

# TROJAN HORSE LOOKING FORWARD TO NEW RACE SERIES



The ThunderBike Championship is coming to the UK, and for those people who like nothing better than to watch and listen to proper motorcycles in tight racing it's going to be great news, and a welcome return to broader competition now that the "Sound of Thunder" series has become dominated by ex-Superbike spec Ducatis.

It is a class that has successfully been running in the US, with rules that favour large capacity air-cooled twin cylinder motorcycles, which has meant that Buells are the weapon of choice in the States. In the UK, Trojan Horse will be campaigning a Ulysses-derived race bike and there is currently one other competitor with an S1 Lightning, but Trojan's Matt Purdy is quietly confident that once people see what the Buells will do there will be a few more in the paddock. Matt has been instrumental in bringing the class to the UK, haranguing various organizers for months, before convincing the MRO/BMCR Club to host it. The interesting section of the rules gives an indication of what the field will comprise, notably:

- **Single cylinder, Unlimited displacement**
- **Two stroke, Unlimited displacement**
- **Twin cylinder, air cooled, Unlimited displacement**
- **Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement**
- **Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc**
- **Three cylinder, non-fuel injected, up to 1200cc**
- **Four cylinder, air-cooled, up to 1200cc**
- **Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc**
- **Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc**
- **All air-cooled, 2-valve, unlimited displacement**

There are a couple of other caveats, notably that everything except the single cylinder models must be production bikes with much of their original equipment either intact or developed upon rather than



replaced, single cylinder machines can't be 2-stroke GP bikes, and power-to-weight mustn't exceed 1SAE horsepower per 4lbs weight.

The only thing that gets more freedom than an air-cooled twin is the single, which can be any engine in any frame, except that 2-stroke GP bike obviously, which makes me wonder whether Roger Goldammer has got the drawings for the Merch/Engenuity motor from his world championship-winning "Trouble" and fancies building another supercharged 965cc single. That really would put the cat among the pigeons. Of course, Buell's XBRR – see earlier news piece – would be the one to really upset the appletart.

We look forward to keeping up with Matt's progress through the season: watch this space for more details as they come in. The first race will be at Snetterton between my writing this and you reading it – unless you're

a subscriber – and confirmed dates so far this year are:

25/26 March 2006  
30 April/1st May 2006  
13/14 May 2006  
10/11 June 2006  
8/9 July 2006  
28/29 July 2006  
26/27 August 2006  
7/8 October 2006  
21/22 October

Snetterton  
Mallory Park  
Brands Hatch (Indy)  
Snetterton  
Cadwell Park  
Brands Hatch (Indy)  
Pembrey  
Brands Hatch (Champion of Brands)  
Lydden (Lord of Lydden)

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