never been done before where the world's best trials riders were invited to compete in the International Super Stars Trial. This was held at Pateley Bridge in November with the support of Ken Thwaites of TT Leathers and others in the motorcycle business. The event proved so successful that it was repeated three times. The colour and showmanship bettered any other event at that time, as riders came from all over the world to ride in this prestigious event. Those International events form the basis of the course being used today, where the best of our Northern hills are being used to test the best riders in the world. Rick and Gladys Richardson were the hardy secretaries during this hectic period.

The logical follow-on was to request that the British Round of the World Trials Championship be held in our area, and to our excitement we were given the 1981 round with Club members setting out to show what we were capable of. After much debate we chanced the winter weather with a course at Bainbridge in Wensleydale in an area not usually known for good weather in March. The support of the local farmers, sponsors and Club members was fantastic, which gave the riders and viewing public a day's spectacular referred to by the Press as "probably the best one day trial ever run in Britain".

The following two years repeated this successful partnership with the World Round again run at Bainbridge amid acclaim from all who saw these events and where Ken Smith, with the assistance of Dennis Boot, George Webb, etc., took marks from the very best of the world's riders. Secretarial work in those busy events and the remainder of the year's sorting the mass of paperwork was capably managed by Margaret Myers and Moira Marten. During these heady years Peter Fletcher presided over Club business without a dictatorial manner, and whose generosity and contacts have proved invaluable to the Club (Peter's late father Frank also held the same post in the early days of the Club).

These events so raised the quality of trials and their organisation, that the current committee under the keen chairmanship of David Weatherill decided that we should again chalk up another World Round Trial in the long list of Wetherby successes. During the Club's long history many dedicated and loyal members have toiled ceaselessly to promote the Club and its activities without being named, but must be thanked for their past efforts. The Club has a great future with a policy of encouragement to all riders from novice to world-beater and to organise events to extend their skills and enjoyment of motor cycling.

Wetherby & District Motor Club Ltd.

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1975	M. LAMPKIN	1981	G. BURGAT
1976	Y. VESTERINEN	1982	E. LEJEUNE
1977	Y. VESTERINEN	1983	E. LEJEUNE
1978	Y. VESTERINEN	1984	E. LEJEUNE
1979	B. SCHREIBER	1985	T. MICHAUD
1980	U. KARLSON	1986	?

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LIST OF RIDERS

2nd Round of the World Trials Championship

Riding

No.	Name	Machine	Country	Lap 1	Lap 2	Total
11*	Eric Lejeune	Honda	Belgium			
12*	Jean Marie Lejeune	Honda	Belgium			
13*	Bernard Cordonnier	303 J.C.M.	Belgium			
14	Olivier Clamagirand	250 Yamaha	Belgium			
15	Patrick Charlier	303 J.C.M.	France			
16*	Fred Michaud	Fantic	France			
17	Guy Conter	260 Yamaha	France			
18	Laurent Cortinouis	301 Fantic	France			
19*	Bertrand Quartier	250 Yamaha	France			
20	Michel Traini	Beta	France			
21	Adrien Prato	301 Fantic	France			
22	Michel Ranc	280 Aprilia	France			
23	Frans Verhoeven	250 Honda R.T.L.	Holland			
24	Peter Van Enckevort	Honda	Holland			
25	Danilo Galeazzi	Garelli	Italy			
26*	Gianni Tabarelli De Fatis	Beta	Italy			
27	Roberto Tabarelli De Fatis		Italy			
28	Donato Miglio	Garelli	Italy			
29	Davide Marchi		Italy			
30	Ezio Regen	Fantic	Italy			
31	Roberto Prina		Italy			
32	Alberto Deyme	Aprilia	Italy			
33	Marco Imberti		Italy			
34*	Juan Freixas		Spain			
35*	Jordi Tarres	Beta	Spain			
36*	Andreu Codina		Spain			
37	Ronal Garcia		Spain			
38	Alberto Juventan		Spain			
39*	Gabino Renales		Spain			
40	Alberto Callis		Spain			
41	Jorge Arjones		Spain			
42*	Martin Karlsson	240 Beta	Sweden			
43*	Lars Holmberg	350 Yamaha	Sweden			
44	Krister Linusson	250 Yamaha	Sweden			
45*	Ulf-Peter Lundquist	250 Yamaha	Sweden			
46*	Jonny Andersson	250 Fantic	Sweden			
47*	Lars Karlsson	240 Beta	Sweden			
48	Juha Porali	301 Fantic	Finland			
49*	Peter Jahn	250 Honda R.T.L.	Finland			
50*	Staffan Floessell	240 Beta	Finland			
51	Sakari Sipponen	250 Yamaha	Finland			
52	Petri Hartman	250 Yamaha	Finland			
53	Raimo Erakare	Yamaha	Finland			
54	Bernie Schreiber	Yamaha	U.S.A.			
55	Matthias Neukirchen	249 Fantic	W. Germany			
56	Andreas Winkler	311 Aprilia	W. Germany			
57	Udo Lewandowsky	250 Yamaha	W. Germany			
58	Franz Haaf	301 Fantic	W. Germany			
59	Atsushi Itoh	Yamaha	Japan			
60*	Masaya Yamamoto	250 Honda	Japan			
61	Hiroyuki Yamamoto	Honda	Japan			
62*	John Reynolds	Quinn J.C.M.	U.K.			



1



2



3



4

Riding

No.	Name	Machine	Country	Lap 1	Lap 2	Total
63	Nigel Birkett	John Shirt Yamaha	U.K.			
64	Scott Cameron	301 B.V.M. Fantic	U.K.			
65	Colin Ward	250 Barton Yamaha	U.K.			
66	Steve Monk	250 Fantic	U.K.			
67	Simon Sharp	Yamaha	U.K.			
68	Brian Ball	300 Fantic	U.K.			
69	Andrew Sutcliffe	Fantic	U.K.			
70	Barry Roads	250 Trial Shop Yamaha	U.K.			
71	Paul Doney	301 S.M. Fantic	U.K.			
72	Gerald Richardson	John Shirt Yamaha	U.K.			
73	Mark Holland	301 Fantic	U.K.			
74	Julian Page	301 Page's Fantic	U.K.			
75	Philip M. Alderson	Honda	U.K.			
76	Mark Jackson	201 Pems Fantic	U.K.			
77	Ashley Reed	301 B.V.M. Fantic	U.K.			
78	Duncan Walmsley	250 Greenwood Yamaha	U.K.			
79	Graham Tales	250 Yamaha	U.K.			
80	Nicolas England	301 Fantic	U.K.			
81	Ian Rawlins	250 Yamaha	U.K.			
82	David Raybould	250 Yamaha	U.K.			
83	David Burch	250 Yamaha	U.K.			
84	Steven Hole	301 Wigg Fantic	U.K.			
85	Ian Weatherill	301 Pems Fantic	U.K.			
86	Glen Scholey	250 Quinn J.C.M.	U.K.			
87	Jeremy Cragg	301 Pems Fantic	U.K.			
88*	John Lampkin	301 Fantic	U.K.			
89	David Lampkin	301 Fantic	U.K.			
90	Roy Palmer	350 S.W.M.	U.K.			
91*	Harold Crawford	250 John Shirt Yamaha	N. Ireland			
92	Paul A. Mollet	J.C.M.	Jersey C.I.			
93	Philip J. Rive	301 Fantic	Jersey C.I.			
94	Neil Dawson	301 Fantic	Scotland			
95	Leslie Winthrop	250 Yamaha	Scotland			
96	Fulvio Adamoli	Montessa	Italy			

TOP TEN

1	Thierry Michaud	Fantic	France
2	Eddy Lejeune	250 Honda	Belgium
3	Steve Saunders	250 Honda	U.K.
4	Gilles Burgat	Yamaha	France
5	Philippe Berlatier	311 Aprilia	France
6	Tony Scarlett	350 Yamaha	U.K.
7	Luis Gallach		Spain
8	Diego Bosis	Montessa	Italy
9	Pascal Couturier	303 J.C.M.	France
10	Renato Chiaberto	Fantic	Italy

* Point Scorers from 1985-86 Rounds.

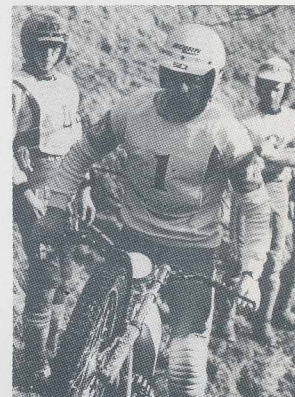
Nos. 1-10 are the top riders in the 1985 series in order of position in the Championship.

Note: Riders' numbers are for spectator identification only and do not indicate order of starting.

SPECTATORS: PLEASE NOTE this trial is observed to F.I.M. Rules, in some respects very different from the A.C.U. Rules normally used in this country. See page 00 for details!

CAN YOU GUESS THESE RIDERS FROM PAST YEARS? ➔

1. Manuel Soler 2. John Reynolds
3. Bernie Schreiber 4. Kiyotaru Hatton
5. Ulf Karlsson 6. Charles Coutard
7. Martin Lampkin 8. Toni Gorgot



5



6



7



8

BOX JET

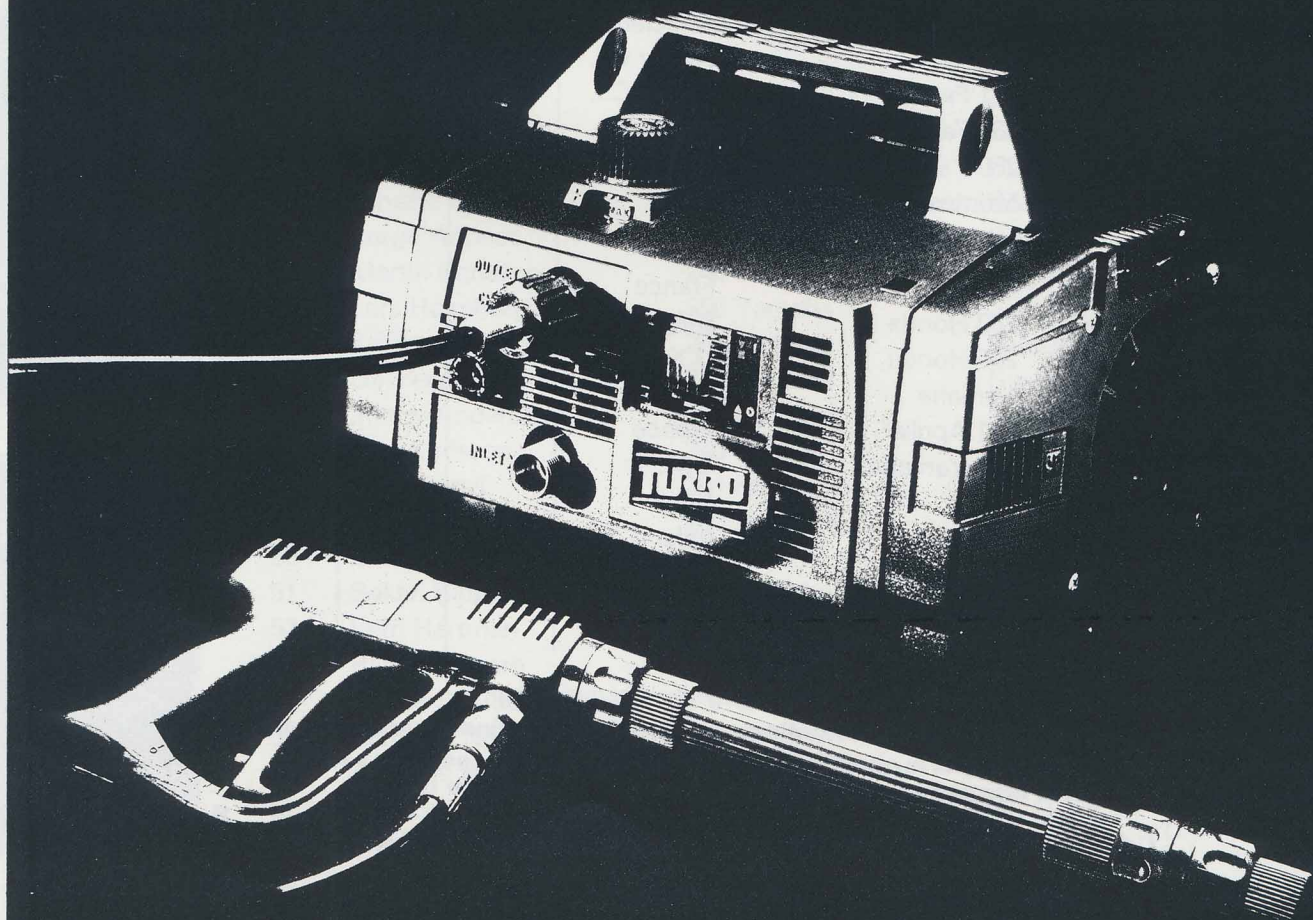
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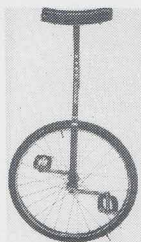
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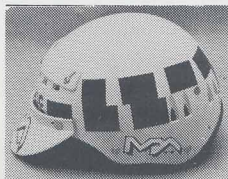


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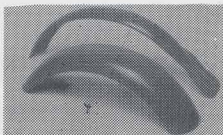


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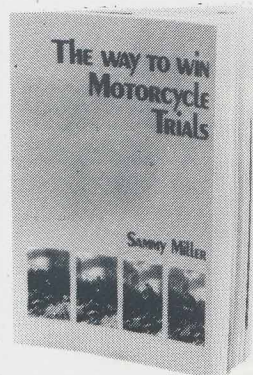
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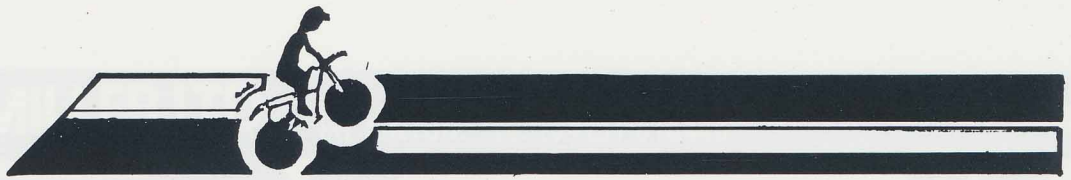
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The Trials Scene of Tomorrow: A Radical View

by Frank Carter

Chairman, A.C.U. Trials & Enduro Committee

Here we are back in Yorkshire for the 1986 World Round and surely there is no other Club better qualified to put on the event than the Wetherby & D.M.C. with the experience gained from the Super Star Trials of the late '70s and three previous World Rounds in 1981, '82 and '83. There is no doubt in my mind that we are in for a superb Trial today.

Over the years many changes have been made. We now have a British Championship series with rules very much modelled to the Continental and World scene which provides the training which our top riders require to bring them up to World Trial readiness. These changes have achieved the results that the British stars of the '70s foresaw, for today we are once again seen to have riders very capable of winning the World Championship. For these riders the changes have been most beneficial, but behind these superstars, are a host of riders who consider that they have been left behind and neglected. Many Organisers are concerned about the decline of entries on the National scene. Attention is being paid to the problem and some Organisers have introduced Clubman Classes with much success, whilst other Clubs have planned sections to suit all abilities. The British National Trial scene is the envy of the world and is basically in good shape but Organisers can no longer expect entries automatically. National Trials should be the top tier and the shop window of our sport. If riders are going to travel long distances at great cost they need to be convinced that the journey will be worthwhile, that they will have a full day's riding, and that they will enjoy the Trial. If Clubs believe they have a good event then they must go out and sell it.

However, if I feel that the British Championship is in good hands and that most National Organisers are now aware of the problems and tackling them, I do not have the same confidence about the remainder of our Trials. That is not to say that I am critical of these events and the very enthusiastic and hard work which is put into them by a great many people, but that they perhaps suffer from outdated modes. These surely are the events which should cater for all our members, and for the newcomers, who having watched our star riders at National level are attracted to try it for themselves. We are one of the few sports which has no formal training structure. The original accepted practice of newcomers starting Trials by way of Closed-to-Club Trials, no longer forms an acceptable standard, as many are harder than Open-to-Centre and Centre Championship Trials. How often have we seen newcomers totally out of their depth and unable to cope? These riders need help with training and events to suit. I also believe that riders of many years' standing would appreciate some changes in the present scene. Many find the modern style of Trials riding difficult to accomplish and this relates to the increase in the pre '65 Trials scene, where sections are traditional and the social aspect plays a large part.

So what do I suggest? A radical change! We need a structure that will bring riders into our sport, that will provide training, that will enable them to enjoy Trials with events graded to suit the ability of riders and their motorcycles.

How can this be achieved?

Perhaps we should first of all dispense with the original and still used system of Club and Centre Trials. In their place we should simply have Trials graded by category or formula according to whether the Course was on private land or contained road work, the type of motorcycles and difficulty of sections.

Perhaps we should have Trials riders graded by category or formula according to their standard of riding ability and the type of motorcycle they ride.

Assuming we adopted the term Formula, then National Trials and the British Championship rounds would be termed Formula One events and the riders competing therein Formula One riders. Possibly Formula Two status and Formula Two riders could be included. At the other end of the scale would be the newcomers, presently labelled Starters or Beginners. These riders would compete in, say, Formula Five Trials and graded as Formula Five riders.

Other Formulas could be adopted that would cater for riders of Twinshock or Pre '65 machines, or for ex Youth riders, many of whom join the adult ranks after having achieved a number of years' experience within the Youth Division.

Before a structure such as the one I have suggested could be achieved it would be necessary to determine the standards of Trials relative to each category or formula, and to set up a Training Scheme for Officials. At the present time there is no formal scheme whereby a Clerk-of-the-Course can obtain training. Few guidelines are laid down for inexperienced Organisers and quite often the resulting Trial is either too easy or, as seems more often, too hard. Surely the blame should not fall on good intentioned and hard working people, but on the very organisation itself, for its lack of a proper training structure and agreed standards for different types of Trials.

Clerks-of-Courses could attend Seminars to learn the rules and regulations and have practical tuition on types of route and section planning. Attendance would then qualify that person to have a Licence to organise Trials, which may limit him or her initially to, say Formula Five Trials only. Only after a period of experience of organising could that Licence be altered to allow the recipient to venture on to the next Formula. Quite possibly it could be a requirement to attend a further Seminar in order to achieve a higher grade. Seminars could be conducted by local Centres for the lower Formula but Clerks-of-Courses for the higher Formula, say One and Two, would need to attend National Seminars.

The need for a proper structure and standard of Trial has never been more apparent than at the present time. Events appear to me to be more and more forced on to private land with little if any roadwork and, at the same time, the areas of land are getting smaller and smaller. I would very much like to see this trend reversed with a return to Trials making use of the highway to connect the various sections. This again is part of the format we need to plan and can be effected within the new categories or Formula I have suggested. Perhaps a move in this direction would prompt our importers to once again bring into the country Trials machines with tax paid and rid the buying public of the horrendous task of obtaining a Road Fund Licence by way of Customs and Excise and Taxation Offices.

So there you have it, my views of the Trials scene of tomorrow, a radical view, but one I hope which will provoke some comment.

LAST YEAR'S WORLD TOP FIFTEEN

No. 1 — Thierry Michaud

THE SECOND FRENCHMAN to win the World Trials Championship, Thierry Michaud had an incredible 1985 by winning nine of the 12 world rounds — and finishing second in the other three!

The Italian Fantic factory secured its first world crown with a new machine, the 301 Fantic, after starting the season in dire financial difficulties that made it doubtful whether the factory would survive to the end of the year.

Michaud had joined Fantic in 1984 and despite the uncertain future, elected to stay with them for 1985, a decision that proved wise for the 22-year-old Michaud proved to be head and shoulders above the rest of his challengers for the title.

But though Michaud won, with what seemed apparent ease, he did have the advantage of doing it on a familiar machine, while his closest challenger was struggling with a new and undeveloped bike. It all went well for Michaud, who with his brother Fred's backing, totalled more points than have ever been scored since the new system was introduced.

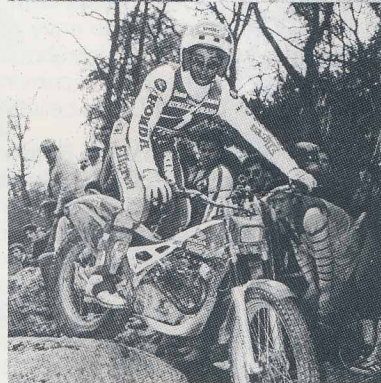


No. 2 — Eddy Lejeune

BELGIAN EDDY LEJEUNE needs no introduction, for the Honda rider has won the World Trials Championship three times in succession, 1982, '83, '84, and was reckoned to be favourite for his fourth consecutive crown in 1985.

But the arrival of a new 360 single shock Honda only days before the opening round in Spain proved to be a handicap Eddy struggled to overcome. Lejeune had won his three championships on a well proven, tried and tested twin shock 360, that differed little from the machines that Rob Shepherd had ridden four years earlier. Obviously they had progressed, but the basic concept was sound.

The new 360 was completely different, and with little time to test and develop Lejeune had to get into action straight away. As the defending Champ, the pressure was on him, but after a series of results behind Michaud, it soon became obvious that second was the best he could expect. Lejeune finally gave up with the 360 and rode a production 250 RTL in the final round in West Germany, a machine he will be riding along with Steve Saunders in the title race this year.



No. 3 — Steve Saunders

STEVE SAUNDERS won the final round of the Championship in West Germany last year, a result that should have given Steve a great boost, for then he had beaten every rider in the world at some time, which augurs well for 1986.

Saunders joined Honda at the beginning of the year and immediately found his niche. Excellent on the Armstrong, which he had taken to two British titles and number six in the world, Steve leapt up a gear and was suddenly world class. He was second in the opening round in Spain, then in the next ten rounds was either second, third or fourth, to claim without any fear, third in the world — a great stepping stone to a major bid for the crown this year.

Steve celebrated his 21st birthday last December, and has proved to be the best trials rider Britain has produced for more than a decade, and should without any doubt be amongst Lejeune and Michaud again this year. The battle is likely to be closer with any one of the three coming out tops when the title battle draws to a close in late August.



No. 4 — Gilles Burgat

GILLES BURGAT was the youngest ever World Champion when he won the title in 1981 aboard a 280 SWM. That year he was brilliant and had come straight from 19th in the world to the top spot. Since then Burgat hasn't been able to find the form that brought him success, despite much effort. He moved from SWM to Fantic but never got to grips with the red Italian machine in the way other riders managed, and after a really low season in 1984 when he was ninth, he took a ride with Yamaha and bounced right back.

Burgat, from near Albertville in the Alpine region of France, had a best result of second in the American round, but was never really in touch with the top three. A popular rider with other riders and spectators, Burgat remains with Yamaha again this year and will be joined by his brother-in-law, the 1979 Champ Bernie Schreiber, who returns to the fold, also on Yamaha.



No. 5 — Philippe Berlatier

A ROUGH, TOUGH, CAREFREE FRENCHMAN, Philippe Berlatier can be absolutely brilliant — or very average.

He started the year by moving from Italjet to ride another Italian machine, Aprilia, a twin shock machine powered by a Rotax engine. Berlatier's early season results were anything but impressive, but a change to a single shock bike mid-way through the year also heralded a change of form from close to the bottom of the points scoring places to a brace of third places, and a few fourths.

Berlatier was involved in a dispute over a result in Austria when he was stripped of the points he gained, but after an FIM inquiry, he was reinstated and finished the season only six points behind Burgat, who was fourth.



No. 6 — Tony Scarlett

SHEFFIELD'S TONY SCARLETT finished sixth in the world, at any other time an excellent result, but last year a placing that tended to be overshadowed by Steve Saunder's success.

But the Yamaha rider's performance must not be overlooked for it was a great ride and at one stage looked to be even better until a d.n.f. in America due to a late puncture cost him valuable points. It might — or might not — have moved Tony higher up the results, but in the end he did well to stay ahead of Luis Gallach, who proved to be his personal challenger for the year.

Always in the shadow of Steve Saunders, Tony has another year to prove himself, and is in with a good chance of breaking into the top five.

No. 7 — Luis Gallach

SPANIARD LUIS GALLACH was the best of the twin shock machine riders to finish the season in seventh place. Gallach's best result was a fourth in the opening round at home in Spain. He never bettered this but did score in every other round bar one, no mean achievement in itself.

Riding the Spanish built Merlin, fitted with an Italian Cagiva engine, Gallach, many believe, is capable of a better result, and was held back by his older design of machine.

This year could well be a year in which Gallach can prove himself. He has moved from Merlin to Montesa and will be riding a single shock, probably a 330 Mont, though there is a 242 based single shocker around. Also Montesa mounted will be Andreu Codina who with Diego Bosis and Gallach will form a Montesa factory team.

No. 8 — Diego Bosis

IF ANYONE is brave enough to say a rider has the talent to be a future world champion, then Diego Bosis would come high in many observer's reckonings. The Italian wonder boy is by far and away the best from his country, even beating his national champion in the world championship stakes.

Bosis rode a 330 twin shock Montesa this year — not the most competitive machine, and had some superb rides. He's a long way from being the top dog, but certainly has the style and apparent confidence to make it all the way.

He'll be on a single shocker this year which should go a long way to improving his result, in fact Bosis is a rider to watch keenly over the next few seasons.

No. 9 — Pascal Couturier

ONLY TWELVE MONTHS AGO the name of Pascal Couturier was being put forward as a successor to Thierry Michaud — a rider likely to get to the top, but an indifferent season in which he finished ninth in the world on the 240 Beta has taken the gloss off his obvious talent.

Quite where Couturier has gone wrong is difficult to pin-point, but for certain he didn't get the results that his 1984 results promised.

A new bike for 1986 in the shape of the new JCM, which features an under-seat fuel tank and a single shock rear suspension away from the olio pneumatic of last year to a conventional spring shock and linkage, might well see a change of form for yet another good French rider.

No. 10 — Renato Chiaberto

WATCH ITALIAN CHAMPION Renato Chiaberto practicing and you see a talented trick rider — nearly always identified from the mass as he rides with his sleeves rolled up.

But good trick riding doesn't always pay off between the begins and ends cards, and Chiaberto is one who can do all that is required of him, but usually loses marks in the process.

It would be fair to say that his results — with a few exceptions — haven't reflected his ability, so 1986 could be a good year for this Fantic team rider.



No. 11 — Jordi Tarres

WITH PASCAL COUTURIER moving on to JCM, Spaniard Jordi Tarres becomes the number one rider for Beta.

Tarres scored in six of the dozen events with a best result of fifth in Switzerland. Generally an unknown quantity to most British spectators, his ability and talent will be watched with interest.



No. 12 — Jonny Andersson

THE SWEDISH Yamaha rider Jonny Andersson is probably the best Swedish rider since Ulf Karlson won the title in 1980.

Andersson moved up three places in the world rankings since his Championship debut in 1984 and is best noted for his incredibly hard style of riding — matched only by Tony Scarlett. Andersson has a long trip from Sweden to do the World Championship series and the effort involved might result in an improved position at the end of this season. The ability is certainly there to justify one.



No. 13 — Peter Jahn

FINLAND'S PETER JAHN had a dismal start to the season on his RTL single shock Honda, for he failed to score in any of the first six Championship trials. But then everything seemed to click as he scored in all of the next six events to post a respectable score of 35 points and 13th place at the end of the year.

If he should score in all rounds this year and average the same number of points he could well move up to somewhere around seventh or eighth place. Only time will tell!



No. 14 — John Lampkin

THE DISMAL PERFORMANCE of John Lampkin in 1985 needs no repeating. Just about everybody knows that last year was a year to forget for the Yorkshireman, and by no means reflected his true ability. The drop from fifth in the world to 14th hurt, but John took it with admirable courtesy and never once blamed anything other than his riding.

But the move back to Fantic on which he gained his fifth placing in 1984 is already proving advantageous and John Boy should quickly re-establish himself up amongst the top riders. He has proved he can do it by winning the American round in 1983, so British supporters will be urging John on to even greater success this year.



No. 15 — Martin Carlsson

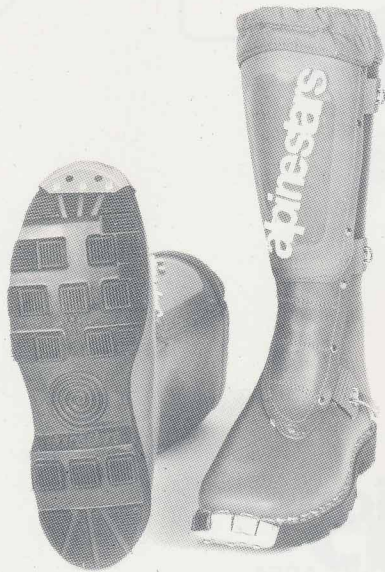
COMPLETING THE TOP 15 in the world review is Swedish Beta rider Martin Carlsson. Together with his brother Lars, who has also scored points and rides a Fantic, the Swedish brothers have a lot of travelling to do to reach all the world rounds.

Quite whether Martin has the ability to maintain his top 15 position with such a wealth of talent behind him is difficult to judge, but no doubt he and his brother will again be travelling many sea miles in order to get a respectable World Championship result.





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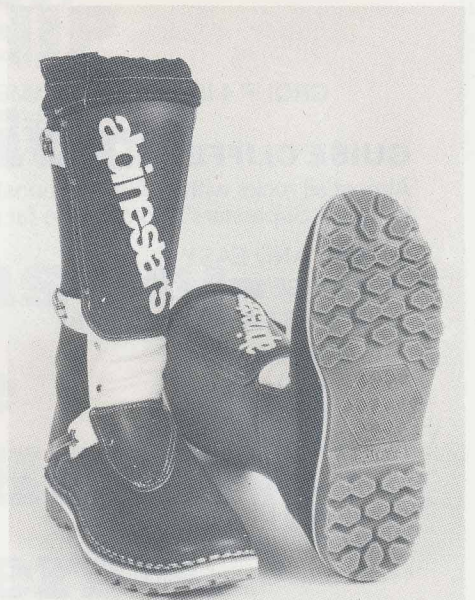
Model No-Stop 40

No-Stop is the boot most of the world top-class trials riders are using including: Steve Saunders, Tony Scarlett, Thierry Michaud, Phillippe Berlatier and Gilles Burgat.

NEW

Model Clever 45

The Clever is our latest trials boot. Features include: built-in gaiter, flexible front panel for ankle movement, supergrip soles, anti-shock steel plated instep.



Model Superstar 954

The Superstar is our economy boot with its low price tag — any rider can afford Alpine Stars quality.

IN THE 1985 WORLD TRIALS CHAMPIONSHIP 9 OUT OF THE TOP TEN RIDERS USED ALPINE STARS BOOTS — INCLUDING WORLD CHAMPION THIERRY MICHAUD

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WORLD CHAMPIONSHIP TRIALS



Notes on the Sections

GROUPS 1, 2 AND 3 ARE WITHIN ½ MILE OF START AREA
 GROUP 4 IS NOT RECOMMENDED TO SPECTATORS IN THE CAR PARK AREA AS THERE ARE ONLY THREE SECTIONS AND PARKING THERE IS VERY LIMITED

GUISE CLIFFE

Almost all rocks with a few variations! Including the famous "Superstars" hill climb so far unconquered.

- 1 NICE AND EASY
- 2 GEORGE'S TREE TWISTER
- 3 DAVE'S LAKESIDE CLIMB
- 4 LAKESIDE BANK
- 5 ST. PETER'S GATE
- 6 QUARRY TWISTER
- 7 BUSTERGUT
- 8 HELL'S CLIMB
- 9 JACK'S GULLY
- 10 MAL'S ROCK TEETH
- 11 LAURIE'S HILL END

MIDDLE TONGUE

All stream sections — great fun in a flood!

- 20 WATERFALL 3
- 21 CROSSOVER
- 22 BLACK ROCK STREAM
- 23 ROUGH AND TUMBLE

KEN'S CANYON

A long way from the start. A steady ride to get the breath back!

- 24 TRICKY JACK
- 25 DON'S DOOM
- 26 LAST GASP

* SKRIKES WOOD *

Sections not available for this event.

Extra sections will be added to other three groups.

AWARD PRESENTATION

At the Watermill Restaurant, Pateley Bridge
 Sunday evening, at 8.30 p.m.

The Top 15 Riders will receive Crystal Glass Awards
 by Royal Brierley Crystal

BAR AND FOOD AVAILABLE — YOU ALL ARE WELCOME!



**CONGRATULATIONS!
ON WINNING
FIRST ROUND
F.I.M.**

**WORLD
TRIALS
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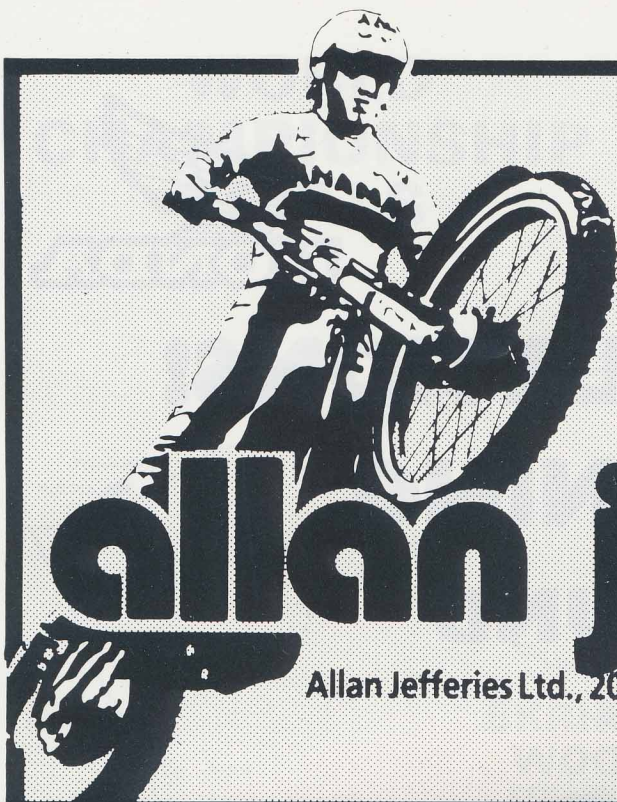
Congratulations to:-

**1st: Eddy Lejuene
(Rothmans HONDA)**

**3rd: Steve Saunders
(Rothmans HONDA)**

**5th: Eric Lejuene
(HONDA H.R.C.)**





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