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ISDE 1983

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3rd-8th OCTOBER



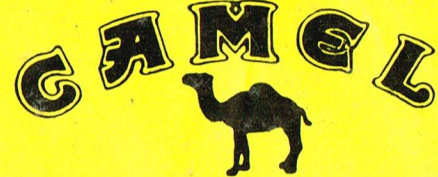
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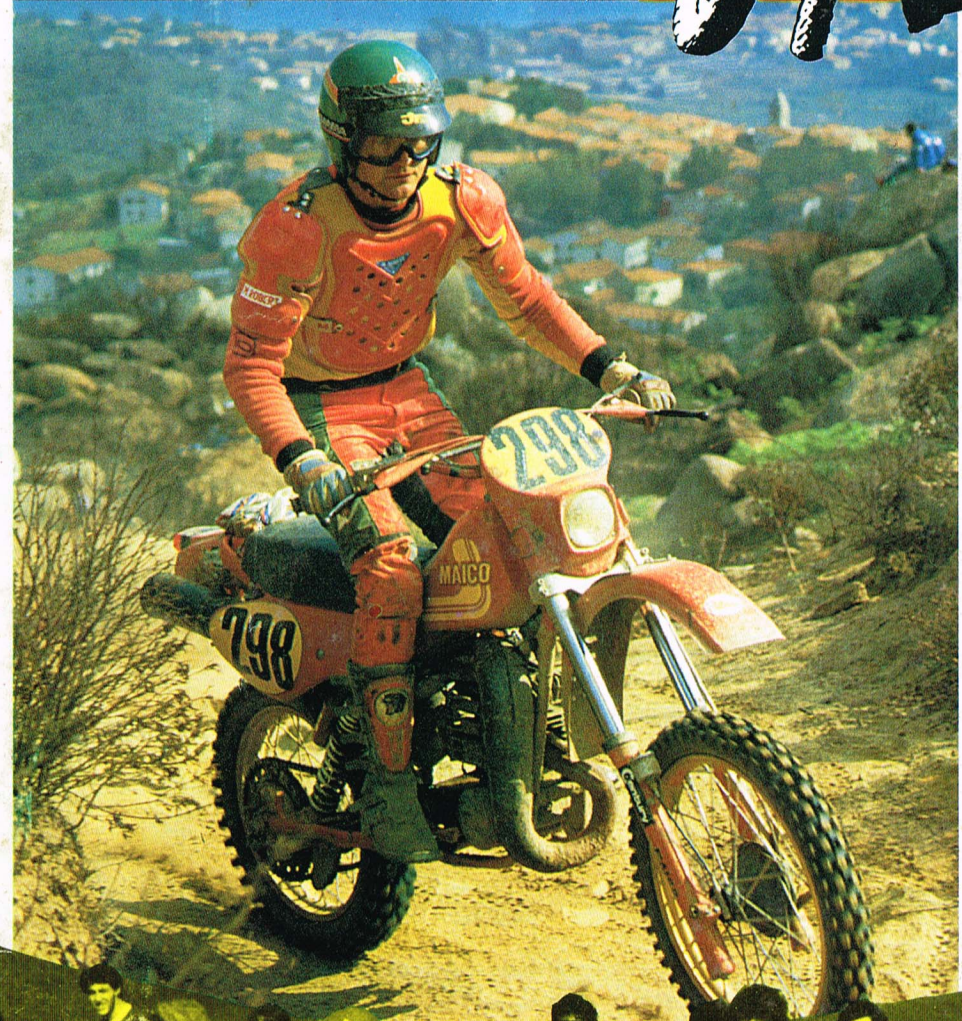


COMPLETE EVENT GUIDE

Showground Activities
Full Entry List
Daily route maps
ISDE
facts and figures

FEATURES:

- British hopes and fears
- Geraint's stiffest test
- International invaders
- ISDE training



LOOK OUT!



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PIRELLI

The F.I.M. 58th International Six Days Enduro – October 3-8 1983 in Wales
Organised by the Auto-Cycle Union, Millbuck House, Corporation Street, Rugby, Warwickshire CV21 2DN. Tel: 0788 70332.

FOREWORD

by Neville Goss, Chairman of the Auto-Cycle Union.

THIS YEAR whilst celebrating its own 80th anniversary the Auto-Cycle Union plays host yet again to a major sporting fixture which is almost as old as itself.

The International Six Days Enduro which it is my pleasure to welcome you all to, was first held 70 years ago in a Lake District setting based on Carlisle with victory going to the British team.

This year's fixture is the 58th in the series and since 1933 it is the eighth time that it has been held in Wales.

Development of the event over the years has raised it to that of supreme status in the calendar of the F.I.M., the sport's international governing body.

Often referred to as the Olympics of motor cycling the ISDE brings together representative national teams of member nations of the international federation.

For six whole days riders and machines are subject to the most severe test conditions which the climate and the terrain combined can provide.

To take all the steps necessary to launch this great competition has required an enormous effort throughout the past year by the A.C.U.'s Trials and Rallies Committee headed by its dedicated chairman, Les Davis.

But even these efforts would have been of little avail without the generous financial support and material assistance from many motor cycle sport loving public organisations.

Our own National Sports Council heads a list which also includes the Mid Wales Development Council and the District Councils of Radnor and Powys. The Welsh Entertainment Committee is deeply involved in the Opening and Closing Ceremonies at which the Police Forces will also provide their usual invaluable support.

Through the good offices of the F.I.M. there is most valued sponsorship from F.J. Reynolds and Company Limited, whilst official vehicles have been generously



provided by Auto Palace, Llandrindod Wells.

On behalf of the Auto-Cycle Union may I conclude by wishing all the visitors to this year's enduro a wonderful week of entertainment, and to all those competing in it good luck, good riding and a happy result.

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● The Publisher would like to thank *Motor Cycle News* and *Trials and Motorcross News* for their co-operation in producing this programme.

Remarkably light, and packing a hefty four-stroke punch, the XR200R has proved more than a match for the two-strokes. While they scream and squirm in the heavy going, the XR just thuds its way through with its four-stroke pulling power.

This year though, the bigger classes had better watch out because, designed along the same lines as the XR200R, the XR350R is here with its light weight and stump-pulling low and mid-range power.

XR350R

All-new this year, the XR350R's 339cc single cylinder engine features our unique Radial Four Valve Combustion chamber and twin carbs to boost mixture flow and combustion. The four radially disposed valves cover nearly all of the combustion chamber surface, and are driven by their own sub-rockers from a central overhead camshaft. The spark plug

is ideally located in the centre of the combustion chamber. One large carb would have been perfect for high speed power output, but at the expense of low-speed output. Hence the two carbs on the XR350R; one for good low and mid-range throttle response, the other chiming in at higher revs.

Other features of the new XR350R are a dry weight of only 113kg, 41mm air-assisted front forks, Pro-Link single-shock rear suspension with 12 compression and 4 rebound damping settings, a box-section lightweight swingarm, and new aluminium wheel rims with straight-pull spokes.

XR200R

The bike that won the British and Welsh Four-Stroke Enduro Championships in 1982, the XR200R is still the same lightweight, gutsy machine it was last year. Its engine is a simple, but punchy four-stroke single with over-

head camshaft, CD Ignition and screw-type tappet adjustment.

Front forks are air-assisted 35mm units, and rear suspension is our famous Pro-Link single-shock system with adjustable spring preload and adjustable damping.

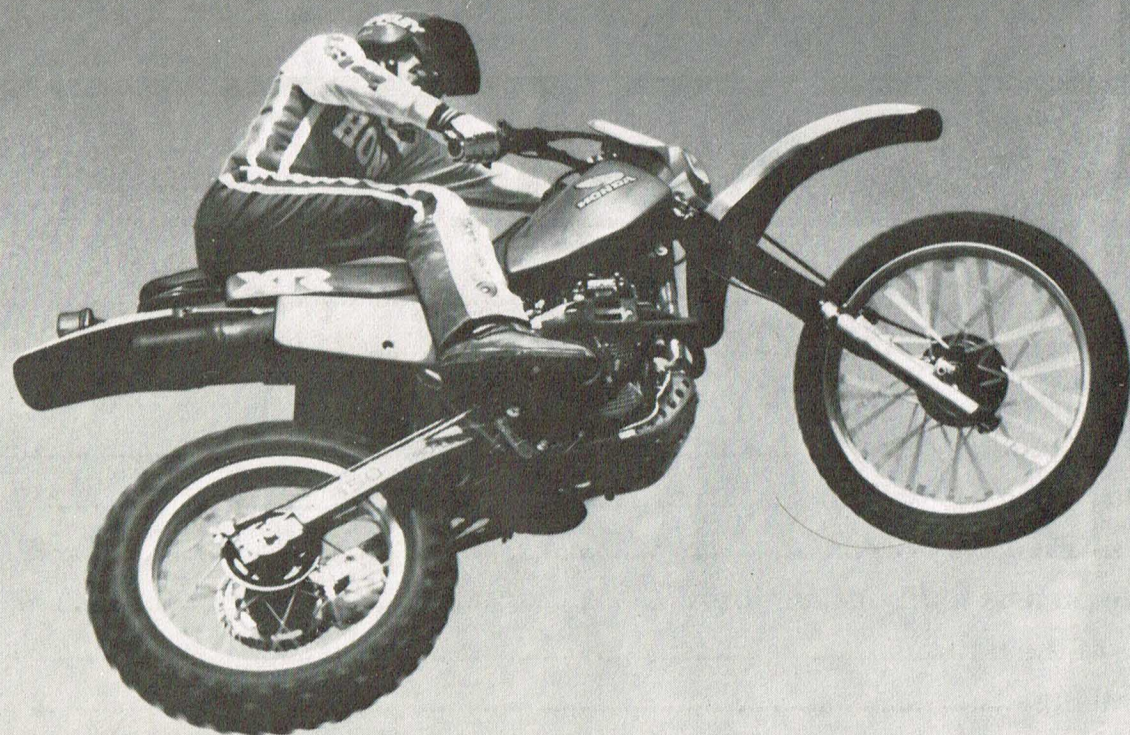
Dry weight is an impressive 101kg, making it barely any heavier than its two-stroke rivals.

The XR350R and XR200R are only available through our Off Road Competition dealers.

For literature and prices phone the **Honda Hotline** on 01-409 3189.



HOW LIGHT WEIGHT AND A LITTLE HEAVY BREATHING WILL LEAVE THE OTHERS GASPING.



Officials

International Jury: Presidents: A. Jablkowski (Poland), B. Bonny (GB), W. Haupt (W. Germany), Birger Totterman (Finland), J.P. Vassen (Holland), Josep Requena (Spain), Ernest Callaghan (Ireland), Alfred Hartmann (East Germany), M. Ditzler (Switzerland), H. Fleming (USA), E. Boschi (Italy), C. Obergh (Sweden), and sporting stewards appointed by the National Motorcycle Federations which have entered their teams into the World Trophy or Silver Vase competitions and hold an F.I.M. Sporting Stewards' Licence for 1983.

Clerk of the Course: A. Bates.

Chief Timekeeper: A. Mass (Sport Zeitmess GmbH).

Chief Marshall: J.D. Matcher

Chief Press Officer: A. Marriott.

Public Relations: J. Price.

Scrutineers: A.A. Mills I/C.

Timekeepers: Sport Zeitmess GmbH (W. Germany).

Noise Control: K. George I/C.

Travelling Marshal: D. Willoughby.

Route Marking: T. Hunt I/C.

Secretary of the Jury: K.E. Shierson.

Interpreter: Yvonne Soucachet.

H.Q. Staff: Miss Pam Miller, Mrs. G. Nicholson.

Programme: J. Courtney.

Secretary of the Meeting: K. Blampied.

ISDE Organising Committee:

L.H. Davis (Chairman), A. Bates, A. Brick, A. King, F. Carter, P. May, D. Willoughby, R. Maughling, B. Bonny, K. Shierson, J. Courtney.

Awards



Three of the magnificent team trophies. Left to right: the Watling Trophy, the Silver Vase, and the World Trophy.

TEAM AWARDS

THE WORLD TROPHY OF THE F.I.M.

Awarded for the best performance by a National team of six drivers nominated by Federations affiliated to the F.I.M., the six machines in a team must include at least four different capacity classes. The motorcycles may be of any country of manufacture.

Only one team may be nominated by each Federation.

THE INTERNATIONAL SILVER VASE

Awarded for the best performance by a National team of four drivers nominated by Federations affiliated to the F.I.M., the four machines in a team must be of at least two different capacity classes.

Note: A driver may not be a member of both a "Trophy" and a "Vase" team.

Only one team may be nominated by each Federation.

THE WATLING TROPHY

Awarded at the discretion of the International Jury for the best performance.

THE CLUB TEAM DIPLOMA

Awarded for the best performance by a bona fide Club Team of 3 drivers, the three machines must include at least two different makes.

MANUFACTURERS TEAM AWARD

A Gold Metal of the F.I.M. awarded to each team of three drivers entered by a manufacturer (or agent with the manufacturer's consent) and whose team members each win an individual Gold Medal. Machines must be of the same make, bearing the same name.

INDIVIDUAL AWARDS

GOLD MEDAL OF THE F.I.M.

The Gold Medal of the F.I.M. will be awarded to all drivers whose total number of points do not exceed 10% of the number of points achieved by the first driver in their respective capacity.

SILVER MEDAL OF THE F.I.M.

The Silver Medal of the F.I.M. will be awarded to all drivers not qualifying for a Gold Medal whose total number of points do not exceed 40% of the number of points achieved by the first driver of their respective capacity.

BRONZE MEDAL OF THE F.I.M.

The Bronze Medal will be awarded to all drivers who do not qualify for a Gold or Silver Medal, and who complete the trial within the allotted time.

Acknowledgments

The Auto-Cycle Union gratefully acknowledge the co-operation and support given by the following:

The Welsh Tourist Board.

The Welsh Development Council.

The Forestry Commission.

The Royal Welsh Showground Builth Wells.

Radnor District Council.

Powys District Council.

The National Sports Council.

R.J. Reynolds (Camel).

Burmah Castrol.

Helicare (Helicopter).

First aid: Sovereign Services, Dr. D. Pollard, Dr. D. Robinson.

Communications: Mike Summerfield.

Frank Hauser (Catering).

The Metropole Hotel.

Pencerric Hotel.

Ex-Metropolitan Police (Travelling Marshals).

G. Beamish and Suzuki GB (loan of motor cycles and vehicles).

The landowners (allowing their land to be used for the event).

Showground Timetable

Sunday October 2 1983. Royal Welsh Showground, Builth Wells

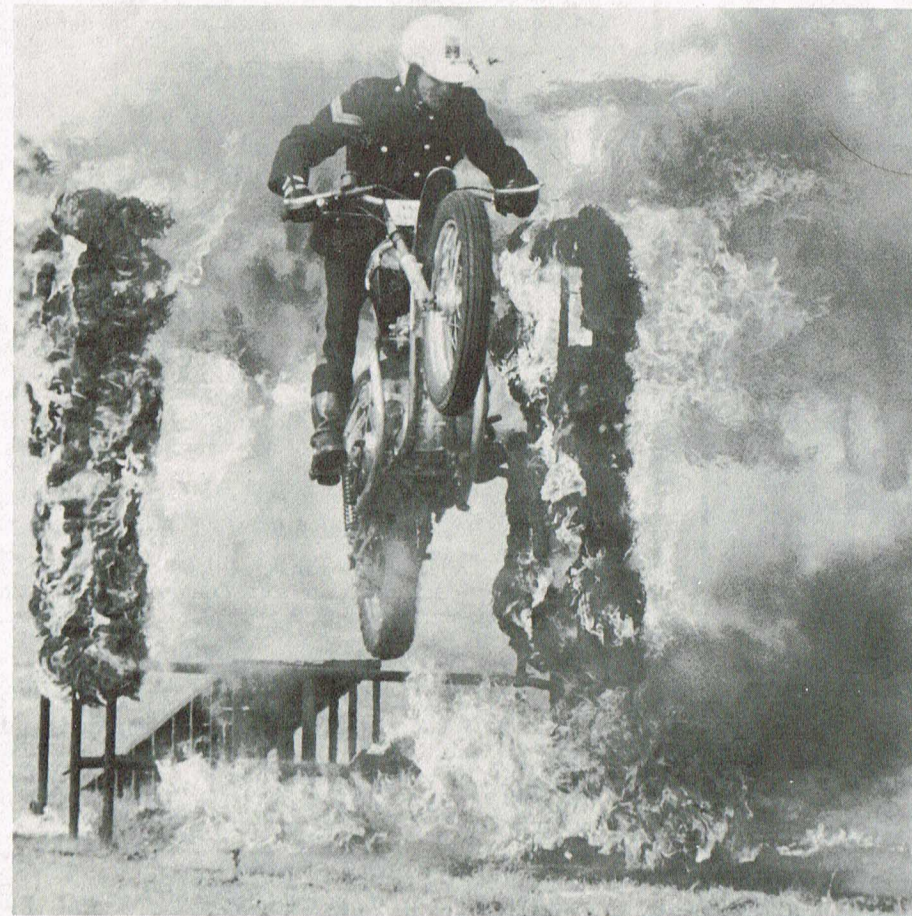
1.40 p.m.	"One man and his dog" – Mr D. Nicholls gives a demonstration of sheep dog display.
2.05 p.m.	Parade – the competing nations assemble in the HTV stand area, march round the ring and line up in front of the Grandstand.
2.20 p.m.	Opening Ceremony – introduction by Chairman of the Auto-Cycle Union. Speech by Peter Rees M.P., Parliamentary Secretary to the Treasury.
2.40 p.m.	Fanfare Release of pigeons. 200 children display "Welcome to Wales" placards. The Band gives marching display while choirs enter the ring.
2.50 p.m.	Choirs accompanied by the band.
3.00 p.m.	The White Helmets Motor Cycle Display Team.
3.30 p.m.	Bulmers Sky Divers. The Band march off at the end of the entertainment. Release of balloons.

Monday – Saturday, October 3-8

The six consecutive days of the event. Times and routes given elsewhere in this programme.

Saturday October 8

Final speed test at Upper Pedwardine. Public admission charge £1 per person. Time to be announced. Prizegiving – to be held in a marquee erected in front of the Grandstand. Time to be announced. Firework display – time to be announced.



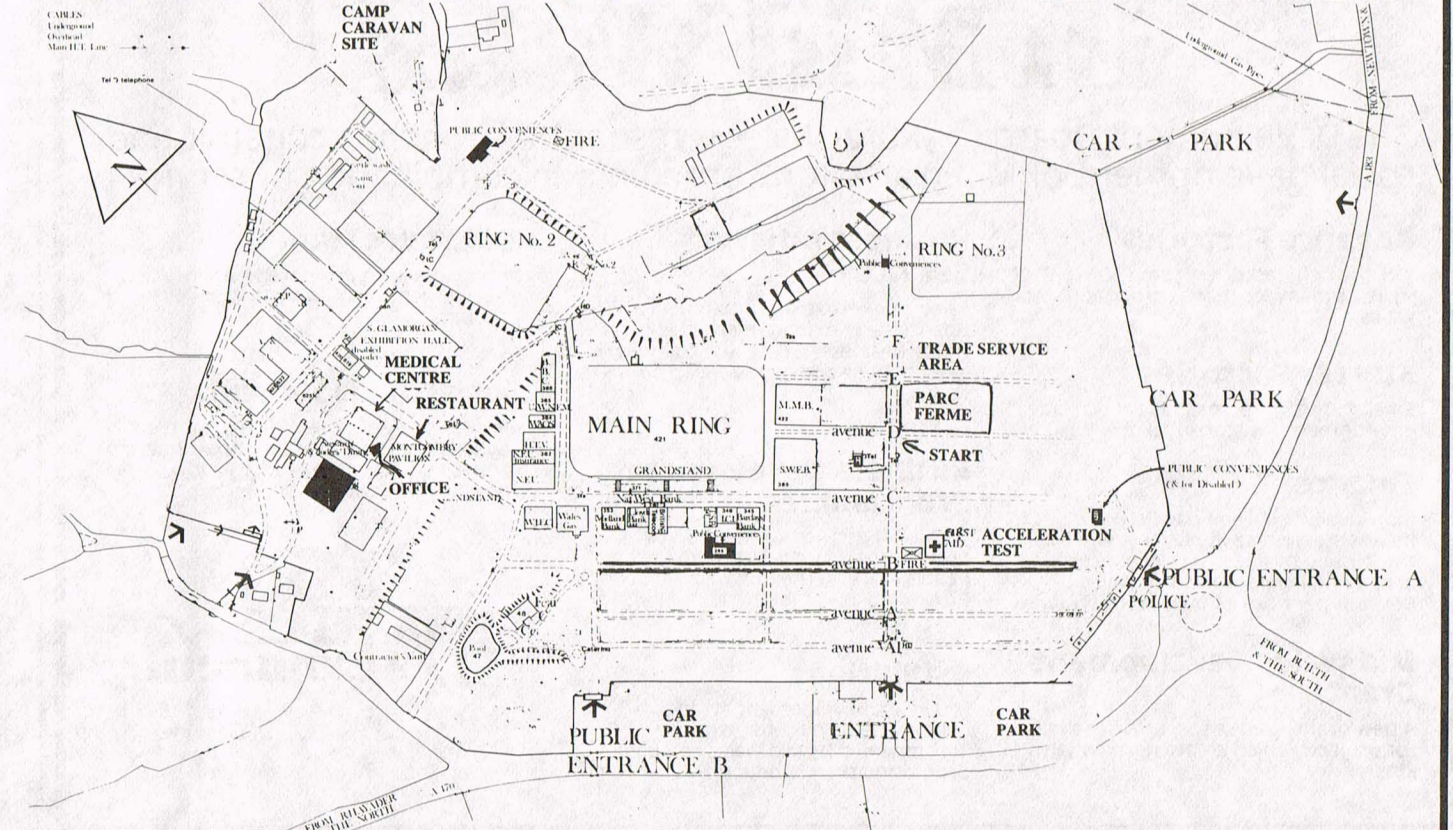
ABOVE: Ballet in boots? – another of the daring acts from the White Helmets, one of the main attractions in the Showground on Sunday (Oct 2).

LEFT: Playing with fire – The White Helmets (Royal Signals Display Team) bring their exciting act to the ISDE opening ceremony at the Royal Welsh Showground.



The opening ceremony in West Germany, 1979. This year the gladiators and the glory are in Wales for the most stirring occasion in the motorcycle calendar.

THE ROYAL WELSH SHOWGROUND – BUILTH WELLS



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What is the ISDE?

TO GET a better picture of how the International Six Days Enduro has evolved into its present form let's go back to its roots.

The event originated in England in 1903 as a test of standard road machines.

Riders set out from Crystal Palace in London on nine daily long distance runs. The event was concluded with a speed test round the Palace track.

The Auto-Cycle Union carried out the organisation and the following year abbreviated the event to a six-day national, starting and finishing in London.

Subsequent years saw the event involve a Land's End to John O'Groats run with tough hill climb sections en route.

As the event grew in stature more riders took part on more reliable machinery. Consequently there were more finishers.

Out of 48 starters in 1904 five had won gold medals. Seven years later there were 75 riders, 33 of them taking gold medals.

As machine specification improved riders were able to take on more difficult tests and tougher terrain.

Interest from abroad was growing, and in 1913 three Frenchmen and an American took part giving the event international status for the first time.

Starting point was Carlisle skating rink. Isle of Man TT pioneer Charlie Collier was a member of the winning three-man team which collected the Trophy prize presented by the Cycle and Motor Cycle Manufacturers and Traders Union of Great Britain, now called the Motor Cycle Association.



One of Britain's best, Triss Sharp (250 Greeves) splashes through one of the many stream crossings during the 1965 event in the Isle of Man.

Collier's mount was a Matchless sidecar outfit which was weighed by ACU officials complete with spares which were declared before the event began. This precaution to prevent "illegal" spares being fitted to the machine during the event is an integral part of the event today.

The First World War interrupted the event's natural progression. It resumed with a much deeper commitment from Europe.

The 1920 event was held in France and won by a Swiss team. With the victory came the right to stage the event in Switzerland, a tradition which has remained with the event, though the option is not always taken up.

Britain had to wait till 1924 to regain Trophy honours with victory in Belgium. The right to run the event was taken up by the ACU and the 1924 ISDT based in Southampton was significant because American riders renewed their interest by competing.

Glorious action from Franz Schweighofer (250 KTM) riding for the Austrian Vase team on home ground in 1976.



The Enthusiasts Choice



What is the ISDE?

Britain regained their stranglehold on the event fielding a team made up of two solo and one sidecar rider. (A table of winners, and where the event has been held is printed on page 36 for quick reference.)

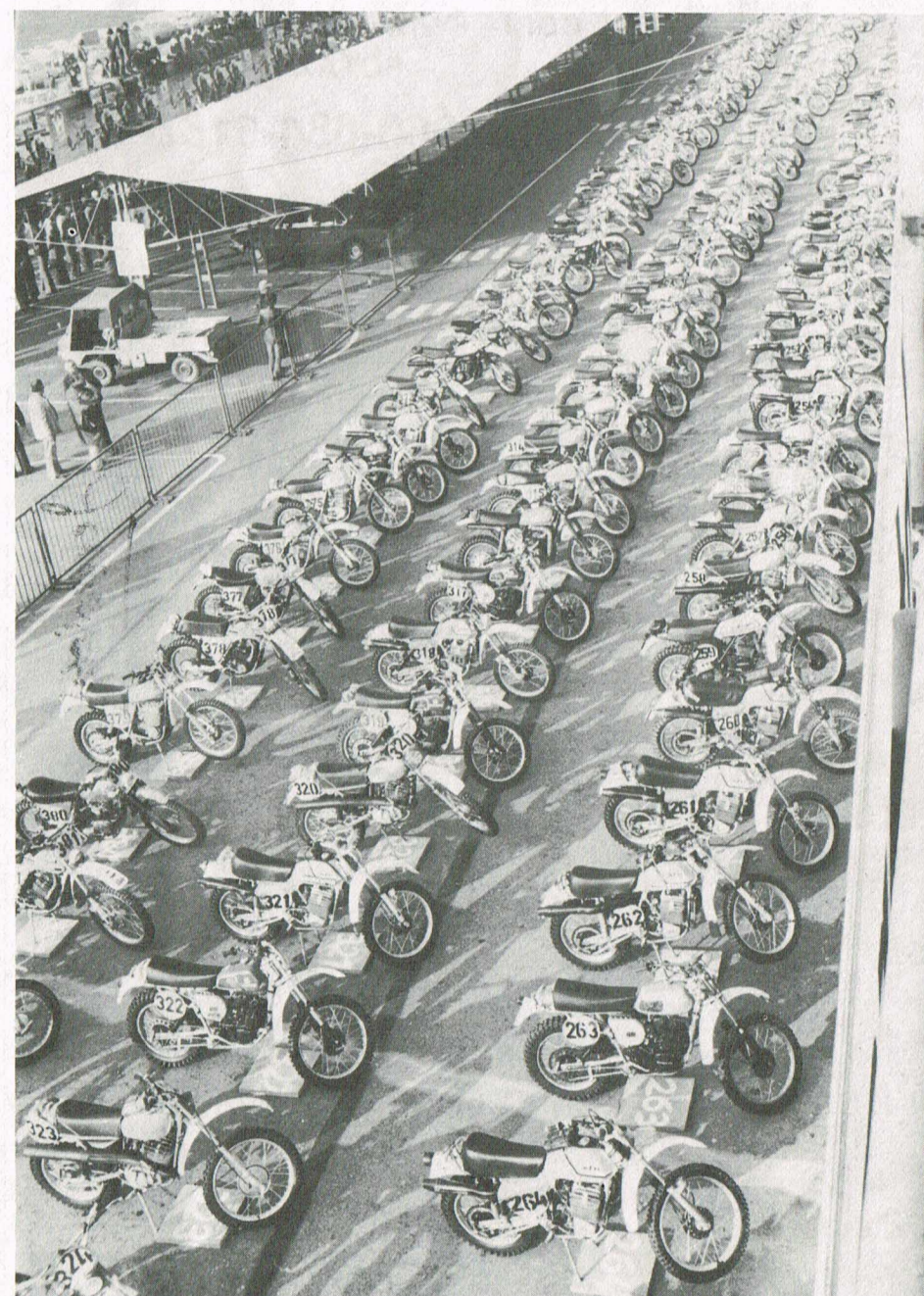
The Second World War brought another long halt to ISDT proceedings. When it resumed Britain again dominated.

To date Britain's record for this team event is 16 Trophy wins, the best record so far of any country. Though recently British success has been thin on the ground as professional riders from Czechoslovakia and East and West Germany stamp their authority on this ultra-tough test of man and machine.

Czechoslovakia have won the Trophy 15 times and will be riding in earnest to equal Britain's record. Dominating in the land where it all began is a delicious victory the Czechs are eager to taste at Britain's expense. Elsewhere in this programme you will find comment and facts about the teams and their chances of success.



Sticky going causes traffic jams. This is 1958 in West Germany. Left to right Otto Lorenz (250 Adler - W. Germany), Triss Sharp (250 Francis Barnett - GB), and Rudolf Arn (250 Zundapp - Switzerland) try to untangle themselves in the mist shrouded forest.



An impressive sight unique to the ISDE - machines lined in ranks in the closed control (parc ferme).

During its history the event has earned for itself the unofficial title "The Olympics of Motorcycling."

It involves six consecutive long hard days of skill, strength and stamina from man and machine. You need to be an Olympian rider to take part, and your machine needs to be an Olympian steed to cope with the variety of obstacles and upsets along the path to aspiring success.

The event calls for a combination of speed, trials and moto cross technique, absolute confidence in the machine, mechanical expertise, and above all the will to go on and not give up.

This final attribute is essential because the ISDE is a team event. If one man or machine drops out his team's chances of winning are almost certainly finished.

The rewards at the end of this supreme test of bike and rider are in the style of the Olympics - gold, silver and bronze medals for individual effort, as well as the coveted team trophies.

Top Riders

The International Trophy is the main prize. Participating countries send their top riders in teams of six to fight for the prestige of winning this award. The team with the least points lost wins.

Other awards include the next most important, the International Silver Vase for which teams of four riders compete. This was first introduced in 1924.

A full list of awards and further details appears on page seven. Also a page devoted to ISDE facts accompanies this article.

All entrants are in teams. After the Trophy and Vase teams come the three-man manufacturers and club teams. The private competitor has been squeezed out as the event has grown.

This year about 400 competitors take part covering approximately 200 miles a day for each of the six days.

Daily routes with maps, times and special test details are included in this official programme.

Before the riding begins the machines are checked over and weighed. The machines are marked to prevent riders changing any components, since the ISDE is primarily a test of reliability.

THE '84 VIKING INVASION HAS ARRIVED

NEW '84 WATERCOOLED 250CR

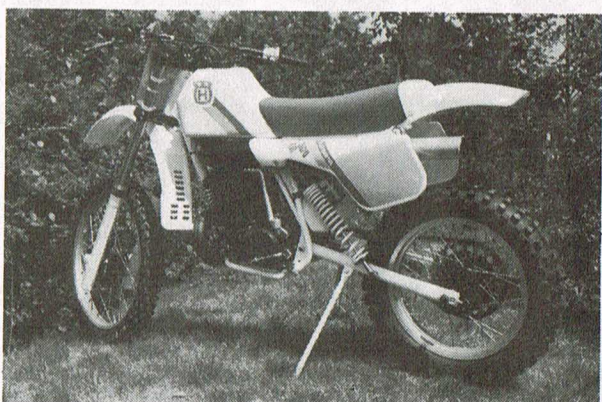
New features include modern style plastic tank (10 litre capacity), slimline blue/white seat allowing improved movement. Redesigned front fender and unobstructive radiator mounting.

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● The ISDE is a test of the reliability of a machine and the skill of its rider.

● Total distance covered by the trial must be not less than 1200km and not more than 1600km.

● No country may promote the trial two years in succession.

● The six motorcycles ridden by members of the Trophy team must be of at least three different capacity classes.

● Motor cycles entered may be of any country of manufacture.

● The four motorcycles ridden by members of the Vase team must be of at least two different classes.

● Riders must be of the nationality of the teams they represent.

● Each club team consists of three riders on at least two different makes of motorcycle.

● Club teams competing for the Club Team Diploma must be local clubs affiliated to their respective national governing bodies.

● Manufacturers' teams consist of three riders on machines of the same manufacture.

● Members of manufacturers' teams competing for Manufacturers' Team awards may be of any nationality.

● Manufacturers' teams may include riders from both Trophy and Vase teams.

● Gold medals are given to riders whose points totals are within ten per cent of class winners.

● Silver medals follow on from gold for riders whose points loss does not exceed 40 per cent of the class winners.

● Bronze medals are given to all riders who complete the course within the allotted time.

● Individual winners in each class are those with the least points lost.

● For team results, each day the best rider in each class is deemed to have lost no marks. The difference is then totalled day after day. The team with the least points lost is the winner.

● Brake lights and speedometers on the ISDE machinery must be fitted and work.

● Minimum diameter of headlamp glass is 100mm.

● Ten points are lost for each light which does not work at the end of the event.

● Noise level of machines must not exceed 84dba.

● At the preliminary examination of machinery certain parts are sealed or marked with paint. They must not be changed.

● The following are marked with paint: frame, forks, swinging arm, suspension units, rims, hubs, carb, fuel tank, oil tank, crankcase.

● The following parts are sealed: crankcase, barrel, head, number plate.

● A rider may change parts which are not sealed provided he uses those carried on his machine.

● Each morning before the start a rider may take into a working area parts not governed by paint or seals. These may be fitted using only the tools carried on the machine.

● Officials may check machines during the event to see that they are safe and that seals have not been broken.

● Any sealed part which is missing or has been changed results in exclusion.

● When proceeding from a time check to a closed control area a rider must push his machine with dead engine. Penalty: 60 points in each case.

● Any rider found smoking or throwing away any object in closed control loses five points.

● Machines in closed control must be left in open air and not covered.

● All machines are kept in the closed control (parc ferme) overnight.

● In a working area riders may not use tools other than those carried on their machines, with the exception of hammers supplied by organisers. Penalty: 300 points.

● No assistance may be given to a rider in a working area. Penalty: exclusion.

● It is forbidden to start the engine in a working area. Penalty: 300 points.

● It is forbidden to start the engine in a starting area before the signal is given. Penalty: 50 points.

● No work can be done on a motorcycle in a closed control. Penalty: exclusion.

● Each morning riders are permitted to enter the closed control 15 minutes before their start times for the sole purpose of moving their machines by hand to the exit.

● Ten minutes before his start time a rider may move his machine into the working area to carry out adjustments, refuelling and so on.

● Within one minute of a rider's starting signal each morning he must have started his engine at the start line and crossed another line 20 metres away under engine power. Penalty: 50 points.

● Starting must be by fitted starting device such as kickstart. Pushing is not allowed.

● Refuelling depots are indicated on route cards and are not more than 100km apart.

● Refuelling may only be carried out in designated areas. Penalty: exclusion.

● All outside assistance is forbidden, other than refuelling, oil changes, and tyre inflation at allowed points.

● Throughout the trial a motorcycle may only be moved by its engine power, pushed by its rider, or moved by natural case. Penalty: exclusion.

● Tyres may be changed at every time check between white and yellow flags.

● The official route is marked by route cards. A different colour is used each day.

● Riders deviating from the official route may be excluded.

● The maximum penalty points a rider can incur in one day is 15,000.

● Time checks are set up at the exit of the starting enclosure, the entrance to the closed control at the end of each day's run, and intermediate distances of not more than 30km apart.

● Average speed to be maintained for all classes is between 35-50kph.

● Time checks are taken in minutes.

● Riders must have their time cards stamped by the time stamping clock at each time check.

● A rider who loses his time card loses ten points.

● Time checks are indicated by a white flag 200 metres before the control table, and a yellow flag 20 metres before the table.

● A rider who passes the yellow flag before the time he is due in loses 60 points per minute.

● Riders may arrive at a time check up to two complete minutes late without penalty. This is "the late arrival allowance".

● Riders more than two minutes late lose 60 points for every full minute.

● A rider more than one hour late is excluded, and his team incurs 15,000 points, plus 15,000 points per day for each remaining day of the event.

● The International Jury will consider genuine claims of delay due to abnormal circumstances, such as administering first aid to another rider.

● The event includes random route checks to make sure riders do not take short cuts or go round hazards.

● A rider does not lose any points for putting his feet down.

● The event includes five cross country tests on a course between 3-5km. The course is chosen so that speed do not average more than 50kph.

● The event includes five acceleration tests over 200 metres. During these tests noise meter readings are taken.

● The event includes a final speed test over a course between 10-18km. The organisers determine the number of laps.

● The International Six Days Trial was first run in 1913 and renamed the International Six Days Enduro in 1981.

VIDEO!

The world's leading distributor of motorcycle sport videos is pleased to present:-

The 1983 ISDE

On the 18th October 1983, just 10 days after the great event, we shall be releasing a 60 minute programme-1983 ISDE. This EXCLUSIVE-TO-VIDEO programme will be the definitive record of six days of the most challenging motorcycle sport in the world.

Production by Photac Video. Photac Video, renowned for their wide range of quality off-road video reports will be interviewing the top riders, covering the most inaccessible parts of the course and generally bringing you the best action as well as the full story of the event.

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Dirt Riders (67 mins)

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Action Reports (all 60 mins except *)

1982 Dutch 125 M-x GP
1982 Swiss 250 M-x GP
1982 British 250 M-x GP
1982 British 500 M-x GP
1982 Luxembourg 500 M-x GP

1982 Trophee des Nations
1982 Moto-Cross des Nations
1983 British World Trials round

1983 Scottish Six Days Trial*
1983 Dutch 125 M-x GP
1983 French 250 M-x GP
1983 British 250 M-x GP
1983 Dutch 500 M-x GP

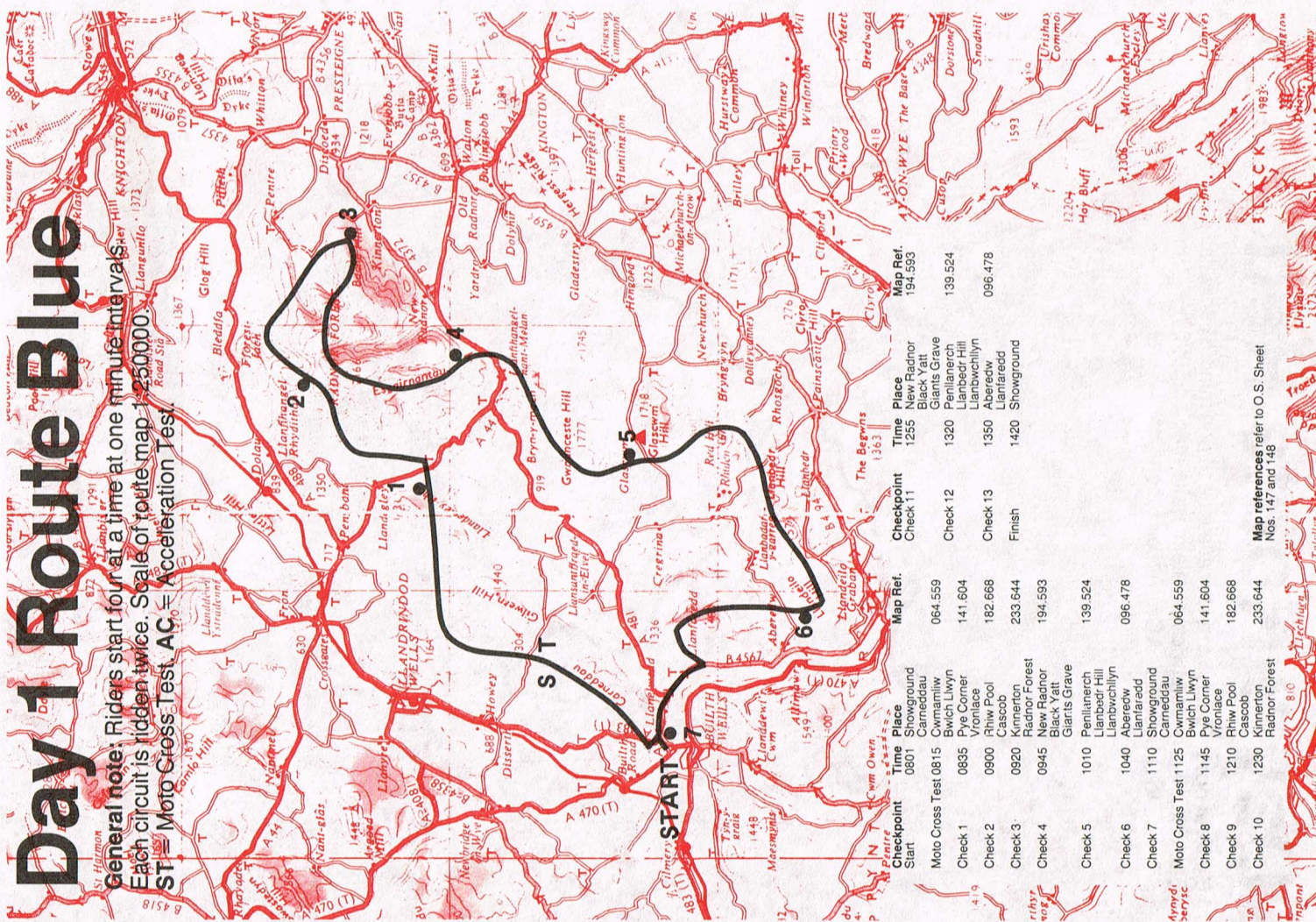
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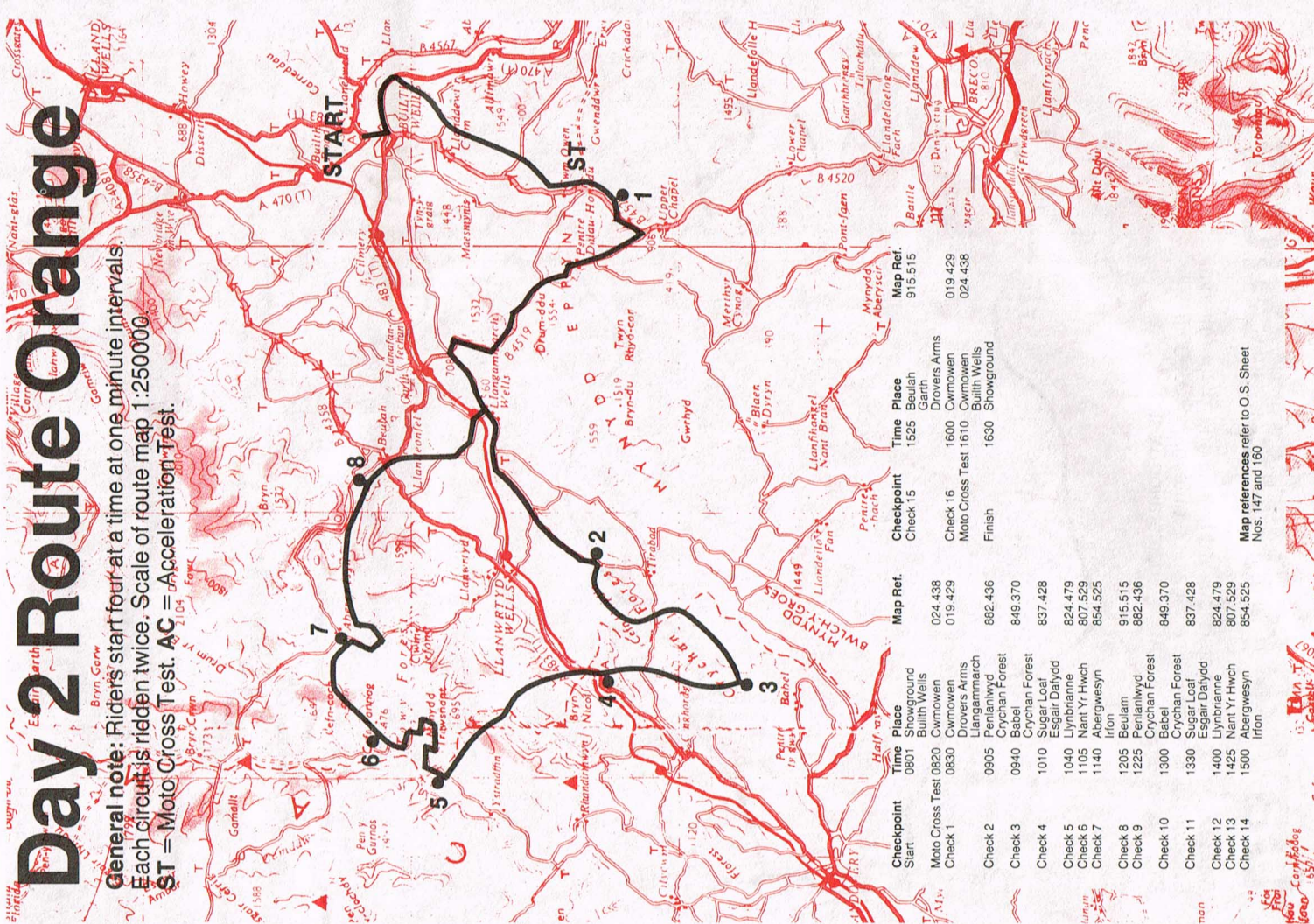
Day 1 Route Blue

General note: Riders start four at a time at one minute intervals. Each circuit is ridden twice. Scale of route map 1:250000. ST = Moto Cross Test. AC = Acceleration Test.



Day 2 Route Orange

General note: Riders start four at a time at one minute intervals. Each circuit is ridden twice. Scale of route map 1:250000. ST = Moto Cross Test. AC = Acceleration Test.



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SM

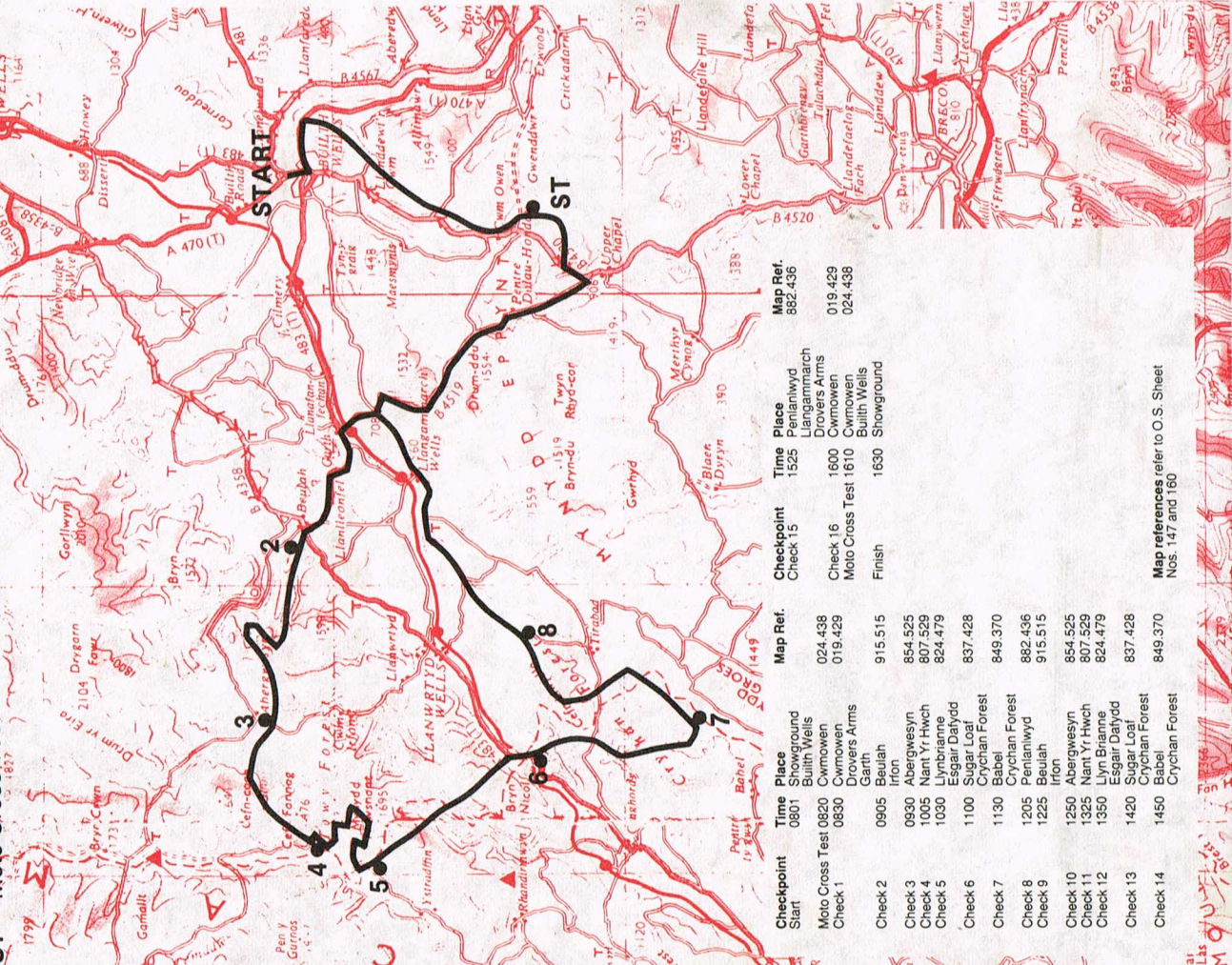
riders

Geraint Jones and Derek Edmondson compete for top honours using MDS helmets and Oakley goggles and grips

Make sure you visit the Serval stand here today

Day 3 Route Red

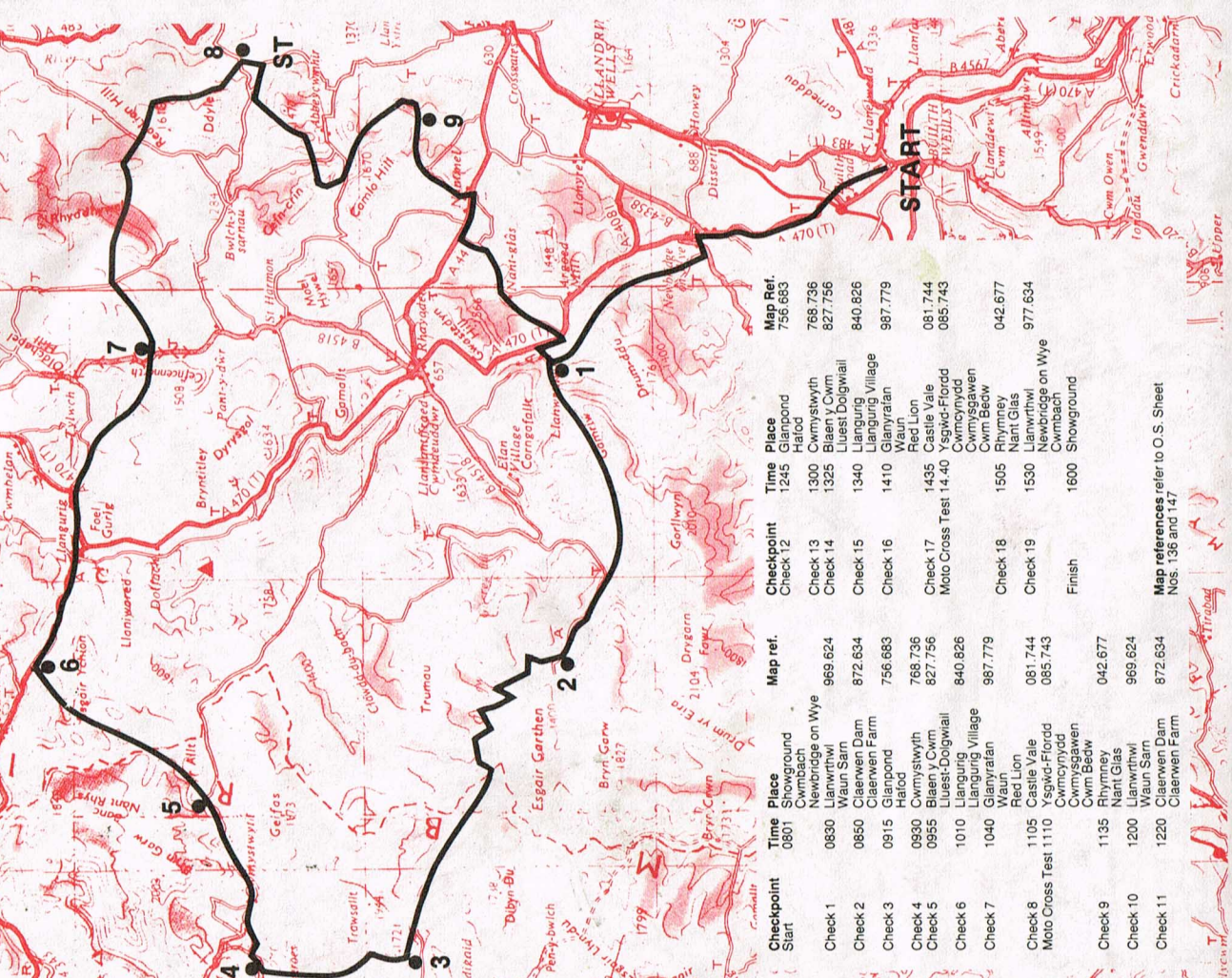
General note: Riders start four at a time at one minute intervals. Each circuit is ridden twice. Scale of route map 1:250000. ST = Moto Cross Test. AC = Acceleration Test.



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Day 4 Route Yellow

General note: Riders start four at a time at one minute intervals. Each circuit is ridden twice. Scale of route map 1:250000. ST = Moto Cross Test. AC = Acceleration Test.



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NATIONAL COLOURS

The colour of a driver's helmet indicates his nationality as follows:-

COUNTRY	FEDERATION	HELMET COLOURS
Australia	ACCA	Green and yellow with Kangaroo emblem.
Austria	OAMTC	Bright red and black.
Belgium	FMB	Yellow.
Canada	CMA	Green and white.
Czechoslovakia	UAMK	Blue with red, white and blue border.
Fd. Rp. Germany	OMK	White with black border.
Finland	SML	White with blue cross.
France	FFM	Blue.
German Dem. Rep.	ADMV der DDR	White with black border and triangular badge in black, red and gold.
Great Britain	ACU	Green.
Ireland	MCUI	Green and orange.
Italy	FMI	Red with one green and one white horizontal band.
Mexico	FMM	White with red and green borders.
Netherlands	KNMV	Orange.
Poland	PZM	White with red band.
Spain	RFME	Yellow and red.
Sweden	SVEMO	Blue and yellow.
Switzerland	FMS	Red with white cross.
USA	AMA	Blue with 2 white bands.

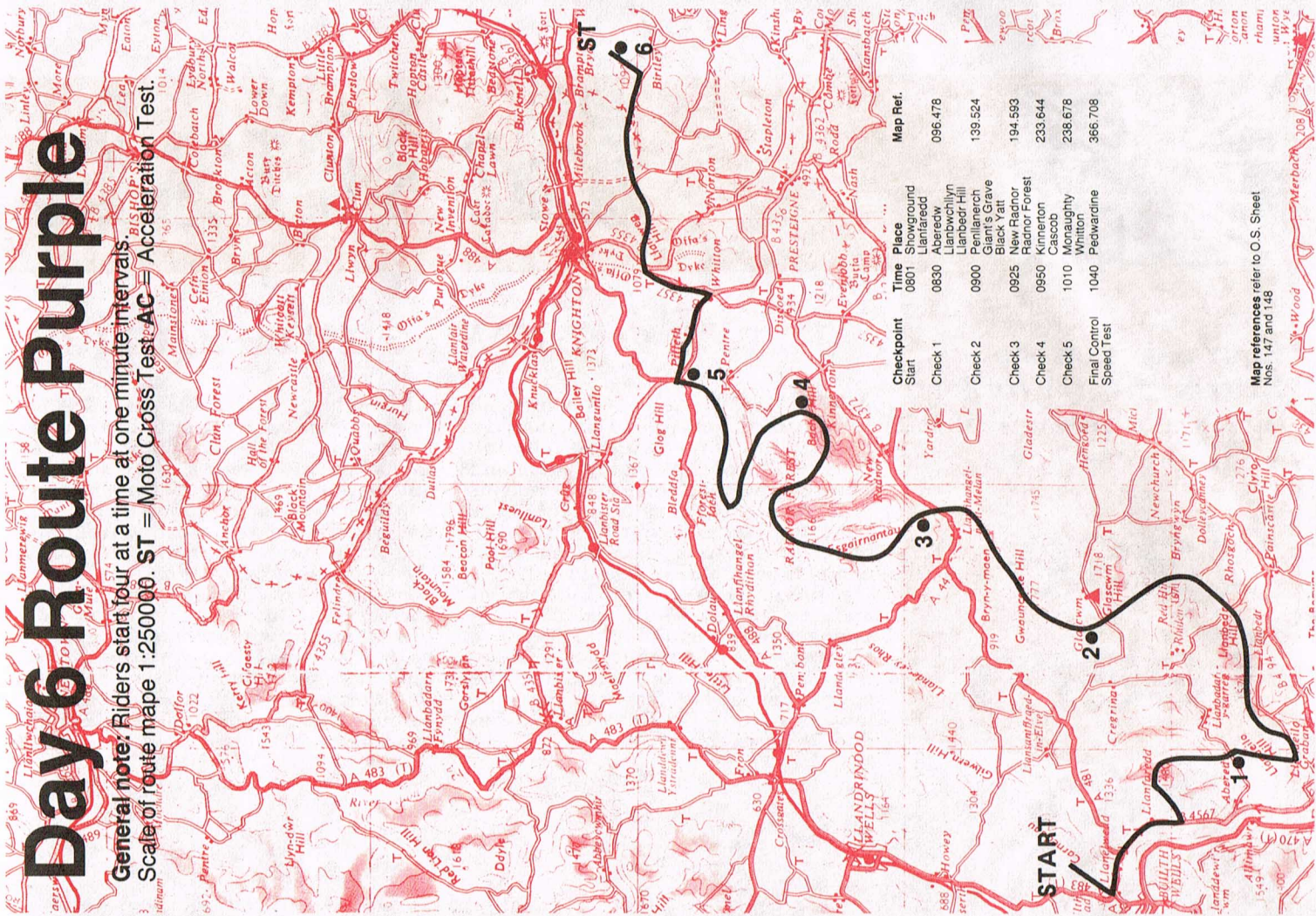
(Holders of world or national championships, are allowed a central band 50mm wide from front to back across the top carrying the national colours or a rainbow).

RIDER ENTRY LIST

Including Trophy and Vase Teams, Manufacturers' and Club Teams and National Helmet Colours

No. ENTRANT	RIDER	MACHINE	NATIONALITY	No. ENTRANT	RIDER	MACHINE	NATIONALITY
1	BERNHARD BRINKMANN	FANTIC 80	WEST GERMAN	98	F.M.M.	HUSOVARNA 250	MEXICAN
2	THIERRY MAGNOLI	FANTIC 80	FRENCH	99	S.V.E.M.O.	HUSOVARNA 250	SWEDEN
3	AGUSTIN FERNANDEZ	SWM 80	SPANISH	100	O.A.M.T.C.	KTM 245	AUSTRIAN
4	ARNULF TEUCHERT	HERCULES 80	WEST GERMAN	101	A.M.A.	HUSOVARNA 250	AUSTRIAN
5	FRANCO MURAGLIA	HONDA 80	AUSTRIAN	102	A.M.A.	HUSOVARNA 250	AUSTRIAN
6	FRANCO MURAGLIA	HONDA 80	AUSTRIAN	103	A.M.A.	HUSOVARNA 250	AUSTRIAN
7	F.M.I.	ACCROSSATO 80	ITALIAN	104	F.M.I.	SUZUKI 175	BRITISH
8	S.M.L.	ILLKA HEINAAHO	FINNISH	105	A.C.C.A.	KAWASAKI 250	BRITISH
9	POR SP SIMON	SUZUKI 80	FINNISH	106	A.C.C.A.	KAWASAKI 250	BRITISH
10	STANISLAW JENKOWSKI	SUZUKI 80	FINNISH	107	O.A.M.T.C.	KAWASAKI 250	BRITISH
11	STANISLAW JENKOWSKI	SUZUKI 80	FINNISH	108	O.A.M.T.C.	KAWASAKI 250	BRITISH
12	DDR SP SIMON	MARCO DE FELICE	GERMAN	109	F.M.I.	KAWASAKI 250	BRITISH
13	DDR SP SIMON	MARCO DE FELICE	GERMAN	110	A.C.U.	KAWASAKI 250	BRITISH
14	DDR SP SIMON	MARCO DE FELICE	GERMAN	111	F.F.M.	KAWASAKI 250	BRITISH
15	DDR SP SIMON	MARCO DE FELICE	GERMAN	112	F.F.M.	KAWASAKI 250	BRITISH
16	DDR SP SIMON	MARCO DE FELICE	GERMAN	113	F.F.M.	KAWASAKI 250	BRITISH
17	DDR SP SIMON	MARCO DE FELICE	GERMAN	114	A.C.U.	KAWASAKI 250	BRITISH
18	DDR SP SIMON	MARCO DE FELICE	GERMAN	115	S.M.L.	KAWASAKI 250	BRITISH
19	DDR SP SIMON	MARCO DE FELICE	GERMAN	116	S.M.L.	KAWASAKI 250	BRITISH
20	DDR SP SIMON	MARCO DE FELICE	GERMAN	117	S.M.L.	KAWASAKI 250	BRITISH
21	DDR SP SIMON	MARCO DE FELICE	GERMAN	118	S.M.L.	KAWASAKI 250	BRITISH
22	DDR SP SIMON	MARCO DE FELICE	GERMAN	119	S.M.L.	KAWASAKI 250	BRITISH
23	DDR SP SIMON	MARCO DE FELICE	GERMAN	120	S.M.L.	KAWASAKI 250	BRITISH
24	DDR SP SIMON	MARCO DE FELICE	GERMAN	121	S.M.L.	KAWASAKI 250	BRITISH
25	DDR SP SIMON	MARCO DE FELICE	GERMAN	122	S.M.L.	KAWASAKI 250	BRITISH
26	DDR SP SIMON	MARCO DE FELICE	GERMAN	123	S.M.L.	KAWASAKI 250	BRITISH
27	DDR SP SIMON	MARCO DE FELICE	GERMAN	124	S.M.L.	KAWASAKI 250	BRITISH
28	DDR SP SIMON	MARCO DE FELICE	GERMAN	125	S.M.L.	KAWASAKI 250	BRITISH
29	DDR SP SIMON	MARCO DE FELICE	GERMAN	126	S.M.L.	KAWASAKI 250	BRITISH
30	DDR SP SIMON	MARCO DE FELICE	GERMAN	127	S.M.L.	KAWASAKI 250	BRITISH
31	DDR SP SIMON	MARCO DE FELICE	GERMAN	128	S.M.L.	KAWASAKI 250	BRITISH
32	DDR SP SIMON	MARCO DE FELICE	GERMAN	129	S.M.L.	KAWASAKI 250	BRITISH
33	DDR SP SIMON	MARCO DE FELICE	GERMAN	130	S.M.L.	KAWASAKI 250	BRITISH
34	DDR SP SIMON	MARCO DE FELICE	GERMAN	131	S.M.L.	KAWASAKI 250	BRITISH
35	DDR SP SIMON	MARCO DE FELICE	GERMAN	132	S.M.L.	KAWASAKI 250	BRITISH
36	DDR SP SIMON	MARCO DE FELICE	GERMAN	133	S.M.L.	KAWASAKI 250	BRITISH
37	DDR SP SIMON	MARCO DE FELICE	GERMAN	134	S.M.L.	KAWASAKI 250	BRITISH
38	DDR SP SIMON	MARCO DE FELICE	GERMAN	135	S.M.L.	KAWASAKI 250	BRITISH
39	DDR SP SIMON	MARCO DE FELICE	GERMAN	136	S.M.L.	KAWASAKI 250	BRITISH
40	DDR SP SIMON	MARCO DE FELICE	GERMAN	137	S.M.L.	KAWASAKI 250	BRITISH
41	DDR SP SIMON	MARCO DE FELICE	GERMAN	138	S.M.L.	KAWASAKI 250	BRITISH
42	DDR SP SIMON	MARCO DE FELICE	GERMAN	139	S.M.L.	KAWASAKI 250	BRITISH
43	DDR SP SIMON	MARCO DE FELICE	GERMAN	140	S.M.L.	KAWASAKI 250	BRITISH
44	DDR SP SIMON	MARCO DE FELICE	GERMAN	141	S.M.L.	KAWASAKI 250	BRITISH
45	DDR SP SIMON	MARCO DE FELICE	GERMAN	142	S.M.L.	KAWASAKI 250	BRITISH
46	DDR SP SIMON	MARCO DE FELICE	GERMAN	143	S.M.L.	KAWASAKI 250	BRITISH
47	DDR SP SIMON	MARCO DE FELICE	GERMAN	144	S.M.L.	KAWASAKI 250	BRITISH
48	DDR SP SIMON	MARCO DE FELICE	GERMAN	145	S.M.L.	KAWASAKI 250	BRITISH
49	DDR SP SIMON	MARCO DE FELICE	GERMAN	146	S.M.L.	KAWASAKI 250	BRITISH
50	DDR SP SIMON	MARCO DE FELICE	GERMAN	147	S.M.L.	KAWASAKI 250	BRITISH
51	DDR SP SIMON	MARCO DE FELICE	GERMAN	148	S.M.L.	KAWASAKI 250	BRITISH
52	DDR SP SIMON	MARCO DE FELICE	GERMAN	149	S.M.L.	KAWASAKI 250	BRITISH
53	DDR SP SIMON	MARCO DE FELICE	GERMAN	150	S.M.L.	KAWASAKI 250	BRITISH
54	DDR SP SIMON	MARCO DE FELICE	GERMAN	151	S.M.L.	KAWASAKI 250	BRITISH
55	DDR SP SIMON	MARCO DE FELICE	GERMAN	152	S.M.L.	KAWASAKI 250	BRITISH
56	DDR SP SIMON	MARCO DE FELICE	GERMAN	153	S.M.L.	KAWASAKI 250	BRITISH
57	DDR SP SIMON	MARCO DE FELICE	GERMAN	154	S.M.L.	KAWASAKI 250	BRITISH
58	DDR SP SIMON	MARCO DE FELICE	GERMAN	155	S.M.L.	KAWASAKI 250	BRITISH
59	DDR SP SIMON	MARCO DE FELICE	GERMAN	156	S.M.L.	KAWASAKI 250	BRITISH
60	DDR SP SIMON	MARCO DE FELICE	GERMAN	157	S.M.L.	KAWASAKI 250	BRITISH
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62	DDR SP SIMON	MARCO DE FELICE	GERMAN	159	S.M.L.	KAWASAKI 250	BRITISH
63	DDR SP SIMON	MARCO DE FELICE	GERMAN	160	S.M.L.	KAWASAKI 250	BRITISH
64	DDR SP SIMON	MARCO DE FELICE	GERMAN	161	S.M.L.	KAWASAKI 250	BRITISH
65	DDR SP SIMON	MARCO DE FELICE	GERMAN	162	S.M.L.	KAWASAKI 250	BRITISH
66	DDR SP SIMON	MARCO DE FELICE	GERMAN	163	S.M.L.	KAWASAKI 250	BRITISH
67	DDR SP SIMON	MARCO DE FELICE	GERMAN	164	S.M.L.	KAWASAKI 250	BRITISH
68	DDR SP SIMON	MARCO DE FELICE	GERMAN	165	S.M.L.	KAWASAKI 250	BRITISH
69	DDR SP SIMON	MARCO DE FELICE	GERMAN	166	S.M.L.	KAWASAKI 250	BRITISH
70	DDR SP SIMON	MARCO DE FELICE	GERMAN	167	S.M.L.	KAWASAKI 250	BRITISH
71	DDR SP SIMON	MARCO DE FELICE	GERMAN	168	S.M.L.	KAWASAKI 250	BRITISH
72	DDR SP SIMON	MARCO DE FELICE	GERMAN	169	S.M.L.	KAWASAKI 250	BRITISH
73	DDR SP SIMON	MARCO DE FELICE	GERMAN	170	S.M.L.	KAWASAKI 250	BRITISH
74	DDR SP SIMON	MARCO DE FELICE	GERMAN	171	S.M.L.	KAWASAKI 250	BRITISH
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76	DDR SP SIMON	MARCO DE FELICE	GERMAN	173	S.M.L.	KAWASAKI 250	BRITISH
77	DDR SP SIMON	MARCO DE FELICE	GERMAN	174	S.M.L.	KAWASAKI 250	BRITISH
78	DDR SP SIMON	MARCO DE FELICE	GERMAN	175	S.M.L.	KAWASAKI 250	BRITISH
79	DDR SP SIMON	MARCO DE FELICE	GERMAN	176	S.M.L.	KAWASAKI 250	BRITISH
80	DDR SP SIMON	MARCO DE FELICE	GERMAN	177	S.M.L.	KAWASAKI 250	BRITISH
81	DDR SP SIMON	MARCO DE FELICE	GERMAN	178	S.M.L.	KAWASAKI 250	BRITISH
82	DDR SP SIMON	MARCO DE FELICE	GERMAN	179	S.M.L.	KAWASAKI 250	BRITISH
83	DDR SP SIMON	MARCO DE FELICE	GERMAN	180	S.M.L.	KAWASAKI 250	BRITISH
84	DDR SP SIMON	MARCO DE FELICE	GERMAN	181	S.M.L.	KAWASAKI 250	BRITISH
85	DDR SP SIMON	MARCO DE FELICE	GERMAN	182	S.M.L.	KAWASAKI 250	BRITISH
86	DDR SP SIMON	MARCO DE FELICE	GERMAN	183	S.M.L.	KAWASAKI 250	BRITISH
87	DDR SP SIMON	MARCO DE FELICE	GERMAN	184	S.M.L.	KAWASAKI 250	BRITISH
88	DDR SP SIMON	MARCO DE FELICE	GERMAN	185	S.M.L.	KAWASAKI 250	BRITISH
89	DDR SP SIMON	MARCO DE FELICE	GERMAN	186	S.M.L.	KAWASAKI 250	BRITISH
90	DDR SP SIMON	MARCO DE FELICE	GERMAN	187	S.M.L.	KAWASAKI 250	BRITISH
91	DDR SP SIMON	MARCO DE FELICE	GERMAN	188	S.M.L.	KAWASAKI 250	BRITISH
92	DDR SP SIMON	MARCO DE FELICE	GERMAN	189	S.M.L.	KAWASAKI 250	BRITISH
93	DDR SP SIMON	MARCO DE FELICE	GERMAN	190	S.M.L.	KAWASAKI 250	BRITISH
94	DDR SP SIMON	MARCO DE FELICE	GERMAN	191	S.M.L.	KAWASAKI 250	BRITISH
95	DDR SP SIMON	MARCO DE FELICE	GERMAN	192	S.M.L.	KAWASAKI 250	BRITISH
96	DDR SP SIMON	MARCO DE FELICE	GERMAN	193	S.M.L.	KAWASAKI 250	BRITISH
97	DDR SP SIMON	MARCO DE FELICE	GERMAN	194	S.M.L.	KAWASAKI 250	BRITISH
98	DDR SP SIMON	MARCO DE FELICE	GERMAN	195	S.M.L.	KAWASAKI 250	BRITISH

Map references refer to O.S. Sheet Nos. 147 and 148

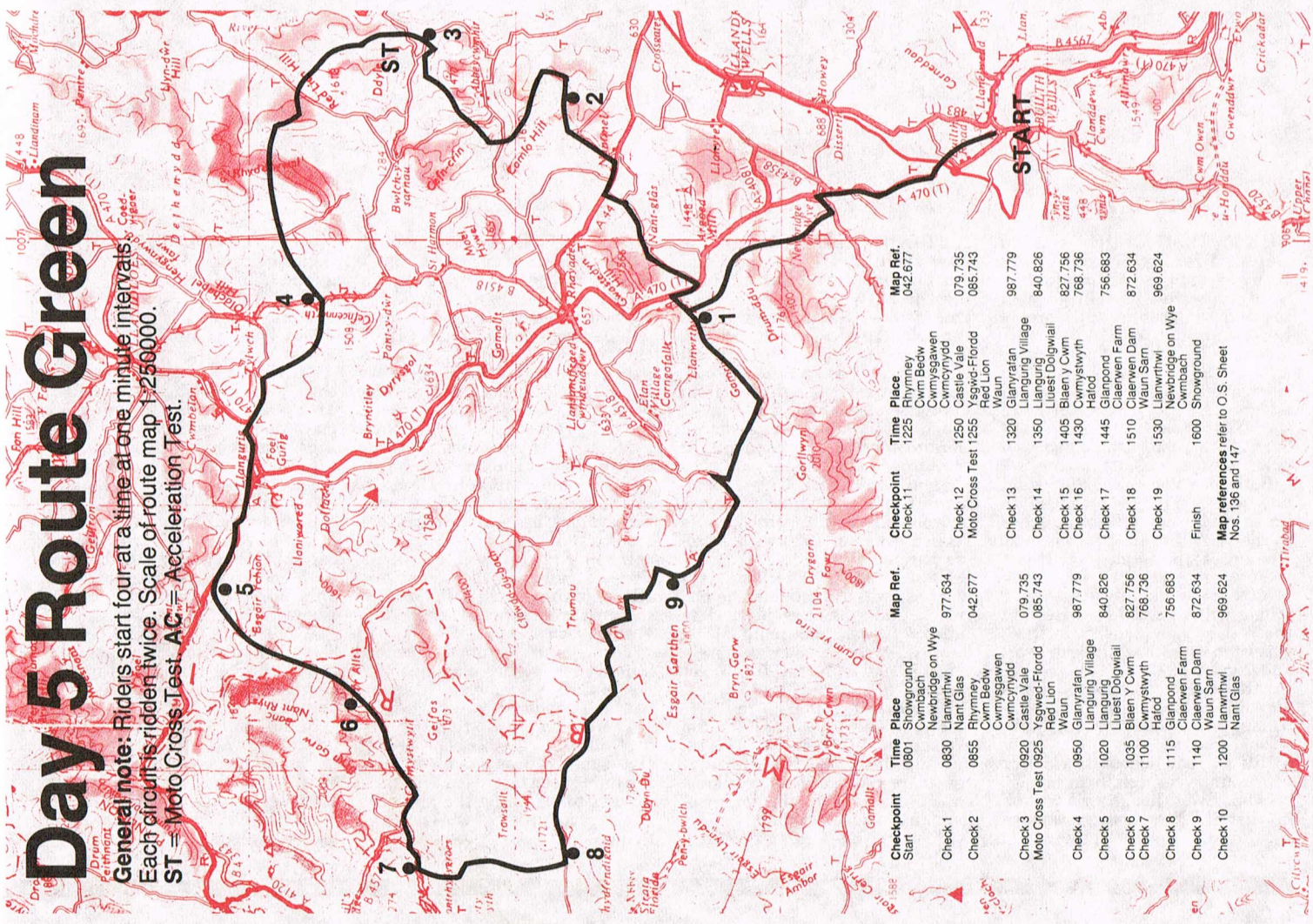


General note: Riders start four at a time at one minute intervals

Scale of route map 1:250000. ST = Moto Cross Test. AC = Acceleration Test.

INTERNATIONAL VASE TEAMS

AUSTRALIA	23 Bryan Noble 188 Gary Hore 224 Jeff Dawson 257 Jeff Dawson	Team Manager Frank Harkness
IRELAND	126 KTM 126 KTM 126 KTM 250 Husqvarna	Team Manager Frank Harkness
AUSTRIA	142 Peter Neureiter 216 Franz Schweighofer 378 Johann Leebinger	Team Manager Kurt Wagner
CANADA	152 Bernie Graftunder 210 Blair Sharpless 315 Craig Kennedy	Team Manager Kurt Wagner
CZECHOSLOVAKIA	59 Petr Knech 83 Zdenek Belisy 296 Vlastimil Dupal 320 Miroslav Pokorny	Team Manager Petr Valek
EAST GERMANY	58 Steffen Mauserberger 156 Uwe Weber 157 Reinhard Kladke 326 Andreas Otfika	Team Manager Horst Schmitzer
FINLAND	8 Ilkka Heinaho 171 Kari Kinnunen 181 Kari Kinnunen 197 Petri Mylly	Team Manager Allan Leppanen
FRANCE	15 Pascal Poyard 88 Francis Guerand 152 Philippe Velas 190 Michel Roche	Team Manager Allan Leppanen
GREAT BRITAIN	149 Andre Zambrozki 316 Alan Barnes 319 Aled Williams	Team Manager David Vaughan
HOLLAND	180 Herman van Hoogee 239 Gerard Rond 375 Jan ten Velde 375 Arno Kees	Team Manager David Vaughan
MEXICO	118 Carlos Henkel Perez Castro 125 Luis Otero Mantecón 225 Luis Otero Mantecón 286 Edgar Henkel Perez Castro	Team Manager Augusto Moreno De Carlos
ITALY	28 Giglio Gasso 32 Carlo Zucchi 109 Carlo Zucchi 192 Luciano Medardo	Team Manager Massimiliano Tullio
SPAIN	13 Josep Vila Roca 168 Carlos Mas Sarraga 173 Carlos Mas Sarraga 308 Guillermo Moreno De Carlos	Team Manager Augusto Moreno De Carlos
SWEDEN	191 Peter Hansson 212 Kent Karlsson 345 Bert Andersson 370 Nils-Erik Zell	Team Manager Anders Flodberg
SWITZERLAND	24 Philippe Schweizer 141 Roland Huglelet 183 Samuel Willemin	Team Manager Anders Flodberg
USA	54 Kevin Brown 205 Ron Ribicki 306 Kevin Hines 346 Drew Smith	Team Manager Richard France
WEST GERMANY	1 Bernhard Brinkman 4 Armin Leutert 371 Eduard Hall Wolfgang Butzner	Team Manager Richard France



General note: Riders start four at a time at one minute intervals

Each circuit is ridden twice. Scale of route map 1:250000.

ST = Moto Cross Test. AC = Acceleration Test.

MANUFACTURERS' TEAMS

ALFER (SPAIN)	96 David Piliat Piliat 238 Pere Soler Viladbro 254 Jordi Girona Pàmies	Team Manager Jordi Girona Pàmies
FRIGERIO (HOLLAND)	154 Albert Ensing 202 Henk Moerenhof 357 Gerrit Elbert	Team Manager Gerrit Elbert
HUSQVARNA 1 (AMERICA)	49 Mark Hyde 122 Frank Stacy	Team Manager Frank Stacy
HUSQVARNA 2 (AMERICA)	297 Mike Melton 336 Larry Roessler 369 Terry Cunningham	Team Manager Terry Cunningham
HUSQVARNA 3 (AMERICA)	54 Kevin Brown 205 Ron Ribicki 306 Kevin Hines	Team Manager Kevin Hines
HUSQVARNA 1 (FRANCE)	113 Marc Morales 188 Thierry Chabonier 365 Jean-Paul Charles	Team Manager Thierry Chabonier
HUSQVARNA 2 (FRANCE)	65 Daniel Chabonier 188 Jean-Pierre Raymond 190 Michel Roche	Team Manager Jean-Pierre Raymond
HUSQVARNA 3 (FRANCE)	88 Francis Guerand 173 Carlos Mas Sarraga 182 Philippe Velas	Team Manager Francis Guerand
HUSQVARNA TEAM (SWEDEN)	199 Jan Carlsson 232 Johan Carlsson 304 Bo Eriksen	Team Manager Jan Carlsson
HUSQVARNA 1 (SWEDEN)	104 G. Brissini 271 Sven-Erik Jonsson	Team Manager Sven-Erik Jonsson
HUSQVARNA 2 (SWEDEN)	72 Lars Pärnerdörk 206 Mikael Nilsson 215 Torbjörn Jansson	Team Manager Lars Pärnerdörk
HUSQVARNA 3 (SWEDEN)	191 Peter Hansson 309 Bo Lindbom 368 Thomas Gustafsson	Team Manager Peter Hansson
HUSQVARNA 1 (AUSTRALIA)	189 Mike Williams 189 Mike Williams 263 Neil Thomson	Team Manager Mike Williams
HUSQVARNA 2 (AUSTRALIA)	78 Steve Payne 146 John Boag	Team Manager Steve Payne
HUSQVARNA (HOLLAND)	77 Andre Püllen 341 Gerrie Mullin 344 Harrie Kalkhof	Team Manager Andre Püllen
HONDA 1 (HOLLAND)	314 Henk Poort 333 Benny Wilken 360 Gerrit Wolinski	Team Manager Henk Poort
HONDA 2 (HOLLAND)	20 Henk Seppenwoolde 67 Dinand Zuilstra 363 Simon Schram	Team Manager Henk Seppenwoolde
HUSQVARNA (IRELAND)	132 Sean Anglin 132 Kenneth Johnson 251 David Hayden	Team Manager Sean Anglin

HUSQVARNA (NEW ZEALAND)

288 Nicky MacLellan
288 Terry Cameron
368 Tjebbe Bruin

PRO-CIRCUIT HUSQVARNA (G. BRITAIN)

162 Neil McKee
170 Sean Skillicorn
196 Stephen Collins

KTM (AUSTRALIA)

45 Geoff Young
164 Peter Kurre
211 Gary Pye

KTM (FRANCE)

129 Gilles Lalay
132 Thierry Vanoot
373 Guy Albarret

KTM (ITALY)

80 Adriano Marzoni
108 Carlo Zucchi
364 Augusto Tavecchi

KTM A (WEST GERMANY)

35 Harald Strosse
227 Richard Spitznauer
365 Richard Schaller

KTM B (WEST GERMANY)

57 Jürgen Grisse
269 Wacotter Pohlitz
353 Fritz Witzel

JAWA 1 (CZECHOSLOVAKIA)

19 Jiri Gisar
133 Josef Machacek
193 Emil Coudertlik

JAWA 2 (CZECHOSLOVAKIA)

258 Stanislav Zloch
348 Josef Chovanek
377 Jiri Posik

JAWA 3 (CZECHOSLOVAKIA)

58 Petr Knech
238 Zdenek Belisy
320 Miroslav Pokorny

MZ 1 (EAST GERMANY)

209 Frank Schubert
230 Harald Sturm
332 Jens Schepfle

MZ 2 (EAST GERMANY)

155 Uwe Weber
157 Reinhard Kladke
347 Johann Schützler

SIMSON 1 (EAST GERMANY)

12 Rolf Müller
38 Horst Giechhoner

SIMSON 2 (EAST GERMANY)

9 Jens Thalmann
83 Bernd Lammell
86 Ryszard Ganczewski

E.T. JAMES SUZUKI (G. BRITAIN)

143 Wyn Hughes
189 Jeffery L. Nees
213 E.J. Price

YAMAHA (AMERICA)

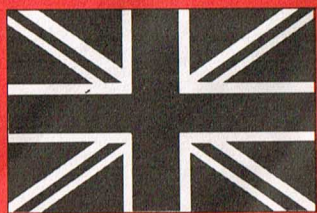
158 Vic Ely
229 Scott Ely
306 Barrett Brown

YAMAHA (HOLLAND)

91 Jan Postema
333 Anne Kees
335 Arno Bosch

YAMAHA (CANADA)

119 Tony Allen
134 Walter Short



British Challenge

Four pages on the British effort. Profiles by Mike Rapley: Trials & Motocross News.

Vase Team



ALAN BATES

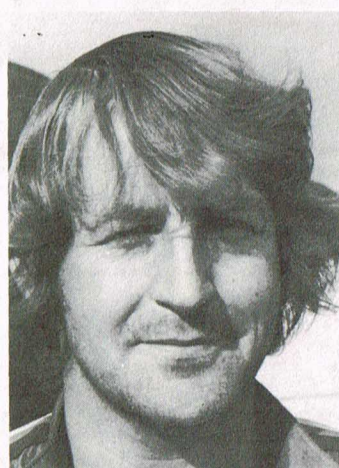
THE WELSH ISDE is Alan Bates' first Six Days, but the Rhayader bike mechanic has no doubts that he will go well around the tracks and forests he is familiar with.

Nephew of clerk of the course Arthur Bates, the 21-year-old rider has a good record in Welsh enduros. He was best under 21 in the 1981 Welsh Two Day, best over 250 a year earlier, and won golds last year and this year.

Bates has always ridden Suzuki and when only 18 managed to finish runner-up to Geraint Jones in the 1980 Brechfa and was joint winner of the same event last year.

Moto cross has always been a strong point with Bates. He won the Welsh Championship in 1980, was runner-up the following year, and third in 1982. He's also ridden in the British support championship scoring quite a few points, but is now concentrating on enduros.

"It's a great honour to ride for your country, especially at home," he said. Even though this will be his first Six Days, his performance should be quite a surprise.



ANDRE ZEMBRZUSKI

A TROPHY team rider for the past three years, Andre Zembrzuski has the honour of leading the all-Welsh Vase team in the 1983 ISDE, and even though Andre has a Polish name, he is a Welshman through and through.

An off-road bike dealer from Llanidloes, Zembrzuski is a great friend of Trophy team captain Geraint Jones. Both spend a lot of time practising together.

From four ISDE rides, Zembrzuski has two bronze medals and one silver. He retired in the French event in 1980 with a stomach complaint.

He reckoned the Czech six days last year was the toughest he has ridden and was very pleased to finish. "It was enduring at its hardest. Much of it was barely rideable and only the fittest got through to the end."

British 250 champion in 1981, last year was a poor one for the Welshman. He started on Gilera, but the deal folded, so he continued on a Maico. This year he is on Husqvarna and the improvement has shown rapidly.

A gold is his aim this week.



ALED WILLIAMS

ALED WILLIAMS is the only rider of the four that can speak Welsh, but jokingly admits it's of little advantage.

The 20-year-old Lampeter rider will be tackling his first Six Days this week. Without previous experience of Continental events behind him he concedes he may be at a disadvantage.

But he reckons that local knowledge, a lot of pre-event preparation, and a determination to finish will see him through. He is a talented rider and after just three full seasons has some impressive results.

In his first full year Williams finished fourth in the Clubman's championship and 13th in the main championship class the following year.

This year he has already improved on that and joins the rest of the Vase team on Husqvarnas. His mount is a 430.

There's no doubt that for his first Six Days the occasion is big. But come Saturday October 8 on the final speed test, Aled Williams expects to be riding that hillside circuit along with the best of them.



TIM HUGHES

A RESIDENT of Builth Wells, headquarters of this week's event, Tim Hughes won't have far to go for the start – and he can be assured of a hot bath when he gets home!

Tim works as a tractor mechanic in his father's garage opposite the Royal Welsh Showground. This year's event isn't his first Six Days. Retirements in France and Elba taught him a lot, not least that bike preparation is paramount. Loose sprocket bolts cost him a finish in France.

Even though he hasn't finished a Six Days, Hughes had a good result in last year's Spanish European enduro championship round on a Maico, but retired again in France due to punctures.

A crash in last year's Welsh Two Day in which he cracked a bone in his leg put him out for the rest of the season. Now fully recovered, he is in top form.

Being a local is a definite advantage, but Hughes reckons he mustn't be over-confident. He is sure there will be some new stretches of route which will challenge the British riders as much as the foreign teams.

Trophy Team – hopes

AS BRITISH Trophy team manager I have looked forward to the International Six Days Enduro coming "home" to Wales for many years and have campaigned long to get what is undoubtedly the greatest event in the motor cycling calendar in the UK, in order to give our team a chance to compete on familiar terrain.

I have been an enthusiast of enduros all my life, I am 52 years young, and I like to think of myself as the song says "Very shifty for a man of 50". I had my first introduction to the sport when my late father used to take me to watch the Six Days at Llandrindod Wells in the 1930s.

I would like to welcome all the foreign team managers, officials and riders and take this opportunity to thank them for always being so kind and helpful whenever the British team has been to the many countries during the last five years, I wish you all an enjoyable stay in the UK.

A word about the team. As always not everyone would agree that it is the correct one. But then they never do. My assistant manager and I together with the trials committee have thought long and hard about team selection and I think we have a well balanced team combining youth and experience.

and fears

by Trophy team manager Arthur Brick



Arthur Browning (four-stroke) the senior member of the team, sometimes controversial, has an excellent record, will never give up and is an excellent worker.

Ian Thompson (500 two-stroke) – a young and very aggressive rider, the comic of the squad.

Geraint Jones (500 two-stroke) has created all sorts of records by being overall British champion for four years, looks forward to riding the ISDE in Wales, will do well.

Derrick Edmondson (250) – the only full time professional in the team. A perfectionist who always rises to the big occasion, British 250 champion.

Andy Robertson (250) – ex-Grand Prix and British moto cross champion, an excellent spannerman, has been very unlucky in his previous attempts at the ISDE, but is riding better than ever.

Neil Buttery (125) – the gentleman of the squad, one of Britain's most consistent riders without being spectacular, always polite and helpful.

My fear for the team is that it would be a disaster, if for whatever reason, one of the riders failed to finish.

My hope for the team? – that they all be at their very best and have that bit of luck, so necessary to win. I am certain they will all ride their hearts out and given the lucky breaks I really do feel that after so many years, come Saturday night the Brits will once again be on the winners rostrum and that would make me a very proud and happy man.

My thanks to everyone for their help and encouragement. Go with care and have a good week of sport.

CLUB TEAM RIVALRY

THE ISDE is strictly a team competition. The Trophy and Vase contests are the premier events, but the Manufacturers and Club contests attract as much rivalry as the international confrontations.

Many of the continental nations have such a wealth of riding talent, they have more able riders than they will ever need for the Trophy or Vase teams, particularly the Eastern Bloc nations who see the event as a means of establishing national pride.

Those nations enter their men in the club and one-make teams in an effort to scoop the pool with major results in all four classes. But for many of the countries with less depth, it is a means for genuine good club riders to get a ride in the world's premier off-road event.

Britain is one such nation and there are around twenty club or one-make teams entered this week. Most of the riders are experienced enduro men, but riders who would never make the national teams. Yet despite this, they have talent and some of them in particular will be looking for good results.

The MCC of Wales threesome of Ken Williams, Stephen Plain and Brad Jones, is a fine mixture of youth and experience. In Williams the team has a rider who has ridden several ISDEs. Plain had his first ISDE ride last year and put up a superb performance to be one of Britain's best riders in Czechoslovakia. Jones is a relative newcomer to the ISDE, but his enduro

performances in Wales have justified his selection for this 'second' Welsh team.

A regular supporter of the ISDE with a club team is Leatherhead. From the heart of Surrey, few would expect a club to have a major enduro effort, but under team manager Jeff Douglas they have launched major onslaughts in the ISDE and European Two Day events.

Their number one team for this week's event is Bob Room, Tim Ward and Dave Jeremiah.

'Big' Bob Room, is just that, a big, strong guy who knows his enduros well.

Tim Ward is a regular and good rider in the expert class. His father Dick Ward of Surrey dealership Meeten and Ward, plays a major part in the servicing requirements of British teams both at home and abroad.

Dave Jeremiah is one of the oldest men in this week's ISDE. He has been a member of a British team since his first ride in the Isle of Man in 1971. "Dai" is a fast, smooth capable all-rounder, at home on a moto crosser, enduro bike or trials machine. Though he was retired until July this year, once back in the saddle he proved that he is anything but over the top.

Riders in the club teams are far too numerous to mention, but with a good spread of support from all over the country, enthusiasts are bound to have a team they can support and help at this event, the first time the ISDE has been on the British mainland for over 20 years.

VASE TEAM EXPECTATIONS

by David Vaughan, team manager for the British Vase and MCC of Wales teams.

THE TEAMS are home ground this year so I expect 100 per cent effort, and a 100 per cent result from both the all-Welsh British Vase team, and the MCC of Wales club team. Given reasonable luck I am sure we will justify our selection.

We are very appreciative of all the help from sponsors, who will all be properly thanked and advertised, I have a rather special request for moral support for my riders from start to finish, from every Welsh spectator, right round the course. But please do nothing to spoil this unique event in any way, and please observe the Country Code.

Mr Vaughan, a 41-year-old garage proprietor from Knighton, Powys cut his teeth on motorcycles 27 years ago.

A successful grass tracker and solo scrambler, he shared a profitable and well documented sidecar scrambles partnership during the sixties as passenger to Roger Maughfling on their experimental

Ariel outfit which set the pattern for today's moto cross outfits.

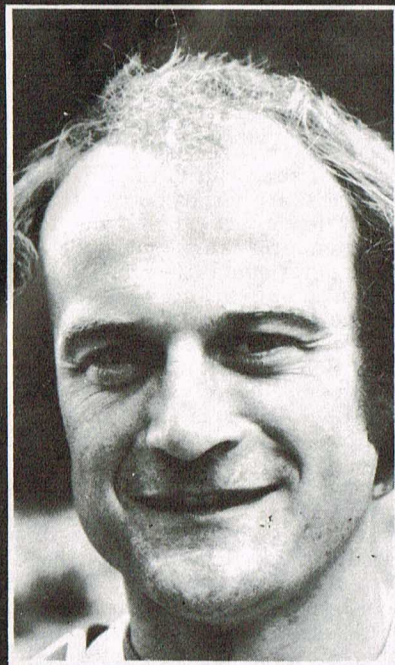
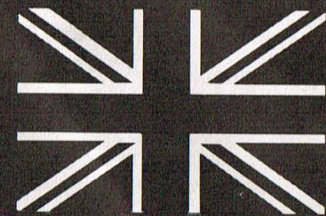
Within one point of the Welsh solo trials championship in 1964, Mr Vaughan scored dozens of successes on various machines, and still rides his Montesa in club events when time allows.

Still competitive at 41 he won the four-stroke class in the 1982 CERI Enduro, ahead of all the recognised stars, and is currently the only team manager who successfully practises what he preaches.

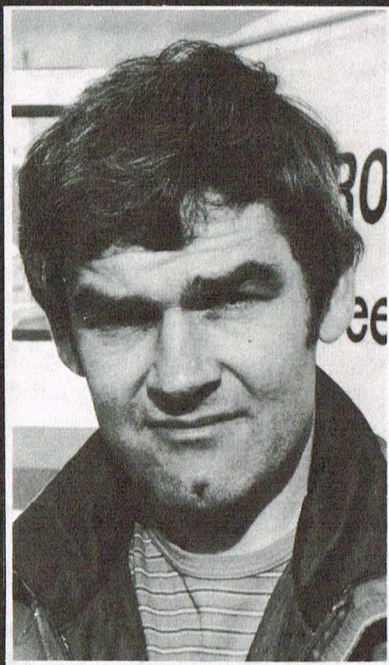
Mr Vaughan was drafted in as Welsh team manager for the 1982 ISDE in Czechoslovakia, when the original team manager backed out at the last minute. His only previous ISDE experience had been as a spectator in France in 1981. yet he led his three-man team superbly, coming home in tenth place in the club competition with a silver and a bronze medal. None had ever ridden a six day event before.



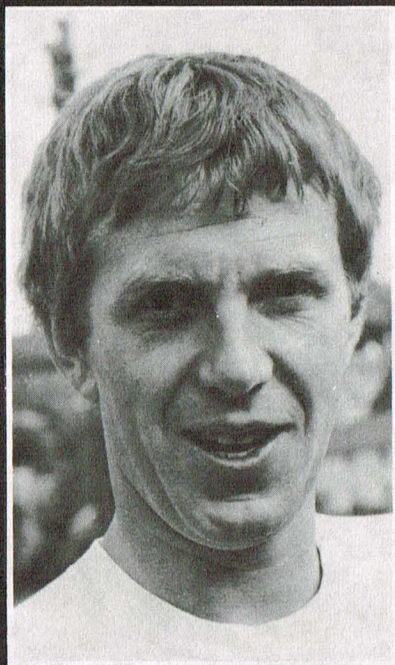
Trophy Heroes



GERAINT JONES



ANDY ROBERTSON



IAN THOMPSON



DERRICK EDMONDSON



ARTHUR BROWNING



NEIL BUTTERY

NO RIDER in the British trophy team has more respect for his opponents than the four times British Enduro champion Geraint Jones, the Trophy team captain.

By far the most professional enduro rider in Britain, Jones has done more than any other rider to further British interest and success internationally.

His first ISDE was in Germany on a 350 KTM when he finished 13th in his class with a gold medal. A year later in France on his beloved Maico he took eighth in the extremely competitive 500 class with a silver medal. In Elba, Italy in '81 he won another gold aboard the big Maico.

Controversy surrounded the 27-year-old Welsh farmer last year when he was sensationally stopped from riding in the Czechoslovakian event for the British team because of a clash of sponsorship contracts.

His sponsors for the year refused to step down for the period of the ISDE with the result that Jones stayed at home while the rest of the team struggled through the Czech forests.

This year has been a difficult one for Jones. In the first two British championship rounds he was excluded. Then the demise of the West German Maico factory left him no option but to look for another ride.

His sponsor Bryan Goss took on the importation of KTM machinery from Austria, and it is expected that he will ride a 420 KTM in Wales this week, having tried the machine in selected test sessions prior to the ISDE.

Whatever machine Jones rides, he can be expected to be one of the top, if not the best British rider. His inclusion in the Trophy team does much to enhance Britain's prospects for the week.

KAWASAKI DEALER from Knighton, Powys Andy Robertson is still better known for his moto cross exploits than his excellent enduro results. His talents in the forest and along tracks have shown that he is a valued member of the British Trophy team.

Now 35 years old, Robertson has been a professional moto cross rider for 15 years. He has ridden factory machinery for Cotton, Greeves, BSA, AJS, Norton/Villiers, Husqvarna, Montesa, Bultaco, Yamaha and Kawasaki.

A member of the Trophee and Moto Cross des Nations teams for more years than he cares to remember, Robertson was British 250 moto cross champion in 1972 and runner-up in the open championship both in '76, '77, and '80.

Since concentrating exclusively on enduros in 1981 he finished third overall in last year's British Championship and was second in the 250 class.

Despite such a first class record, Robertson has yet to finish a ISDE. He has ridden twice, once in 1973 in Italy when he hit a car on the fourth day and retired, and again last year in Czechoslovakia when he hit another car on the third day after having been waved across a road by Czech policeman.

Robertson who lives only 20 miles from the start expects to go well, on his 250 Kawasaki, and sincerely hopes this time there will be no cars in the way!!

"For our team, it would suit us better if it is wet - but if it's cold and wet - and the area can be very cold in October - then that could put a different complexion on the whole event" he commented. "Our team has a good chance of success, but with six riders and six bikes, there is an awful lot that can possibly go wrong. We will need a good slice of luck!"

IAN 'Tonka' Thompson is one of our most flamboyant enduro riders. To watch him ride the special test is a joy. No other rider from this country has the talent to throw his machine around in such a spectacular fashion and still get such fast times as the 25-year-old Yorkshire farmer.

Hailing from Welburn, Thompson started his enduro career on a XT500 Yamaha, but soon changed for a more competitive Maico which he has taken to runner-up position in the British championship for the past three years, each time to the incomparable Geraint Jones.

Thompson has ridden just twice in the ISDE. The first time was in 1980 in France where he retired with gearbox failure on the fourth day. The following year in Italy he won a silver.

Thompson was the other rider involved in contract and sponsorship problems which prevented both himself and fellow Maico rider Jones from riding in Czechoslovakia last year. In order to gain continental experience Thompson has ridden several European Two Day events with a fine fourth in Spain earlier this year and a top ten placing in Germany.

At the time of writing Thompson was due to take delivery of a new 420 KTM from recently appointed importer Bryan Goss who has switched to the Austrian marque following the financial collapse of Maico which he previously imported.

Thompson will thrill the crowds lining the special test ropes when he throws his new mount around on the way to some good times.

A very popular fellow among the supporters, riders and enthusiasts who follow the ISDE, Thompson's results will be carefully monitored as he goes for a top spot in his class.

A PROFESSIONAL enduro rider, Derrick Edmondson from Chasetown, Staffs, is one of the most determined riders in the British team.

Since taking up the sport in 1978, Edmondson has progressed from being average to one of Europe's best.

Tackling the very competitive 250 class on his factory sponsored Honda moto crosser with enduro gearing, 'Eddy' has put up some tremendous results in European championship rounds.

The German event in 1979 was Edmondson's first Six Days ride. He persevered with a duff ignition system on his 250 KTM which used up 16 plugs in two and a half days! He eventually finished with a silver medal but had a horrendous acceleration test result when a plug failed in the first five yards forcing him to push the bike the remaining 195 yards.

His result in France the following year was excellent with the only British gold medal of the week on a 175 SWM. It was a hard and tough fast event. "The harder they are the better I go," he said.

The Midlander wasn't impressed with the Italian ISDE in Elba. He found it a boring enduro and regarded it as too easy to consider his gold medal well earned.

Riding a 250 Yamaha in Czechoslovakia last year, he reckoned it was the hardest Six Days he has ridden and was overjoyed with the way his bike went. A plug failure in the special test cost him a gold medal, but the silver he won is still one of the most cherished awards from five years of enduro riding.

A good all-rounder, Edmondson has ridden trials and moto cross. Five finishes in the Scottish Six Days and top placings in moto cross at centre level are part of a success story which may well go on to its most glorious chapter this week.

THE most colourful and experienced rider in the Trophy team, Arthur Browning (38) rides in the over 500cc four-stroke class on a 600cc Yamaha.

Browning can't recall how many times he has ridden the Six Days though he is certain he has had nine finishes from his last ten rides. He includes in those finishes being carried on a stretcher the last 100 yards of the final speed test in the 1972 Czechoslovakian event with a broken leg!

A big man from Birmingham, he has a rough, tough reputation. But age has matured him and he's anything but the character he was, though in many way he has developed further.

With a Union Jack on his back, no one will try harder. He'll do his utmost to finish. Few will forget the 1978 German event when the clutch of his 495 KTM stuck in drive. He completed a full day, having to strip the clutch down every few miles and bend the plates to make it work.

He lost a massive amount of time, but rode way beyond his personal limit to make up sufficient time to replace the unit. This heroic effort saved the team 15,000 points lost per day for a retired team member.

Few can claim to have represented their company in every branch of the sport in which they have completed. Browning can. As well as British enduro teams, he's been in moto cross and speedway teams riding for his country, and has finished third in a European championship trial.

His biking history also includes third in the Second Division speedway riders championship, and an average of more than ten points in his first two seasons.

Still single, Browning will be going for gold in Wales to add to his gold collection. Few doubt he will get it.

RECKONED to be one of the quiet men of the enduro scene, 27-year-old Neil Buttery (125 KTM) is smooth, fast and on past experience one of the most reliable men in the British Trophy team.

A site engineer who specialises in air conditioning design, Buttery from Hereford, has competed in the last four Internationals, overcoming difficulties which would have put out lesser men.

In last year's difficult Czechoslovakian event he fought on with kickstart problems on his 250 KTM caused a broken idler gear.

The 1979 German event was Buttery's first Six Days ride. He took a 175 KTM to a gold medal in a none too difficult event, but one which required a lot of stamina.

The very rapid French Six Days held in the centre of the country cost Buttery lost time on a very tight check on the third day which dropped him to silver medal standard. But he had no problems with his 175 SWM that year and was well satisfied with his result.

There were again no machine problems on the Isle of Elba for the Italian 1981 event when he took a 125 KTM to a silver. In this very competitive class, he faced up to the challenge of the very fast Italian riders well.

Buttery has tackled the British championship events for the past four years and has also kept his competitive experience sharp with rides in several European championship events with good results and no bike problems.

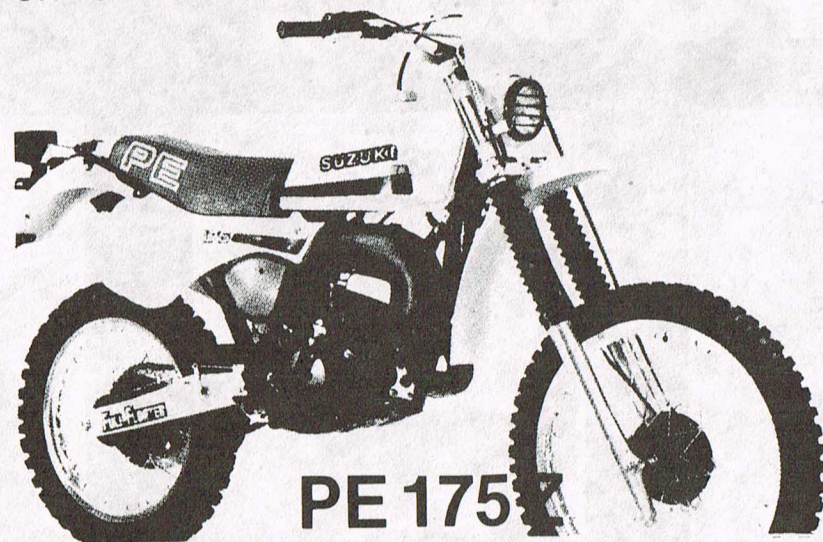
An inspiration to future enduro hopefuls who presently ride trail bikes, Buttery started his career on low budget trail machines which would have been completely non-competitive in the hands of others.

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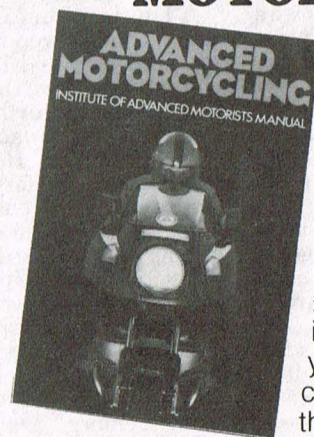
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INTERNATIONAL INVADERS

by Peter Howdle,
Motor Cycle News

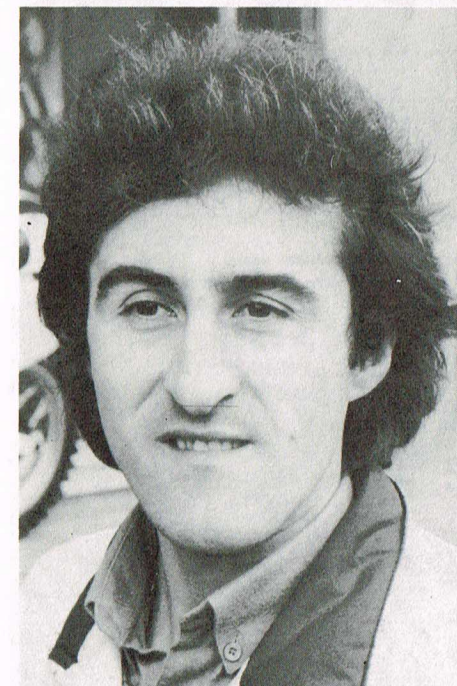
HOPE springs eternal! But even the most patriotic optimist must concede that after three decades of foreign victories, the chances of a British team winning back the World Trophy or Silver Vase are pretty slim.

Britain's glorious record of 16 trophy wins from 1913 to 1953 — the last when four times British enduro champion Geraint Jones was a two-year-old toddler — has long faded into the history of the biggest and most friendly off-road happening in the FIM calendar.

Our green helmets still command respect but five second places in 30 years don't compare with the achievement of Jim Alves (Triumph), Hugh Viney (AJS), Bob Manns (Matchless), Johnny Brittain and Jack Stocker (Royal Enfields) who scooped the Trophy for the last time with 500 and 650 twins at Gottwaldov, Czechoslovakia in 1953.

In those halcyon days, when the rules called for five-man Trophy and three-man Vase teams, on bikes manufactured in their own country, Britain's powerful motor cycle industry led the world. Our roadster-based four-strokes, and the works riders who kept the Union Jack flying, were the ones to beat.

Along with modern bikes, the event has changed a lot but the Olympic concept of a supreme international contest, with gold, silver and bronze medals for individual merit, has survived. So has a unique blend of rule-bending intrigue which, because of the remoteness of some routes, has always been open to abuse.



Left: Italian Gualtiero Brissoni, winner of no less than nine gold medals, and twice ISDE top performer.

Above: Favourite for best individual performance, high flying East German MZ rider Jens Scheffler, current 500cc European enduro champion.

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INVADERS

Since the Czechs relegated Britain to runners-up in Wales, in 1954, their Jawa aces have accumulated an impressive total of 15 Trophy wins from 1947 to 1982, inclusive. Even more successful in the Vase stakes, they have a record of 17 wins in the secondary team contest. Evolution of the European two-day enduro championship, a series which has yet to include a British round, stressed the foreign domination of a type of event which is only just beginning to gain the recognition it deserves in this country.

While most British organisers concentrated on observation trials, countries like Czechoslovakia, East Germany, West Germany and Italy hammered the hell out of enduros. And the gap between Continental professionals and British amateurs was evident long before the FIM changed the name of the ISDT to ISDE.

Unless you're into enduros in a big way, the names of many of the ISDE favourites won't ring a bell. But people like **Gualtiero Brissoni**, a nine times six-day gold medallist who has twice been individual top performer, are among the world's greatest motor cycle sportsmen.

A pupil of the renowned **Alessandro Gritti**, one of Italy's all time greats, Brissoni has three times been a member of the victorious Trophy team in the past four years. His special test times are so quick that, on 125 and 250 machines, he's often eclipsed the fastest men on 500s. And he never wastes time by falling off! Though Brissoni this year lost his European crown, both Italy and East Germany produced two champions: **Franco Muraglia** and **Andreino Marinoni** were the 80 and 125 stars while MZ factory aces **Harald Sturm** and **Jens Scheffler** took the 250 and 500 titles. The latter was the overall top scorer. He previously won the championship in 1981 and was runner-up last year.

West German **Eduard Hau**, who has since been dropped from the Trophy to the Vase team because of a clash of machine contracts, clinched the Euro four-stroke championship after his fellow countryman **Richard Schalber** struck trouble in the closing stages of a six-round series in which split-second timing is the key note.

Significantly, perhaps, the Czechs didn't win any of the five Euro classes which are duplicated in the ISDE. Their best were **Jiri Cisar** and **Emil Cunderlik**, fourth in the 125 and 250 title fights, and **Josef Chovancik** and **Stanislav Zloch**, fifth and seventh in the 500 class.

But never under-estimate the courageous Czechs! Their comparatively heavy Jawas are sometimes outclassed by more modern moto cross based lightweights in the special tests, but they came into their own at last year's ISDE when Czechoslovakia and America (they coined the term enduro) duelled for the Trophy.

In a dramatic climax, they were the only two

THE LAST THIRTY YEARS

	Where held	Trophy winners	GB place	Vase winners	GB place	Total golds	GB golds
1953	Czechoslovakia	Great Britain	1	Czechoslovakia	3	122	13
1954	Wales	Czechoslovakia	2	Holland	3	126	41
1955	Czechoslovakia	West Germany	3	Czechoslovakia	9	56	6
1956	West Germany	Czechoslovakia	3	Holland	7	120	15
1957	Czechoslovakia	West Germany	nil	Czechoslovakia	nil	25	nil
1958	West Germany	Czechoslovakia	6	Czechoslovakia	13	109	17
1959	Czechoslovakia	Czechoslovakia	7	Czechoslovakia	nil	129	2
1960	Austria	Austria	4	Italy	20	148	11
1961	Wales	West Germany	8	Czechoslovakia	3	86	16
1962	West Germany	Czechoslovakia	2	West Germany	2	112	15
1963	Czechoslovakia	East Germany	7	Italy	3	118	12
1964	East Germany	East Germany	2	East Germany	6	121	16
1965	Isle of Man	East Germany	15	East Germany	15	19	3
1966	Sweden	East Germany	2	West Germany	5	149	19
1967	Poland	East Germany	8	Czechoslovakia	16	138	5
1968	Italy	West Germany	7	Italy	4	45	nil
1969	West Germany	East Germany	3	West Germany	19	107	8
1970	Spain	Czechoslovakia	6	Czechoslovakia	16	81	1
1971	Isle of Man	Czechoslovakia	7	Czechoslovakia	5	143	22
1972	Czechoslovakia	Czechoslovakia	7	Czechoslovakia	8	132	6
1973	USA	Czechoslovakia	2	USA	11	109	8
1974	Italy	Czechoslovakia	8	Czechoslovakia	12	61	1
1975	Isle of Man	West Germany	10	Italy	5	71	2
1976	Austria	West Germany	4	Czechoslovakia	15	191	10
1977	Czechoslovakia	Czechoslovakia	9	Czechoslovakia	nil	40	nil
1978	Sweden	Czechoslovakia	3	Italy	6	183	8
1979	West Germany	Italy	9	Czechoslovakia	15	152	5
1980	France	Italy	9	West Germany	14	49	1
1981	Italy	Italy	13	Italy	6	174	4
1982	Czechoslovakia	Czechoslovakia	13	East Germany	12	30	nil
1983	Wales						

teams with five of their six riders still in the running. The Americans, who've been dark horses in the ISDE for many years, were finally outwitted by the more experienced Czechs – not to mention a diplomatic international jury!

Strength in depth is essential to team success and the ninth places of Derrick Edmondson and Geraint Jones in the European championship bring into perspective the tremendous talent of the opposition at the 58th ISDE.

Twice Britain's best ISDE performer in recent years, and a strong contender for Honda's first British enduro title, Edmondson has a simple explanation for the superiority of his Continental rivals. He puts it down to the excellent organisation of events and sheer professionalism of riders who regularly pace themselves over long distances of rough country at high speeds.

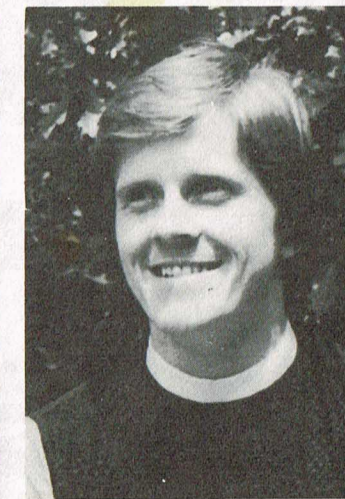
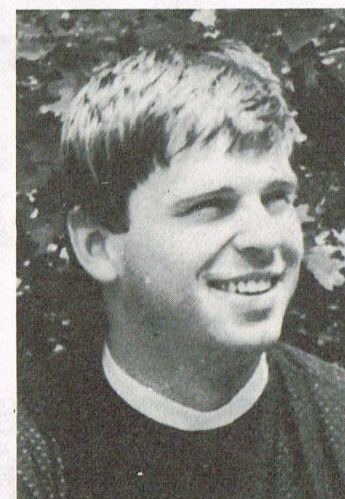
No sluggards themselves, British ISDE teamsters hope that competing on home ground, with rugged terrain enforcing modest schedules, will offset some of their shortcomings. But they know that our track record

at home "Internationals" isn't brilliant.

In 1961, the last time the marathon was in Wales, our Trophy men slumped to eighth and our Vase boys were third. A fourth in the Trophy and a fifth in the Vase were our best placings on the three occasions the ISDT was held in the Isle of Man. The last time we were runners-up was in New England, USA, ten years ago.

Twice world champion Jeff Smith once said that a week's riding in the ISDT was the same as doing two seasons of 500 moto cross grand prix racing. Fellow moto crosser Vic Allan reckoned enduros were the most dangerous form of bike sport he'd ever tried. Between them, they have just summed up the harsh realities of a unique event.

It would take a crystal ball to predict who'll come out best in Wales but the favourites must be Czechoslovakia, Italy, East Germany and West Germany – not forgetting America and Sweden where, because of the high cost of car rallies, many drivers are switching to bike enduros.



Mighty members of the East German MZ-mounted challenge. Left to right: Jens Scheffler, Jochen Schutzler, Frank Schubert, and Harald Sturm.

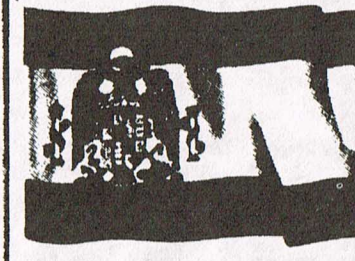
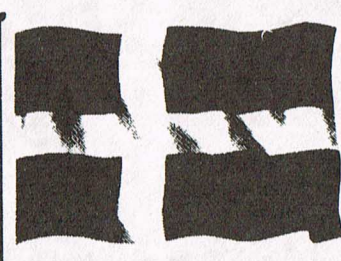
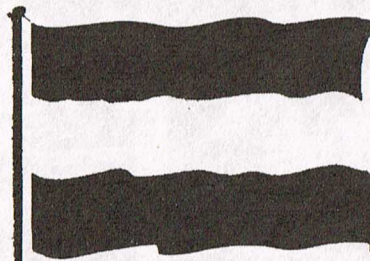
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GERAINT'S STIFFEST TEST

THE MAN with the biggest burden on his shoulders at the ISDE is Welsh farmer Geraint Jones.

As leader of the British Trophy team he is number one in the public eye for the ISDE's return to the British mainland after an absence of 22 years.

Four times British enduro champion and our best consistent performer in foreign events his career has been building up to the climax of the ISDE in Wales, just 26 miles from his home in Llanidloes.

He has the honour of both the Welsh Dragon and the Union Jack to uphold. He has to set an example to his fellow team riders. And he has to meet his own punitive demands.

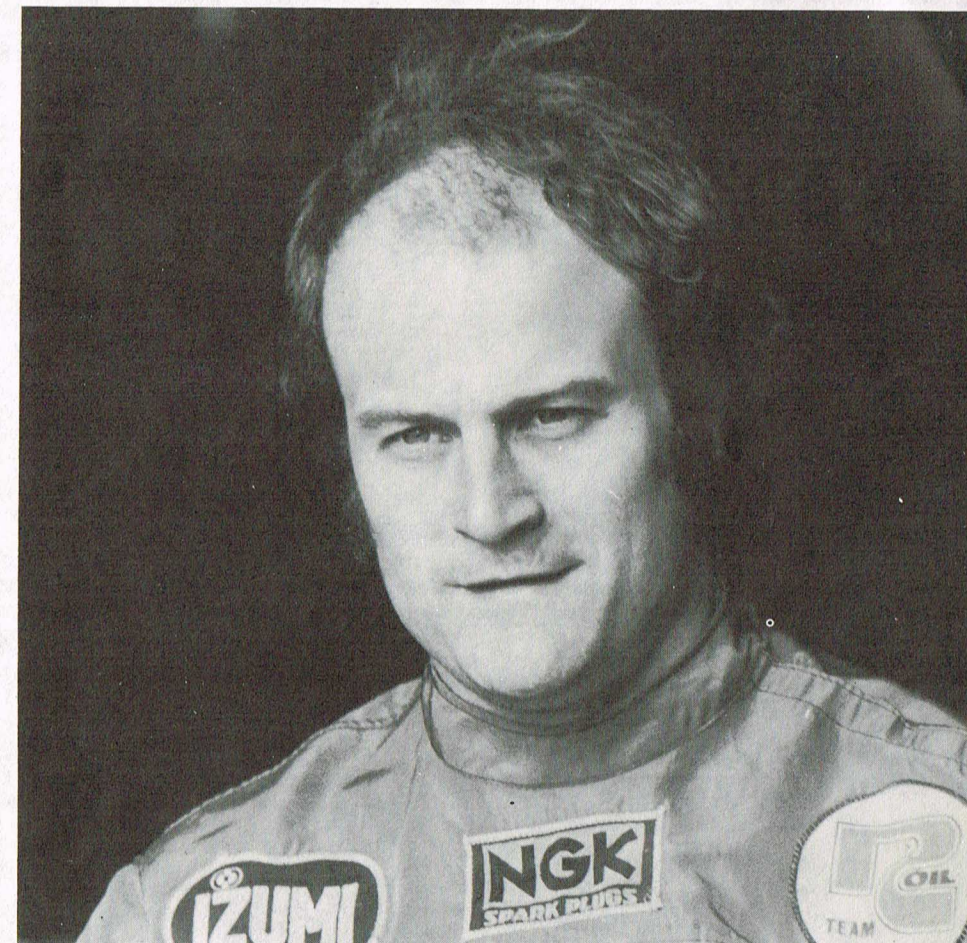
A self-confessed perfectionist who has twice tasted ISDE gold, the pinnacle of his riding career would be a 500 class win and a third gold this week.

It's a dream which could come true. He has the dedication, the fitness, the skill and the professionalism. With Lady Luck on his side in the Welsh valleys his machine could ring out as leader of the choir of four and two-strokes competing for glory.

Quietly spoken, thoughtful and a gentleman, he assesses his chances and those of the Trophy team with realistic modesty.



Geraint's apprehension about his switch to KTM has been quelled following first time out victories in both moto cross and enduro events. Here he is shown on his way to victory in his first enduro ride on the 420 KTM.



"I suppose we stand a reasonably good chance with luck on our side of getting into the top three, though I don't think we can hope to be better than third."

"I fancy the East Germans and the Swedes. The East Germans have two European champions, and an awful lot of riders from Sweden are doing well in international events. And the Czechs are very dangerous."

"If it's wet and difficult we stand more of a chance of winning on the time checks rather than the special tests. But it's such a long event you need an awful lot of luck."

"I will be fighting to get in the top six of my class. If I can do better, fair enough. I have been doing a lot of riding in preparation for the Six Days. There's no substitute for riding, it's the only way to exercise the muscles required for the sport!"

If you can detect a hint of restraint in the British champion's assessment of personal and team chances your suspicions are confirmed.

No-one will be striving harder than Jones for team and personal success. But

Fate has dealt a sad blow at a crucial time to Britain's best enduro ambassador.

During the summer the West German Maico factory, whose mounts he has been riding for seven years, collapsed financially.

Supported by former moto cross ace Bryan Goss who was Maico importer until the factory's closure, the sudden change in circumstances temporarily winded him.

The loss of Maico back-up came as a complete surprise. "I was at the factory just three weeks before they went bust. They didn't let on. I collected a new bike and a new engine, so I don't think anything could have been decided at that time, otherwise I don't think I would have been given the bike. The news came completely out of the blue."

For Maico men and Maico history it was a sad day. For Maico man Jones whose name has become synonymous with the West German marque it was a stunning slice of rough fortune. The Maico shut-down halted what should have been a smooth lead-up to motor cycling's main event for the flying farmer.

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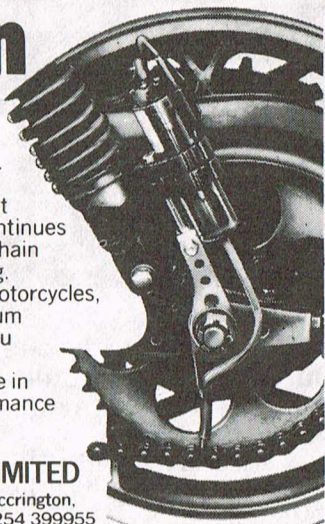
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GERAINT'S STIFFEST TEST

A firm believer in sticking to what he knows is the tool for the job until he finds something better Jones had tried a 490 KTM, but found it to be fierce and big for his style, and a 250 KTM. Though he liked it, it was simply lacking in cubic centimetres for his favourite 500cc class.

He was due to collect a 420 KTM for test in the heat of competition, desperately hoping he could recreate the magic he conjures with his Maico and solve his major problem.

As well as the Maico blow Jones suffered another blow earlier in the year. This one was to his enthusiasm after being disqualified for changing a wheel during a British enduro championship round earlier this year.

But for a rider with the drive and will to press on regardless of circumstances, Jones will feed off these wounds to excel in his stiffest test to date.

He has studiously and scientifically applied himself to enduro riding. He has helped to elevate the sport to new status in Britain, and he has established Britain as a forced to be reckoned with on the Continent.

It's been 30 years since Britain last won the Trophy, and 33 years since the Silver Vase was in British hands.

Jones who celebrates his 32nd birthday next Tuesday (Oct 11) is just the man to lead Britain back to prominence in this most demanding of all two-wheeled events.

He has the backing of all off-road enthusiasts in this country, he leads a fine team, he's the kingpin in the heart of Britain's off-road riding territory, and his family are his firmest support foundations.

Though he sometimes feels guilty about leaving his hard-working family farm in a valley near Llanidloes to compete in the furthest corners of Britain and Europe, he has no need to.



The style of a champion — Geraint Jones (Maico) wins a Silver Medal in the 1980 French Six Days.

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Andy Robertson
and all Sinisalo
sponsored riders

By courtesy of Trials and Motocross News



His mother and father are rightly proud of his success and encourage him. His younger brother Gareth fastidiously prepares his machines. His wife Jane, though always concerned for his safety, understands and accepts his riding destiny. And his two children are growing up with motor cycles as part of their daily diet! Even the farm dogs chase the bike for fun when he practice rides on the 600-acre farm!

Geraint Jones has come a long way since he started on a £4 field bike as a 16-year-old. He has completely dominated the British enduro championship since it started in 1979, riding a three-year stretch unbeaten.

He has been Britain's top rider in 500cc European events, this year finishing ninth in the European Two-Day series.

Earlier in the year when talking about the ISDE he said: "My dream is to win the 500 class, or at least get into the top three. That would be the pinnacle of my career."

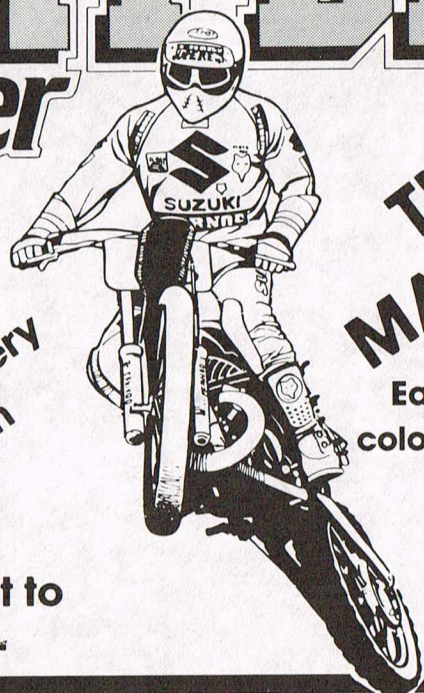
This week Britain holds its breath in the hope that this dream can come true for a rider who richly deserves to lead a victory charge and restore Great Britain as the enduro world's best

Left: Aerial practice on the farm — Geraint Jones has a reputation for getting into top gear when the odds stack against him.

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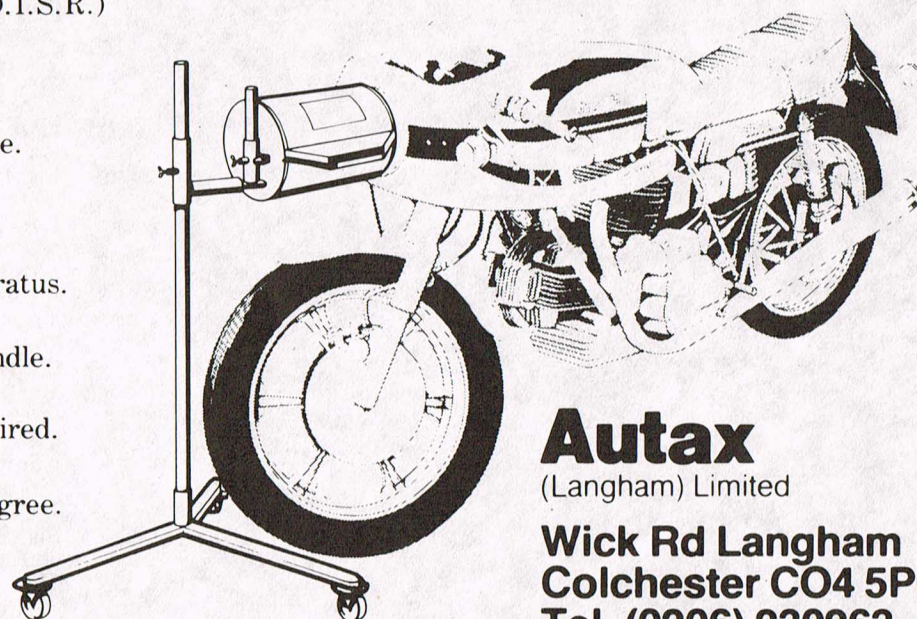
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ISDE training

by Mike Sweeney of Trials and Motocross News

THERE'S a lot of hokum talked about training. What people claim to do and what they actually do often have little in common.

On the trials scene for example, the great Mart Lampkin never rode his bike from one weekend to the next and, apart from bending his elbow, was not at all enamoured of any other kind of exercise to get in shape for competition.

His great friend and rival Malcolm Rathmell, on the other hand, would often go out practising all day nearly every day. On the moto cross front, Graham Noyce's

flamboyant image as a wild roistering boy conceals a grim determination to succeed and Graham will train long and gruelling hours to achieve the necessary fitness.

Honda team-mate Andre Malherbe, though no less single-minded - he couldn't have won two world championships had he not been - claims just to ride his bike to get fit. He doesn't like training.

Pete Mathia is a natural talent and does no specific exercise, claiming that his job as a central heating engineer keeps him fit enough. It must do, the longer the race, the better the Cheshire flyer likes it.

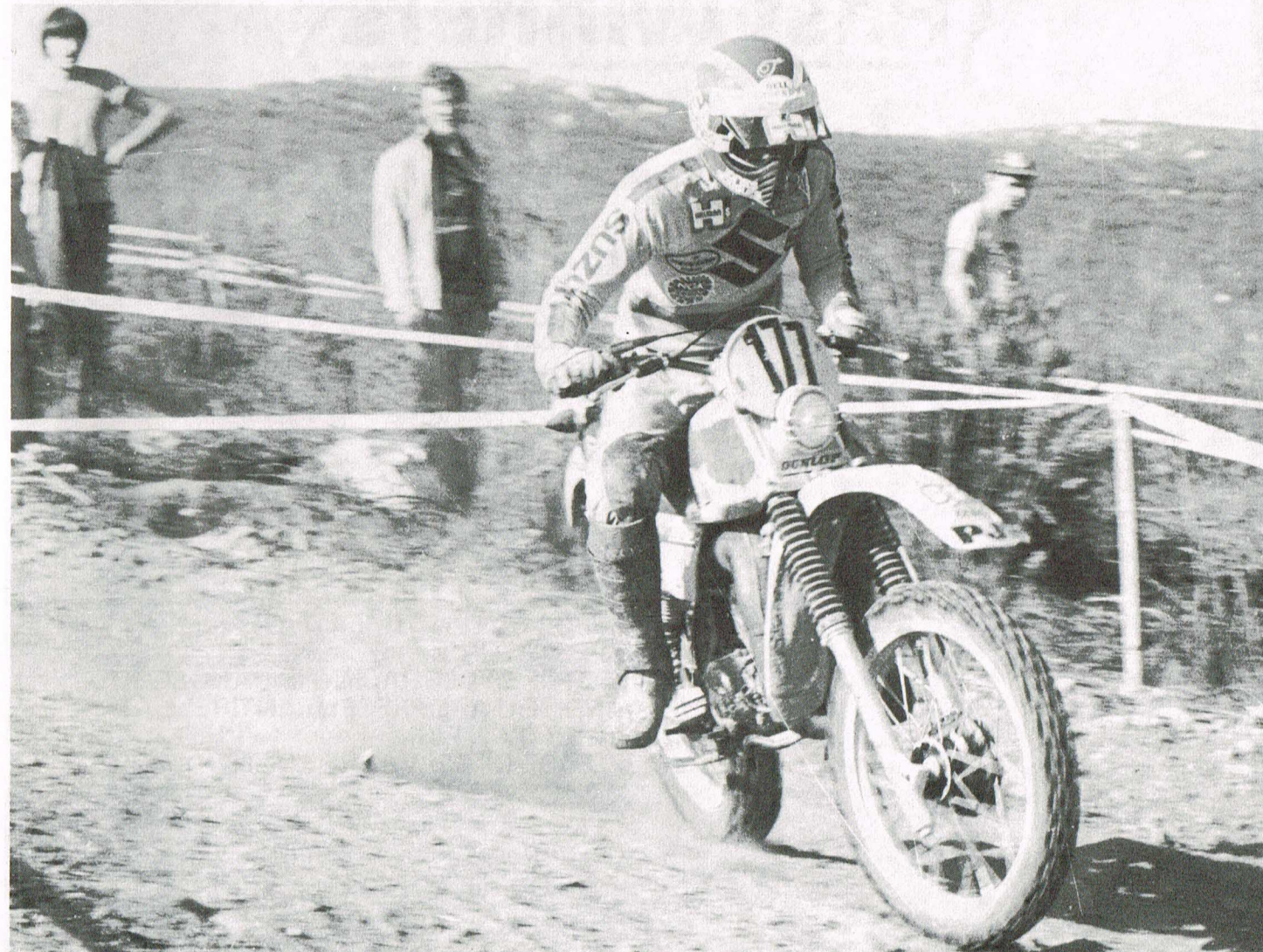
But what about the toughest two-wheeler sport of the lot, the ISDE? Competitors here in Wales have to cope with anything Arthur Bates (clerk of the course), the weather and the whim of fate might, and very probably will, throw at them for six or more hours a day for six consecutive days. How do you discipline a body to cope with that? How do you train a mind to think

clearly and quickly when terminal fatigue sets in to to distract every inch of the way!

I spoke to three of the British team - Derrick Edmondson, Neil Buttery and Ian Thompson - and they all had the same answer. Experience. They regarded it as much more important than physical fitness and all were in agreement as to the best way to get it.

Edmondson: "There's only one way to prepare for the ISDE and that's to ride in all the European Championship rounds. The severity of the competition and the length of time spent on the bike take you into whole new areas from the shorter British one day events. You get the chance to check out the opposition and maybe learn from them. And the events act as a good testing ground for the bike. It's also the basis of a long-term fitness programme."

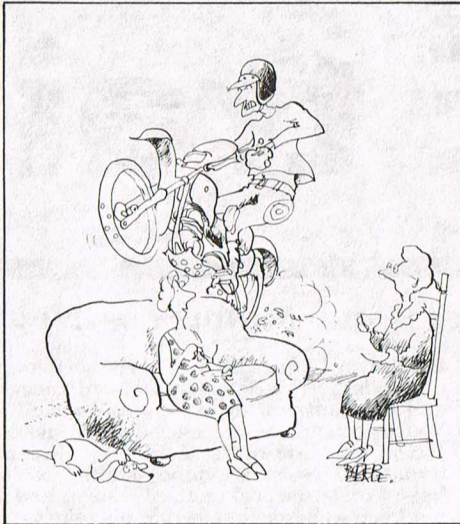
Buttery and "Tonka" Thompson were in complete agreement, Buttery adding: "The



Riding moto cross events is good training for when ISDE action gets as hot as this. American Trophy team rider Jeff Fredette (250 Suzuki) kicks up the dust in Italy two years ago.

ISDE
training

British Championship rounds just aren't long enough.
With experience, more aspects of riding enduros become automatic. The less the rider has to consciously think about, the better. With his mind uncluttered by the "nuts and bolts" of piloting his machine, a rider can devote more time to planning ahead to cope with checks, hazards, maintenance schedule, special tests and so on. He is less likely to make a simple mistake which could cost his team the event. There is so much to think about for an enduro competitor, compared with other sports. Many duties must be carried out on "automatic pilot."
When riders speak of pacing themselves, it's not simply to save their energy, but also to allow time to think. A competitor going flat out simply cannot spare concentration from the task in hand. Going fast takes all his attention. A slightly more leisurely pace (that's leisurely by very different standards from yours and mine) allows attention to be diverted to planning ahead. This is the hallmark of the top-flight enduro rider and it can only come with experience.
All this isn't to say that the physical



Hanging on to a place in the Trophy Team means constant practice.

training side is totally ignored. Buttery runs three miles a day and practises moto cross for two hours, twice a week. He also likes to get in some moto cross competition "about ten times a year, to sharpen up for the special tests."
Thompson and Edmondson both ride scrambles. Thompson also likes to run

three times a week and plays the odd game of squash. Working on his farm keeps him fit enough and it doesn't leave any time to do any more anyway!
Four times British enduro champion Geraint Jones also works hard on a farm. He also runs for general fitness, works out in a gym off-season to stay in shape, rides on his farm and rides moto cross when possible to keep his speed edge.
"Eddy" Edmondson isn't wild about the idea of pushing weights and pounding the roads so he plays squash and goes swimming. As the ISDE was drawing near though, he was sighted near a gym and seen out on the Queen's highways.
The complete ISDE rider, in addition to preparing mind and body, must also prepare and become familiar with his machine. Getting the bike right takes months. Tyre changes in less than four minutes don't come without practice!
More than anything else in the ISDE, a rider must finish. He therefore cannot allow any chink in his armour to ruin things. Every possible eventuality must be covered, everything checked and double-checked.
So there's a lot of truth in the old adage that, compared with some of his headbanging, lobotomised two-wheeler brethren, an enduro competitor must have a bit more up top. Unlike, say, a moto crosser he must put his brain into gear with his bike. Without doing so, he hasn't a chance, and that's why the ISDE really is the ultimate test.

Past Winners

Table with 8 columns: Year, Location, Trophy, Vase, Year, Location, Trophy, Vase. It lists winners from 1913 to 1962, including locations like England, France, Switzerland, Sweden, and various international locations like Czechoslovakia and Germany.

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