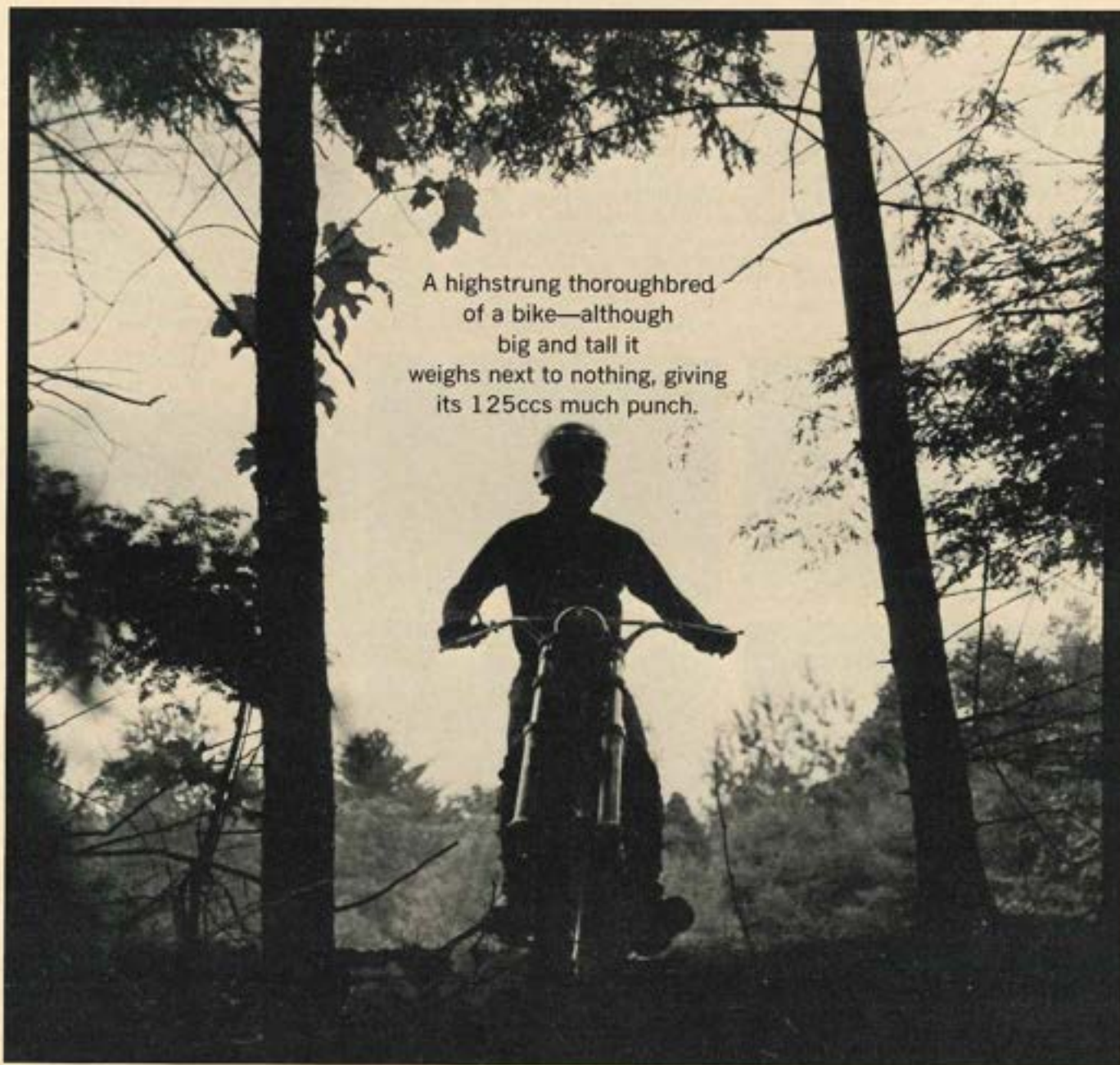


CYCLE ROAD TEST:

# Dalesman 125cc Enduro 125cc MX/125cc Trials



A highstrung thoroughbred of a bike—although big and tall it weighs next to nothing, giving its 125ccs much punch.

The 125cc Dalesman has an Austrian Puch engine assembled into an English chassis and is distributed in the States via Glens Falls, N.Y. If you were to make a travel agency-type poster of Yorkshire, England in the same vein as the bull fight or gypsy-dancer-with-rose-in-mouth posters of Spain, there would be a pastoral scene with a woolly sheep and a huge hog sharing lunch in a pasture bounded by a waist-high stone fence and dotted with stumpy oaks. Across the stone fence would loom your standard Yorkshire barn, an edifice

OCTOBER 1970

with stone walls two feet thick and a high peaked roof. The Dalesman factory is in that barn. Floored and lighted and heated, the barn houses Peter Edmondson's neighbors as they pick their way around piles of frames, forks, and engines.

Being one of the best trials riders in his region, Edmondson built the first Dalesman for his personal mount in the new 125cc class that the English started a couple of years ago. A lot of people saw the bike and liked it. It was simple, strong, and awfully light. And it won some trials. One

day Joel Robert had a slack spot in his World Championship Motocross series and stopped by to see the Dalesman. Robert took one of the bikes home to Belgium with him and was so impressed with it that he talked Peter Edmondson into making a motocross version. The world champion volunteered to do the development riding in the off season.

Development was just completed on the Motocross last winter, when a couple of Americans from Glens Falls, N.Y. (who had just bought the Greeves franchise for



The Dalesman is for good enduro riders: fast handling for the guy with quick reflexes; lots of power for the rider who can keep it on the pipe; and reliability for the man who knows how to take care of his bike while he banzais it through the bushes.

PHOTOGRAPHY: JOHN SENZER



- (Top Left) Maintainability: to pull the primary case, just remove 7 screws and the clutch cable.
- (Top Right) The front brake is small but powerful, and as water-resistant as any we've tested.
- (Lower Left) The quality and finish of the die-cast cases, cylinder, and head are beautiful.
- (Lower Right) The test bike had a Bing carb; later bikes will carry the 26mm Amal Concentric.

the Eastern U.S.) were in England scouting for some lighter machines to fill out their line. Ron Jeckel and John Trumbull liked what they saw in Yorkshire and brought the U.S. franchise for Dalesman home with them to surprise their third partner, Mike Mitchell.

With the Jeckel Industries order in his pocket, Peter Edmondson cut a deal with the local banker and the partnership ordered the components for the first production run. Down the road, Jim Lee ordered piles of chrome-moly tubing and tooled up to make the frames in quantity. At the time, in another corner of Lee's shop, stacks of aluminum started becoming handmade gas tanks and air cleaner boxes. Down the road in the other direction, a restorer of classic cars began producing the seats. When the engines began arriving from Puch, Peter Edmondson's other neighbors began bolting the piles of parts together.

From Jeckel's first shipment, we chose the Enduro model for our main test. The Enduro is a slightly de-tuned Motocross model, and as such, is an expert's machine. In building a machine for an accomplished rider, a manufacturer can make design compromises that would be unthinkable in a mass-marketed bike. If a rider knows how not to abuse his mount, lots of the components can be made much lighter. And the power characteristics can be adjusted to be less forgiving.

The Dalesman Enduro is a beautiful bike—if you subscribe to the concept that form follows function. It's all business, with scant attention paid to superfluous styling. The frame is composed of pieces of tubing that are hand-welded together with simple gussets reinforcing the stressed areas. A straight piece of 1½-inch diameter tubing runs back under the tank to form the backbone. Twin ¾-inch tubes drop from the steering head, cradle the engine, and swing back up behind the engine to join the backbone under the rear of the tank. A typical pyramid assembly of the same size tubing projects rearward from the backbone and cradle tubes to support the seat and shock absorbers. Simple ½-inch plate gussets butt-welded to the cradle tubes form the engine mounts. A tube running through the rear engine mount plates is the pivot housing for the swingarm. Another tube passes perpendicularly through the cradle tubes under the engine. Connecting the ends of this last tube with the outboard ends of the swingarm pivot are a pair of quarter-inch-thick steel plates that make the swingarm pivot extremely rigid and also serve as footrest mounts. This is an extremely good design, for footrests on a woods bike are forever getting smashed. It's nice when the footrests can be quickly removed to be repaired or replaced without a lot of hassle. Too, when the footrest is attached directly to the frame, as on some makes, the frame can easily be dam-

CYCLE



aged when the footrest takes a blow. The frame is painted British Racing Green and the swingarm plates are cadmium plated. Complementing the simple good looks of the frame are the gas tank and air cleaner box. Both containers are hand formed of malleable aluminum alloy and have tungsten-inert gas welded seams. Attractively mounted fenders, along with fork slider tubes and wheel hubs, complete the light alloy chassis parts.

We got our first hard ride on the Enduro at Ron Jeckel's home, in the foothills of the Adirondacks. The strongest impression one gets upon straddling the Dalesman is its tremendous amount of ground clearance. The footrests are the lowest part on the bike and they're over 11 inches from the ground with a rider sitting on the rather hard saddle. We noticed that the footrests fold back against hairpin springs and are serrated to give good footage. A single

high-quality valve allows gas to flow into the 26mm Bing side-float carb (most subsequent bikes will have 26mm Amal Concentrics). You flood the float bowl with a button on its top for cold-engine starts. Since there is no switch, all that's left is to give a couple of prods on the high-mounted kickstart lever on the right side. The pipe began to growl on the first or second kick throughout the test. Two exhaust systems are available; an expansion chamber with a silencer tip and a trials-type snuff can, the latter stuffed with fiberglass. Our machine had the expansion chamber and, even with the silencer, was quite loud.

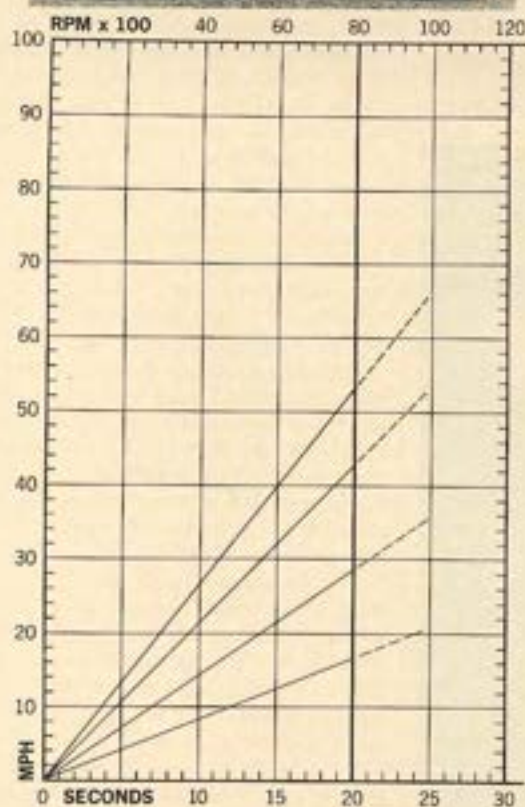
The engine warmed quickly and throttle response evened out. Clutch lever pressure is light and one push down on the alloy shift lever with your left foot engages low without any loud clashes. Riding around in low, we were immediately impressed with the bike's incredible balance. It's fairly

easy to turn a tight circle or even stop for a short time without having to put your foot down. Low isn't quite low enough for really slow speed-picking along, as in trials. A bike with identical gearing and equipped with the snuff-can exhaust system had more torque at low speeds and was easier to ride on steep, very slippery trails.

Getting out into wooded fields, with rocks and jumps in the rough trails, the Enduro was at its best. Low gear peaks at 17 mph and second takes you up to 28 mph before the engine stops pulling. That gives you a fairly good range for intermittent charging. As the trails open up, third gear takes you to 44 mph and fourth tops out at 54 mph.

Handling is astonishingly good. The high engine placing gives some similar-sized machines a topheavy feel, but the Dalesman's Puch mill is so light (45

*(Continued on page 74)*



#### DALESMAN 125cc ENDURO

Price, suggested retail ..... East Coast, POE \$750

Tire, front ..... 2.75 in. x 21 in.

rear ..... 4.00 in. x 18 in.

Brake, front ..... 5.5 in. x 1 in.

rear ..... 6.3 in. x 1.18 in.

Brake swept area ..... 40.7 sq. in.

Specific brake loading ..... 8.5 lb/sq. in., at test weight

Engine type ..... Piston-port two-stroke single

Bore and stroke ..... 2.16 in. x 2.04 in., 55mm x 52mm

Piston displacement ..... 7.5 cu. in., 124cc

Compression ratio ..... 12:1

Carburetion ..... (1) 26mm Bing or Amal

Air filtration ..... Wire gauze

Ignition ..... Bosch E.T. magneto

Bhp @ rpm ..... 12 @ 7000 rpm

Mph/1000 rpm, top gear ..... 6.65

Fuel capacity ..... 1.8 gal.

Lighting ..... 6 v, 45 watts

Gear ratios, overall ..... (1) 37.7 (2) 21.8 (3) 14.5 (4) 11.6

Wheelbase ..... 54 in.

Seat height ..... 31.5 in., with rider

Ground clearance ..... 11.2 in., with rider

Curb weight ..... 87/110 (197) lbs., with 1/2-tank of gas

Test weight ..... 347 lbs., with rider

Instruments ..... none

Top speed ..... 54 mph @ 8000



## Other Dalesman Versions for Motocross and Trials:



Dalesman Motocross  
dirt racer model



Dalesman Trials for  
serious riders

• The Motocross is basically the same as the Enduro, but has a more powerful, higher revving engine. Compression ratio is raised to 12:1 by lowering the cylinder head, a 26mm carb replaces a 22mm, and a downswept expansion chamber is tucked up under the engine. All the other physical parts of the bike are the same as the Enduro model.

You would think that, since the Enduro was developed from the Motocross, the Motocross would be vastly better for its particular purpose. But the woods riding/enduro sector of the sport is undergoing a dynamic change at this time. The general level of enduro-type rider competence is rising rapidly and spreading. And really fast woods riding places almost the same demands on a bike's suspension and handling qualities as motocross does. When a woods rider rounds an unfamiliar bend at 50 mph and encounters a washout or big hump, it's almost the same as a rough and/or wet motocross turn. With these conditions in mind, the pros who build the Dalesman have used the lessons learned in building each of the models to better the other. In the end, both models were so near to being identical that the present differences were all that remained. The criticisms that we had for the Enduro would also hold true for the Motocross.

In gunning the Motocross around Ron Jeckel's rather flat and not too rough course, the bike's suspension comes into its own. Where the spring rates were slightly high on the Enduro, they're perfect on the Motocross. Whether easing the ramp on a jump, smoothing out a splash of ripples, or easing rear wheel torque to the ground, the front forks and rear shocks seemed always in harmony. The naturally shaped handlebars and carefully positioned footpegs allowed rider weight to be shifted in order to keep machine balance in the desired attitude. When the unexpected does come, things happen rather slowly: steering reaction is slow and very stable.

What few changes and compromises are necessary will make the Motocross as useful for the amateur as it is for the expert. •

Serious  
lightweight  
competition bikes  
cost as  
much to make  
as big ones do, but if  
an expert wants to win, he's  
got to have a bike that's  
like one of the Dalesmen.



• Dalesman's Trials model is an absolutely first-rate no-compromise expert's Observed Trials machine. An observed trials is an event that has several observed sections, over natural terrain, that are separated by unobserved stretches. The observed sections are watched by score keepers who mark on a tally sheet the number of times a rider touches ground with his foot, allows his bike to stop forward motion, kills his engine, or goes out of bounds. Boundaries are indicated by ribbon or string. At the end of the day, all of the tally sheets are accounted and the rider with the least penalty points is the winner.

In order to be a suitable trials mount, a bike must be able to do a number of things well. It's got to climb and descend incredible slopes, often with little room to build up momentum. This requires lots of torque at the wheel, and good tires to convert the torque to motion. And so that you don't have to waste your attention on shifting gears in mid-climb or slip the clutch, the torque must be available over a very wide range of engine rpm.

Often you have to make an abrupt turn while making a grade. Perfect balance is mandatory here, and a rider must be able to move his weight around on the bike to benefit traction or stability or both. Too, the steering geometry must be adjusted to allow very sharp turns without sacrificing too much moderate-speed stability. Since there's seldom room to wheelie over an obstacle before encountering another, a good trials bike has to have as much ground clearance as possible. Obviously, a trials bike must be as light as possible.

The Dalesman Trials has lighter forks (that are drawn back to the steering head to increase steering trail), lighter front wheel hub, softer springs in the forks and Girling shocks, smaller seat, and a more flexible engine than the other Dalesmen. All it needs is a leg guard on its flat muffler. For people who don't want to go fast but enjoy picking around in woods, the Trials works better than the Enduro. In the New England events, the Trials remains undefeated in its class. •