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ISSN 0364-1546



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**ON THE COVER:**—The contenders for the tiddler crown pose for the lens of Torquin' Tim as the racing season gets into full swing. Moto Revue captured the Paris to Dakar cavalry charge, and Rick Ryan (10), George Holland (3) and Erik Kehoe (9) are frozen at Gainesville by the Nikon of Eddie "The Eagle" Arnet. Ryan went on to grab the holeshot. Joe (Mama) Kosch snapped the TOC photo of Dave Bertram styling his Suzuki through California's version of trees at the Coalinga Enduro opener. Cover design by Dennis West; color separations by Valley Film.

DIRT BIKE Magazine, ISSN 0364-1545 (May '88) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$4 per year, and all other foreign add \$5 per year for additional postage. Copyright © 1987 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to DIRT BIKE Magazine, P.O. Box 9502, Mission Hills, California 91345-9502. Printed in USA.





HARVEY

HARVEY

HARVEY  
KAWASAKI  
Racing

HARVEY

MICHELIN

TR34

TR34



BETA TR34 TARRÉS REPLICÁ

# THE FLY

*If your garage is full,  
park it on the wall*

By the DIRT BIKE Staff

**T**rials competition requires phenomenal agility, strength with a delicate touch, the ability to balance on a slippery rock apex, and the sure-footedness to find traction on an oiled piece of glass. In other words, trials machines and riders are the flies of motorcycling; they literally have the ability to climb walls, leap into the air (without a ramp) and find traction where you'd think none existed.

Spain's Jordi Tarres is the fleetest trials rider in the world; he won seven of 12 World Trials rounds on his way to the 1987 World Championship. The Beta pilot accomplished his feat aboard an ultra-trick, titanium and magnesium machine, and Betamotors further astounded the trials world by offering Tarres' factory bike to the public.

When we got our hands on the TR34 (Tarres Replica model 34) for testing, we started salivating worse than Jeff Goldblum did in the 1986 movie, *The Fly!* The bike is incredibly trick! As a bonus, we enlisted 1987 National AMA/NATC Champ Bernie Schreiber to assist in photos and testing. But, before we start climbing the walls, let's take a close look at the TR34 technology.

## **DISSECTING THE TARRÉS REPLICÁ**

At \$3995, the TR34 is the most expensive production trials machine on the market, yet it was also the best-selling trials bike in 1987. Why? Because it is competitive right out of the crate for beginners or World class riders alike. A 260cc Boyesen reed-fed motor puts power to the ground via a six-speed transmission that features needle bearings and primary kickstarting. The frame and swingarm are constructed of chromoly steel, and the removable rear subframe and integral silencer are made of aluminum. Titanium axles, nuts and bolts, and magnesium hubs and engine cases contribute to the 180-pound dry weight.

Trick touches, such as a rubber-cushioned aluminum skid plate, adjustable fork stops, detachable lighting, front and rear disc brakes, tubeless Michelin rear tire, painted plastic (Acerbis) body parts, and tool-less air filter maintenance make the TR34 a true



◀ **World Champion:** For \$3995, any trials rider can own an exact replica of the machine that carried Jordi Tarres to the 1987 World Observed Trials Championship. The 180-pound titanium wonder received many improvements for 1988, so we were pumped to get our hands on a test unit. Former World Champ Bernie Schreiber assisted DIRT BIKE with testing.

*Damping is still handled by Marzocchi forks and a Corte Cosso shock, but an aluminum linkage provides a new progression rate. Both ends are softly sprung for maximum traction, and rebound is fast for preloading and unloading over nasty obstacles. Bernie felt that the new linkages, mated with the adjustable shock, are a big improvement over last year.*



# THE FLY

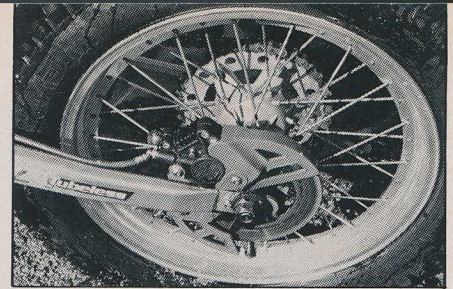
"works" replica. In fact, it's probably the truest replica ever offered to the public.

## NEW FOR 1988

Even though the TR34 was very successful in its first few months of production, the 1988 model received a ton of changes and dropped five pounds in the process. Tarres' development led to numerous updates, including:

- A Dellorto PHBH 26 SD carburetor
- Modified clutch basket and actuation, as well as new cork-and-metal clutch plates
- One-piece aluminum silencer

- Titanium and Ergal (T-6) aluminum fasteners
- Aluminum rear subframe
- Front and rear disc brake covers, new master cylinders and Galfer brake pads
- Aluminum wheel spacers and axle adjusters
- Aluminum suspension linkage with Zerk fittings
- Aluminum handlebars with crossbar pad and Domino controls
- Tank/seat combo is removable without using tools



Check out the trick rim and magnesium hub; the spoke nipples ride in the hub to simplify sealing the rim for the tubeless Michelin rear tire, which is the industry standard. The rear brake is more powerful, thanks to a new master cylinder, but debris in the system fouled the brakes on our test unit. Flushing the system solved the problem.

## BALANCING WITH SCHREIBER

Who could better evaluate the TR34 than Bernie Schreiber, former World Champ and defending National Champ (whose title was earned aboard a Fantic)? After spending some time aboard our test unit, Bernie said, "This is the truest replica I've ever seen! It's a World class trials bike, but it will work well for the novice rider.

"Power is much better than last year; it's more aggressive. Clutch action is improved, and the cable is larger, so it will last longer. With the extra power you have to use the clutch more to control wheel spin, so the improvements are really appreciated. The power is usable for all levels of riders.

"It's also incredibly balanced. With most trials bikes, you get in the stance, and the front end feels very light. It's as though you're riding on the back half of the bike. On uphill these machines want to loop out, so you have to lean forward. Then the tire spins. On the TR34, you have a heavier front end; it feels more centered, and you have more control and traction on hills. It has bet-

## SCHREIBER REDIRECTS HIS ATTENTION

• Although Bernie Schreiber is the 1987 AMA/NATC National Champion (his fourth National title) and former (1979) World Champ, he will not defend his title or contest the World Championships in 1988. After ten years of chasing titles, he is redirecting his love for the sport to teaching. As the champ puts it, "I still like the sport a lot, and teaching trials schools is a good way to stay in form. Plus, schools give me more satisfaction and help the sport grow.

"I have been holding schools for about four years now, and I teach 20 weekend schools a year. Last year I had 600 students. I hold two-day classes (\$60 per student) in the United States during the spring and fall, and I teach in Europe during the summer months. The schools offer classroom and riding segments for novice and advanced riders. For \$60 you get 15 hours of instruction. I'm also working on videotaping the classes for review and additional instruction.

"Each school covers the basics, from machine setup (control location, etc.) and



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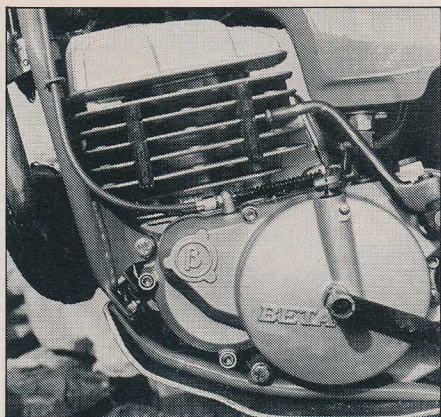
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Beta completely reworked the clutch for '88. A new basket, actuator system, metal plates, cork plates and a larger cable considerably improve clutch action. Other than that, the lower end of the six-speed, primary-start motor is unchanged. High-quality parts, such as needle transmission bearings, Motoplat ignition and Boyesen reeds, abound.

ter balance, plus it feels lower slung and has a better ease of maneuvering than other bikes I've ridden.

"One thing I don't like is the size of the exhaust. It doesn't really get in the way while riding, but it is bulky and gives a hit to the powerband. Last year's motor is more forgiving, but, overall, the '88 makes up for the aggressive powerband with lightness and a better ease of maneuvering."



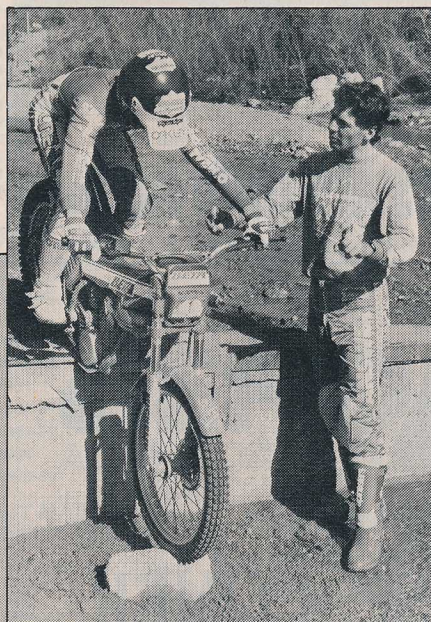
### BETA TR34 TARRES REPLICA

Engine type	Single-cylinder, air-cooled, reed-valved 2-stroke	Intended use	Trials riding and competition
Displacement	260.7cc	Country of origin	Italy
Bore and Stroke	76.00mmx57.5mm	Suggested retail price	\$3995
Carburetion	26 Dellorto	Tire size and type:	
Fuel tank capacity	1.0 gal. (3.8L)	Front	2.75x21 Michelin
Lubrication	Pre-mix	Rear	4.00x18 Michelin tubeless radial
Gearing, front/rear	10/42	Suspension:	
Ignition	CDI	Front	35mm Marzocchi, 7 in. (177.8mm)
Silencer/spark arrester	Yes/yes	Rear	Bogel/Corte Cosso, adj. comp. damping, 6.5 in. (165mm)
Wheelbase	52.0 in. (1321mm)	Distributor/Manufacturer	
Ground clearance	13.2 in. (340mm)	Cosmopolitan Motors	
Seat height	28.4 in. (710mm)	301 Jacksonville Rd.	
Claimed dry weight	180 lbs. (82 Kg)	Halboro, PA 19040	



**Style king:** Bernie Schreiber won the National Observed Trials title for 1987, but he won't defend his title in '88. Instead, the former World Champ will concentrate on his trials schools and ride selected events. The champ gets the most satisfaction out of helping the sport grow, rather than competing.

how to position yourself over the bike, to more advanced techniques, like the five ways to clear steps. Trials riding skills are something every motorcyclist can utilize in other forms of competition; did you know



Schools cater to beginner and advanced riders alike and offer classroom and hands-on instruction. Bernie is also working on videotaping the students for classroom analysis. Here he coaches Jeff Del Villar on proper body positioning for downhill. Bike setup and preparation are also covered in the two-day schools, which cost a paltry \$60.

that Roger DeCoster was the Belgian National Trials Champion? Also, I rode trials with Jeff Ward in the '70s. Trials helped put these guys on top, and interest is growing here in America."



Each class is kept small so every rider can receive personalized coaching. Before the riders are unleashed on difficult sections, they are taught the basics of balance on flat ground. Here Bernie teaches Jeff the proper stance and weighting for tight turns. Once the rider has learned the basics, more difficult talents, such as the five ways to clear a step, are covered.

If you would like more information, contact Balanced Sports International, 5114 Dunsmore Ave., Los Angeles, CA 91214; (818)248-6947 or 7 Montee Du Chaudan, 73200 Albertville, France; (33)79/32-4491. •



# CLEAN UP YOUR ACT!



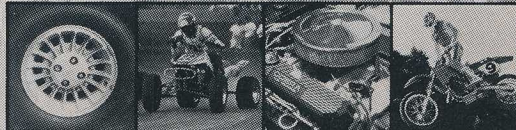
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# THE FLY



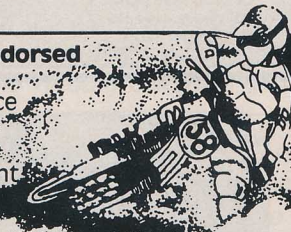
**Traction action:** Picking your way over gnarly rock hills has never been like this. Schreiber was stoked with the balance of the Beta TR34. Compared with other machines, the Beta has a heavier front end, so it doesn't want to loop out. When this occurs, you have to lean forward, and then you lose traction. Not so with the Tarres Replica; it wheelies when YOU want.

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### BITS AND PIECES

- Our rear brakes went away during testing; crud in the reservoir clogged the line and rendered the rear caliper useless. We have also heard reports of blown O-rings in the master cylinder.
- Rebound on the Corte Cosso shock and Marzocchi forks is light to ease preloading or unloading for obstacles. Front travel is seven inches, and rear is 6.5 inches.
- Traction provided by the tubeless Michelin rear meat is unbelievable. The trick Akront rear rim features backwards spokes; nipples are in the hubs instead of on the rim.
- Folding tips on the shifter and brake pedal are nice. Controls are first-rate, although Bernie had to bend the clutch lever to provide more dogleg.

### CLIMBING THE WALLS

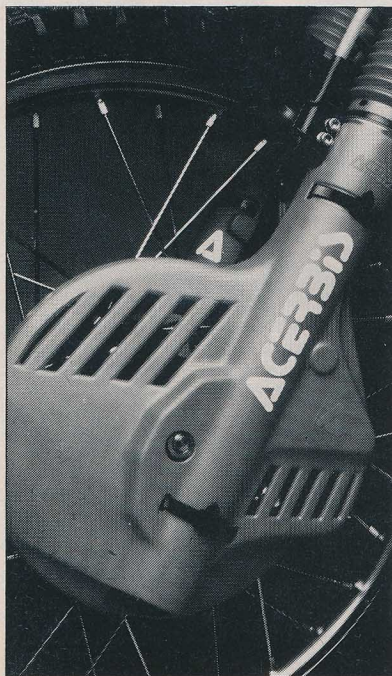
This machine has it all: quality components, incredible balance, excellent suspension, a good combination of torque and mid-range thrust, fantastic tires, and it weighs as much as... a fly. From beginner to title contender, the Beta TR34 has what it takes to climb the walls with perfect balance. □

### ACERBIS TRIALS PLASTIC

- Part of the Beta's trick looks is due to the painted plastic bodywork, which is functional, good-looking and longer-lasting than decals on plastic. If the plastic on your trials bike is thrashed, Acerbis will dial you in with (unpainted) replacement hardware. •

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