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Band on the Run...

If everything's gone according to plan, attached to the outside of this month's mag there should be a little bag containing an orange wristband with the wording: 'Motorcycling is Not a Crime.'

It's the first small but significant step in our fight-back against the antis who want to ban trail riding (and ultimately all types of off-roading), and are prepared to stop at nothing to get their way.

The orange band has been produced by KTM (though you'll notice that it's unbranded), and is a way of not just getting our message across, but also of demonstrating our unity for an important cause.

Thousands of these wristbands have been distributed all around Europe and no matter what brand of bike you ride, we urge you to keep your wristband in your riding bag and wear it whenever you're out on your bike - whether that be racing or trail riding - or even just down the pub with your riding mates.

The idea behind the wristband is to demonstrate to others that the vast majority of off-road riders are extremely passionate about their hobby, but at the same time are law-abiding and responsible people. And by wearing the wristband you will be communicating the fact that you are not a hooligan but in fact part of a global 'band of brothers' committed to riding your bike with respect for the environment.

By doing this we hope to raise awareness for our cause and at the same time appeal to all riders to unite and join us to fight for the right to continue to enjoy our passion in a law-abiding and responsible manner. Please wear your wristband and help save our sport...

SI MELBER



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PERSPECTIVE

Power Mad: With 7.85 litres of motor-
vation to play with, TBM goes large at a local Hare &
Hounds enduro. Who says power corrupts? See elsewhere
for the full story. Pic: Barni



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PERSPECTIVE

'Oi you, come down off there...'
German stunt star Chris Pfeiffer doesn't need a skateboard to attack a full-pipe, just a Gasser trialler instead. Pic: Bernhard Spittel/Red Bull Photo files

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Knight's King: David Knight wrapped up his second consecutive World Enduro Championship title at Slovakia in September. Next stop the USA GNCC champs. Pic: Jonty Edmunds

PERSPECTIVE



GREEN LIGHT



Kawasaki has just announced their long-awaited return to the sport of enduro with an all-new four-stroke KLX450R.

Based on the KX450F 'crosser, the enduro bike has the same liquid cooled, DOHC thumper powerplant that's been tweaked for extra low-end torque. It also gets the same alloy frame, petal disc brakes and Kayaba/Uni-Trak suspension set-up as the KX.

However, the KLX will have a wide-ratio five-speed transmission instead of the four-gear motocross 'box, plus an electric start and a bigger 8L fuel tank.



And by the looks of it they won't come road legal, although Kawasaki couldn't tell us if there would be a kit available like Yamaha. Pricing and availability also couldn't be confirmed at the time of going to press, but we think it'll probably be around the £5,400 mark. Expect further details - and a TBM test - in the very near future...

SNIPPETS



RIGHT ON THE MONEY

Yamaha powered trailriding company Torotrail are currently offering an exclusive ten percent discount to all TBM readers.

Based out in southern Spain, they offer fully guided trail riding plus first time off-road courses. TTRs and WRs are supplied, along with gear, fuel, insurance, accommodation and lunch.

To take advantage of the discount, simply call 0800 975 4020 and for more info, check out torotrail.co.uk.

MINI ADVENTURE

Downsizing is where it's at apparently - Ash Minibike Club is running their inaugural mini/pitbike enduro at Brick Kiln Farm, Chawton, Alton, Hampshire on Sunday 22 October.

It'll be in a normal Hare 'n' Hounds format split into two 60-minute sessions with a special test thrown in. Classes are sportsman/clubman/expert plus a youth class, and there will be prizes awarded for the top three people in each adult class.

Check out their site www.freewebs.com/ash-minibikeclub for more info, including track pictures plus entry forms.

EURO BIKE

Adventure In2 Slovakia is a brand-new trail riding company just set up in... you've guessed it, Slovakia.

A full range of KTMs will be available to hire or you can take your own bike along. Bookings are being taken now - check out cerbie.com/slovakia for more info or call Richard on 07980 214716.

SEVEN UP



Beta's '07 thumper range - 250, 400, 450 and 525 - will come with the same KTM powerplants as last year and although none of the prices were confirmed at the time of going to press, they aren't expected to increase.

And even though the bikes already have excellent suspension, they now get new Marzocchi Shiver forks developed specifically for Beta, who claim they should improve the high-speed handling. The 250 is the only model not to get the black anodised sliders.

The footpegs have been moved backwards by 5mm and the altered profile seat with new padding now allows for an extra air intake to help with the breathing. We just

hope that these modifications haven't compromised the excellent forward mounted riding position that made the previous Betas so easy to ride.

Looks-wise and the in-ye-face scarlet plastics have now been combined with some new black 'n' white graphics, giving the bikes a more refined style.

Other tweaks include a much sturdier sidestand, improved rear Nissin brake for greater reliability, a split two-part clutch cover for easier maintenance plus a new internal exhaust design that aims to reduce noise.

The new range should be out now - expect a TBM test as soon as we can get hold of 'em...

Follow That Cab...

Spanish-French manufacturer Sherco have unveiled their 2007 two-stroke triallers, which have a new chassis geometry directly developed from Albert Cabestany's '06 competition machine.

But the immediately obvious difference is the striking, multi-coloured graphics, although these may not be to everyone's taste.

Present on the 1.25, 2.5 and 2.9 models are an adjustable Ollé rear shock, billet triple clamps, alloy bars, bigger fuel tank with an extra 0.5L capacity, plus a lighter (7.5mm shorter) swingarm to boot.

Motor revisions have been restricted to the 2.5 and 2.9 bikes, with the main

change being a new cylinder head, plus the 'zorst shape has been adapted due to a new thermodynamic configuration. The full 'stroker line-up is available now - contact your dealer for details...



IT'S A FAIR COMP



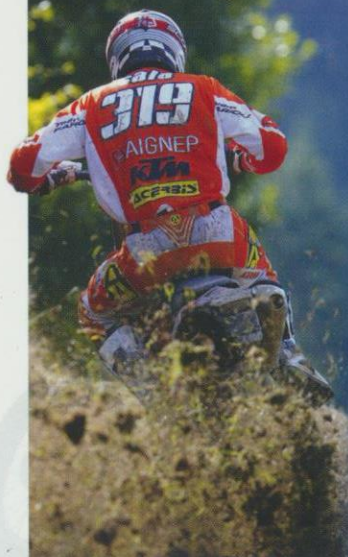
Now here's a good idea - if you're new to racing or simply don't have the time, money or space to own a dirtbike, why not try an AJP 'ready to race' offer?

UK distributor MCDA Automotive have put together a complete package that includes full use of their small-bore PR4 200 trailie in any Midwest Racing Enduro Series and West Wilts

Motor Club Hare and Hounds events, plus they'll deliver the bike direct to the race, supply all the gear and sort out the entry paperwork for you.

Provisional cost should be around the £100 mark plus entry fees, not bad at all for a turn-up-and-race fully inclusive package. Call 01225 777093 for more information...

ELDER AND BETTER



He may be 43 years of age but that didn't stop former WEC champion Giovanni Sala claiming his 19th Italian enduro championship recently when he finished fourth and second in the 450cc four-stroke class at the final round in Terni, near Rome.

During the nine-day series Sala claimed four 450cc class day wins to finish ahead of Yamaha's Fabrizio Dini and Aprilia's Alessandro Zanni.

Australian Stefan Merriman claimed his sixth overall Italian enduro championship, beating home rider Simone Albergoni and his Finnish Honda team-mate Mika Ahola into the runner-up and third place spots.

In the 125cc two-stroke class Fausto Scovolo came out on top aboard his Suzuki, Andrea Belotti was crowned the 250cc two-stroke champion, while in the four-stroke classes Honda's Simone Albergoni netted the 250cc four-stroke class and David Knight's factory KTM team-manager Fabio Farioli the over 500cc four-stroke crown.

JUST THE TICKET

Thanks to all of you who entered the TBM free prize draw to win tickets to this year's International Motorcycle and Scooter Show at the NEC. Each of the three winners will receive a pair of tickets for the show, taking place from 28 October - 5 November.

And the winners are... Willie Wilson from London, Stefan Dannhauser from Warwickshire and Jim O'Byrne from Cork, Ireland. If you weren't lucky enough to win, check out motorcycleshow.co.uk or call 0870 352 2006 for more info...



GO THE EXTRA MILE

Three lucky winners have just bagged themselves a copy of the official 'Mondo Enduro' book plus supporting DVD by guessing the correct number of miles the Mondo boys covered from London and Uzbekistan.

The answer was A - 5924 miles, and the winners are Rupert Smith from Oxfordshire, Sally Thompson from Cornwall and Mick Dearlove from West Sussex. Your prizes will be winging their way to you shortly - well done!



AFRICAN QUEEN



TBM's favourite red-haired contributor Lois is again on the loose, this time in Africa.

Setting off on 14 October, Lois's 10,000-mile cross-continent trip will see her riding down to Cape Town via the Sahara and the Congo Basin, with a planned route of Tunisia, Algeria, Niger, Nigeria, Cameroon, Gabon, Congo, Angola, Namibia and finally South Africa.

However, this time her trusty Serow is staying at home and will be replaced by a 2004 Yamaha TTR250, complete with 22L tank and a woolly sheepskin saddle! You can keep up to date with Lois's progress on her website, loisontheloose.com - good luck girl!

MUCH BETA OFF

Italian manufacturer Beta are now offering experience days in North Wales on any of their 2007 bikes, with the full cost of the day refunded if you then decide to buy an '07 model within three months.

Beta is now the second company (after AJP) to offer this type of try-out, so hopefully it'll catch on with the other off-road manufacturers as well.

And if you fancy brushing up on your riding skills, ISDE rider Chris Hockey will be running an exclusive training school in Compéta, southern Spain, next January, on the '06 RR450 machines. Two different skill level packages are available, and prices start at £395, including accommodation, breakfast and lunch for a two/three day stay.

Both deals are through Trailworld, so check out trailworld.co.uk for the full SP



HARD SELL

Overall motorcycle sales are again holding steady at two percent above the figures this time last year, although both the 'off-road' sector sales have fallen slightly this month.

In the Adventure Sport category, there is no change in position or any new entries, with a recorded one percent dip in bikes registered, but the mighty BMW R1200GS still reigns supreme with another 82 units shifted.

As for the Trail/Enduro market, despite there being no newcomers there has been a bit of swapping around, with the little Yam XT125R leapfrogging two places up into third spot.

As a result, the WR250F has dropped back into fourth, with the Chinese Urban DZ125 relegated to last place on the chart, but still managing to shift a respectable 206 units.

ADVENTURE SPORT

1	BMW R1200GS	1062
2	BMW R1200GS ADV	521
3	Honda XL125V	443
4	Suzuki 650 V-Strom	302
5	Suzuki DR-Z 400S	274

TRAIL/ENDURO

1	Honda XR125L	614
2	Suzuki RV125	254
3	Yamaha XT125R	232
4	Yamaha WR250F	226
5	Urban DZ125	206

SHIFTING SANDS

Fancy the Dakar but think it's a bit too tough? Well how about trying the Libya Desert Challenge instead. Aimed at good clubman/expert level riders, the nine-day desert race takes place from 2-11 March 2007 and this year there's also prize money up for grabs for the overall top three riders.

It'll cost 2390 euros which includes bike transport direct to and from the start in Sebha Libya, flights, food, bivouac facilities and medical insurance, with the only extras being fuel and safety beacon rental.

Bikes just need to be fitted with a roadbook, GPS, ICO (adjustable trip meter) and a 150km off-road fuel capacity.

For entry forms, contact Tom Beckett on either 01233 740790/07802 244455 or tom@demom-mx.co.uk, or check out the official website, ld-rallye.com for more information.



RIGHT TO RIDE

Mark Williams uncovers more threats, more work, but also more bright spots...

Despite some grumblings from its membership that the TRF hierarchy was losing its way post-NERC, as well as some of its relevance to rank and file members (see July issue), having taken such criticisms on board, the organisation now seems to be aware of the problems. Cynics might claim that this is a consequence of having lost some 400 - or a not insignificant 12.5% - of its members this year, but at last month's National Executive Meeting several positive initiatives were announced.

At what was described by one attendee as 'a very upbeat meeting', clubs representatives were told that the TRF website would shortly be getting a long-due makeover to help improve communication, and also that they would imminently receive a questionnaire asking them how they felt about both the activities of their local group and the effectiveness of, and dialogue with the National Executive. Along with it came an 'Update Bulletin' which was designed to improve the latter although, once again, the arguably autocratic manner some members had complained of recently was occasionally evident, most notably in a list of topics local groups are being sternly 'asked to consider'. These include arranging for a Group RoW Officer 'and several volunteers' to research and assess local routes post-NERC, and to 'begin to research all your area's RoW in readiness for the National Register to be checked.'

More work for those prepared to do it - which fewer and fewer seem to be inclined to under-

take in the wake of NERC - but the concern is that emboldened by the passage of NERC itself, the government's next threat to trail-riding will be an 'Evidence & Innovation Strategy Programme' (EISP) which, like NERC itself, sounds innocuous enough but could cause the loss of any BOATs (or UCRs) that don't support regular vehicular use. DEFRA who of course are behind the plan, suggest that the EISP would lead to a National Rights of Way Register, possibly as early as 2008, so the TRF is urging

its members to record as much vehicular use as possible both currently and over the past five years.

Meanwhile there was news that at least one local TRF group is actively considering

mounting a challenge to the highly controversial and patently unfair, back-dating of DMMO upgrade claims on the basis that it contravened European Human Rights law. For understandable strategic (and legal) reasons, this is being done at local rather than national level, but if it goes ahead and is eventually successful, it could result in the restoration of hundreds of routes that were lost to NERC.

Powys Corrupts?

Talking of which, having recently moved house, this writer now has a BOAT running past his back door which, although somewhat on the, *ahem*, technical side under wintry conditions, provides a useful link in the local green lane network. Not that Powys County Council seems to care much about that, for in a brazen contravention of the law their very own staff

have completely blocked off one end of it with huge piles of earth, road planings and 'spare' tarmac left over from recent road repairs in the vicinity. With two Local Access Forum members (eg yrs trly) and an uppity journalist (ditto) living close by, you'd think that they'd have at least thought twice about emptying their boldly marked tipper trucks at the end of the lane, but not a bit of it.

So after what you could called 'robust' representations to the Powys RoW officer, I'm now hoping to see those same road maintenance operatives returning to shovel several tons of detritus back into those self-same lorries. Either that, or a possible resort to m'learned friends.

We Are What We Ride ?

Meanwhile, the TRF's South & Southwest Regional RoW Co-ordinator, Dave Tilbury, has been ruminating, like many of us, on 'The Future of Trailriding'.

'There is' he wrote to his local groups, 'a pressing need to change not only the public face of trail riding, but also the very way in which we go about our pastime. On the one hand the bikes we tend to ride have become bigger - the (once) common XL185 has been replaced by the DR-Z400, the XR250 by the KTM 640 - whilst the environment lobby has become stronger. Trail riding as it has evolved over the last decade has been washed away.'

And in words that could've been plucked from a certain axe-grinding TBM column (had I got there first), he continues, 'The handling characteristics of the modern so-called trail bikes have changed tremendously. Many modern machines that are sold as trail bikes are little more than competition bikes that have been made road legal - or in some cases, almost road legal. Where one would have to be competent to pilot an

XL185 along a 'technical' lane, the modern equipment will forgive all manner of incompetence, just by opening the throttle.'

But... 'just as the trail bike has developed, so has the environmental movement. As those new to trail riding embraced the latest kit, the public at large have become aware that we need to live a more sustainable lifestyle. As the tide of sustainability has swept toward us we, collectively, just opened the throttle.'

So as the worlds of the pro and anti-trail-riding collide, Tilbury asks how our sport can survive and comes up with some interesting, if provocative answers of his own: 'Stop referring - as even the ACU and much of the bike press do - to our game as 'off-roading' for start, because we ride on legitimate roads; regard trail riding 'as exploration of the new, rather than racing on the old'; and echoing a somewhat tongue-in-cheek column I penned in January's TBM, try riding 'bikes that are not the latest in off road design' which would in turn make things 'more fun, more of a challenge and more inclusive...' with 'less risk of injury and damage when it goes wrong.'

Of course recognising that such sentiments 'will meet considerable resistance from many modern trail riders,' Tilbury warns that in his opinion without change the chances of trail-riding surviving in ten year's time are 'to put it bluntly - bloody slender'. But happily he also admits that the TRF itself has to change as well, and perhaps radically, if it's to provide strong, inspiring and thus effective leadership.

Perhaps, as mentioned at the top of this piece, the first signs of that are now being witnessed. Let's hope so...



Mel Falconer goes off gallivanting in the Garden of England

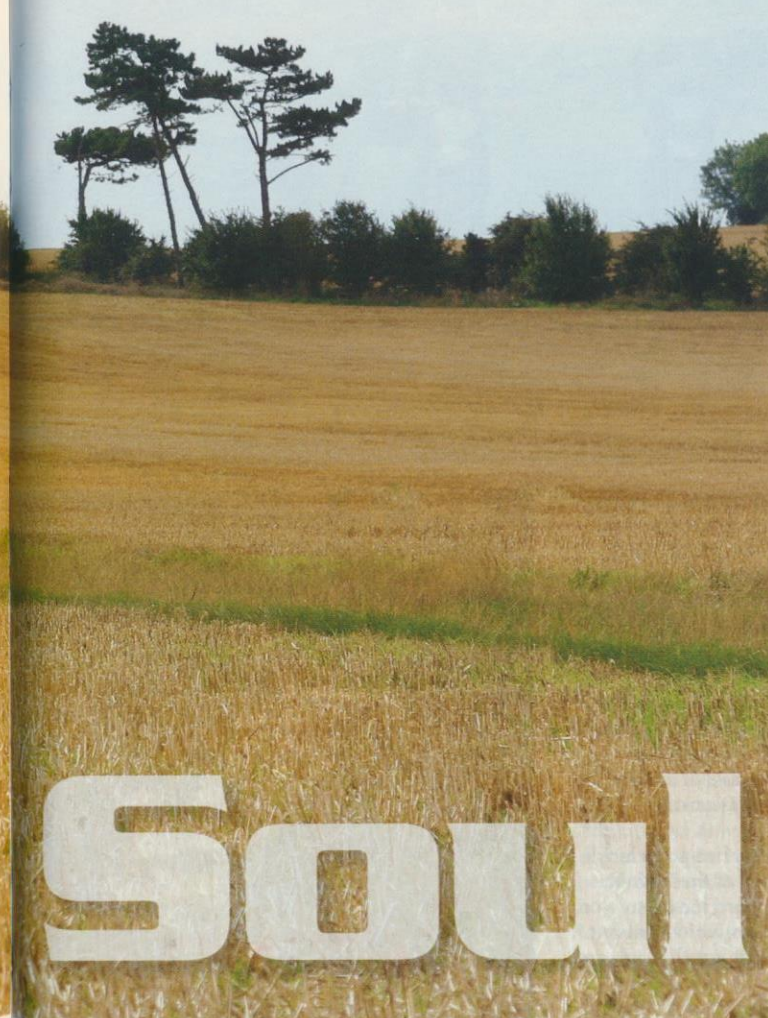


Dover Soul

Apparently, when Julius Caesar briefly invaded Kent back in 55BC he found it to be the most civilised part of Britain. Lucky him. For me, my previous forays into White Cliff Country - like many others I guess - have pretty much centred on the dubious delights of the well-known gateways of Ashford International or Dover ferry port. So 'civilised'

wasn't high on my list of adjectives to describe the place.

But with my Dad having spent some of his childhood in the coastal town of Deal and loving it so much that he's now seriously considering retiring down there, I reckoned there had to be more to Kent than just a handy escape route to the Continent.



Dover Soul

So Kent it was for my inaugural Doing The Rounds, and as it's rather a large county, it was the Eastern part between Dover and Canterbury that was chosen, by dint of the fact that my guide for the day, Ian Booth - or 'Araf' as he is more commonly known to anyone who has ever had the misfortune to get stuck behind him at a enduro - was local to that area.

And backing him up were a right couple of Charlie's... err, I mean Chris's. So let me introduce the mighty Men of Kent...

Strip Search

Leader of this romp, Ian Booth claims to be a part-time Customs Clearance Agent (whatever that means), but in reality spends most of his typical day hard at work at his second job, as TBM's resident Forum Mr-Know-It-All.

He also seems to have a garage full of exotic machinery, including an immaculate RC45 he sold recently because 'it wasn't getting used' - all those days spent looking in the backs of lorries definitely seems to be paying off!

The highlight of his off-road career so far was getting lost in the Qatar desert on a quad a couple of years ago and recording yet another DNF. So, in a bid to go even slower, he's decided to compete in observed trials this year but still trail rides a well worn but well-loved '03 Pampera.

Knock On Wood

Self-employed chippy Chris Philips used to ride a dirtbike as a kid

until becoming a tarmac huffer in his rebellious teenage years. But all that changed when Max (Chippy Junior) came along and Chris gave up the evils of the road to get dirty all over again.

After starting off with a XT350 for just a month, he then got a DR-Z400 (which was sold quickly as well), only to be replaced by a KTM 450EXC. Surprise surprise, it didn't take long for

DOING THE ROUNDS

Chris Phillips, Chris Barwick and Ian Booth - the men of Kent...



Dover Soul

Chris to join the 'stroker fraternity after trialling a 250TXT earlier this year. As a result, Chris is now the proud owner of an '04 KTM 250EXC although for how long for is currently the hotly contested subject of his local watering hole's weekly sweepstake. Bets anyone?

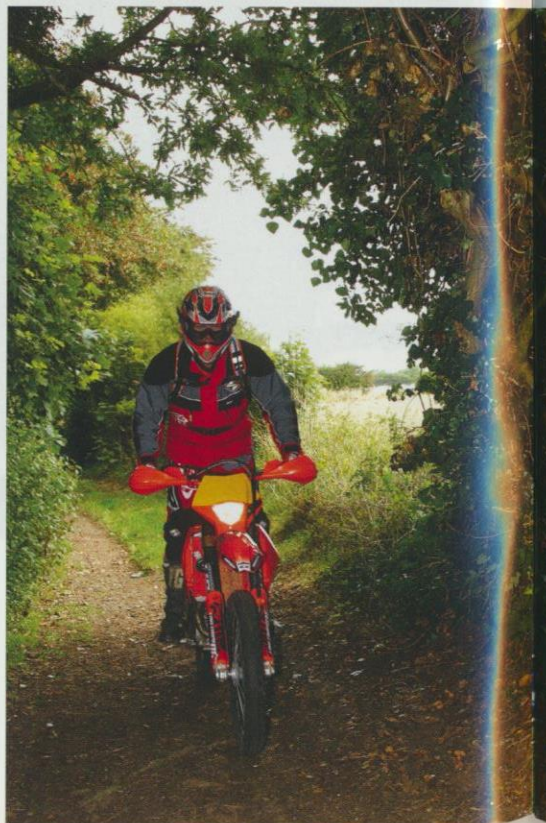
Bob The Builder

Discovering motocross and trials riding at an early age, Chris Barwick is the director (and owner) of a local construction company and must be making far too much moolah as he's just bought his newest toy, a twin-cam KTM 250 to replace his 450EXC.

But it's not all about the latest hot-poop tackle as Chris won the trail bike class of the Hafren Rally a couple of years ago aboard his trusty CRM250 (which he's still got but which lost out in favour of the box-fresh Katosh for this outing). The most accomplished rider of us all, Chris certainly showed he is no builder's bum...

Determined to break the time honoured TBM tradition of arriving late for everything, I set off good 'n' early from West London to get to the starting point, Kent Motorcycles on the A2 near Barham, about halfway between Canterbury and Dover for 9.30am.

At only 8.50am I was tootling down the A2 and feeling very smug that I was a full 40 mins early when I spotted the sign to Barham. It was-



n't until I got to the tiny village that I realised that there was nowhere that looked like it could harbour a large bike shop. Admitting defeat, a quick call to Ian soon put me back on the A2 where about a mile down the road I found Kent Motorcycles.

But hey, despite the detour I was still 25 minutes ahead of schedule, not a bad start in my efforts to shake off the TBM tardiness tag.

But looking around me in the car park right next to the roaring A2, my inner demons were shrieking in delight as I've gotta' say, the immediate concrete surroundings did remind me a lot of my previous visits to Kent - where on earth would there be any decent trail riding round here?

Thankfully, a quick look at the marked-up OS map that Ian had thoughtfully brought along showed that there were indeed a fair number of local byways available to ride, although as Ian explained, a couple of the more entertaining RuPPs had been lost forever thanks to the infuriating NERC Bill.

Old Coot

So, with the sun out with a vengeance Ian led the way as we turned out onto the A2 and it wasn't long before we took a left hand turn towards the West Court Downs, which we followed until a railway bridge before taking

another left onto our first byway of the day.

This was a pleasant short blast across Three Barrows Down, where at the end we then headed straight for Woolage Village and the quaintly named Womenswold.

But it wasn't until we got to the second byway at Cooting Down that I began to see why Kent could be called the 'Garden of England'. This lovely track descended gradually down a long shallow hill through rolling fields before turning right and hugging the edge of more pastureland. As the sun was out I took full advantage of this perfect photo opportunity and got the boys to ride up and down the hill probably more times than they were expecting. As ever, Ian was on hand to provide me with some useful tips of how to take a good picture - 'You don't want to point the camera towards the sun y'know' - much to the two Chris's amusement.

Next up was a nearby county road which, despite having had a couple of hundred riders pass through, courtesy of the Timber Woods LDT a couple of weeks previously, was still rather overgrown. This was the first bit of the ride I had to concentrate because as well as trying to avoid the various low hanging vicious bramble branches, the path was a narrow single rut hidden by grass. After getting to the end, we turned left then left again at the next crossroads to rejoin the start of the county road.



We then retraced our steps back to Cooting Down, and it was here, riding at a moderate pace up the hill back towards the road that we encountered a rather irate, elderly gentleman out walking his dogs.

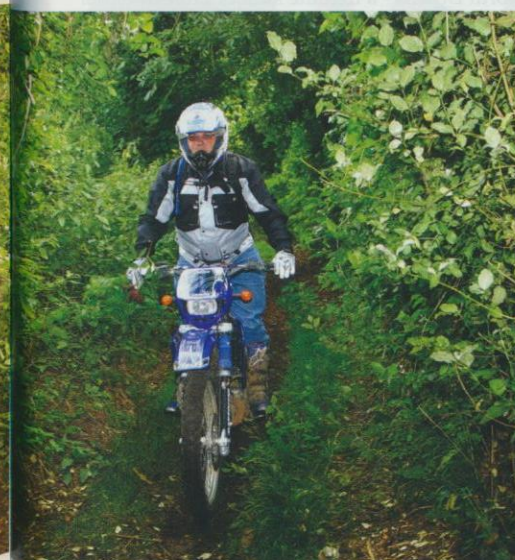
Despite all of us stopping and switching off our engines, the old-timer was having none of it, claiming that the byway we were on wasn't a byway and that bikes weren't allowed on it. Ever. After quizzing us thoroughly about the route we had taken, he then proceeded to ignore anything we said, threatening that the new gamekeeper would soon 'put a stop' to our 'illegal' riding.

At that point, totally frustrated, we whipped out a mobile and cheerfully offered it to the cantankerous codger so that he could call the local bobby and get him down here to sort out the misunderstanding. Not surprisingly, with a last wave of his walking stick Mr Geriatric hobbled on his way, still shouting he was right and we were most definitely wrong.

After starting our bikes and getting to the top of the lane, Ian pointed out a rather large green 'Byway' sign, marking the route we had just ridden. Such a pity the old geezer hadn't stopped us next to that.

Roman Empire

Putting the unpleasant encounter firmly out of our minds we then skirted around Aylesham, past the school, and took two right turns before joining the next fairly short byway near Chillenden called Cherry Garden Lane. It was then a quick blast travelling east along the road from Nonington to Sandwich,



and a turn right onto the Eastry byway.

This turned out to be mostly fast single track going, first between bushes, then out into the open alongside a field before plunging back into hedgerow again. But just after that was an unexpected very short, steep climb up about four concrete 'steps,' which, with a twist of the throttle and quick down-change to second I bounced up aboard my Husky, only to be surprised again by the abrupt stop at the top onto a road, where luckily Ian was waiting to warn me.

This next road was a very old Roman one that ran between Hythe and Richborough, and of course, was pretty straight. Metalled until Chillenden, it then became another byway, called - wait for it - Roman Road, which ran for approximately four kilometres until Shepherdswell, alternatively known as the more oldy-worldy Sibertwold.

Although the going was fairly easy, due the fact that the lanes we were riding (so far) had been pretty flat and dry, Ian assured me that some of the route which we would come to later is a very different story in the wet. Anyway, we then had some tarmac work to do before picking up the next byway formed on the route of the other Roman road in the area which used to run from Dover to Richborough.

With part of the route also marked on the map as the White Cliffs Country Trail, I was getting excited about the prospect of seeing some of the aforementioned cliffs, but alas, this wasn't to be as the ramrod-straight byway ran down to the A2, where we followed the track next to the main road before crossing Guston Bridge and rejoining the ancient trail to Dover, with the last part turning into blacktop.

This made for slightly more slower going as near to the A2 there were a good few dog walkers out for a stroll so going steady was a must. All seemed to be grateful though to us for dawdling by, a marked contrast to the old boy from earlier.

Word Of Warning

From here we rode through Dover, and out the other side past Buckland, before turning right at a roundabout onto a road which headed out past the ruins of St Radigunds Abbey, before turning left onto another byway.

The lane itself was uneventful, but at the end there sat a house which, Ian explained, had been the site of a few confrontations with the house owner whose property had been on the market



Dover Soul

for a while, possibly due to the fact that it is slap bang next to a byway.

As a result, following a complaint from the house owner poor Chris P had received a section 59 warning letter for riding this very route, but after the location was pointed out to the local police, the letter was rescinded, and the busy-body house owner advised that the route was indeed a byway that was open to motorised vehicles. A small, but important victory that now allows the unrestricted use of a fully legal right of way.

Miraculously the irate house owner didn't materialise during this exploration so we continued on down towards Meggetts Lane into the Alkham Valley, hanging a left onto the Alkham Valley Road before peeling off right at Drellingore, leading into our next byway of the day. This lane starts at Pump House Corner, with the official name of the area being 'Drelling Gore,' one of the sources for the River Dour in the Alkham Valley.

This was the first fairly tricky lane of the day, possessing a very deep central rut with tree roots criss-crossing on both sides, with a climb that could prove troublesome in the wet due to the formed root 'steps'. The boys attacked it with gusto, and I did the same, determined not to be the first saddle ejectee of the day.

As the gradient slackened off, the going turned somewhat loamier before winding through some trees and finishing in a very leafy clearing, where one of the more not so salubrious landmarks was an old, rusting car

which the undergrowth was desperately trying to engulf completely. However, this was another good chance to take some pictures while everyone stopped for a well-earned breather.

Don't Bank On It

After tackling another easy but enjoyable lane, instead of following the natural route back down into the valley at South Alkham we peeled off left and headed north down into a smaller valley, which boasted an amazing vista over the North Downs - a definite slice of quintessential English countryside.

After admiring the view, we then rode down the valley to climb up a flinty track on the opposite side, and stomachs rumbling by now, headed on a road past pastures into another valley and the start of the next lane. This next four-gate section proved to be quite a challenge as it was a sharp climb through root-strewn woods culminating in a 90-degree ascent up a bank to the last gate situated to the left.

The problem for me was not in the terrain as the conditions were good, but in the fact that Ian, Chris P and Chris B (sounds scarily like a mid-forties boy band), all knew where they were going. And when Ian suddenly lurched up the bank with no warning I was following fairly close behind so just gunned it up behind him.

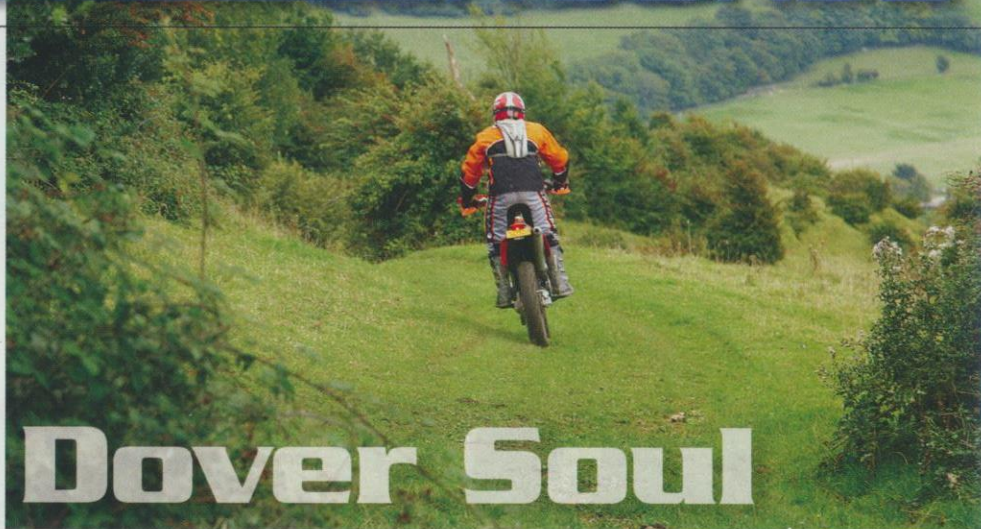
But that's where the trail ended with the gate to one side and with not a lot of room for manoeuvre, I almost ran into the back of Ian, but instead came to a rather ignominious halt a few inches from his back wheel.



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Dover Soul

We then took the road straight ahead, then at the left hand fork a couple of hundred metres later we came to a long byway named Scotland Common, which came out close to Kearsney Abbey just outside Dover. This was our late lunch stop, and was well worth it, sitting in the grounds of the Abbey while tucking into samies and a blissful cup of tea.

Into The Breeches

With the majority of the route accomplished, we then stopped to fuel up as Ian's Pamp was on reserve, and the rest of us squirted in a few quid for good measure, before following the old A2 through Lydden village and taking a left onto a byway hidden halfway up Lydden Hill.

Ending near Geddinge Farm, there was a bit more tarmac work before getting to the next byway, which passed behind Lydden Hill circuit and ended at another smallholding, Shelvin Farm, where we then joined the A260, Folkestone Road.

On the last part of our ride, we rode through Denton and turned left onto a lane just by Tappington Hall, a rather posh pad with its own ghost, St Giles, who is supposed to have murdered one of his dinner guests by poisoning him. Even more bizarrely, the apparition apparently has the annoying habit of stealing men's trousers, but then this Kentish lot do seem a little bit strange...

Unfortunately part of this byway was ploughed a couple of years ago, and warned beforehand by Ian, I then saw for myself the

harm this inflicted on the land in the form of large potholes, proof that these venerable rights of way are very susceptible to damage.

At the far end of this lane, we turned right back onto the road, and it was at the next crossroads at Henbury, again turning right, that we almost had our first casualty of the day when Ian lost the front end on some detritus but managed to recover it (pure luck if you ask me...)

And soon after we arrived without any further mishap, to Wingate Farm and the last trail of the afternoon. With the promise of liquid refreshment at the Palm Tree pub situated at the end of the lane, we rode down through the trees where I halted everyone to take some last photographic evidence before descending to the Elham Valley Road where, horror of horrors, the pub was shut!

So, it was a quick ride on the tarmac to Breech Downs where we then skirted around Barham to the noisy A2 and back to Kent Motorcycles, where another welcome cup of char awaited.

Keeping up a fairly brisk pace, we covered around 90km in total, of which roughly 30 was on byways, not bad for my first Doing The Rounds. And more importantly, I didn't fall off all day. Result.

As I drove away, tired but satisfied in the way you are after a good day's riding with decent weather and friendly companions, I reckoned, that like Caesar, I came, saw and conquered a little part of Kent - if only for a day...

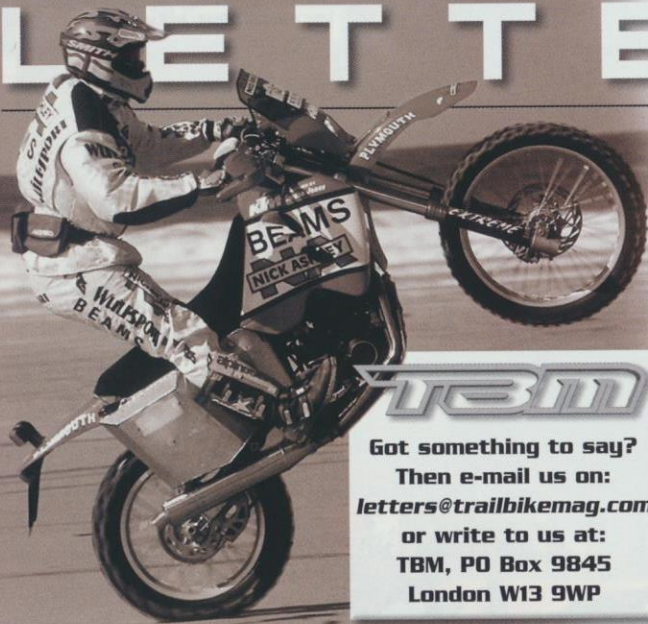
If you're a group of friends who would like to take part in a Doing The Rounds, drop us an email on dtr@trailbikemag.com

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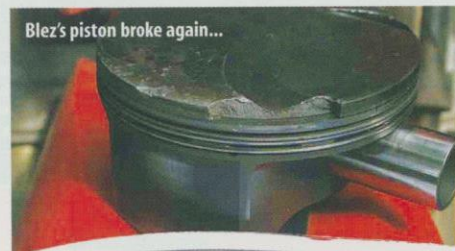
**Got something to say?
Then e-mail us on:
letters@trailbikemag.com
or write to us at:
TBM, PO Box 9845
London W13 9WP**

Van Diesel

Dear TBM

I've just read Mike Worthy's letter about the Ryedale Rally in TBM 131 (p45). The reason he beat me to the Saturday evening buffet was because I was desperately trying to revive my TM 450, which had 'mysteriously' conked out halfway through the second lap.

Sadly, all attempts by me and a several helpers failed to bring it back to life, which is not surprising since it subsequently turned out to have eaten a por-



Blez's piston broke again...
Ryedale Rally 2006

tion of its piston!

On the Sunday I took the opportunity to watch and take some photos of the action while attempting to learn something from the quickest riders. (Hey, it's never too late to learn!)

I'd also like to take this opportunity to thank Tony Bullows, (112), who selflessly binned his Beta 450, hurting his shoulder, close to where I broke down, thereby enabling me to enjoy the rest of Saturday riding his excellent machine back to the paddock the long way round on the course. Shame he insisted on having another go on Sunday...

I should also apologise to my travelling companion Ettore Enrici Belom, whose trusty Tenere may well have been put out of action (along with my 450) due (allegedly)

ly) to diesel-polluted fuel from my jerrycan, as was the KTM 620 of another rider who 'borrowed' some of the said juice...

My 450 seems to have been double-jinxed since no sooner had I had the piston replaced than it ran the big end just prior to the inaugural (and excellent) Baja GB last weekend, forcing me to use my dodgily-engined 640 Adventure instead. But that's another story...

Blez
Via email

PS Enjoyed Lois's adventures in Mexico, but someone should tell her that she won't survive for long drinking the water from her Serow's radiator - it's air cooled!

Insurance Policy

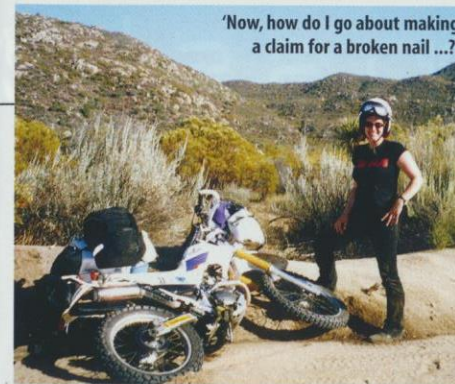
Dear TBM

I'm planning to do the Trans America Trail next May on my XR650L. Got the maps, bike, GPS and freight sorted out but I've come to a dead end trying to arrange bike insurance of even the most basic type for the US for this sort of bike.

I'm waiting to hear back from HC Travel, who are not optimistic. How did Lois Pryce get around this problem (if she did?). I'm not worried about my bike, just the 30 years as someone's bi*ch and the \$58,000,000 bill if I run someone over! Any advice would be brilliant. Thanks.

Paul Howey
Via email

Paul, we contacted HC Travel and explained the situation. They told us that due to a chan-



ge in Government rules at the beginning of 2005, if you do not book all or part of your motorcycle holiday arrangements through your chosen tour operator then they are unable to legally insure you. However, what it sounds like you're actually after is liability insurance, which is designed to protect you in the event that you are sued by somebody else (member of public) for example, if you are found to have caused them an injury through your alleged negligence. The good news is that HC Travel can potentially help you with this, although it does depend on the type of bike and insurance you already have for it. For anyone else needing advice on motorcycle travel requirements, call HC Travel on 01256 770775. Hope this helps...

Organ Donation

Dear TBM

Great little mag with lots of useful information - in particular I enjoyed reading about the 'old trail bikes' of the Seventies and Eighties. Many of them I rode back in my 'yooof' as a teenager on some bit of wasteland, woods or farmer's field somewhere.

I guess bikes have always been in my blood from an early age and I'm still lucky enough

pts to take away what off-road motorcycling stands for - our freedom to enjoy ourselves and to explore.

But what can we do as a minority? Sure, join the TRF if you already haven't or perhaps you nice people down at TBM could donate 20p to the TRF from every copy of your magazine sold. Even if you increased your price by 20p I'm sure your readers wouldn't object. It is after all contributing towards a fighting cause that we all may profit from in the future. Keep up your good work!

Alan, Cornwall
Via email

PS How about doing a shootout between the big boys - KTM525EXC v Husky TE510 as to date I don't remember you doing one...



Suzuki DR-Z400S is ideal for commuting and green laning...

to be riding them today, my latest machine being a KTM 525EXC. But, for the many of us who ride bikes for sport or just plain recreational purposes, the NERC Bill attempt-

We're nice Alan... but not that nice! Seriously, our advice is to join the TRF (trf.org.uk). That way your money is going directly (and quickly) towards helping the fight against the NERC Bill - and yes, we are all TRF members here at TBM. And you're quite right, we haven't done a head to head test on the 525EXC and TE510, but now you've reminded us, we'll put it on our rather long list of 'things to do'...

Commuter Belt

Dear TBM

I have been reading your mag for some time and it's a great read. So, I would like some advice on what off-road bike would best meet my needs as I am returning to off-road riding after some time away from the sport.

Years ago I used to ride motocross in the AMCA and after that I had a Suzuki TS250X for a while and also a Honda XR250. Anyway, I want to buy a bike with the intention of using it to commute to work, approximately five miles each way, plus use it for occasional off-road forays.

LETTERS

Fortune 500

Dear TBM

Some friends and I tried the Honda Off-Road Experience day last year using the CRF 250s and 450s, which was great fun, but I've been told that these bikes are too focused for the road riding and I should consider a DR-Z400.

Your comments would be most appreciated.

Roger Peskett
Via email

Roger, the DR-Z400S would be a good choice given your intended use. It's a fully legal street trailie with loads of torque and decent suspension for tarmac mile munching, and will cope perfectly well with the occasional gentle bit of green laning. Average secondhand starting price is £1800. Check out TBM back issues 82 or 124 for a review...

I really enjoyed reading about the Yamaha TT/XT 500 in the July (131) issue. It was a really interesting read with plenty of info. Have you by any chance done the same with the Honda XR500 models, and if not, will you be in the near future?

Also, I currently ride a Honda XR400R just for green laning and commuting but I'm after a change. What bike out of the following four should I go for? (It would be road registered). Honda CRF250/450R or the CRF250/450X? Somebody told me that the CRF R models wouldn't stand up to commuting - is this true?

'Storm'
Via email

We haven't featured the XR500 models as of yet Storm, but

we'll certainly bear them in mind for the future. Out of the four bikes you've chosen above, probably the CRF450X is your best bet as it'll be under the least stress on the road. But depending on the length/frequency of your commute or how much green laning you do, you might want to consider other bikes that might be better suited to your needs. If your bias is towards commuting, check out the answer to the previous letter...



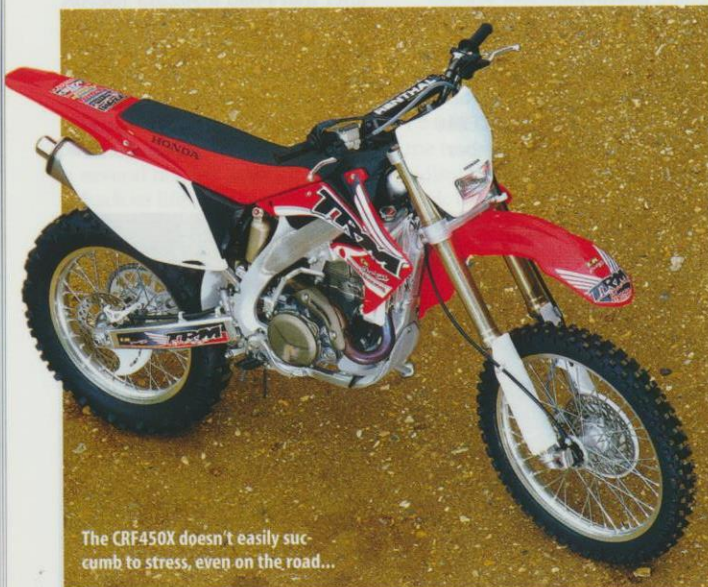
Si gives the AJP a proper workout at an enduro...

Fierce Competition

Dear TBM

Really pleased to read Mark Williams's comments about our (AJP) test ride scheme in his column in the last issue, and glad he thinks we are doing something right. We are trying to give the bikes wider exposure and this is an ideal way to go about it.

We also loan our AJP Experience bikes to dealers for short periods, again so potential customers can have a go, and of course this doesn't cost the consumer anything.



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LETTERS

And shortly, our demonstrator bikes will also be available for hire, for use in the Midwest Racing Enduro Series and West Wilts Motor Club Hare & Hounds as a way of getting into 'competition' without all the upfront costs.

Martin Chappell
MCDA Automotive (AJP UK Distributor)

See this month's news pages for more information on AJP's competition deal...

Grandfather Clause

Dear TBM

TBM's a great mag - I learn something every month. And I suppose it's down to you that I gave H&H racing a go. I have been off-road riding for a couple of years now (ridden road bikes etc most of my life - track days etc). Now that I have

attained the age of 50 and 'Grandad' status, people say that I should be 'taking it steady'... so I am.

I have always wanted to race. So I decided that I would before I was 50 (August just gone) and at the beginning of the season I entered my first Hare & Hounds enduro race with a couple of mates, a Wirral OffRoad event at Cubley near Ashbourne.

What a fantastic experience! The weather was really bad and we had entered the wrong class - the three-hour Sunday race. So for my first event I actually sat on the line looking at the back of Knighter's bike!

I only wish that I had read your article properly in issue 124 that gave good advice about starting racing, but then again it was all done last minute and in a rush of blood.

And looking back, it was the best thing that I have done for many years. Since that first race I have entered all of the WOR series (now in the two-hour sportsman class which is more appropriate) and Steve Ireland and his team make every event challenging but enjoyable.

I still enjoy trail riding but to actually ride for two hours plus with a load of other off-road bikers (and some very good lady riders) with no gates, walkers or other bikes coming in the opposite direction makes for lots of bike fun in a safe as possible environment. I would recommend it to anyone, including Grandads.

Please keep the good stuff coming - what about some tips on off-road handling tips - body positioning and course management etc - I picked up some bits but know that I still have a very long way to go.

Steve (Parzo) Burton
Via email

PS The Gas Gas EC200 is a great H&H bike - your write-up on it was spot on.

Steve, glad to hear you're enjoying the racing. As for off-road riding tips, we've covered this many times in TBM, the most recent being News Editor's Mel's 'Off The Road' series that taught the basics, plus our 'Master Class' series a while back in 2002. Go to the trailbikemag.com online store and use the back issue search feature to find the available issues...

Seal Your Fate

Dear TBM

I would just like to say thank you for providing such a great classifieds section as thanks to it I am now the proud owner of a Husaberg 400FE.

But there is one small problem... the fork seals are leaking a bit so they need changing. So as not to upset Chris Evans (in his Aug issue column) I would like to try and do this and all other jobs/servicing myself, but I do not know where to start with the seals. Any chance of some guidance?

Jonty P
Via email

Jonty, you might not need to replace the fork seals. First we'd check whether it's actually some grit or dirt which has got underneath the fork seals causing them to leak. To do this, begin by prising off the dust covers with a screwdriver and then carefully insert a thin



Doing your own maintenance should keep you one jump ahead ...

feeler gauge between the oil seals and the fork stanchions, ensuring that any grit is carefully drawn outwards using the gauge. Make sure you go all the way around both fork seals. Should the seals continue to leak after you've tried this, then your only option is to change them. The quick and easy way is take the fork legs to a suspension specialist who will do the job for you and refresh your fork oil at the same time. This will probably cost around £75-£100 to do. However, if you want to have a go yourself watch out for a forthcoming article in TBM...

Beta Off

Dear TBM

Enjoyed September's issue bit by bit - the Doing The Rounds run in Hertfordshire with 12 riders (looking very happy) could maybe be considered too large? And I couldn't believe that when it came to punctures the lazy option was preferred. I have been lucky enough to ride with chaps who find it a challenge do it manually and it's usually all over and done in 15 to 20 minutes.

Anyway, my Beta Alp 4 (bought new as a result of your report in TBM) has just passed its first MoT. So far I've managed to clock up 19,000km on- and off-road as a member of my local TRF group.

Still on the look-out for a possible change of bike I noticed you recommended the Scorpa SY-

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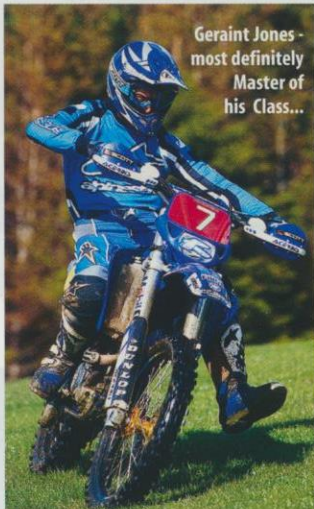
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Geraint Jones - most definitely Master of his Class...

LETTERS

250F Long Ride fairly recently but there was no contact or anything where it could be checked out... In the long run (as I'm in my Seventies), bikes like the Honda SL230 would be adequate (even though I dream of owning an ultra-light 450).

Ron Pranglen
Via email

Call Scorpa UK - 01274 566122
or check out scorpa-uk.com...

Trial and Error

Dear TBM

After reading your article on the Hawkstone world round in last month's mag [re the state of world trials] sadly, I have

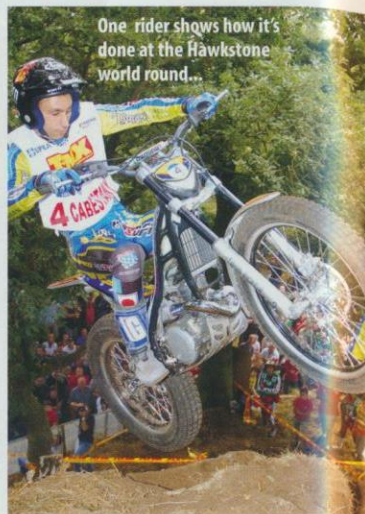
to agree with you.

When I started riding in schoolboy trials in the late Seventies, it was non-stop and fun to compete as a result. In the Eighties, I rode in the Midland Centre events, and even the odd national and really enjoyed it.

Unfortunately in the Nineties it all went 't's up' - stopping, reversing, hopping, turning on a sixpence etc and, I didn't enjoy half the events I entered any more.

Trials riding to me (and many others no doubt) is non-stop - and should be that way to save itself, with easier sections complete with appropriate hazards for non-stop riding. Also, machines should be 250cc max (four- or two-stroke). You'll will get more new talent this way, trust me.

As for me, I now ride a KTM 525EXC for fun. One



One rider shows how it's done at the Hawkstone world round...

last thing - please can we have more trials in the mag, please?

Jim Teague
Midlands

Yes. And we agree with you, Jim...

The Best Things In Life Aren't Free

Dear TBM

Please could you send a preview of your mag to the following address, and could you please let me know where I can get hold of the magazine around my area should I be interested.

Robert J King
Faversham, Kent

Yes Robert - we *SELL* it in newsagents. While you're there you might like to ask the retailer if you can preview a Mars Bar, 20 B&H and a can of Coke...



Beta's unusual Alp 4.0 is well worth a look if you're in the market for a rugged little trailie...

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TALKING

This month, Chris Evans finally realises that big is beautiful...

DIRTY

I've written this column in some pretty strange places and at some pretty strange times, but I promise I have never written it before in a hotel room in St Jean de Luz at 5.30am directly after two somewhat gruelling back-to-back, three-day trail rides. Apologies in advance for a total lack of humour [nothing new there then - Ed].

Anyway, the reason for this desperate, last minute, deadline busting burst of activity is since I wrote my last column I have hardly been off a bike long enough to open my laptop. Spike (Letters TBM132) would be proud of me!

'Gingerly wobbling into corners and nervously accelerating out of them, 2000 miles later I was flick-flacking the big Beemer through the twisties with something approaching gay abandon...'

It all started with a mad dash back to Blighty to pick up a BMW GS1200 on which to do the reconnaissance for a big trailie tour I'll shortly be running with friend of TBM, Si Pavay. And getting on a big trailie after at least five years of not having ridden anything that didn't have knobbles or supermoto tyres was almost as much of a shock as getting up at five this morning.

The thing about big bikes when you're not used to them, is their sheer size and power and the physical effort needed to heave them around - and that's just at a standstill.

The people at Vines of Guildford Beemer emporium must have wondered exactly who they were handing their bike over to as I slalomed nervously out of their very swish premises in the direction of Reigate and a quick cup of tea with Mummy Evans before zipping off down to Dover to catch a ferry back to Paris.

After that it was a brief overnight stop at the girlfriend's - 'your moto looks a little too gross pour toi cherie' - before a single hit, 1000km motorway blast from Paris to Santander in northern Spain, which left me with a very sore bum and even sorer neck, and which took me a staggering 14 hours to complete - boy, did I stop for a lot of coffee. The next morning it was up bright and early to test the big flat

twin's aptitude over the mountain roads and gravel 'pistes' of northern Spain.

And I suspect that not many of you do the following - mainly 'cos you don't have to - but if you ever have, you will know that riding a motorcycle for days on end in remote settings in a foreign country is a strange and mentally testing experience. Being encased in a helmet, goggles and a riding suit, combined with the noise and vibration, feels like something akin to sensory deprivation and when you finally get off the bike the fact that you can't actually talk to anyone further increases your sense of isolation.

Then, when you finally decide you are too tired to ride anymore, you find a hotel - often crummy, eat a solitary meal - often crummy, and go to bed early to watch television - always crummy, as you don't understand a word of it. I have no idea why, but I got a taste for this strangely masochistic pastime when I rode an XT500 to the south of France and back at the tender age of 17, and - as my parents and career advisor would say - have never looked back since.

But looking on the bright side, after six days of this I was starting to feel quite a lot more comfortable on the big Beemer. Admittedly it had taken me a long time, but whereas previously I was gingerly wobbling into corners and nervously accelerating out of them, 2000 miles later I was flick-flacking the big beast through the twisties with something approaching gay abandon.

To be honest, I had never before really understood the appeal of the big trailie concept. For me they had always been bikes that excelled at nothing, but the reverse side of this coin is that they are extraordinarily versatile and capable of turning their hand to pretty much anything. I was surprised just where you could take them off-road, surprised how fast you could cruise on them and absolutely amazed at how much fun they could be where they really excel - charging up and down mountain passes.

When I had finally finished running through the first three Spanish days of the tour I rolled over the Pyrenees into France with a large sigh of relief - at last newspapers I could actually read and understand while having my morning coffee, and people I could talk to. Even though the television that was still utter cr*p.

All I had in front of me was another four days on the GS, followed by another six days on my KTM and a column to write for TBM. But despite my thinly disguised joie de vivre I wouldn't have it any other way...



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COMPLETELY

Mark Williams reckons there's no new tricks for an old dog...

RUTTED

After last month's bleatings about the lack of try-before-you-buy facilities available from off-road bike dealers, it came as an unexpected surprise to find myself co-opted to ride, though not report on the Easy Tiger trailies tested a couple of weeks later in the magazine's production cycle. And just for the record, I pretty much agreed entirely with Gruppenführer Melber's conclusion inasmuch that kick-starting, obstinate gearchange and limited (and pre-mix) fuel capacity aside, the Pampera represented the best value for the average trail rider. (Although he graciously noted that my own, somewhat modified - and I don't just mean by certain people stuffing it into the scenery - TT-R250 was the third-best option).

'So as a novice trailrider I never learnt to wheelie over obstacles, I never learnt to steer with my footrests or even my rear brake, and I never learnt to do power turns in confined spaces. And I never learnt to do them because none of my trailriding peers seemed to find the need to perform them either...'

I had myself never ridden a Pamp before and in some ways it took me back to the very early days of trailriding when the choice of mount was between a modified road bike and, er, a modified trials bike, and we all know which category the little Gasser fits into. And very much the better for it under the circumstances.

And what circumstances they were. For our steamed Ed, failed to mention (diplomatically perhaps, given the clumsy progress of some of our number - yours truly, included) that for at least half of our test day the weather was the worst I've personally ridden in since I returned to the game again five years ago. In short, it was sheeting it down relentlessly under dark skies only occasionally relieved by thunder and lightning. Now if given a choice, I won't go riding in such conditions because it's not much fun being soaked to the bone, forward vision and thus judgement are greatly compromised (especially, as was the case, when you're riding largely beneath heavy tree cover) and finally, terrain that's mildly challenging when dry can

turn truly nightmarish when sodden.

Now one thing I've noticed as I've got older and thanks to the joys of Doing The Rounds, met a variety of trailriders from all over Britain, is that there are two schools of thought about 'challenging' or 'technical' conditions. The first school would have it that they're fun to ride and, as their description implies, they test one's abilities and tax one's stamina to the full. The other viewpoint is that they're okay in small doses but if they unduly detract from the otherwise pleasant enjoyment of the landscape then, er, well why not take up enduro racing instead?

You won't be surprised to note that I fall into the latter camp not least because, and as I've whined before, I am getting old and my strength and stamina are diminishing accordingly.

However I have to admit that whilst strength and even stamina might well subside with age, skill doesn't necessarily follow suit: witness the likes of Andy Robertson, now well into his 60s, effortlessly tear-arsing along on his KTM as he opens up the Welsh 2-Day every year.

So going back to the Easy Tigers test last month, I could not but admire Mr Melber's well-honed, and thus instinctive ability to blip the front wheel of whatever he was riding whenever a giant step or a rogue root stood in his path... which was frequently the case. And these impediments were exacerbated by the dreadful riding conditions I've just mentioned, which meant that grip and steering accuracy were sorely limited, and unfamiliarity with all but one of the bikes I was riding betrayed my lack of riding talent to an unprecedented extent.

Now, going back to the early Seventies to when, as I said, modified trials bikes were perhaps the preferred option in the early days of greenlaning, trials themselves were nowhere near as 'technical' as they are now. The ability to wheelie at will was not a prerequisite of successful mudpluggery, and this was reflected in two of my first trailies - a 200cc Dot and a 250cc Greeves, both of which were rendered roadworthy by bolt-on lighting sets. And both of which had heavier front ends and significantly less torque than many modern trailbikes. And of course muddified roadsters such as the old Triumph 250 Trophy Trail were even worse.

So as a novice trailrider I never learnt to wheelie over obstacles, I never learnt to steer with my footrests or even my rear brake, and I never learnt to do power turns in confined spaces with judicious use of clutch, throttle and front brake. And I never learnt to do them because the bikes themselves weren't really up to such stunts.

And, perhaps more to the point, none of my trailriding peers seemed to find the need to

perform them either.

Perhaps this was because the lanes in those days weren't as heavily used and/or as badly weathered as they are now - I can vaguely recall riding the Monks Trod and Water Break Its Neck with relative ease on the Triumph in the early 70s, which would be impossible now even if they weren't TRO'd. But without peer group example, or indeed pressure, it just didn't seem relevant to resort to trials-style trickery to maintain forward progress. (Hell, I even rode in a good few enduros in the late 70s without raising a wheel or sliding a rear-end in anger. And now I ask myself how on earth did I get away with it?)

However when I started riding again in 2000, the game had radically changed and I quickly noticed others effortlessly demonstrating the skills I now lacked. Plus, of course, there was the huge increase in competence bestowed even in cooking trailies like my XT350 and latterly my TT-R250. And it wasn't for lack of trying. After weeks of deliberating, I sheepishly asked a younger, enduro-savvy friend if he would teach me the art of the controlled wheelie, but after a humiliating morning of bruised limbs and broken control levers, all I could manage was a highly inconsistent ability to blip the front end out of a rut... but only from stationary. Pathetic, really.

I have considered going on one of the trailriding training courses now offered by a variety of outfits in the UK, but again, I didn't relish the likelihood of humiliation by younger riders who're primarily interested in off-road racing - not least because there's some truth in the maxim about not being able to teach an old dog new tricks. Being so set in one's ways is a psychological deterrent to mastering abilities that are, essentially, counter-intuitive.

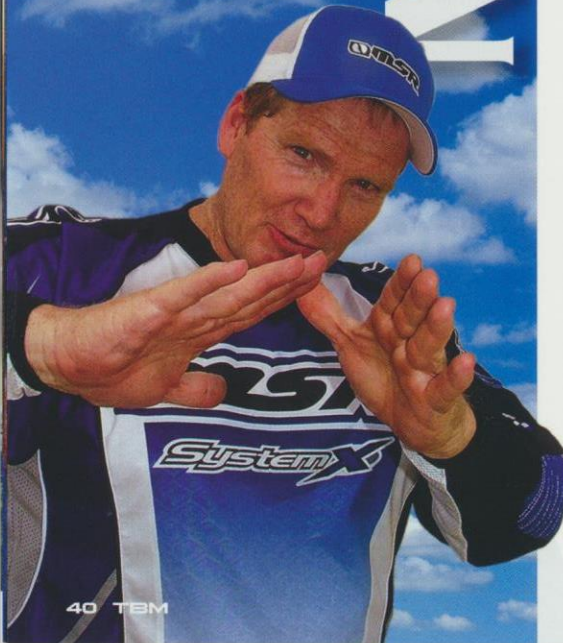
However last month's exercise in sodden trailriding technicality taught me that there is still some hope for me yet. If, that is, I buy a Gas Gas Pampera. Although when riding it my throttle and clutch control weren't entirely judicious, especially after stepping off any of the four-strokes on offer, I found I could heft the front end up and over almost all of the slippery obstructions that confronted me. Moreover the sheer wieldiness inculcated by its low weight, supple but well-damped suspension and nimble geometry meant that I didn't have to think too much about doing it. It was also instructive to note how much more effective than enduro tyres its trials covers were on wet rocks'n'roots.

But given all the caveats I outlined at the top of this piece, there is still a problem for someone of my advancing years: will I be fit enough to go trailriding with a jerrycan full of pre-mix strapped to my back...



Patman's garage is his castle. But just occasionally it comes under siege...

THE PATMAN



Now of course I know full well, that none of you ever have any of the varied difficulties that seem to plague the ol' Patman. No, I'm quite certain that *your* riding experiences are always just as perfect as the day is long. And so knowing this about you, I take the time to tell you about these very rare and special circumstances that seem to surround me, so that you can better appreciate the quality of your own riding time.

Oh I'm fully aware that month after month I could tell you about the normal but mundane races, rides, and motorcycling experiences I've had over the years. Sure I could boast of the scores of first class trophies sitting behind me even as I type this. I could spin yarns about the 'come from behind' wins, the lightening-like holeshots and the epic battles against the nearly impassable terrain of the desert out west.

But you fellows, you perfect riders, you who ride in tuxedos and sip martinis with one hand as you negotiate the local enduro trails, would find all that utterly uninteresting. None of the stuff that happens to me ever happens to you, right?

And while I don't understand exactly why it is, it's nevertheless obvious to me that what I see as a tale of woe and tragedy, is often viewed by some of you readers as cheerful comedy in which you take delight in my downfalls. In fact, I've recently and embarrassingly stumbled upon reports of your open laughter at my expense on the TBM Forum. And yes, you know who you are. Perhaps you think I'm incapable of 'normal' off-road riding experiences, eh? Perhaps you imagine that for me, the mere act of loading the bikes onto the trailer is sure to prove an act of pure folly.

Well my friends, this month I'm here to set the record straight. I think it's time you all understood that I'm as normal as any one of you, and of course... a veritable master in the world of off-road riding. Yep it's true. Every mechanical issue, every trail obstacle, and every harsh condition that nature can throw at a cross-country motorcycle racer has been thrust before me, only to be trampled and left roosted in the wake of my majestic form. Just as it is with you, I assume.

In fact, it's a constant struggle to bring to mind even these few tales of the occasional mishaps you read about in TBM every month. And yet you should keep in mind that none of those instances were ever *my* fault! I swear it. I just wanted you all to know that I'm just as 'regular' as any of you. How can I be the blame for an errant pit tootsie filling my dirtbike with diesel from the wrong jerry-can? Or the crash

resulting from a leaf-blower somehow getting tangled up in my bike's spokes? Or the time I accidentally sat back down on the still-hot BBQ my wife had just moved in order to retrieve some fallen tongs?

Unusual circumstances to be sure, but not one of them my own doing. Yes, for the most part I'm a regular rider just like you in every way, I assure you.

I remember it being about three weeks ago, when after the latest round of emails from Editor Melber, lambasting me for my apparent inability to stick to a deadline, that I found myself sulking about in the secure surroundings of my own garage. After all, any psychologist will tell ya' that a man's gotta have his own place of solitude. A retreat, wherein he may quietly ponder his problems, or celebrate his victories.

For me, and possibly you as well, that place is my garage. You see? Perfectly normal.

I, like many of you could live in the garage, and often do. Just entering my 'shop is kinda like pulling on my favourite pair of comfortable sneakers. As soon as I go through the door, I feel like I am king. And probably just like you, in my garage, I *am* king. From the soft buzz of the bright white fluorescent lights, to the familiar smells of the various lubricants and fresh rubber, the garage is home.

Ya see, to all of us normal and typical riders, our garages are much more to us than simply a place to store automobiles, and bikes. More than just a workshop in which to tackle the burned out clutch, or dented exhaust pipe.

Truth be told though, we store no cars in the Patman garage. Only motorbikes, and their support equipment inhabit this manly workplace. And what a workplace it is. Carpeted in one area, with a nice chair and footstool, painted floor in another area, a place for the many gas cans, oils drains, and funnels.

There's the usual heavy equipment of course, a belt sander, a grinder, a band saw, a vice, two work benches, a parts washer, two tool boxes, and of course the spare parts pile. Mostly new spares, but with a few unidentifiable parts from bikes long since abandoned as well.

I've got a shelving unit full of potions, ointments, and elixirs, all for making the care and feeding of the motorcycles a pleasant and wholesome experience. I'm sounding more like you all the time, yes?

And because all of us *normal* riders spend so much of our non-riding time in there, a proper garage can't really be complete without... *support items* for the riders too. Because like I said this is more than a 'shop, it's also a meeting place, where manly men meet to discuss the science of

'What I see as a tale of woe and tragedy, is often viewed by some of you readers as cheerful comedy in which you take delight in Patman's downfalls...'

riding, the politics of riding, and of course tell tall tales about the heroics of our riding. All the while drinking beer and gazing intently at the *Fast Dates* calendars.

I've got a refrigerator, stocked of course, with the usual necessities such as my favorite energy drink, and fresh fruit, lite beer, some snack food, dark beer, various dips for the various chips, and of course imported beer. And certainly part of the rider support equipment is music and television, for passing the time whether working on the bike, being visited by some friends, or simply as a distraction from the regular duties any of us normal folk attend to, such as the horror of having to paint the wife's patio chairs in *my* space.

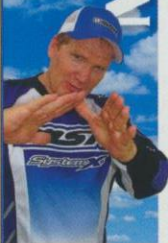
Oh I think the wives understand our needs though wouldn't you say? At parties all the guys generally at one time or another gravitate to the garage in an effort to allow the girls to have a little 'chat time'. Which I would assume they spend berating the rest of us for the loud laughter, the ice cold beer we consume, the girlie posters (which are only acceptable in the garage) and our rudeness at not spending proper time with them. It's the same at your place right?

Most of my mates end up in the garage any time they're here anyway, even for a casual visit or tech session on the bikes. On such visits my friends - like Tony the Brit - often bypass the front door and simply rides his KTM around to the garage knowing that it's there that he'll be most likely to find me.

But make no mistake, there's rules round here. Policies and procedures are in place for even entering the garage at Casa Del Patman. Not the least of which is the fact that the garage is strictly off limits to women... 'No Skirts' the sign quite clearly says.

Now before you even start with me, I know what you're thinking, given the typical and normal male's affinity for the fairer sex. But believe me, this is a distraction you can't afford in the heat of a piston change. No it was decided here at least, that it's best that they stay clear. Especially after the last Incident.

It happened about a year ago I think. And I'll



start by saying that Bryan knew all about the 'no skirts' rule, and his actions on that day almost got him barred from the Patman Racing Garage forever.

Ya see, it was a typical Friday afternoon. I had just changed the oil and filter on the Yamaha, and was laying on my back talking with Mike and trying to install a fresh MSR skid plate on the bike's underbelly. Getting that first bolt lined up with those highly mobile frame clamps can be kinda frustrating. So I'm holding the new skid plate up to the bottom of the YZM with an elbow, while trying to install the bolt with one hand and align the clamp with the other.

I could've used some help, but Mike acted like he didn't notice. Instead he occupied himself with leaning against the bench, flipping

through the latest issue of TBM, chatting about next week's race, and drinking my beer. As I messed around with the bolt, up the driveway came walking a couple of pairs of feet. One in tennis shoes the other in... what tha hay-ell... high heels!

It was Bryan, a long time riding buddy, and his new girlfriend Monique a French girl, given her accent. Now Monique was certainly lovely and all, and in a skirt as short as hers, could certainly be a distraction to guys with less self-control than myself. But Bryan knew the rules about no girls in the garage, and as greetings were being tossed about,

Mike and I both gave him the raised eyebrow for violating the policies previously established on the matter. He only shrugged his shoulders (when she wasn't looking) Indicating that it wasn't *his* fault, and reached into the fridge for a beer.

I continued to fiddle with the skid plate bolt, while balancing the two pounds of aluminum on my forearm, assuming that at any moment Bryan would step over and lend a hand.

But as luck would have it, it took less than a moment for Monique to become fixated, as girls often do, on some shiny gadget affixed to the YZM's handlebars. And within seconds she and

her very short skirt were standing directly above me pushing the buttons on the GPS. It was then that I discovered that Monique was *definitely* a French girl. For as you probably know, French girls are famous for their microscopically small underwear... or lack of it!

'Cool! This a television, oui?' She quipped.

Now, I'm a man's man of course and with her standing there like that, well you know. Suddenly I found myself in the embarrassingly awkward position of allowing my gaze to be drawn... well, away from my work. And it was at that exact moment that the skid plate bolt lost its tentative purchase on the nut's puny thread and smacked me square in the left eye. Plop!

'Dammit!' I barked, as I tried hurriedly to roll from under the bike and the girl, and of course extract the hardware from my eye.

But that wasn't the end of it. The no longer balanced skid plate slid from my elbow, hit me on the chin, and then fell to the floor with a surprisingly loud 'clang'. Monique, of course startled by all the commotion at her feet, jumped backwards, and before any of us could scream a warning, stepped right onto the edge of the bucket of freshly drained oil, catapulting the warm fluid up the back of her legs. This brought forth a short shriek, and a stream of language the likes of which I'm not sure I've ever heard from a woman before.

Instantly she grabbed her butt with both hands and spun around to see what the hell had just warmed her backside, inadvertently backing directly into the bike, which fell towards me, just as I was trying to get up.

Now bench-pressing a 240lb motorcycle isn't exactly my idea of fun, but before I could

do anything about it another squeal came from the girl who was now fighting for traction in those heels she was wearing. Mike jumped to my rescue but in so doing knocked his beer off the bench, which hit the floor and immediately shot a stream of frothy spew over my head and onto... yup you guessed it, Monique. Who was now running, (in high heels) out the door. She didn't quite make it though, at least not before both of her feet went completely out from under her and she plopped squarely onto her bum in the oil spill that covered the concrete floor. Splat!

So there we are. The girl in tears, still sitting in the oil, hair soaked and stringy from the beer

spew. Bryan crouched at her side holding her hand with one of his own, while holding the beer behind his back with the other. Mike gently righting the motorbike back onto its side stand, and me with my 'eyebolt' now fallen down into my shirt, trying to stand up before the ever expanding puddle of oil reaches me too. The radio still played softly in the corner, and the last of Mike's beer gurgled from the bottle onto the floor - soaked up by the carpet.

Fade to black.

I sit here now typing away on the laptop, looking over at the light brown stain that was the oil spill back then.

Yes I'm in the garage. I have a leather chair and an ottoman here as well. The garage rules, probably like your own, are well established now. This is my place. And mine alone. Nobody bothers me here. Here we are men, Here we are Kings. Here we are... Uh-oh... gotta go, here comes the wife, and she's got furniture paint in her hand...

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DIRT CHEAP!

Owning your dream dirt bike needn't be an expensive business. TBM reader Mark Hollis set about creating his own unique WR200 special which didn't cost the earth...

STORY: SI MELBER; PICS: BARNI

'I wanted something that I could race in Hare & Hounds enduros which didn't cost a fortune...'



'You can push a small capacity bike so much harder...'

DIRT CHEAP!



There's something incredibly appealing about biking on a budget. It's that thought of having so much fun for such little outlay which appeals to the cost-conscious in all of us. Likewise the same could be said of small capacity bikes with their irresistible combination of manoeuvrability and thrashability.

You can push a small capacity bike much harder, take more liberties with it and generally ride it for longer without getting tired. That's

why bikes such as KTM's 200EXC sell so well.

But what if there was a way of combining the two things? You know, the ideal-sized, small capacity enduro bike... but for not much money. How good would that be?

For one TBM reader the simple task of buying something like a 200EXC outta' the classifieds was far too easy a prospect. 'My aim was to build myself a cheap alternative to a KTM200 which wasn't as fierce or shook its head' says

'...Things get much more complicated when you start to cross-breed different makes of bike...'

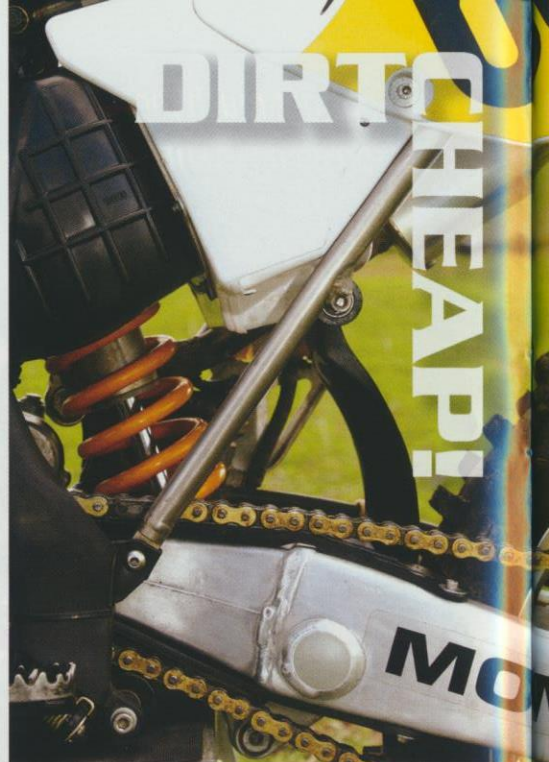


Suspension and brakes are lifted off a YZ426. Period YZ200 stickers finish the job...



engine fits in a treat...





How good does that look?

TBM reader Mark Hollis from Rugby. Regular readers will doubtless be familiar with Mark and his *specials*. His creations have twice adorned the pages of TBM - the most recent being the black Kawasaki KDX200/KX125 hybrid he built for a female friend of his which we tested back in October last year.

Well, Mark has kept himself busy during the intervening 12 months building another 'special' and as with his last creation Mark favoured a 200cc powerplant, and intended wrapping it in a lightweight 125cc MX chassis. And once again he wanted to build it for pretty much bargain-basement money - in this case about £1500 all-in. But the big difference with *this* bike was that this time... Mark was building it for himself.

'I wanted something that I could race in Hare & Hounds enduros which didn't cost a fortune. We've all had that experience of getting overtaken in muddy ruts by someone on a small bike, and I wanted to be that someone. Besides' he adds, 'I'm in the process of moving house right now, so spending money on a new dirt bike definitely wasn't a priority.'

For this project Mark started with a stock '96 Yamaha WR200 which he found on eBay for £600. 'I rode it once or twice' he says, 'but then decided I wanted to turn it into something much better.' Like Mark's previous project, "better"



involved sourcing a lightweight motocross chassis into which he could slot the little 200cc enduro engine, which would allow him to save some weight and improve upon the bike's soft suspension. Mark opted for an older steel frame not just because it was cheaper, but also because as he admits he 'can't weld alloy!'

'Because I had a Yamaha engine I wanted a Yamaha chassis to put it in - things get much more complicated when you start to cross-breed different makes of bike' he says with a knowing smile. 'And although I wasn't certain that the frame and engine would fit together, it *looked* like



the motor would go straight in. Besides...' Mark adds with an impish grin, 'if you've got a welder and an angle grinder, everything fits...'

Buying cheap means spending your time searching for 'the right bits at the right price' reveals Mark. A trawl around the web located a 2001 YZ125 frame for a very reasonable £90 - 'Trouble was it was in America. And...' adds Mark, 'having bought it and chopped out all the engine mounts and welded the new ones up, I then discovered that the headstock was cracked. I rang the bloke and he immediately refunded my money and shipping costs and told me to



Mark changed the angle of the bike's pipe to help it clear the kick-start...

Stiff suspension helps the bike rail the turns...



keep the frame. I did, but frankly it was scrap.'

Undeterred, later that same day he located another frame at another bike breakers in America and secured it for about £120 which this time included the swing-arm and linkage. 'I buy a lot of parts from the States - it's often a lot cheaper, even once you've paid the shipping and duty - though it helps if you ask them to mark it "manufacturer's sample"' he says revealingly. 'For older bikes it seems to be the way to go. The new frame arrived within four days and was perfect, so I set about building that one up.'

Just as he had done before, Mark ground-off the old engine mounts and welded in the new ones - a process which he says now takes him 'no more than an hour'. Once he was happy that the engine fitted, it was then removed and the frame sent away to be powder-coated in a rich satin black. Meanwhile Mark set about sourcing some suspension and brakes for the bike. Once again the internet provided the answer, turning up a UK-based YZ426 chassis from which the suspension, brakes, levers, rads, throttle and various other components had been liberated

for the princely sum of £200.

Now you might imagine - as I did - that four-stroke YZ suspension is going to be much too harsh for a lightweight enduro bike with a 200cc two-stroke engine, but Mark's a bigish fella (6ft 1in and 16 stone) so he wasn't too worried. As he says: 'I like a bike which is firmly set-up because of my size and weight' so he actually fitted a heavier weight spring to the rear shock, but left the front suspension as standard. Fair enough.

The suspension and brakes fitted straight onto the chassis and Mark flogged the spare 426 rads on eBay while the original WR200 rolling chassis went off to a bloke from the TBM Forum for £150. The few remaining spares from the original WR200 donor bike fetched £70 and Mark put all the money towards purchasing some of the extra items needed for the bike. Items like a new FMF exhaust, a new taller seat (brand new and shipped to the UK from the US for just £45 via eBay), the delicious titanium rear subframe (brand spankers from the States and in its original wrapper for just £60, landed), and replacement YZ rads (the 426 rads were too big and the original WR200 ones didn't fit!). Meanwhile a mate was replacing a set of wheels from his YZ250F with Talon ones and Mark snapped up the originals for 'not much' and bolted them on - though it does mean the bike's fitted with a 19in rear wheel.

By this time the YZ frame had returned from the powder coaters and was ready to be built up. In went the motor which Mark had sensibly already stripped and examined for signs of wear and found it was all well within tolerances - though a new piston and rings seemed like a sensible insurance policy. The barrel, carb and clutch cover were all sent off to be vapour blasted which helps give an old motor a fresher look. Whilst the WR's damaged ignition cover was replaced with one from a KDX which Mark had kicking around his garage. Mark explains: 'The KDX ignition cover is deep enough to fit the WR's big flywheel and I used a carbon plate which is the same profile as the engine case (made by using a cardboard template) and then cut a hole in it for the flywheel to fit through. The carbon parts which included a couple of blanking plates and two head stays were fabricated by another friend off the TBM forum.

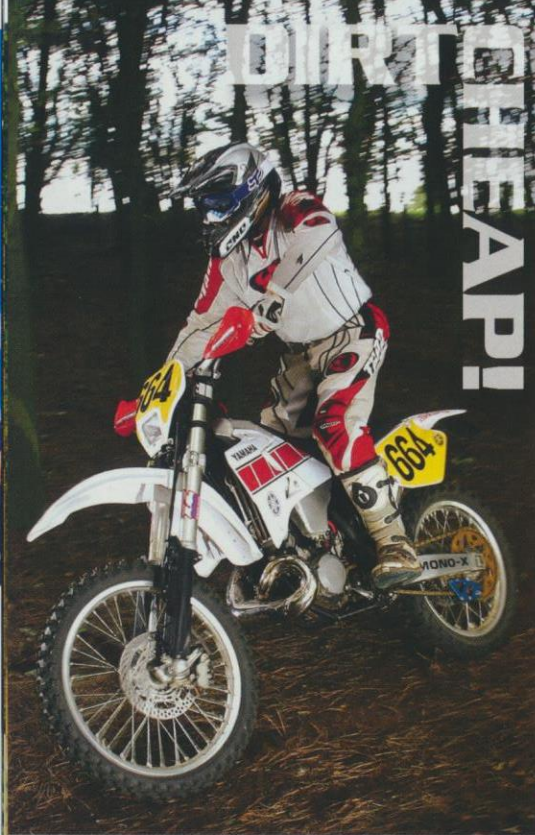
Sadly the YZ's Swingarm bolt which goes through the rear of the engine was slightly bigger than the hole in the WR's cases, but Mark simply opened up the WR's soft alloy cases using a countersink drill-bit which was exactly the right size.

Meantime there was the problem of the airbox

'If you've got a welder and a grinder... everything fits!'

DIRTY CHEAP!





to sort out. The YZ's rolling chassis hadn't included an airbox and carb boot which Mark would need to mate up to the WR's (smaller) flatslide carb. Fortunately a local dealer had an old YZ airbox shell in stock (the white bits) and since it was effectively new/old stock, flogged it to Mark for a tenner. The main bit of the airbox (the black plastic bit together with the rubber carb boot) came from the States. 'It was a bit knackered' explained Mark, 'but for £3 I couldn't really complain. I cleaned it all up and fitted it to my frame.'

Then came the tricky part of matching the WR's carb to the YZ's air-boot. Because the WR200's engine is a bit taller than the original YZ125 the carb sits slightly higher in the frame, plus of course being an enduro bike, the WR has a 32mm carb whereas the YZ boot was meant to fit a 38mm carb. That meant machining up a small eccentric spacer (thinner at the top) to allow the two parts to fit snugly together. Fortunately Mark has access to a friend's lathe, and was able to turn-up the appropriate spacer to do the job. At the same time he used the lathe to create an asymmetric exhaust manifold gasket

which he needed in order to angle the bike's new exhaust, as he explains...

'I bought a brand new FMF Fatty exhaust for a WR200 but the old WRs had their exhausts set really high at the rear where the expansion chamber narrows into the stinger, and to allow clearance for the kickstart I wanted it positioned slightly lower at the rear. The solution was to tip the front part of the exhaust upwards utilising an asymmetric manifold gasket which was thicker at the bottom than the top. I then just welded up a small extension to the FMF tailpipe and it was job done.'

The lower exhaust also allows clearance for the bike's alloy tank - or rather tanks - because Mark actually managed to secure three second-hand alloy tanks from the guy who owns MX Bits (actually from one of his mates), two of them hold approximately ten litres of fuel and the third about 13L. The price for three hand-made alloy tanks? A miserly £100. Bargain.

Like any special the hardest work was to be found in the detailing - making up the wiring loom, ensuring all the cables fitted correctly etc. And in that regard Mark had to use longer power-valve cables from an RD350 in order to match up the power-valve with the repositioned P/V motor which now lives up under the tank where the coil would normally be. A McMaster headlight and aftermarket plastics bought from his local Yamaha dealer RideMX, together with an LED rear light, Acerbis handguards and Trailtech speedo complete the job and allow the bike to be registered at some point in the future should Mark desire.

The finishing touch was a set of bespoke graphics printed up by a friend from Redditch who's just starting out in the graphics business under the name Evoke Concepts. Mark teamed these up with some suitably period YZ200 stickers he bought from the States for pennies and some gorgeous metallic stickers featuring the Yamaha tuning forks which now reside on the side number boards. Lovely.

And after all the fiddling about, the hard work and patience it was time to take a ride on Mark's recently finished pride and joy...

Special Delivery

I always like to make the point when it comes to testing Specials, that it's not what *we* think that matters. After all, people who create specials are generally building them for themselves, not for public consumption. Even so Mark was keen to hear our views on his creation so when I first clambered aboard the sky-high saddle and felt the solid rear suspension of Mark's beautiful WR I realised I was in for an interesting ride.

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The bike starts easily enough with a quick prod on the 200's tiny kickstart. And the first thing you notice is how potent that little ten-year old 200cc Yamaha lump feels. Okay, Mark's freshened up the motor and teamed it up with a FMF Fatty and a more voluminous airbox, but I can't ever remember testing a WR200 which went as well as this one. During the day we drag-raced it against our long-term 2006 TM250 and although the TM always ran out the winner thanks to a ballsy mid-range, the little 200 ran it close on more than one occasion. Remarkable for a ten-year-old bike.

For some reason Mark decided to bolt-on a WER steering damper off one of his other projects but he needn't have bothered, the beauty of that little YZ chassis is that it remains resolutely stable whether braking... or hard on the gas. In fact in that regard Mark's achieved one of his aims because I couldn't get the bike to misbehave over bumps like a KTM sometimes can, no matter how I provoked it.

On the other hand this bike doesn't feel quite as sweet handling nor as nimble as something like a modern KTM. Part of that's undoubtedly due to the dimensions of a bike which is set up

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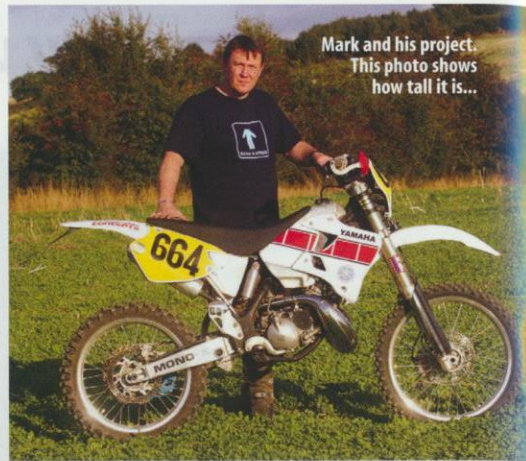
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DIRTY CHEAPI!



Mark and his project. This photo shows how tall it is...

getting more used to it, it was genuinely improving with the passing hours. I pulled in and enquired whether Mark had spent much time aboard his new creation? 'No' he replied, 'why do you ask?' 'Because I think the bike's just starting to bed-in,' I replied.

And when you think about that it's not all that surprising. Sure most of the components have been used before but they've never been bolted together in this combination. It takes a little while for the stresses and strains of a bike's design and build to spread themselves throughout the machine. The brakes started working more effectively, the seat was softening up and even the firm suspension felt like it was becoming marginally more supple.

for someone two inches taller and three stone heavier than me. Factor in the largish (10L) alloy tank Mark's fitted - which though it never intrudes into the riding space, nevertheless manages to add to the bike's considerable size - and you can see why this 200 feels more like a 250 in terms of proportions. I think part of the problem is that the bike's stiffened YZ426 suspension is just too firm as stock (for me) and doesn't really allow it to settle into the soft part of its stroke, but that's the way Mark likes it.

What that firm suspension does allow the bike to do is to rail flat turns and fast corners without having to back off much, so in open going you can really drive the bike hard out of smooth corners exploiting every one of the available horsepower. On the other hand it's a bit more of a handful in tight woods where something smaller would undoubtedly let you flick-flack between trees that bit easier.

But as our photo session progressed I noticed something unusual happening - the bike was getting easier to ride. It wasn't just that I was

After spending a few hours in the saddle I can genuinely report that Mark's built himself one tasty creation. He's got the bike he wanted in a package which suits him and at a price that's considerably less than you'd expect to pay for something which feels this 'new'. Of course he's had to put a lot of his own time and effort into building it, but for Mark - and I suspect a lot of other TBM readers - that's what made this project so enjoyable.

Since our test session Mark has raced his bike at a Hare & Hounds enduro and reports that 'it all held together fine.' When I asked him what aspects of the bike he'd change? He replied that he'd just like to get the bike properly set-up and dialled into his riding style. 'Maybe I'd fit a lower seat' he says 'and soften off the suspension - but other than that and fitting a sidestand and a bashplate, it's fantastic.'

And I've got to agree. Not only is it a fantastic bike to look at, but it's fantastic value for money and in this day and age that's a very important consideration...

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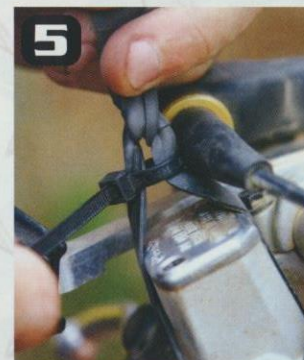
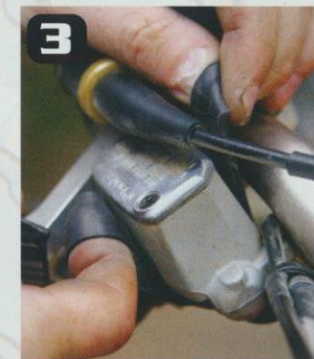
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How to...



...Make a timecard holder



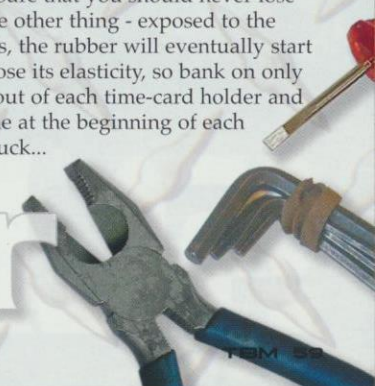
It's not just traditional enduros which require you to carry a timecard, these days a number of clubs run Hare & Hounds enduros using timecards. So we figured we'd show you a quick and easy way to make a timecard holder like the pros use. It should take no more than about five minutes to make, and costs nothing since it's made out of scraps you probably have lying around your garage.

To begin with you need an old inner-tube from which you need to cut a narrow section, so that you end up with a rubber 'bracelet' about an inch (2.5cm) wide. Cut this 'bracelet' open so that you now have a single strip of rubber which you can pass around the bike's front brake master cylinder and then stretch it slightly and tie the two ends back together tightly (ensuring that you don't trap the throttle cable in it). As these knots have a tendency to come undone we usually tie at least three knots in it and secure it with a cable-tie.

Twist the rubber band around so that the knot and cable-tie are now at the bottom of the master cylinder. Next take another fairly large cable-tie and pass it through the rubber band at the top of the master-cylinder. Do up the cable-tie so that it ends up making a loop which is about twice as big as the index finger of your right hand. Trim off the cable-tie and that's the job done.

You should end up with something which looks like the one in the photos. If you've never used one before don't worry about losing your time-card (even if you crash and up-end the bike). The fact that your time-card is held in place with grippy rubber which is under tension will ensure that you should never lose a timecard. One other thing - exposed to the elements as it is, the rubber will eventually start to perish and lose its elasticity, so bank on only getting a year out of each time-card holder and make a new one at the beginning of each season. Good luck...

holder





Hey schweinhund, stop messing about with piddly little 525s and get yourself a man's bike... Barni gets to grips with a pair of Teutonic litre racers and lives to tell the tale...



STORY: BARNI; PICS: RN ROSS/BARNI

SCHNELL'S BELLS!

Big Beautiful Wheels:
BMW's HP2 looks like
a proper bruiser...



SCHNELL'S BELLS!



Above: Simple design harks back to the early Beemers of the Seventies. But the electronic panel to the right of the speedo provides a digital readout for a number of functions...
Right: Latest motor tho' is fuel-injected...
Below: Built-in spirit-level is necessary to get the correct set-up for the rear air-shock.



What's the *ideal* capacity for an enduro bike? While you're mulling that one over, weighing up the advantages of a 250 two-stroke over a 450 thumper or trying to decide if you really wouldn't be better off racing a 250 four-banger, I can tell you what definitely ISN'T the ideal displacement. And that's one-thousand cee-cees. Jeez, what kind of fool would think a monstrous litre-bike would make an off-road racer?

Well that's pretty much what we wondered when BMW launched their 1200cc HP2 and KTM followed up with the 950 Super Enduro R - both machines being touted as enduro bikes rather than simply weekend trail toys. Of course, riders such as David Knight and Gio Sala have proved the KTM's credentials, whilst Simo Kirssi

has embarrassed a few top riders in the German off-road champs aboard the Beemer. So it's clear that dirtbike gods can throw them around in the mud, but are they at all relevant to the average clubman enduro-ist? We wanted to find out...

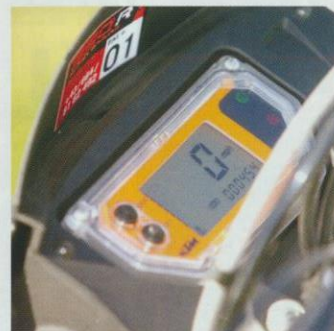
Truckin' Big

Ordinarily this would be the kind of test we'd leave for the seasonal silliness which hits TBM Towers at the end of the year. But as I didn't much fancy hauling 200 kilos of metal from a deep wintery bog, mid-September was as late as I dare leave it before loading up the freshly rebuilt TBM Chevy pick-up truck with some 'heavy metal' and headed down to our local club enduro. The Chiltern Hills Enduro Club (CHEC) event at Lane End in Buckinghamshire combines

Go Large: KTM's 950 Super Enduro R... A big name for a *big* bike...



SCHNELLER'S BELLS!



Above: KTM's approach is less retro than the Beemer's. But its electronic dials only offer a similar range of functions...
Right: Carburettor-fed engine is much revvier than the BMW lump...
Below: Rad guards reveal that the KTM has serious off-road intentions...



open fields with tight woods, with a couple of climbs and off-cambers for added spice - it was almost ideal to prove the bikes' worth.

Two Big

The HP2 uses the latest generation fuel injected BMW air-cooled 1200 Boxer motor (the same as in the GS only with a few more horses) slotted into the frame from one of their Dakar rally bikes. The traditional shaft-drive transmits power to the wide (but 17in) rear wheel - not the smartest size for a dirtbike, Mr BMW - while a huge air shock does its best to keep this in contact with terra firma. Up front is a pair of USD forks and there's very little in the way of bodywork, making it one of the weirdest-looking

bikes, well, ever. I kinda like it.

The KTM is slightly more conventional, if that's the right word for a litre dirtbike. The carb-fed LC8 engine is a variant of those used elsewhere in the four-bike LC8 range and sits in an orange-painted steel trellis frame. The suspension is WP kit (uprated to cope with the additional weight) and you get a regular 21/18in size wheel-set. It too has a look of its own, though it's far more of an over-sized dirtbike look than the bonkers Beemer. Both bikes come with Metzeler Karoo tyres as standard fitment, which are pretty good dual sport rubber though not really much cop in claggy mud! Nonetheless we kept 'em in place for the event...



SCHMIDT'S BELLS!

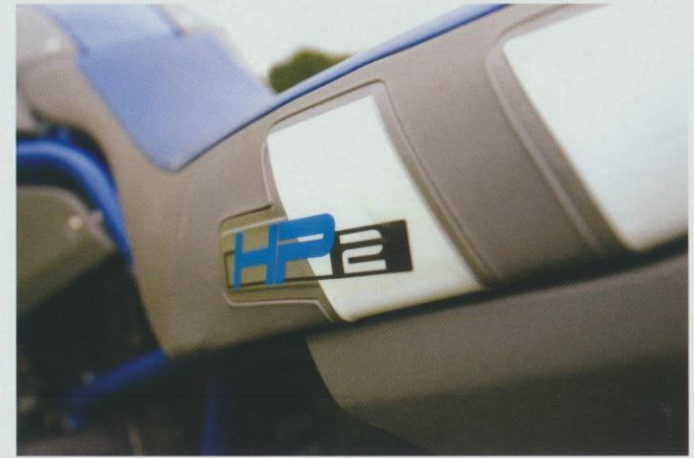
Life's a Beach

Although the paddock was still wet with morning dew as I swung the Chevy into the line-up of trailers and vans, the preceding days had been mercifully rain-less and the course, I was assured, was pretty dry. Good job. With a helping hand from a few onlookers, the bikes were pulled off the back of the truck and the questions began: 'You're not riding those, are you? How big's the motor in that thing? Are you mad?' It would've drawn less attention if I'd turned up with the girls from the Brazilian beach volleyball team!

With the Beemer wearing part worn tyres, the new rubber of the Katosh seemed a better bet on the fresh course and (with help from photographer An Ross) I set about prepping the 950 for the morning's session. The numberplate was stripped off, race numbers slapped on the front, tyre pressures halved from their on-road settings and the levers loosened off just in case the thing should go over. And that was really all that was needed. So as the numbers on the digital course clock flicked ominously towards my minute I was fully prepped, psyched up and ready to go. No? Of course I wasn't. I was dashing around with one boot on, trying to fill my camelback with one hand and swap the lens of my goggles with the other.

You literally have to *climb* aboard the Super Enduro. Even if KTM claim the seat's only 920mm high the bike towers above most normal off-roaders and the wide perch and even wider tank makes it hard to get your feet down. Turn the key, tweak the choke lever (mounted on the clutch perch) and press the starter - the LC8 bursts into life with a deep, yet slightly subdued roar. Dispense with the choke and the motor settles to a quiet rumble as the twin end-cans take the edge off the V-twin boom.

So, with the motor gently warming I lined up on the startline. And it was here that the enormity of what was before me (let alone beneath me) finally hit home. The guys next to me were on WR-Fs, EXCs, and CRFs. Even the chap on the ubiquitous air-cooled bitsa, wearing his work overalls and a decades old open-face lid (with crazed visor) looked more suitably equipped. Yet as I slithered off down the start straight and into the woods something clicked. This wasn't gonna be the easiest event ever, but



it sure was gonna be fun.

There was no chance of maintaining corner speed between the trees. Sure the 950 was easier than I'd expected to tip into the turns, but the block-pattern front tyre simply wanted to push straight on over the greasy mud, and with over 200 kilos behind it it was likely to get its own way. So through the tight woods I rode the KTM in a 'point and squirt' manner and planned ahead to allow for its slight lack of steering lock. First gear was all that was needed much of the time, for hitting second generally meant carrying a bit too much speed into the tight corners.

The first section of open going was a turn onto a short grassy hill. First-to-second-to-third, it was only hitting fourth gear that stopped the rear tyre from spinning-up, though we still reached the following corner w-a-a-a-y too fast and very nearly punched a big hole in the neighbouring maize field. The course then ran down a rough 'n' rubblely track, its newly laid hardcore base moving around under the wheels and the rear tyre picking up half house-bricks and firing them into the air, before we once again disappeared into the trees.

One of the great things about the Super Enduro is that the suspension doesn't flatten at the slightest little bump, allowing you to get the bike airborne without worrying *too* much about coming back down to earth. This meant the biggest worry when jumping out of Lane End's bomb-hole was launching the bike too far and ending up in the brambles and undergrowth. So I got a little cocky, and when faced with a small step-down I reckoned I could jump it rather than simply rolling down the slope. Big mistake. Instead of gracefully leaping through the air, I mistimed it horribly and ended up spinning the rear tyre before nose-diving off the



SCHMELT'S BELLS!

edge. I guess the landing wasn't that bad, after all it was on a downhill slope. But it was heavy enough, and embarrassing enough in front of the small crowd of onlookers, to make me think twice about doing it again...

Allowing for the weight and the trail tyres, the 950 could actually be hustled around the course in a reasonable fashion. You barely notice all that extra weight on the more flowing sections and it's only when you have to jump on the brakes that you realise you've got to haul up a few extra kilos and scrub off a touch more speed. And to that end, the twin-pot caliper and 300mm disc are beautifully balanced, with far more feedback than the system you'll find on an EXC.

Whilst the WP suspension is well set-up to cope with the kilos and takes most hits in its stride, when things start to wrong you really know about it. Cutting diagonally across a stubble field meant hitting tractor ruts at a 45-degree angle, setting off a big bout of head-shake. And when this thing starts to wobble at motorway speeds you know you're in trouble...

Despite a good few high-speed tankslappers and very nearly lowsiding on a slick grassy corner, I made it through the two-hour session to the lunchbreak unscathed. Phew...

HP Saucy

Now the HP2 is a very different bike to the KTM and it feels it too. The Boxer motor allows the seat to be slimmer than that of the 950 and there's slightly more of a stretch to the bars, emphasised by the more humpy tank. Apparently the Beemer is also quite sensitive to changes in its suspension settings, and a good set-up is crucial. At the bike's launch the forks felt underdamped, so before this event Si Pavey (at BMW Off-Road Skills) suggested maxing out the adjusters and then turning my attention to the setting of the sag on the air shock. And this is where things got interesting...

Because of the HP2's air shock, the sag is adjusted by adding (or letting out) air through a Schrader valve in the shock body, and BMW supply a hand-pump for this task. Only it didn't seem to be doing much when I tried it. So I borrowed a footpump from a nearby racer and promptly broke the thing (sorry mate), letting much of the air out of the shock in the process. Oops. Reverting back to the hand-pump, this too self-destructed a few seconds later (ham fisted...me?), allowing even more air to escape,



turning the HP2 into a knobby-shod chopper with the forks raked out and the back-end virtually scraping on the ground. All this occurred just about the same time the lunchbreak ended! Thankfully, as row after row of bikes roared off into the woods, a young chap came to the rescue with a battery-powered compressor and we got the bike sitting at the right attitude.

A little late to start, but at least I made it out onto the course for part two of the test. The suspension still felt softer than the KTM's, albeit better than I remember, and despite the bike's undoubted size it actually felt smaller than the Katosh! The weight is set lower in the frame and with that narrow seat you could almost believe that you're riding a regular dirtbike. Well, right up until the point when you try to stick your leg out, or squeeze between two narrow trees! Yep, those sticky-out cylinder heads are a bit of a pain, and even if you allow for them when cornering you'll clout 'em on a tree at some point or skin your ankle on them in the garage...

If the HP2's long wheelbase makes it harder to muscle through technical going, that narrow-ish profile and decent steering lock definitely help redress the balance. And when you get out on the open going these combine to make sideways heroics that much easier. Ah, such fun...

Once the course opened out the BMW could really stretch its legs, surging forward with each short-shift of the traditionally clunky Beemer 'box. Straights were effortlessly devoured, and with trees and fences approaching ever more rapidly than normal the Brembo front brake matched that of the KTM for feel and power. Surprisingly (especially given the raked-out forks and longer, softer chassis), the BMW shook its head much worse than the 950, enough for me to question its parentage on more than one

SCHNELL'S BEHOLD!



occasion. I suspect with some slightly more careful set-up than I afforded it you could dial this tendency out - and you'd need to. In fact, I'd have the forks out and get them properly sorted as a decent damping action will definitely improve the bike as a whole.

As you'd expect of a 200 kilo bike, everywhere else the HP2 was rock-steady and the front Metzeler gripped pretty well on the now almost totally dry course. Only the odd still-greasy corner gave any cause for concern and the big Beemer would trickle up the climbs without a murmur, or romp up them like they simply weren't there.

Well I made it to the end of the event. The HP2 may have been easy to ride around Lane End but I was still pretty drained at the end of the session. The late start had cost me a lap compared to the morning session and given some proper knobbles (not to mention a week off to recuperate) I reckon I could've pushed both bikes that little bit harder. Maybe...

Big Finish

Okay, so which of the two is the best? Which would I buy? Well, I do quite like the quirkiness of the Beemer and the effortless oomph of the 1200 motor but at £11,995 it's hideously over-priced and doesn't have the look of a five-figure machine. For that money I'd expect loads of exotic trinkets yet the air shock is really the *only* trick part on the bike. In fact, you could pick up the 950 and a year old 125 for that money, which is probably what I'd do. There are also other niggles with the HP2, the likes of which really shouldn't be found on a top of the range dirtbike. A wide 17in rear wheel is just plain daft - restricting tyre choice and requiring a special rimlock. The non-removable rear sub-frame means that if you crash hard (and a 200 kilo bike'll hit the deck with some force) then you're gonna be fettling it with a lump hammer and a length of scaffold pipe. And if someone could explain why BMW insists on using Torx fasteners then I'd love to know. Sure the HP2's fun, but it's also slightly flawed.

Now the Super Enduro isn't perfect. The seat is too wide and this makes the bike feel big, and taller than it actually is. However, it does have a sweeter chassis and is easier to throw around.

The LC8 motor needs working a little harder than the Boxer lump though with almost 90bhp this is relative - the SE makes a 525 seem slow, small and effeminate! Eight grand is still a lot of money for a dirtbike, but boy what a machine...

Despite the fact that convention dictates them to be monstrously overpowered and hideously overweight I love these bikes and everything

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need to roost your mates then you'll find nothing finer! So it's a big 'nein danke' to your puny lightweight tackle.

Litre bikes may not make *ideal* enduro bikes but here's at least one fool who reckons they make great off-road racers...

BMW HP2

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Displacement:	1170cc
Bore & stroke:	101 x 73mm
Transmission:	6-speed
Frame:	Steel space-frame
F susp (travel):	45mm USD fork (270mm)
R susp (travel):	Air Damping shock (250mm)
Brake:	Twin-piston Brembo caliper, 305mm disc
Seat height:	920mm
Fuel cap:	13L
Wheelbase:	1625mm
Weight:	198.5kg (tested, wet)

KTM 950 SUPER ENDURO R

Price:	£8045 OTR
Engine:	75-degree, DOHC, V-twin
Displacement:	942cc
Bore & stroke:	100 x 60mm
Transmission:	6-speed
Frame:	Chro-moly space-frame
F susp (travel):	WP 48mm USD fork (250mm)
R susp (travel):	PDS shock (255mm)
Brakes:	Twin-piston Brembo caliper, 300mm disc
Seat height:	920mm
Fuel cap:	Approx 14.5L
Wheelbase:	1577mm
Weight:	204kg (tested, wet)

Thanks to KTM UK (01280 709500/ ktm.co.uk) and BMW UK (bmw-motorrad.co.uk) for the loan of the bikes. A big 'cheers' to Nick and Larry at PDQ (01753 730043/pdq1.com) in Taplow, Berkshire, for the dyno runs. Thanks to An Ross for helping us out with some great action photography.

And to Wayne Richards and all at Chiltern Hills Enduro Club (chilternhills.info) for a great event and their generous hospitality. CHEC lay on great events for the sportsman/clubman rider, with a relaxed atmosphere and good venues. Just get your entry in early 'cos they fill up fast...

Dyno Might!

We couldn't really conduct a test like this without finding out what kind of power the bikes *really* make. Who does build the world's most powerful enduro bike? PDQ's dyno held the answer... First up was the KTM, and having seen other 950cc LC8 bikes produce between 90 and 95bhp (depending on mods) we were expecting a similar figure (albeit allowing for a part worn, semi-knobby tyre). The result was ten horsepower down on KTM's claim of 96hp, with a true rear wheel figure of 86.22hp.

The power curve was admirably smooth, building to a plateau at around 7900rpm and holding peak power for a further 1000 revs. The torque curve is also relatively smooth, with little in the way of peaks and troughs, maximum torque being 59.27ft-lb.

The bigger BMW isn't as revvy as the KTM, making its power lower in the rev range and hitting the limiter at around 8000rpm. Riding the HP2 you rarely need to rev it hard, tending to use far more of the mid-range stomp, and you don't *really* notice what dyno-operator Nick described as 'a power curve like a flight of stairs'. Take a look at the graph and you'll see what he means.

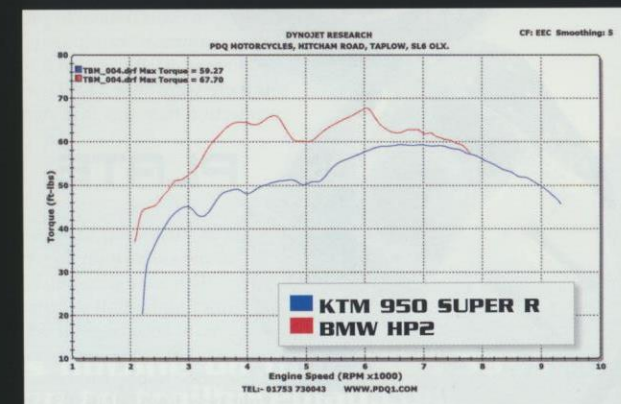
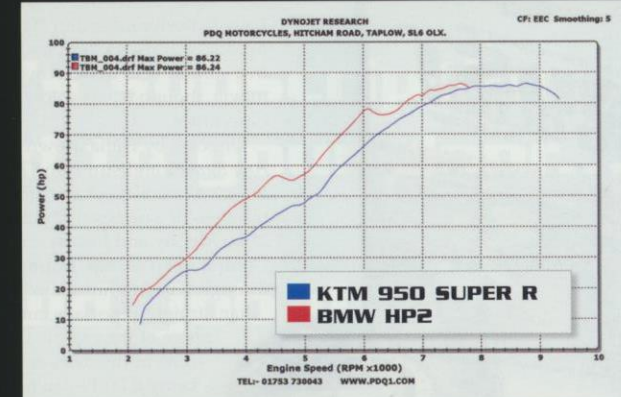
If we're talking figures, the BMW *does* make more

power than the Katosh though it's not quite producing the 105bhp the Germans claim - in fact it's 20 horses lower at 86.24hp. Or a mere 0.02hp more than the KTM! Yep, there was just two-hundredths of a horsepower in it. Peak torque is considerably higher than the 950's, at 67.7ft-lb, and this is certainly

noticeable when riding. Weight-wise, the BMW is (believe it or not) the lighter of the two at 198.5kg fuelled and just a smidgen heavier than the factory claim.

KTM are similarly realistic with their claims, as we measured the 950 at 204kg and the Austrians claim it weighs 200 kilos.

Or in other words, very big, very fast and *very* scary...



TRICK BITS



TIME FOR TEES

Every well stocked dirt bike toolbox should contain a set of T-Bars in 8mm, 10mm and 12mm sizes, to make maintenance a simpler task. T-bars let you rapidly remove and re-tighten virtually all of the major fasteners on your dirt bike without rounding them off, so if you don't own a set and are still faffing about with a socket-set then take note. This set from Fro Systems are among the nicest we've seen. Manufactured from (black powder-coated) Chrome Vanadium and with a non-slip rubber handle and a subtle Fro Systems logo, the T-bars have a deep-recessed slim-line head (to allow access to tight spaces) and what's more the whole set costs only £13.99. We've been using these ones for some time now and have been suitably impressed. For details of your nearest stockist call Fro Systems on 0121 559 1351.

A LITTLE BIT OF DUST...

Having been released in 2004, Dust to Glory isn't strictly a new product but it's so darn good we just had to tell you about it. In a similar vein to On Any Sunday, DtG is a documentary-style movie, though based solely around the legendary Baja 1000 desert race.

Directed by Dana Brown (son of Bruce Brown, director of *On Any Sunday* and surf film *The Endless Summer*) the movie not only gives an overview of the amazing event itself but also charts the progress of a number of racers, from top names such as bike riders Mike McCoy and Johnny Campbell, and NASCAR driver Robby Gordon in his 800hp 'trophy truck', to the lunatics who battle through Baja in unmodified Vee-Dub Beetles. But it's much more than straight reportage, and DtG manages to capture the atmosphere of the race in a beautifully shot, emotive film with some of the most amazing footage you'll ever see. Plus being a DVD you get plenty of extras.

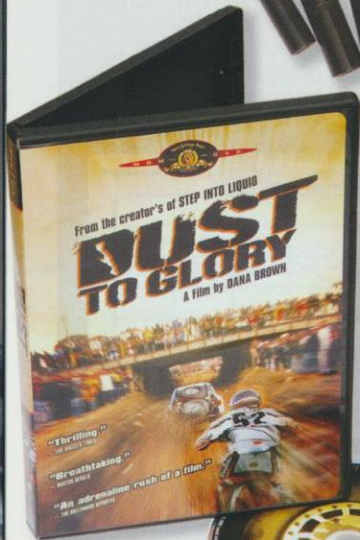
Sadly, Dust to Glory isn't widely available in the UK so you'll have to pick up a copy from a website such as amazon.com (plus you'll need an 'all regions' DVD player to read it). But it's well worth the effort searching it out and if there were ever a DVD you've simply got to have in your collection then this is it. Awesome, simply awesome...

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No sooner has the new KTM 250EXC-F rolled into dealer showrooms than the after market goodies have also arrived.

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Husqvarna TE250 Update



After the various knocks and spills my Husky has suffered this season, it was kinda' looking like the ideal candidate for one of those extreme makeover shows you see on TV these days.

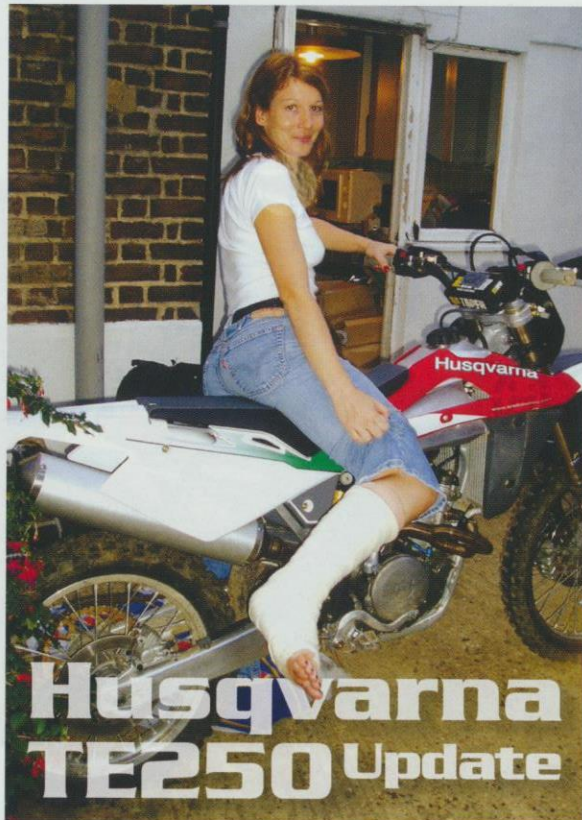
But unlike those people desperate to look ten years younger, the TE was already a natural beauty in its own right and still in its first flush of youth. In fact the only similarity was the copious use of plastic in achieving the desired result. But first of all some other essential maintenance was required...

Mysteriously one of the spokes in the front wheel had vanished, and needed replacing, and at the same time we took the opportunity to fit *Tire Balls* in the front tyre so that now the whole thing was riding on 'tyre balls' - in order that we can report on their effectiveness long-term. We also checked *all* the Husky's spokes at the same time but found they were all still tight.

Normally taking a front wheel off is a fairly simple affair using spanners, but in the Husky's case it requires a special 1.5in long hex-bar from the bike's tool-kit in order to carry out the job

(make sure you remember to carry it in your bum bag). And because of the design of this little part, it's possible that the bar can get pushed inside the spindle, never to be seen again. Why can't Husky just fit a spindle-nut like every other manufacturer we wonder?

With the front wheel sorted it was time to strip the TE of its decidedly lived-in looking blue and yellow livery and to relieve it of the standard bulky 9+L plastic fuel tank. Worth mentioning here that when we first tested the bike back in February this year we commented that the bike's plastics appeared 'brittle' to us. Well that hasn't been the case. Despite numerous crashes, getoffs and general abuse we haven't managed to snap a single panel. One or two have small splits in them but none has actually broken. Top marks for robustness. And in fact testament to the build quality of the whole bike which genuinely has a hewn-from solid feel about it. Apart from the spoke, the hot-start part of the clutch perch and the tip of the rear brake pedal breaking, we haven't managed to damage anything on our TE. The subframe is straight



Husqvarna TE250 Update

and the dials, lights and all the electrics still function perfectly well despite countless outings and numerous race crashes.

In time honoured makeover style, the replacement TIG-welded alloy tank from GMX was a thing of beauty. Fortunately all that was needed to ensure a perfect fit was the use of some clear rubber pads (supplied with it) fitted underneath the tank to raise it up slightly and prevent any fretting on the frame. Plus a little trimming of the trailing edges of the tank shrouds where they sit beneath the front of the seat. We added a fuel filter to prevent any swarf from the new tank getting into the carb, because despite the tank having been flushed out before fitting, there's always a chance of some tiny pieces remaining.

We chose to fit the tank because in our opinion the frugal Husky doesn't need such a bulky tank for racing and the GMX item (holding just 6.5L) is perfectly adequate - plus of course it makes the bike look and feel a lot narrower.

78 TBM

After that it was time to fit the gleaming new red, white and black '07 style plastics, onto which the sexy Tricolore graphics (courtesy of MXM) were carefully applied. All fitted perfectly, and made the bike look stunning in our humble opinion.

To complete the transformation we sent the seat away to be re-covered by Motorcycle Seatworks in Bradford who not only did a mighty fine job of re-upholstering our perch, but also returned it completed in double-quick time. Cheers lads.

Then all that was left to do was to fit our black Cycra handguards (which previously resided on the Ed's long-term KTM), and give the bike an oil and filter change. Finally we adjusted the chain, checked all the bike's bolts for tightness (the only thing loose was the side-stand) and loaded it into the back of the TBM van for yet another race outing.

Sadly, I wasn't to have the honour of piloting the now pristine-looking bike, due to having to undergo some emergency maintenance work of my own: I'd fractured my ankle playing squash a week earlier. So the Ed debuted it instead at the penultimate round of the Eastern Centre two-man enduro championship, sharing the bike

with his riding partner Zippy. The only slight hiccup was a mysterious fuelling fault in the afternoon session that caused the bike to cut out three times and not re-start for eight minutes. We're still investigating what caused it to happen, but suspect it has something to do with the positioning of the new fuel filter. More info when we know it.

In the meantime the Husky continues to provide reliable transportation for my new role as the Doing the Rounds Diva and apart from being hooked up to an Optimate when not in use, has required little in the way of TLC.

Which is more than can be said for me right now: Ouch... Mel

Thanks to Dave at GMX (01371 850729), Damon at Motorcycle Seatworks (01274 604672) and Frank at MXM (0191 286 0744). Cheers guys.

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KTM



TM EN250

Wheel a KTM or a Honda out of the back of your van and most people in the paddock won't give it a second glance. But a TM? Well everyone wants to know about it. Or so I found at the 250's latest competitive outing, the Trail Bike Enduro Club hare 'n' hounds at Benington in Hertfordshire. Everyone, or so it seemed, was enquiring as to what it's really like, and whether it's as good as it looks. And the answer..?

Well, I'm getting ahead of myself here. Because the build-up to Benington wasn't all plain sailing. The previous weekend Si had borrowed the TM to use as the second bike for one of the two-man events he's been competing in this year, only for the 250 to fail to start on the startline. The sprint nature of the two-man events gave him no time to investigate the

problem and the TM went back in the van as clean as it had come out...

Back at TBM Towers, a new plug was fitted but the bike was still reluctant to fire-up. Hmm. Eventually, after giving the thing a thorough going over, I let the TM 'clear its throat' (for the second time) by turning the fuel off, giving it full throttle, and kicking the bejeezus out of it.

Eventually the sound of a two-stroke racer rang out across west London and the sky filled with plumes of sweet-smelling smoke. That sorted it, though it remains a bit of a mystery as to quite what happened - it's always been as good as gold for me.

At the enduro's dead-engine start the TM fired first kick. The course twisted and wound its way across open farmland, around a sand quarry and through a few small woodland sections. In places it was slow and tight, but in others I could really give the TM its head and it absolutely flew.

The motor makes great power, yet it's not all dumped at the top-end and accessed

with a hair-trigger. Rolling-on out of the corners, the front wheel would smoothly elevate, almost hanging in the air as the bike gathered pace, before touching back down in the taller gears.

It's not the massively explosive power of an MXer, yet there's absolutely bags of oomph and it's easy to use. Undoubtedly my favourite part of the course was a long sweeping uphill right-hander, taken with the throttle pinned in fifth. The rear-end skated across the hard ground, gently stepping-out as the camber started to take it, and the feedback from the firm suspension meant that the bike could be caned in absolute confidence. Truly awesome fun.

I've mentioned before that there's times when you find yourself between gears on the TM - first is just too low and second doesn't quite haul you out of the ultra-tight corners quick enough. This



meant abusing the clutch round the tighter sections of the course and after a while the power seemed to be kicking in more abruptly, as if the clutch was slipping slightly then grabbing. Weird. After a pitstop to check things over and a quick chat with my 'adopted pitcrew' we still couldn't fathom it out, so it was decided I should

lay off the left-hand lever for a while to see if this improved things. It looked to do the trick, though it certainly proved slower than firing the bike out of the tight corners...

Something which seems to have fallen out of dirtbike fashion yet is still employed by TM is the clear fuel tank. And it works brilliantly for H&H races. A couple of times I stopped at the lap scoring posts, took a quick glance down and decided in a split second whether to go for another lap. You simply can't do this with a coloured translucent tank though as it turned out the TM comfortably managed both two-hour sessions without a refuel.

Ordinarily you'd think a powerful, firmly suspended bike would tire you out, yet the TM's set-up was just about perfect for the course and I actually set my quickest time on the last lap of the day. I was a bit miffed that I couldn't improve upon last year's result (ninth aboard the 400EXC), instead ending up in 13th place overall. Oh well, it was just as fun.

A quick rinse off was really all that was required to bring the TM back to as-good-as-new. The plastics still shine, the graphics aren't peeling off and the frame paint's only lightly scuffed. I've still got a couple of little tweaks to perform but on recent form it's proving a great weapon. So is it really as good as it looks? You betcha...

Thanks to: The Trail Bike Enduro Club (tbec.co.uk) for a good, fun event. Martin Wittering for his advice and spanners. And TM UK (01249 715523/tmukonline.net) for the loan of the bike.



Rickman Roll

Mark Williams remembers the British-built Rickman Zündapps of the early Seventies...

It's a salutary fact that although Britain had world beating trials, enduro and even motocross riders during the Seventies, during that decade they rarely rode machines built in their homeland. But that's really because there weren't any. Indeed that's why this series generally features Japanese and southern European dirtbikes from that era, with the occasional bespoke hybrid - such as a Cheney Triumph - thrown in to remind us of our great

British heritage. The only mass produced dirtbikes from the '70s that I can think of were the Triumph Adventurer/BSA Victor in 250 and 500cc form, but these were essentially road-bikes wearing knobbly tyres - badge-engineered examples of the company's last ditch, and ultimately failed efforts to avoid bankruptcy.

There was, however, one Seventies dirtbike that was truly a volume product and was British in conception, design and manufacture save for

one vital component, namely its engine, and that was the Rickman Micro. Or to give its more common moniker, and also give the game away, the 125 Rickman Zündapp.

The name Rickman may be rather familiar to those of you who were interested more in road-bikes during the mid- and late-Seventies, for they produced a range of 'Metisse' frame kits and accessories for Japanese multis. These were highly prized by their usually well-heeled owners and in most cases comprehensively out-performed the respective donor bikes.

However the Metisse - which roughly translated means 'bastard' in French - was the somewhat tongue-in-cheek name first applied to a rolling chassis built by brothers Don and Derek Rickman for their own scrambling activities in 1959. Using a heavily gusseted BSA Goldstar frame and gearbox, but with a Triumph twin engine and Norton forks, the bike was an instant success and three years later a more modified frame was constructed using (relatively) light-weight chrome molybdenum steel and their own fibreglass bodywork. The Metisse Mk 3, as it was known, went on to give the brothers over 50 out-rights wins in national scrambles and motocross races, with Derek becoming the 750cc European Champion in 1966.

By this time the brothers had already set up a manufacturing operation in New Milton, Hampshire and had begun branching out into road-going and road-racing kits, too. Their first true production-line machine was in fact the Rickman Interceptor which used up the last 200 Royal Enfield 750cc twin engines from the then bankrupt British factory. Engines which had originally been destined for American motorcycle wheeler-dealer, Floyd Clymer in 1970. This beautifully constructed barnstormer set the mould for their aforementioned Suzuki-, Honda-

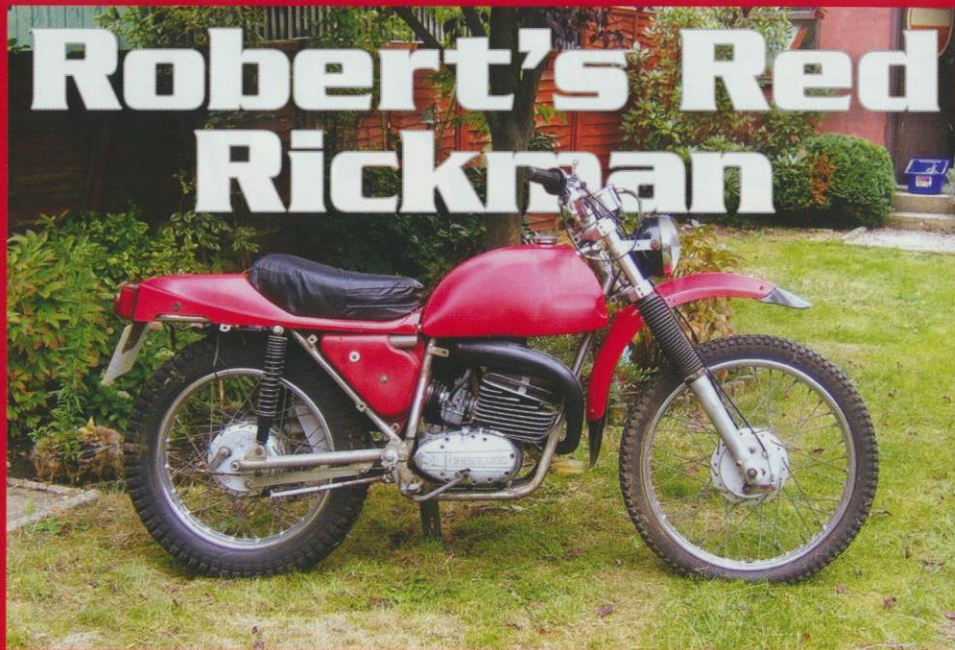


and Kawasaki-engined café racers. But true to their off-road roots, and with typical canniness the Rickmans had noticed that the writing was already on the wall for the big, heavy, slower revving four-stroke engines that had given them their off-road racing success and so they started casting around for replacements.

As far as out-and-out motocross was concerned, because the quarter-litre class was then becoming the most aggressively competitive at both national and world level the 250cc Montesa engine seemed to fit the bill, and their Montesa Metisse sold relatively well despite its high price. But the brothers also noted that even smaller capacity models from the likes of Simpson, Sachs-Hercules and Zündapp were proving exceptionally reliable and competitive in ISDT-type events. And thus it was that in 1969 the brothers announced a two model range of bright blue (later red) 'Micros' powered by the L-series 125cc motor from the latter German company. And these weren't frame kits, but fully productionised bikes - christened the Moto Cross and the Six Day.

But according to ex-Rickman marketing (and sometime development) manager Bill Hawker,

Robert's Red Rickman



Robert Leany acquired his 1974 Rickman Six Day without realising what a rare beast it was, possibly 'because it was really just a box of bits at the time.' He could in fact be forgiven for this because the bike was a gift from a friend of his father and young Robert - who was only 15 or 16 at the time - just wanted something roadworthy he could eventually pass his test on.

Fortunately, apart from the original speedo and headlamp, all of the bits were there, and so together with his dad he went about rebuilding the little Rickman, learning his mechanical skills as he went. 'We got it to start okay,' he explains, 'and it ran in first gear but we couldn't change into second, so obviously we hadn't re-built the gearbox correctly.' (Apparently, I later learnt, the selecting mechanism has to be assembled the opposite way around to what appears to be logical!).

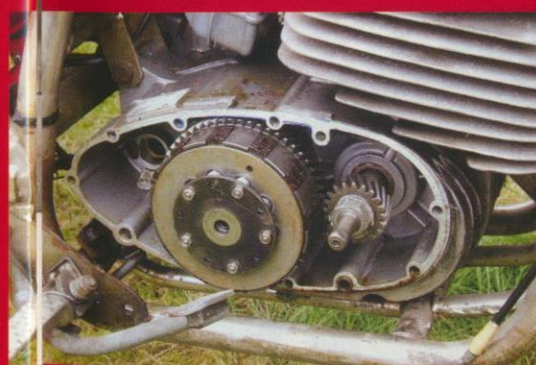
And it was in this condition that I went to see and photograph the bike in the back garden of Robert's house in New Malden. As it happened, I was able to put him in touch with Bill Hawker (see main story) who knew

where he could lay his hands on an official Zündapp workshop manual, so there's a chance that the Six Day will be ripping through the gears by the time you read this.

But despite its lack of forward motion, I was able to marvel at the Rickman brothers' workmanship, especially little details like the chain adjustment on the swingarm pivot and the built-in chain oiler. Having said that, after many years in storage, the bike isn't pristine and it isn't stock - a black painted five-inch headlamp having replaced the original chrome item and a Triumph speedo sitting somewhat incongruously in between the handlebars. A Rickman badge is also missing from one side of the fuel tank and the seat has been recovered, although apparently over the original Rickman padding which still seemed fairly resilient.

I also questioned whether or not the boxy rear lamp - as seen on late Meriden-era Triumph roadsters - was original, but later reference to period photos told me that it was.

Although most Micros were exported to the States, with their German engines built in the tens of thousands and many proprietary British cycle parts, it shouldn't take much to restore the



Rickman Zündapp to its original glory. Which means it could make some lucky trailrider very happy as Robert, who's really only interested in road bikes, is selling the bike. Interested parties can contact him on 0208 949 1002.

in fact for all its virtues the Zündapp engine wasn't their first choice. 'They'd first considered the 125cc Sachs engine,' he explains, 'but that was already being used by Wassall (and later, Greeves) for their trials bikes', so early Micro prototypes had been built around the significantly cheaper, Japanese Yamaguchi engines which had proven so successful in Hodaka dirtbikes.

Built exclusively for America's Pabatco Corporation, the Ace trailbike that formed the backbone of the Hodaka range featured a 90cc engine but when Yamaguchi went belly-up in 1966 there was obviously a hiatus in engine supply before Hodaka could begin making their own powerplants. And in any case, enlarging the smaller engine to the 125cc capacity considered acceptable by the brothers, engendered reliability problems which prompted the move to Zündapp power.

Before going onto to describe the Micros in fuller detail, a little German motorcycle history may be in order. Under the name Zünder-und-Apparatebau GmbH (hence 'Zün-d-App'), the company was originally founded in Nuremberg in 1917 by Fritz Neumeyer together with the Friedrich Krupp AG and the machine tool manufacturer Thiel to produce - of all things - bomb detonators. As the demand for weapons parts declined after World War I, Fritz Neumeyer became the sole proprietor of the company and two years later, he diversified into the construction of motorcycles.

The company's first bike was the Z22, a 221cc machine with an external flywheel aimed to meet the growing demand for basic transport in post-war Europe, but they soon moved up-market and the capacity range increased with the sleek and innovative K-series range which featured horizontally opposed, partially enclosed 200-800cc engines and shaft-drive. A sidecar version with a driven third wheel was widely used by the Wehrmacht - often complete with mounted machine gun!

After the war of course Zündapp once again began catering to the commuter market, most famously with their bulbous-nosed, but highly practical Bella scooter and after moving from Nuremberg to Munich in 1958, the company dropped out of four-stroke production completely to concentrate mainly on 50cc, 90cc and 125 mopeds and motorcycles. Reliability always remained a priority of course and tuned off-road versions of their eighth-litre bikes were soon doing well in ISDT-type events - the forerunners

of enduros. So much so that they were regularly ridden by the official West German teams who in fact won the 1968 ISDT outright when it was run under treacherous conditions around the Italian Alps.

Not hard to understand then, the appeal of this high-revving little motor to the Rickman brothers, and the commercially-minded German company had no qualms about supplying them in volume.

The German engine was in fact fairly typical of its type, exactly square internally at 54x54mm, the Moto-Cross was fitted with a 13:1 compression head whilst the Six Day's was a little softer at 11:1. Both versions sported identically jetted 27mm Bing carbs however and their five-speed gearboxes contained exactly the same ratios, although the Moto-Cross had a 14-tooth gearbox sprocket instead of the Six Day's 15-tooth item.

The Rickmans didn't quote power outputs in their literature, but contemporary magazine reports confidently asserted that 13-14bhp at 8700-9000rpm was the order of the day, which sounded reasonable. In those pre-reed valve, pre-power-valve days, most of this power was at the top end of the game and the engines had to be thrashed hard to maintain maximum momentum. The downside of this was that the chrome plated alloy barrels became vulnerable under competition conditions, especially if the petrol mix wasn't spot-on. And as such they were expensive to replace. In time, aftermarket barrels with steel bores became available which meant that re-bores were an option.

Rickman's Micro chassis was typical of their bigger-engined packages with duplex frames exquisitely fabricated in nickel-plated chrome-moly tubing along with high-quality tank, seat



unit, fenders and side panels. Front forks were initially made by Metal Profiles in Birmingham, but as Bill Hawker rather waspishly put it, 'they were less than first class' with seals prone to bursting and damping inadequate for the punishing conditions the bikes were otherwise designed to cope with.

In fact the short-ish 53in wheelbase frame with its tall (for the time) 10in ground clearance handled responsively in all conditions and boasted the strength and stability riders expected of a product bearing the famous Rickman badge.

Eventually the MP suspension units were replaced by the much more purposeful Ceriani forks which did justice to the rest of the package. A package that included snail-cam chain adjustment at the gearbox end of the swing-arm as well as an integral chain oil reservoir within the swingarm. Although Rickmans had developed (with Lockheed) the first productionised motorcycle disc brake for their road-going Metisse back in 1965, it was (at that stage) considered too heavy for a 203/219lb dirtbike so SLS alloy hub brakes were used at both ends. Slightly at odds with the rest of the high-quality package, however, were a pair of steel wheelrims.

The Micro range was eventually extended to include a full-on roadster and special police and army versions, both featuring panniers as standard and with the latter finished in a rather

sexy matt black. This helped bring the total number manufactured to over 8000, thereby justifying the Rickmans' claim to be Britain's third largest motorcycle manufacturer in 1973. They in fact won the Queens Award for Export the following year. Ironically, most of those exports had been to the USA and by the time the company had got the award, the reed-valves and superior suspensions appearing on the new generation of Japanese dirt bikes sold in that country proved to be the writing on the wall for the Rickman Micro.

However up until '75 when the last Micros rolled off the New Milton production line, Zündapp had at least continued to develop the engine with improvements to the gear-change mechanism for the LK series unit and the adoption of electronic ignition for the LM. And the very last LN models with different jetting and revised porting offered some 17bhp.

As was the case with their original motocrossers, the brothers had ensured that their bikes did well in international competition, eventually entering a full manufacturer's team in the '73 ISDT held in America. Ridden by the likes of Jim Sandiford and Ernie Page, unfortunately these machines were significantly down on power compared to the bikes supplied to the West German team by Zündapp themselves

FROM THE ARCHIVES



which reputedly chucked out in excess of 21bhp. Nicknamed 'Rickman Zuncraps' as a consequence, these specially-framed bike nevertheless managed to assist both Page and Sandiford to a gold medal apiece.

With the demise of the Micros, and of course the speed with which the Japanese factories improved their road-bike chassis, Rickman more-or-less stopped manufacturing complete machines and frame kits in the mid-Seventies and instead turned their attentions to accessory manufacturing. Top-boxes, engine protection bars, fairings and the like continued to occupy their attention but by 1984 cheap imports undermined their efforts and the company was wound up.

It wasn't quite the end of the story however as selected models are still made and developed today by Adrian Moss t/a Rickman Motorcycles Ltd in Stroud (tel: 01453 758026), and although he doesn't do much for the Micros, he can at least supply handbooks for anyone lucky enough to find one... and brave enough to restore it!

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Value Now:	£1500/2800
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Bore x stroke:	54 x 54mm
Displacement:	123cc
Comp. Ratio:	11:1
Max. Power:	13-14bhp @ 8700rpm (unofficial)
Transmission:	5-speed
Chassis:	Duplex down tube, nickel-chrome plated
Front susp:	Oil damped, 6in. travel
Rear susp:	Oil damped, 5in. travel
Brakes:	Front & rear, SLS drum
Wheels:	Steel-rim. Front 2.75 x 21in. Rear 4.00 x 18in
Wheelbase:	53in
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Fuel capacity:	2.5gals
Dry weight:	219lbs

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KNIGHT

They think it's all over - and for Knighter it most certainly is now...

SPEED



At the start of this season I set myself two very important goals. The first was an obvious one - to win the 2006 Enduro 3 world championship and in doing so retain my E3 title. The second was to remain unbeaten in the championship during the entire 16 days of the series.

Last season I won all but one day and to better that I wanted to win 'em all this year. And, I'm pleased to say, I have achieved both of my goals. At the penultimate round of the series in Slovakia I won the E3 world championship and in France, at the final round, I claimed my 15th and 16th day wins.

And boy, was that hard. Not only were the conditions incredibly slippery, but also having already won the championship it was difficult to get fired up for the race. In fact, if it wasn't because I wanted to win every day of the series I could easily have stayed at home - I just couldn't get going!

It was weird because I've certainly not had any problems motivating myself all season but not needing to win, not needing to finish better

'If it wasn't because I wanted to win every day of the series I could easily have stayed at home - I just couldn't get going!'

than fifth on day two or anything like that resulted in me just not feeling 100 per cent ready to race.

I guess that's why there's a substantial gap between one championship and the next - so that the reigning world champions have time to re-motivate themselves so they can come out swinging again.

So, it's been a long, hard season but it goes without saying that I am extremely happy with the way it's all turned out - it couldn't have been any better really. And although it's taken a huge amount of effort to win each of the 16 days I can at least look back over the season without saying 'what if'.

And for my team and their sponsors, winning every single day of the championship was just fantastic. I'm not sure if any other rider has managed it before me, and I'm not bothered if they have, I'm just ecstatic that I accomplished my personal goal.

Winning the actual title in Slovakia was great, but to be honest it was a very different feel-



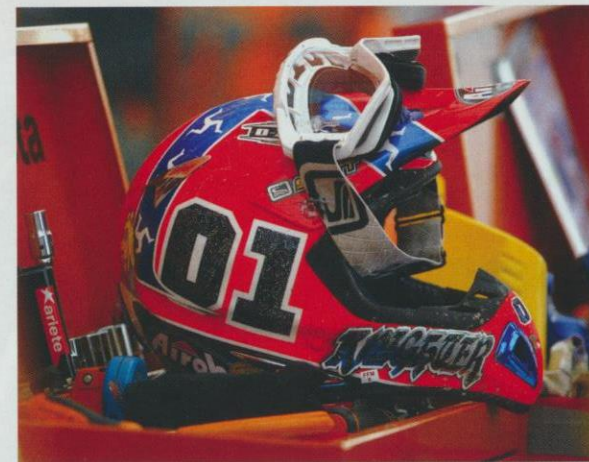
Another year... another world championship for the mighty Manxman...

ing compared to when I won my first title in Greece last year. You often read that riders say 'nothing compares to winning their first title' and they're right. Once I got over the important hurdle of winning the opening round of this year's championship in the snow in Sweden I was confident that I could repeat what I had achieved in '05 and from that point on I kinda' knew that the title was mine.

And of course, it's because of the support of the Farioli KTM team, my friends and family, girlfriend and mechanic Julian that I've been able to put together a fantastic season.

One thing that I have learnt over the years is that you have to set yourself targets to keep yourself motivated and focused in this game. Without this I don't think any rider can perform at their very best and having achieved everything that I've wanted to in recent years it's now time to focus on a new challenge - the GNCC.

My goals have also changed from season to season but there have always been three things that I have wanted to do. Ever since I first went to watch the ISDE I wanted to win the Six Days. Ever since I started racing in the WEC I wanted to become a world champion. And ever since I raced in a round of the US GNCC series I have

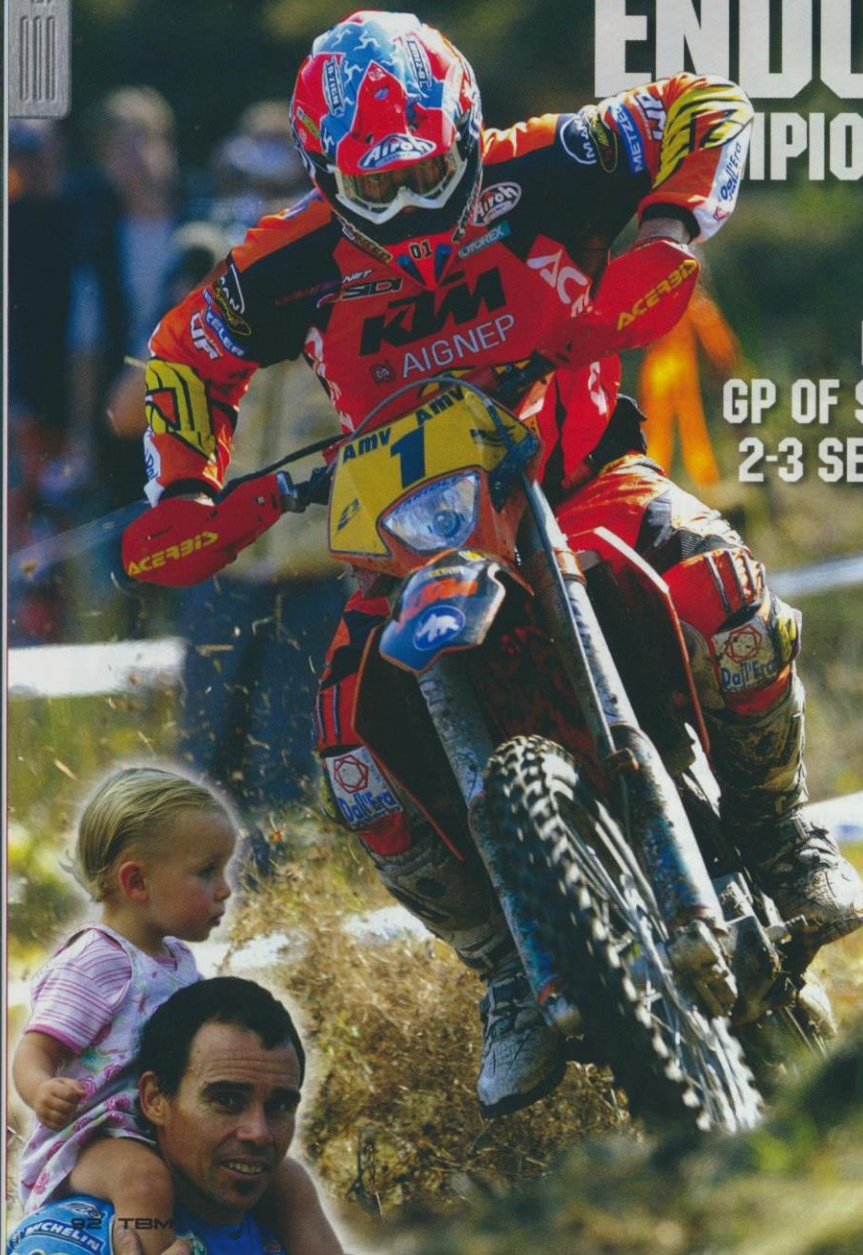


wanted to win the US GNCC championship. So, now that I have won two world titles and the ISDE it's time to try and win in the States.

However, I'm not planning on heading to the US full-time and I'm certainly not planning on stopping racing in Europe. At the final round of the WEC in France I figured out that there are only a few world championship and US GNCC dates that clash, so depending on how much flying to the US on a regular basis takes out of me, I might be racing in Europe more than I thought I would be in '07. Only time will tell...

'06 MAXXIS FIM WORLD ENDURO CHAMPIONSHIP

ROUND 7:
GP OF SLOVAKIA
2-3 SEPTEMBER



REPORT & PICS: JONNY EDWARDS



Finally Merriman had something to shout about - winning the overall on the first day...



Everyone's talking about...

With just over a month having passed since the previous (US-based) round of the WEC, conversation as to whether the North American round was worth it (both financially and for the long term good of the WEC) was rumbling on in Slovakia. Although provisionally on the 2007 WEC calendar, most teams weren't too keen to return to the States

if it meant heading back to Hancock - though all agreed that Canada was excellent.

The other hot topic in Slovakia focused around 'who's going where?' The annual end-of-season guessing game where riders, journalists and team managers try to work out where certain riders will be seeking employment next season. With KTM's six-strong WEC team receiving just one change - the return of

Paddock Pointers

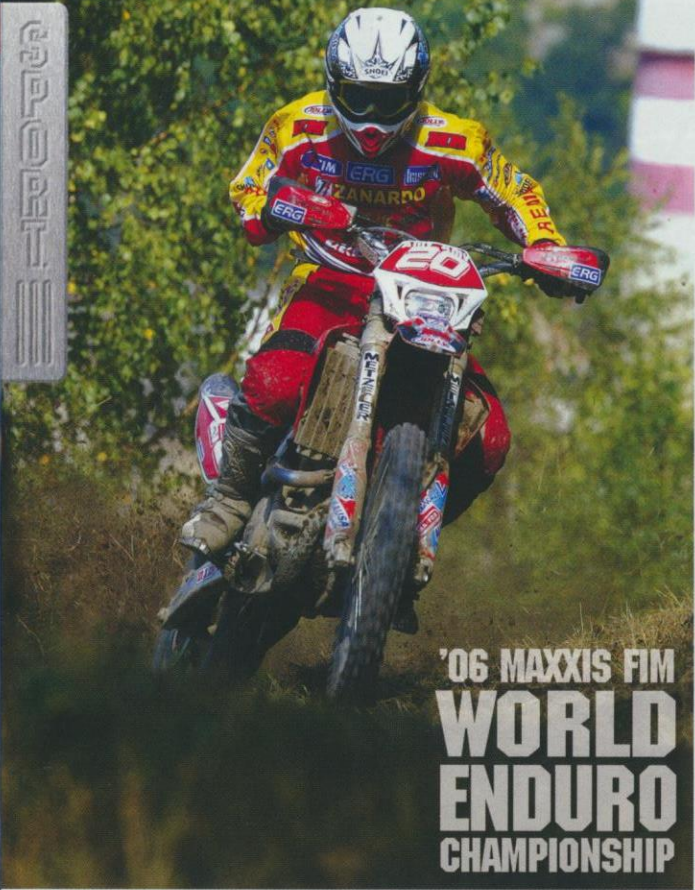
✓ The number of locals that came to watch the GP of Slovakia was far higher than the equivalent number that turned out to support the US GP. Despite obvious hardship in and around the host town of Krompachy, the WEC was certainly welcomed with the Slovakian Secretary of Defence on hand to award trophies

✓ The UFO Corse Yamaha team had plenty to celebrate in Slovakia as they scored a double E2 class win. With Stefan Merriman leaving the UFO Yamaha squad at the end of the season the team's new star - Johnny Aubert, showed he has all that is needed to replace the Australian

✓ WEC promoters ABC Communications want to make it easier to enter WEC competitions by scrapping the qualifying system for world championship races

Juha Salminen after two seasons in the US, while David Knight leaves the European team and heads to the States to replace him. But the questions on everyone's lips were: where will Stefan Merriman ride in '07?, will E1 rider Simone Albergoni leave Honda for Yamaha? And what are the various teams from Husky, TM, Beta, Husaberg and Aprilia planning?'

With Merriman admitting



'06 MAXXIS FIM
WORLD
ENDURO
CHAMPIONSHIP

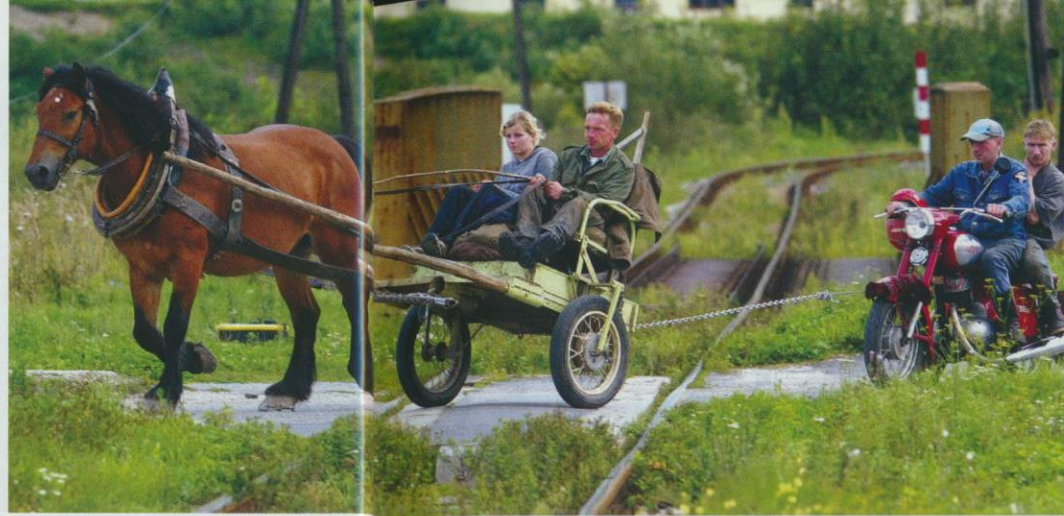
STEFAN MERRIMAN: 'THE EVENT ITSELF WAS REALLY ENJOYABLE, IT'S BEEN A MORE TRADITIONAL WORLD ENDURO EVENT. OF COURSE I WOULD HAVE LIKED TO HAVE WON ON BOTH DAYS BUT FINISHING IN FIRST AND SECOND IS MUCH BETTER THAN MY RESULTS AT THE LAST GP IN THE USA.'

that he was talking with Aprilia, no one - Honda, Yamaha or Albergoni - would admit or deny that a switch was on the cards. As for the rest of the European manufacturers... well, some had a rough idea of what they were planning, while others were 'still working on it'.

The event...

Despite heavy rain during the days leading up to the event in Slovakia, it was well received by all. A challenging but not too difficult race that even Stefan Merriman - a rider who has had little positive to say about the first six rounds of the series - enjoyed.

Weaving its way through the forests that surrounded the small host town of Krompachy,



a series of slow speed turns before tackling several tricky climbs, one rock section, and then an undulating, off cambered straight that lead to the finish. Despite being one of the shortest extreme test used in the WEC this season (taking even the slowest riders less than two minutes,) the difference between the fastest and slowest was considerable.

But the enduro test was

where the most time could be gained, or indeed lost. Around seven and a half minutes in length, the test worked its way through forest tracks and was very much a traditional eastern European test. Getting considerably rougher as the weekend progressed, several riders saw their results, if not their weekend, spoiled after crashes on the faster sections.

Thankfully, the weather

**PADDOCK
POINTERS**

☒ On day two just 11 riders from 13 starters finished in the E1 class with 13 starting and finishing in the E3 category, which shows that the numbers of riders committing to the full WEC series is reducing

☒ CH Racing Husqvarna Enduro 2 rider Daryl Bolter took part in his first WEC event of '06 following his early season wrist injury and crashed out of the event on the first day

during the event was near perfect as it remained relatively cool but clear. All things considered the GP of Slovakia was a great event.

The Brits...

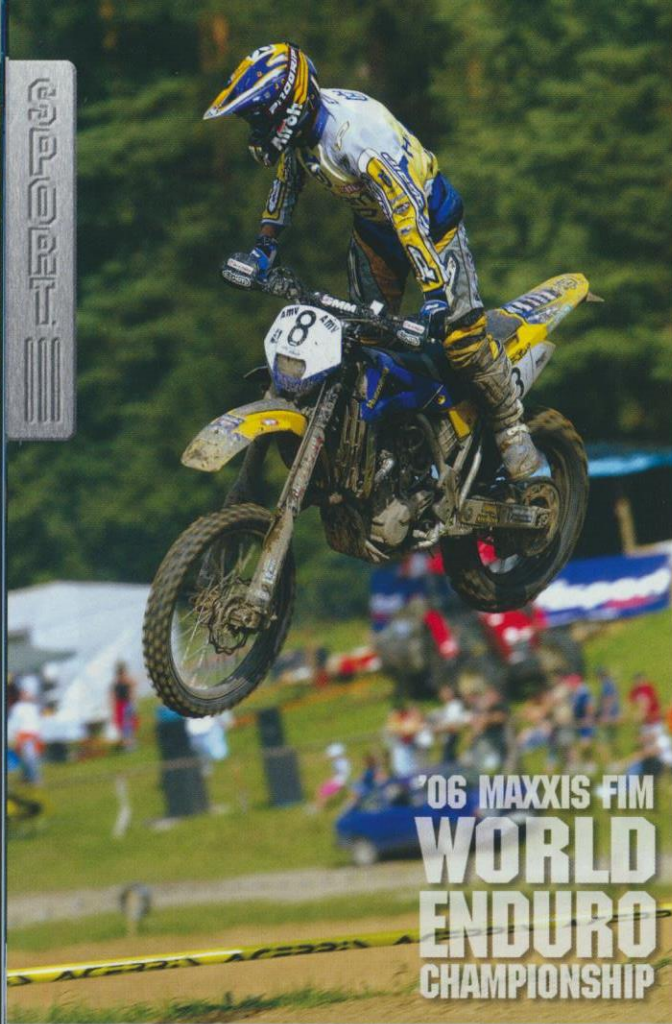
David Knight aside there were two other Brits competing in Slovakia - Euan McConnell and Daryl Bolter. With McConnell hoping for an 'improved' world championship result, and with Bolter competing in his first WEC event of the season on his way back from injury, it turned out to be a frustrating, disappointing and painful weekend for both.

For reason's he couldn't quite fathom, things didn't go well for McConnell as he only just made it into the points on both days finishing in 18th and 17th. Dropping one minute on day one, which didn't help his cause, on day two things didn't get much better. Feeling like 'a crash waiting to happen' and not enjoying the Slovakian course, Euan was disillusioned by his poor result.

But at least he made it to the finish of both days, which is more than can be said for Daryl Bolter. Competing as an official CH Racing Husqvarna factory rider for the first time in '06, Bolter knew that after a non-

existent world championship campaign he needed a good result to impress team boss Fabrizio Azzalin and get himself re-hired for '07. By his own admission Daryl tried too hard and having not had the necessary period of six to 10 months needed to adjust to his first season aboard a 250cc two-stroke he partly dislocated his left hip. After spending a night in hospital, something only slightly more scary than spending a night in a Slovakian prison, Daryl was spectating on day two, disappointed at having failed to finish the event.

The only other 'British' rider in Slovakia was BEC regular Jake Stapleton. Hoping to win the Enduro Junior world championship this season aboard his TM, the Slovakian event was a bitter-sweet one for Jake as despite topping the EJ class on day two, in a final test show down with Swede Joakim Ljunggren he saw the Husaberg mounted Scandinavian claim the Enduro Junior world title.

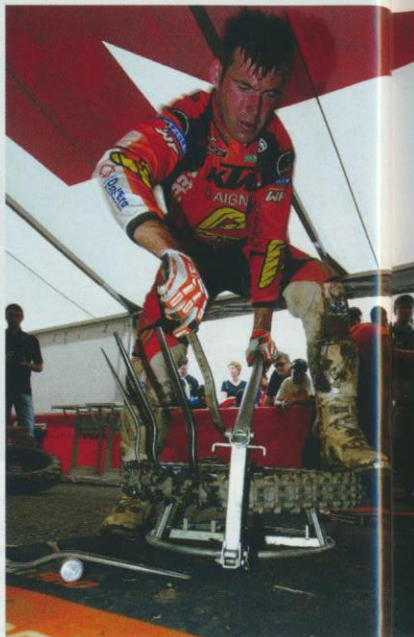


**'06 MAXXIS FIM
WORLD
ENDURO
CHAMPIONSHIP**

And the winners are...

The big winner, no pun intended, was Britain's David Knight. Claiming two more day wins in the Enduro three class as well as topping the event overall, Knight collected his second consecutive E3 world title having dominated the championship all season. Since the beginning of the year it has clearly been a case of when, rather than if, DK would pick up the '06 E3 crown and in Slovakia that's exactly what he did.

Going about his business in his normally laid back way, shortly before he started the all important second day, at a time when most riders would be checking and double checking everything and worrying about every last detail, Knight was in the back of the KTM team's truck watching clips from the new Dukes of Hazzard movie, laughing and joking as he would down the pub with his mates. Seven hours later,



DAVID KNIGHT: 'IT'S BEEN A GREAT WEEKEND AND TO WIN MY SECOND WORLD CHAMPIONSHIP TITLE FEELS AMAZING. THIS SEASON HAS BEEN REALLY GOOD AND I HAVE MANAGED TO WIN EVERY RACE SO FAR BUT NOW I HAVE WON THE E3 TITLE I CAN RELAX A BIT MORE. I DIDN'T FEEL UNDER ANY PRESSURE THIS WEEKEND BUT IT'S NICE TO HAVE THE TITLE WRAPPED-UP NOW.'

having won each and every special test in the E3 class, he was crowned the '06 Enduro 3 world champion. The bloke's incredible.

While not as overjoyed as he was when he won his first world title in Greece last year, Knighter was still 'well chuffed' to have retained his championship, and to have dominated to such a degree. Putting some of the finishing touches to his so far perfect season, Knighter didn't put a foot wrong during the event and claimed a comfortable win on day one before upping his pace on the rougher tests of day two and sealing victory by over two minutes.

Behind Knight, Gas Gas mounted Frenchman Seb Guillaume and Finn Marko Tarkkala claimed a runner-up and third place spot each with Tarkkala needing to have finished in second on both days to stand any real chance of placing behind his KTM team-mate in the end of season

final championship standings. Making too many small mistakes to finish second, Tarkkala placed just under seven seconds behind Guillaume, who in turn finished over one-minute adrift of Knight.

With David comfortably ahead on day two, Marko Tarkkala managed to turn the tables on Guillaume and finished five seconds ahead of him to claim the runner-up position. Despite placing in second at the end of the penultimate round of the series the factory KTM rider trails Guillaume by 17 points. With the runner-up spot in the E3 championship still up for grabs the fact that the final round of the series is being held in France means that KTM might not get the championship one-two many were expecting them to claim at the start of the year.

With Knight the only rider to claim a world championship title in Slovakia the event was a hugely important one for both his KTM team mates Ivan Cervantes and Samuli Aro who are leading their respective E1 and E2 championships.

Despite the pressure of being within an arm's reach of claiming his, KTM's and Spain's second Enduro 1 world championship, Ivan Cervantes looked extremely relaxed in Slovakia, and rode as well, if not better than at any WEC event this season. Winning all but three tests on day one to place 42 seconds ahead of his team-mate Alessandro Belometti, Ivan then won nine of the 10 tests on day two to finish over a minute ahead and extend his championship lead to 42 points. In doing so he

IVAN CERVANTES: 'THE GP OF SLOVAKIA WAS ALMOST LIKE ANOTHER FIRST ROUND OF THE CHAMPIONSHIP FOR ME BECAUSE I STARTED WITH A COMPLETELY DIFFERENT MENTALITY COMPARED TO THE FIRST SIX RACES. KNOWING THAT I AM GETTING CLOSER TO MY SECOND ENDURO 1 WORLD CHAMPIONSHIP I TRIED NOT TO PUT ANY PRESSURE ON MYSELF. IT WAS AMAZING HOW RELAXED I FELT DURING THE RACE, I HAD A GREAT FEELING WITH MY BIKE. I FELT THAT I WAS RIDING REALLY WELL. I DIDN'T TAKE ANY RISKS OR MAKE ANY CRASHES. SOME RACES THIS YEAR I HAVE PUSHED TOO HARD BUT IN SLOVAKIA I FELT SO CALM. I AM REALLY LOOKING FORWARD TO THE RACE IN FRANCE NOW.'

ensured that as long as he finishes day one at the final event in France he'll win the E1 world championship.

The battle for second on day one was as close as they come. With Italians Belometti and Simone Albergoni trading blows. For test after test it was the elder, yet (in enduro terms) less experienced Belometti that clinched the runner-up spot with Albergoni on his clearly underpowered Honda in third. As per normal in dry conditions Bartosz Oblucki claimed fourth on his 125cc Husqvarna.

Early on day two Belometti suffered a big crash and despite dropping to fifth, worked his way back up to third, behind Albergoni who claimed the runner-up position for the sixth time this season. With Oblucki again fourth the fact that there weren't enough riders to fill each of the points scoring places in Slovakia was worrying.

Not-So-Golden Aro

While Cervantes remained cool, calm and collected in Slovakia, Samuli Aro the usually laid back Finn, was feeling the pressure of leading the Enduro 2 world championship and looked more than a little nervous. As a result he didn't ride his

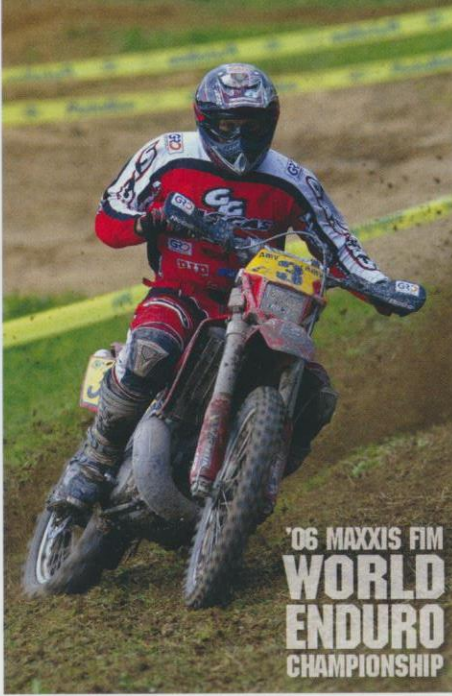
best race, as he was unable to get into a rhythm.

The winning in the E2 class was done by UFO Corse Yamaha team riders Stefan Merriman and Johnny Aubert. With Merriman keen to impress potential sponsors for '07 and put behind him what has been a disappointing season, on day one he showed the magic of old and finished over 30 seconds clear of Aubert. Beaten on just three tests - the motocross test on each lap by his team-mate, Merriman finished the day six seconds faster than Knight in the overall classification.

With the Yamaha riders claiming a relatively comfortable one-two, Finns Aro and Mika Ahola were separated by less than a second with the pair beating, and getting beaten by, one another all day long. With Aro making it onto the podium and Mika claiming fourth, Fabien Planet claimed fifth having reverted to a 250cc two-stroke after not performing as well as expected, racing a 450cc four-stroke.

With Aubert unable to beat Merriman on day one, the tables were turned the following day and Merriman was unable to beat Aubert on day two as the Frenchman's aggressive riding style matched the rougher tests in Slovakia perfectly and he finished 18 seconds ahead of the Australian. With Aro again failing to perform at his best the relief of finishing the

JOAKIM LJUNGGREN: 'IT'S BEEN A GREAT EVENT, REALLY HARD AND SOME GREAT SPECIAL TESTS. THERE WAS A LITTLE BIT TOO MUCH GRASS FOR MY RIDING STYLE - I LIKE MORE STONES AND ROUGHER TRACKS. BUT I AM VERY HAPPY TO HAVE WON THE ENDURO JUNIOR WORLD CHAMPIONSHIP - IT IS A DREAM COME TRUE FOR ME.'



'06 MAXXIS FIM
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JOHNNY AUBERT: 'IT'S BEEN A GREAT WEEKEND FOR ME. I AM SO PLEASED WITH MY RESULT, ESPECIALLY AS THE NEXT ROUND OF THE WORLD CHAMPIONSHIP IS MY HOME RACE IN FRANCE. DAY ONE WENT WELL BUT STEFAN WAS JUST TOO FAST SO IT WASN'T POSSIBLE TO FIGHT WITH HIM FOR THE WIN. DAY TWO WAS PERFECT FOR ME. FROM THE FIRST ENDURO TEST I FELT REALLY GOOD AND WAS AS FAST AS STEFAN. I KNEW THAT I COULD WIN THE DAY THEN SO I PUSHED AS HARD AS I COULD. THE RACE WAS A LITTLE MORE TECHNICAL, THE TESTS WERE ROUGHER AND RUTTED. I SEEM TO GO BETTER ON THE SECOND DAY. I AM REALLY HAPPY WITH MY RESULT.'

second day in third place, and as a result being 32 points ahead with one round to go, was clear to see. With Ahola again fourth, missing the podium by six seconds on day two, the first two-stroke home was '05 Enduro Junior world champion Cristobal Guerrero on his Gas Gas. Although just one senior world title was claimed at the GP of Slovakia there was one other title decided - that of the Enduro Junior World Championship. And it was claimed by Swede Joakim Ljunggren aboard his 450cc Husaberg. Despite Frenchman Marc Bourgeois and Australian Jake Stapleton winning on days one and two, Ljunggren finished runner-up both days to claim his first world championship having taken six day-wins and five runner-up places.

SAMULI ARO: 'I THINK THE CONDITIONS SUITED ME BECAUSE THEY WERE A LOT LIKE THEY ARE IN FINLAND. THE SPECIAL TESTS WERE DIFFICULT BUT THE COURSE WAS REALLY ENJOYABLE, AND THERE WERE LOTS OF SPECTATORS ALL AROUND THE COURSE.'

RESULTS - DAY 1

E1			
1	IVAN CERVANTES (KTM)	41:57.65	
2	ALESSANDRO BELOMETTI (KTM)	42:39.81	
3	SIMONE ALBERGONI (HONDA)	42:42.17	
4	BARTOSZ OBLUCKI (HUSQVARNA)	42:48.59	
5	PETRI POHJAMO (TM)	43:09.92	

E2			
1	STEFAN MERRIMAN (YAMAHA)	41:19.05	
2	JOHNNY AUBERT (YAMAHA)	41:52.4	
3	SAMULI ARO (KTM)	41:56.83	
4	MIKA AHOLA (HONDA)	41:57.82	
5	FABIEN PLANET (KTM)	42:33.48	

E3			
1	DAVID KNIGHT (KTM)	41:25.42	
2	SEB GUILLAUME (GAS GAS)	42:32.14	
3	MARKO TARKKALA (KTM)	42:39.09	
4	BJORNE CARLSSON (HUSABERG)	43:09.78	
5	MARCUS KEHR (KTM)	44:23.37	

ENDURO JUNIOR			
1	MARC BOURGEOIS (HUSQVARNA)	43:10.07	
2	JOAKIM LJUNGGREN (HUSABERG)	43:19.66	
3	JACOB STAPLETON (TM)	43:35.56	
4	MICHAL SZUSTER (YAMAHA)	43:41.26	
5	ORIOLE MENA (GAS GAS)	44:03.11	

RESULTS - DAY 2

E1			
1	IVAN CERVANTES (KTM)	49:05.74	
2	SIMONE ALBERGONI (HONDA)	50:07.77	
3	ALESSANDRO BELOMETTI (KTM)	50:27.96	
4	BARTOSZ OBLUCKI (HUSQVARNA)	50:47.97	
5	PETRI POHJAMO (TM)	50:56.70	

E2			
1	JOHNNY AUBERT (YAMAHA)	48:34.36	
2	STEFAN MERRIMAN (YAMAHA)	48:52.49	
3	SAMULI ARO (KTM)	49:11.17	
4	MIKA AHOLA (HONDA)	49:17.98	
5	CRISTOBAL GUERRERO (GAS GAS)	50:14.21	

E3			
1	DAVID KNIGHT (KTM)	48:03.48	
2	MARKO TARKKALA (KTM)	50:21.21	
3	SEB GUILLAUME (GAS GAS)	50:26.26	
4	BJORNE CARLSSON (HUSABERG)	51:09.04	
5	MARCUS KEHR (KTM)	51:19.30	

ENDURO JUNIOR			
1	JAKE STAPLETON (TM)	50:44.37	
2	JOAKIM LJUNGGREN (HUSABERG)	50:48.59	
3	MARC BOURGEOIS (HUSQVARNA)	51:25.92	
4	MICHAL SZUSTER (YAMAHA)	51:40.97	
5	YANNICK BOSSI (HUSQVARNA)	52:14.93	

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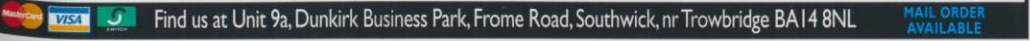
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RHAYADER ENDURO,
9-10 SEPTEMBER



'06 MOTUL
BRITISH
ENDURO
CHAMPIONSHIP



After a nine-year absence the British Enduro Championship welcomed the revival of the Rhayader Enduro in early September as round four of the 2006 series returned to the forests of Mid Wales. Despite one round of the series remaining after the Rhayader, the penultimate round of the series saw David Knight crowned as 2006 British Enduro Champion. Having lost his BEC crown to Paul Edmondson last season as a result of missing the final round of the championship, this year Knight was determined to once again put his name to the title having dominated each day of the series.

At the Rhayader Enduro the Manxman was in a class of his own while the battle to top the Enduro 2 class saw Paul Edmondson beaten fair and square for the first time since... well, since the last time he suffered a mechanical DNF, which was a long time ago.

With David the sole competitor in the Enduro 3 class and comfortably topping the overall on both days, the Rhayader Enduro saw the continued good form of Scott Euan McConnell in the BEC along with that of his TM mounted team-mate Jake Stapleton. Despite the fact that no rider could get close to matching Knight's pace either on the special test or on the event's tight checks, there was no shortage of riders trying to get somewhere near the reigning Enduro 3 world champion in the results. In doing so only a few seconds separated the Championship class riders at the top of the Enduro 1 and, even more so, the Enduro 2 class.

A Class of his Own
Performing at his best and having fun doing so, Knighter enjoyed the long, world championship-like special test at the Rhayader Enduro as much as he did the tight

Paddock
Pointers

✓ Euan McConnell and Jake Stapleton ensured that the Electraction TM UK team recorded their best BEC results for many years as the pair claimed top honours in the Enduro 2 class with a day win each

✓ The length of the special test at the Rhayader Enduro was exactly what the BEC needs in order to better prepare riders for international competition. Taking Knighter 537 seconds to complete, it took the average Expert class rider 650 seconds

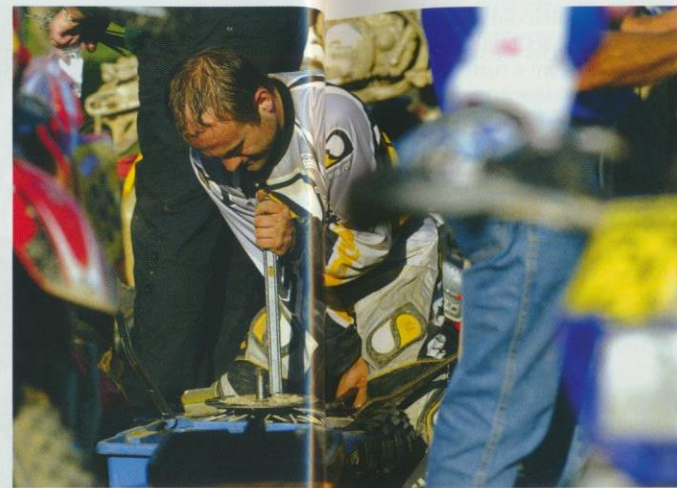
✓ Clear skies and warm temperatures made the return of the Rhayader Enduro to the BEC scene all the more pleasurable. A great test, two tight checks per lap and some fantastic forest going ensured the event got the thumbs up from nearly all competitors

checks. And wishing - like several riders - that the forest based checks had been a little tighter, his pace through the trees was equally as impressive as his speed around both the motocross track section and grassy fields that made up the motocross test. Winning the overall on day one by 35 seconds, on day two he upped his pace (just as he does to his world class rival in WEC events) and increased his advantage to just under one minute. Or to put it another

Left to right: Ricky Mair (Hva) pushes hard on the special... Rowan Jones gets to grips with a new tyre... And David Knight relaxes!



'06 MOTUL BRITISH ENDURO CHAMPIONSHIP



one test in the E2 class, managed to put his name at the top of the class standings at the end of the first day.

But it was extremely close. Just three seconds behind Euan was Australian Jake Stapleton, which gave TM importer Nick Craigie plenty to smile about as not only had a four-stroke TM and a two-stroke TM claimed the top two spots in the E2 class, but both had placed ahead of Paul Edmondson - something both riders have been trying hard to achieve all season.

With the pair separated by next to nothing, a clearly disappointed Edmondson placed in third - two seconds adrift of Jake.

Next up was Si Wakely in fourth. Getting to grips with his 250cc Honda, Si placed comfortably ahead of Tom Sagar with Daryl Bolter sixth having dropped a minute

after crashing on one of the tight checks and breaking his clutch perch.

Keeping up with the Joneses

In the Enduro 1 class Rowan Jones on his four-stroke Yamaha finished ahead of cousin Edward with Rowan's brother Dylan in third to make it an all-Jones top three. Winning the second and third tests (but beaten on test one by Edward),

Rowan placed eight seconds ahead while all but three E1 class riders went clean on time.

And while the motocross test wasn't overly technical, it did ensure that the results

stayed tight and that every rider had to give 100 per cent at all times. Those that made mistakes then found it all but impossible to make up the lost ground.

The event...

Not since '97 has the Rhayader Enduro been included in the BEC and a lot has changed in the intervening nine years. Back then Rob Sartin was the winner having traded wins at the Mid Wales staged event with Paul Edmondson over a four year period. It was then one of the toughest rounds of the BEC thanks largely to the dreaded 'Waun' check.

Thanks to a dry summer and a lack of rain during this year's event the '06 Rhayader Enduro wasn't quite as tough as some riders feared it might be or the organisers hoped it would be. That said with the Championship class riders faced with several tight checks on each day the event was anything but easy, although it could have been a whole lot harder if it were wet.

Featuring only one special test the Rhayader MCC & LCC ensured it was a good one and despite not being overly technical, the long hillside motocross test provided extremely close results, and several surprises during the two-day event.

With some tight check times all but a handful of Championship class riders went clean on day one while on day two, with the times a little tighter still, just six riders remained on schedule.

Using the Cwmythig Hill motocross track, which has been used in the Rhayader Enduro for as long as most can remember, the club also added in several miles of grassy fields, which with the weather so dry became rough, rutted and dusty during the second day having been slippery on day one.

Day Two

With more riders losing time on day two than had on day one, six E1, seven E2 and one E3 class rider still managed to remain clean on time - though two of the riders picked up penalties for clocking in early. With Knighter faster than he was on day one, the fight to top the E2 class saw Aussie Jake Stapleton claim his first E2 victory in the BEC, much to the delight of the quiet Australian.

Paddock Pointers

☒ With just David Knight competing in the Enduro 3 Championship class, four riders in the Expert E3 category and three in the Clubman E3 class isn't it time we had just two capacity classes: Enduro Lites and Enduro Open?

☒ Enduro 1 Championship class rider, and British Junior Trophy team rider, Greg Evans was refused a ride in the Rhayader Enduro having not got his entry in on time. On the day there were clearly 'spaces available' and considerably fewer than the permitted 180 riders

☒ Due to several contributing factors the Lossiemouth Enduro looks as if it won't run as a BEC round in '07. New to the British championship this season the 'north of the border event' was a worthy addition to the series but will be, fingers crossed, back in 2008

way, about 20 seconds each special test.

The rider that got closest to Knighter on day one (just as he did at the third round of the '06 BEC series), was Euan McConnell. Currently producing some of his worst world championship form at a time when he is producing his best British championship form, Euan showed that (on day one at least) he had stepped things up a gear in the BEC. And, despite topping just

'06 MOTUL BRITISH ENDURO CHAMPIONSHIP



Despite not starting as quickly as he would have liked, Jake managed to top the E2 class on tests two and three to finish one second ahead of Edmondson. But early on day two it was Si Wakely who lead the E2 class after a blinding time on the day's opening test. Showing that he has finally got to grips with his quarter-litre Honda, Si backed up his opening test with another strong ride on the second test but then things changed on the final test of the day.

With Wakely and McConnell going into the final test battling one another for the lead of the E2 class they were unexpectedly relegated to third and fourth places respectively when

Edmondson and Stapleton pulled out all the stops. In the end Wakely beat McConnell by just one second but Edmondson went a further five seconds quicker, which looked like it would probably be good enough to take the win. But then along came Jake Stapleton - riding as one of the last Championship class riders on the test - and posted a time one second faster than Edmondson's to claim a well deserved E2 class day win.

Well on his way to a second E1 class win things went very wrong for Rowan Jones as the second day drew to a close. Having used up his minute on one of the tight checks Rowan then clocked in on his original time at the penultimate check of the day and as a result earned himself 60 penalty points. To make matters worse he then fell on the final test, which would have seen him finish third even if he hadn't lost a minute.

From seventh on day one Robert Jones lifted himself to the top of the E1 class on day two, beating his brother Edward by just one second in the process while Darren Wheeler claimed third, 15 seconds behind Ed.

RESULTS - DAY ONE

E1			
1	ROWAN JONES	(YAMAHA)	1735.50
2	ED JONES	(KTM)	1743.49
3	DYLAN JONES	(YAMAHA)	1748.04
4	CHRIS HOCKEY	(HUSQVARNA)	1759.06
5	RICHARD HAY	(KTM)	1759.65

E2			
1	EUAN MCCONNELL	(TM)	1673.87
2	JAKE STAPLETON	(TM)	1676.00
3	PAUL EDMONDSON	(HONDA)	1678.69
4	SI WAKELY	(HONDA)	1687.59
5	TOM SAGAR	(HONDA)	1729.37

E3			
1	DAVID KNIGHT	(KTM)	1638.79

RESULTS - DAY TWO

E1			
1	ROBERT JONES	(YAMAHA)	1748.12
2	ED JONES	(KTM)	1749.47
3	DARREN WHEELER	(YAMAHA)	1764.41
4	RICHARD HAY	(KTM)	1764.67
5	ANDREW EDWARDS	(KTM)	1765.55

E2			
1	JAKE STAPLETON	(TM)	1667.52
2	PAUL EDMONDSON	(HONDA)	1668.95
3	SI WAKELY	(HONDA)	1671.38
4	EUAN MCCONNELL	(TM)	1674.72
5	DARYL BOLTER	(HUSQVARNA)	1704.67

E3			
1	DAVID KNIGHT	(KTM)	1614.95

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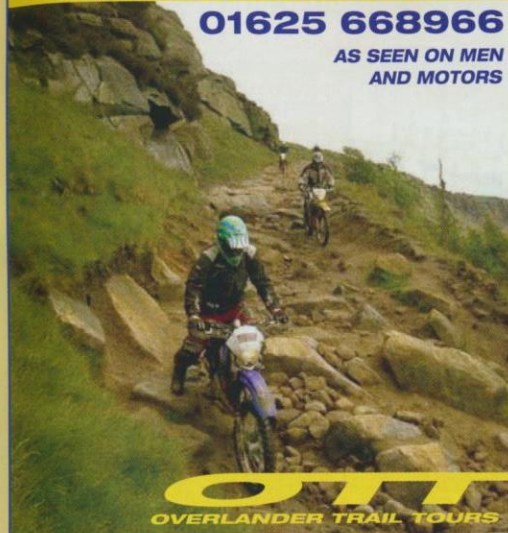
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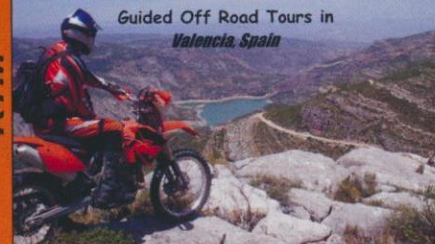
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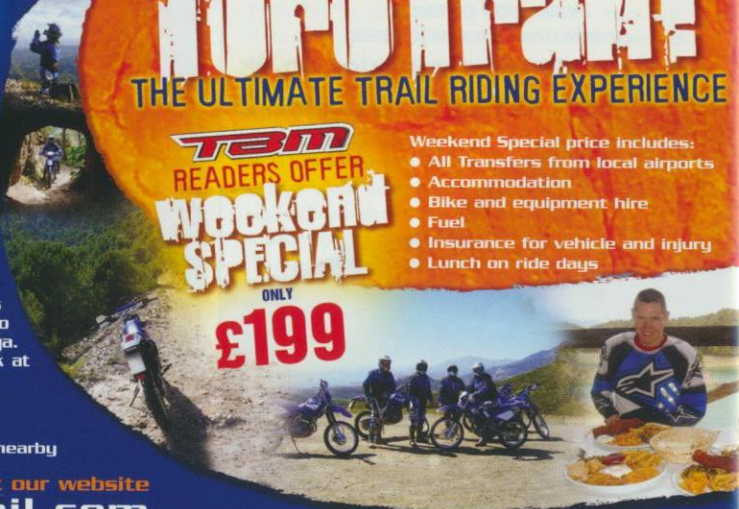
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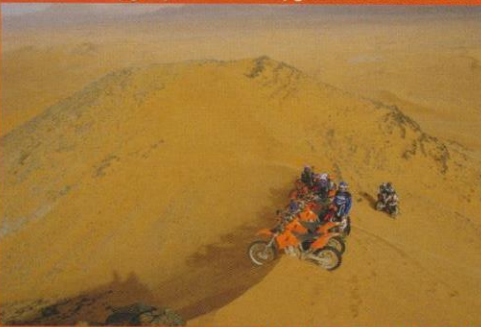
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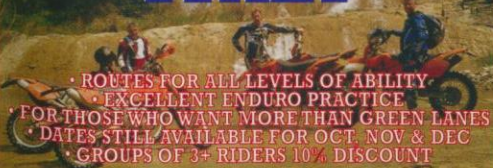
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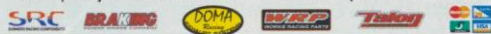
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Whether you're an off-road racing ace or just starting out, everybody needs somewhere to hone their technique - which is where practice tracks come in. Each month TBM features a different track which, in our opinion, offers an enjoyable day's riding in an interesting area...

ACCESS ALL AREAS

WORDS: MEL; PIC: SI MELBER

Tommy's Farm - Cwm Derw

Where: Nr. Rhayader, Powys, Mid-Wales

What's It Like: Tommy's is a bit of enduro folklore - a 600+ acre site that's probably the biggest 'legal' off-roading place in the country.

Situated quite literally in the middle of nowhere (in the middle of Wales), the varying terrain has bogs, trails, streams, climbs, descents, ruts, rocky paths and numerous mini practise tracks but due to heavy 4WD use and everybody riding where they want, in places the land is very cut up.

But there's still plenty of good riding to be had, and amongst the many hills the 'Widowmaker' (pictured here) is a monster and not for the faint hearted. A few people have crocked themselves quite badly on this one, so be warned.

Best time to go is summer, as it can be pretty bleak in the depths of winter and very slippery.

What It Isn't: A nicely graded enduro track. Don't expect a marked-out course - anything goes up there and quads, 4WDs and bikes are all welcome, so you need to always watch out for other riders / drivers.

Extra Info: Can be quite tricky to find. Place can look a bit run-down but Tommy the farmer is a very friendly sort who can always be found trundling around the farm on his quad.

Facilities: Quite simply none. Space is available for camping, but don't expect toilets or running water.

Opening Times: Open most days from around 10am, unless there's an event that is using some of the land, like the Welsh Two-Day.

Cost: £7.50 (solos) £10.00 (quads) for a day's riding.

Directions: From the clock-tower in Rhayader (mid Wales) take the A470 towards Llangurig then shortly after, turn right onto the B4518 to St Harmon. Go through St Harmon and keep going towards Pant-y-dwr. Before you get there take the right towards Bwlch-y-Sarnau (there's an old building and a wooden bus-stop at the junction). Follow this road for a mile or so until it bears sharp right - but you need to go straight on (not right) onto the gravel track. There should be a left turn just after a right-hand bend - follow this (look out for unexpected traffic coming the other way) and at the end there's a gate into Tommy's. Go through the gate and follow the track into the car park.

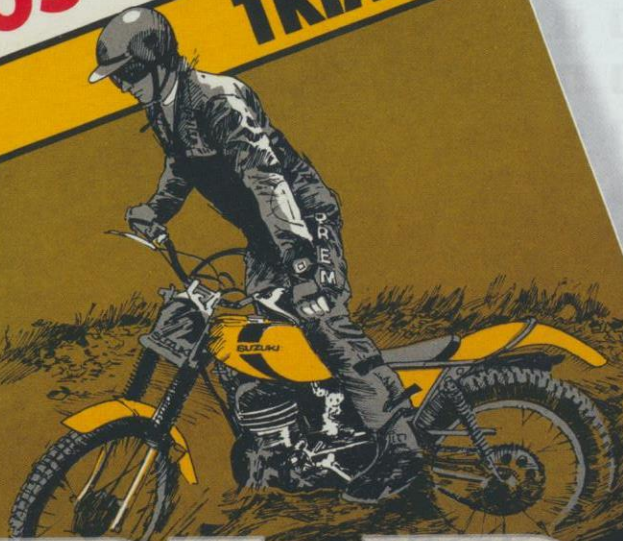
Contact: 01597 870202 - although you may need to try a few times.



At one time Beamish Suzukis were a frequent sight on the UK trials scene. Even now you still see the odd one about...

**RL 325
RL 250
RL 250SC**

TRIALS



**BEAMISH
SUZUKI**

Back in the early Seventies Suzuki had been trying unsuccessfully to break into the UK trials market. But it wasn't until the British importer fitted the bike's engine into a British-made frame that they became a commercial success. In part two of the RL story Kevin Hulme details the Beamish Years...

The brochures weren't the finest pieces of trade literature you've ever seen but they got the job done...

**The new
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RL 250N trials**



**BEAMISH
SUZUKI**

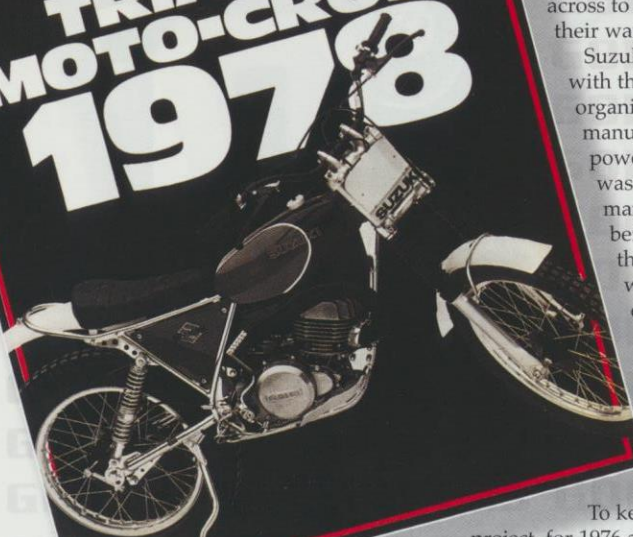
When Suzuki off-road importer Graham Beamish had his offer to buy all the remaining stock of unsold RL250 trials machines accepted, he knew that he would have to continue with his original development work which he'd carried out on the first batch of bikes he purchased.

With local trials ace Brian Fowler at the head of the development team he decided to invest in the tooling for a new frame. The old frame had many faults: the original wheelbase was too long and the steering head angle had too much trail, which allowed the front end to tuck under. Plus the centre of gravity was also far too high on the Japanese machine.

Brian Fowler took a stock RL250 to his old friend Mick Whitlock the owner of Whitehawk engineering. Whitlock was a good centre trials rider and an acknowledged master of building lightweight motorcycle frames. He produced the goods almost straight away and after the frame was tested he was given the go-ahead to produce a small batch of the new frames. These were superbly constructed in lightweight Reynolds 531 tubing which was bronze welded to the highest standard and had a hard chrome finish. After a few weeks a deal had been arranged for Whitlock to supply frames for the conversion of the old RL250 machines ready for the 1975 trials season which was rapidly approaching.

The Beamish bikes were characterized by their beautiful hand-made chrome-moly frames...

BEAMISH SUZUKI TRIALS & MOTO-CROSS 1978



The new machine would finally be called the RL250 Special.

The new machine came complete with a host of aftermarket parts fitted including Renthal alloy handlebars and this was a major selling point. When the machine was purchased it was ready for action and did not need any aftermarket parts fitting. This was a big plus over the Spanish machines which were its main opposition as they were fitted with many lesser quality parts. The machine was a fantastic success and 1200 bikes were converted and sold, 150 going across to Europe and two even found their way back to Japan!

Suzuki Japan was delighted with this and gave the Beamish organisation the worldwide manufacturing rights for Suzuki powered trials machines. This was something a Japanese manufacturer had never done before. They agreed to send all the parts and components that were needed to build the complete trials machines in England, but in addition to that, Suzuki committed themselves to building a new larger capacity trials engine - a major plus point for the Beamish organisation.

To keep momentum going in the project, for 1976 a new frame was introduced which was lighter and stronger and would form the basis of the new model - rather unimaginatively named the MkII.



RL325



RL250



RL250SC

Beamish even offered a ready-made trials combination...

Many of the parts were sourced in Britain including all the plastics, and a new alloy fuel tank and Girling rear shock absorbers. The colour-scheme was changed from orange and silver to yellow and silver. These machines looked splendid and in the showrooms sold themselves on looks alone.

It was rumoured in the press that a new machine would be presented at the 1976 Scottish Six Days Trial and the trials world was not disappointed. The two works riders for the year Nigel Birkett and John Metcalfe unveiled the new RL325. The machines were full-on works bikes and had a reputed weight of just 158lb. The frames (manufactured in Japan of paper-thin tubing) held engine casings cast from lightweight magnesium and extensive use of aluminium was evident. In the event the machines proved to be slightly difficult to ride as they tended to float over the obstacles instead of 'riding' them. Later on in the year the bikes were fitted with Whitlock frames to overcome this problem.

1977 was spent developing the RL325 model and it gained a British-made computer-designed exhaust system and modifications to the cylinder porting and gearbox designed to make the machine smoother. To identify the new models another new colour-scheme was introduced, black and red. The hot news for 1978 was the signing of Yorkshireman Malcolm Rathmell from Montesa for a reputed £40,000. His job was to turn the Suzuki into a world-beater. Rathmell spent all year developing the machine but the bike never achieved the results it deserved and just as the new machine was unveiled at the Earls Court Show, Rathmell announced he was going back to Montesa.

The new machine would be called the Beamish Suzuki RL325. It now featured a new cylinder with reed valve induction and a new frame with an alloy sump-shield replacing the frame rails, and air-assisted front forks. With a price tag of £1026.00 this made it the second most expensive trials machine on the market to the Italian SWM costing £1048.00. The RL250 continued in the line up and also featured the same upgrades as the 325. Young Yorkshire rider John Reynolds was signed for the 1979 season but the departure of Rathmell at the same time as announcing the new models had a negative effect on the buying public.

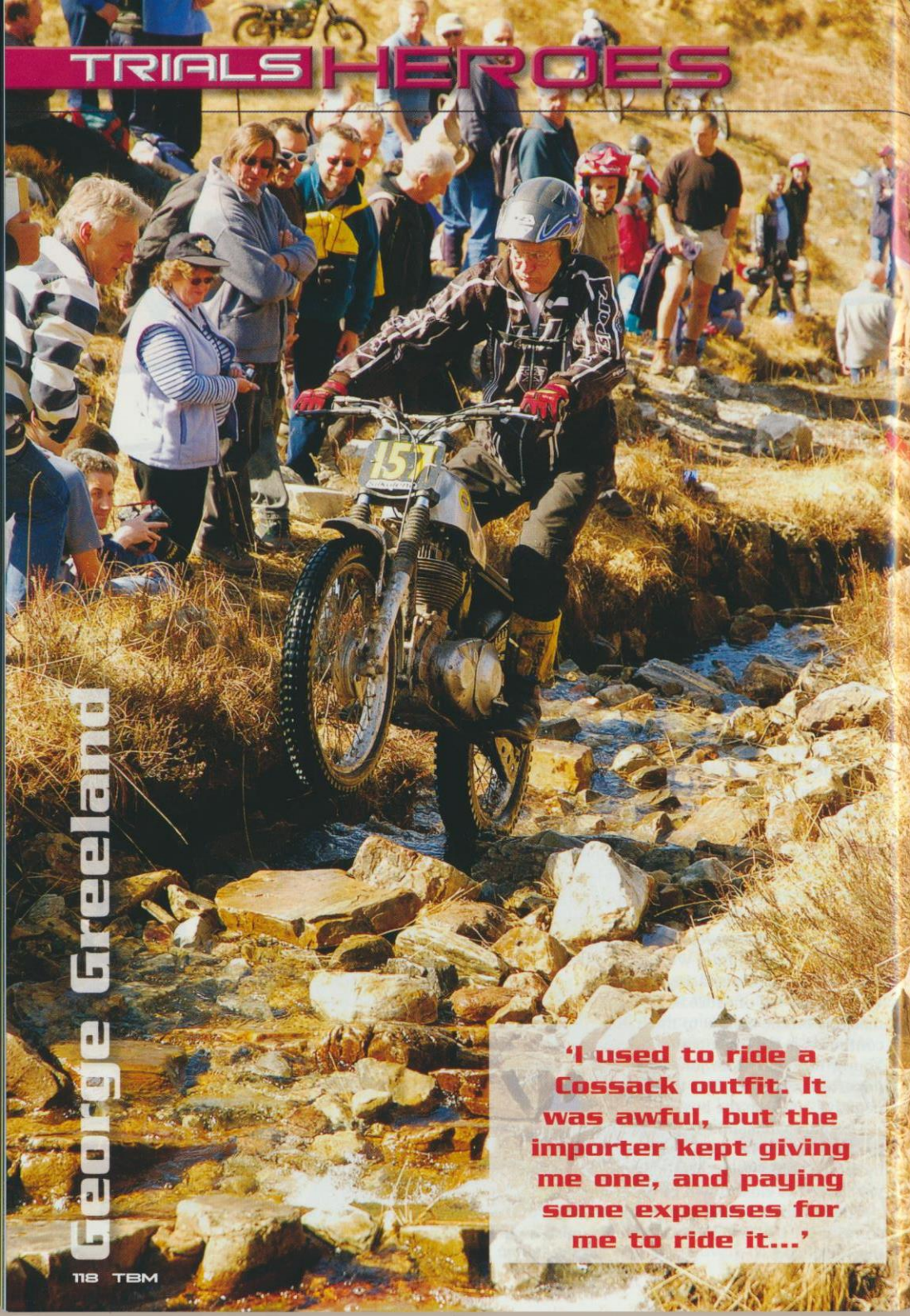
Despite the machines' high quality and some superb results from Reynolds the new bike never sold that well. And by the early Eighties and with increased competition coming from Italian manufacturers, Graham Beamish was forced to close down the operations.

The Beamish Suzuki story is quite short but it contributed a lot to the trials scene of the late Seventies and the Beamish organisation can be proud of what they achieved...

OLD GOLD

What's the Story?

George Greeland



'I used to ride a Cossack outfit. It was awful, but the importer kept giving me one, and paying some expenses for me to ride it...'

Hands up those that can claim to have taken part in their chosen sport for 58 consecutive years without a break?

Glancing around the British Isles you may spot the odd marathon runner, the occasional huntsman and who's that down in Wiltshire? Oh yes, it's George Greenland, who in 1948 rode his first trial and who in 2006 rides almost every weekend of the year.

Our two pictures illustrating this month's feature were taken 42 years apart. My poor quality pic is from the 1964 Perce Simon Trial, probably at Three Tree Hill where George is mounted on a Triumph twin. And the quality pic is from Graeme Clapham's camera at this year's Pre 65 Scottish Two Day, with George mounted on an Ariel.

Whilst trials have been the mainstay of engineer George Greenland's sport throughout his adult life, he achieved considerable success in sidecar enduros, winning the British Sidecar Enduro Championship five times in the late Seventies and early Eighties. 'Ginger Budd spoilt my run of successes' said George, 'but I really did love sidecar enduros and winning on the 1000cc Wasp was a fantastic achievement in my opinion.'

Yes, the 1000cc Wasp, a four-stroke twin manufactured by Robin Rhind-Tutt with each of the 48 or so engines that were made assembled by George himself. They came about because big capacity air-cooled two-strokes were unreliable for sidecar use, and the Wasp motor enjoyed a mini boom for a couple of years until water-cooled two-strokes came along.

'They were primarily designed for motocross use, but I had one for enduros and although only a relatively small number were made, for one season I went to every single World Championship Sidecar-cross meeting to look after the engines that were being used. It was a great time' says George.

So sidecars and solos have heavily featured in George's long career, and in the years when yours truly regularly rode sidecar trials, George was a fellow competitor. He rode sidecar trials on a CCM, a Cossack(!), 'Yes, really a Cossack' he says, 'it was awful, but the importer kept giving me one, and paying some expenses for me to ride it, but eventually it had to go'. A Kawasaki KT250 and a Suzuki 325 followed and George was very much a regular on the chair scene.

'I still spend almost every evening in my workshop. I've loads of bikes, currently my favourite

Pre 65 bike for Sundays is a BSA which I'm improving week by week. I think I'll be riding that in Scotland next year as the Ariel is becoming a bit of a handful for a man of my years.'

Tall, slim and still very fit, George is exactly as I remember him more than 25 years ago when we were regular sidecar campaigners on the trials scene. He was definitely *the* man to beat in enduros though - I tried, just once, but he had the measure of me.

The occasion was the offer of a one-off outing at a Wiltshire venue on a 420cc Kawasaki outfit owned by Eddie Chandler. It was a multi-lap affair with a big grassy hill featuring along the route. The sidecars that failed to get up it were penalised time,

and although we tried to get the Kawasaki up the hill, we failed a couple of times during the event whereas George conquered the hill on every lap. It was those time penalties that made the significant difference, as on the special tests we were not that far apart. George was first and the Rapley attempt came in second.

So, will you be riding in 2008, 60 years after your first trial? Was my rather obvious question to the affable George. 'I hope so' he replies with a grin, 'I'm fit and well and still ride most weekends... so what's another couple of years, eh?'



It's 1964 and George Greenland takes a big dab on his Trumpet twin...

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Honda CRF100, 2004, hardly used, original tyres, lady rider, very good, exc cond, £950 ono. Tel (mobile) 07786 681030 or 01900 817843 (Cumbria)

Honda XR250R, 1986, red, T&T, spare MX tyre, good runner for age, £595 ovno. Tel (mobile) 07870 258105 or (work) 020 7676 6550 (Surrey)

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Honda XR400, 2001, 5900 miles, well looked after, regularly serviced, never raced, Honda Factory Effex graphics, sump/frame/handguards, new rear spring, forks/shock serviced, great cond, £2000. Tel 01480 214973 (Cams)

Honda CRF250X, '05, well maintained, handguards, light green lane use, very reluctant sale, £2995 ono. Tel 01626 337572 (Devon)

Yamaha WR426F, 2002, T&T, CRD bashplate, green lane use only, oil changed approx every 150 miles, some spares, great fun, £2450. Tel (mobile) 07879 865035 or 01349 867580 (Scotland)

Honda CRM250 AR, 2000, X-reg, T&T, 4700km, Renthals, barkbusters, full DEP exhaust, o-ring chain, new wheel bearings, spares kit, stand, £2095 ono. Tel (mobile) 07921 023047 or 01489 785732 (Hants)

KTM 525EXC, July '05, under 200 miles, trail use only, extras, immaculate, £3850 ono. Tel (mobile) 07803 854752 or 01786 821046 (Scotland)

Suzuki DR350S, 1996, blue/white, only 5000 miles, Renthals, frameguards, MT21s plus originals, immaculate cond, £1500. Tel 07715 761439 (Cams)

Yamaha TTR250, 2005, 3600 miles, factory lowered so ideal for ladies/smaller riders, never seen rain or winter, immaculate, £2500. Tel 07799 144163 (S Yorks)

Suzuki DR600, 1988, E-reg, white/blue, no tax, MoT,

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vgc for year, big boy's toy, £900. Tel (mobile) 07767 416944 or 01844 358272 (Oxon)

KTM 525EXC, 2005 model, 04-reg, taxed, 1600 miles, extras, good tyres, good cond, £3000. Tel 0114 266 4135 (S Yorks)

Gas Gas EC400FSE, 2002, T&T, fuel injected, Ohlins shock, WP forks, new c+s/tyre, light use only, exc cond, £1850. Tel 01527 69906 (Worcs)

Husqvarna WR125 2006, road legal kit, CRD bashplate/frameguards, competition exhaust, PivotPegz, well maintained, £2750 ono. Tel 07813 047118 (Bucks)

Gas Gas Pampera 250, 2002, T&T, only 300 miles, one lady owner, Renthals, handguards, exc cond, £1950 ono. Tel 07810 431362 (Surrey)

KTM 125EXC Six Days, 2003, T&T, very well maintained, ideal beginner enduro bike, injury forces very reluctant sale, exc cond, £2100 ono. Tel 07977 518296 (Powys)

Yamaha WR450F, '05 model, UK bike, owned from new, frame/rad/sumpguards, other extras, some spares, recent full service/tyres, £3600 ono. Tel 01623 746036 (Notts)

Yamaha DT200WR enduro, H-reg, white/blue, T&T, good cond, £975 ono. Tel 07790 851743 (Notts)

CCM 4040S, Oct '03, 600 miles, hardly used, all usual bits, mint cond, good bike, £3500 ono. Tel (mobile) 07973 889832 or 01204 841617 (Lancs)

KTM 300EXC, 2003, recent top-end rebuild, Red Bull graphics, good tyres, clutch protector, CRD bashplate, exc cond, inc spares and oil, £2200. Tel (mobile) 07920 025592 or 01747 838976 (Dorset)

CCM 604E trail, 1999, MoT, new swingarm/wheel bearings/pads and cam belt, full service, newish tyres, vgc, £1750 ono. Tel 01942 706822 (Lancs)

Gas Gas EC250, 1998, no T&T, recent top-end, new wheel bearings, exc runner, needs TLC, £875 ovno. Tel 01273 473806 (E Sussex)

KTM 640 Adventure, 2002, 10000 miles, Akrapovic system, pannier racks and rally bashplate not fitted, good clean cond, £2750 ono. Tel (mobile) 07810 212193 or 020 7801 1565 (London)

Honda XR250R, 2000, V-reg, T&T, European import, great bike, good cond. Tel 01787 248236 (Suffolk)

Gas Gas EC200, 2004, new c+s/bearings/pads, immaculate bike, very sad sale, £2000. Tel 01458 273924 (Somerset)

Honda XR400, 2002, fully serviced, only ever been trail ridden, immaculate bike, £2200 ono. Tel 01458 273924 (Somerset)

Honda XR250, 1995, M-reg, MoT, 6000 miles, recent service, light green lane use only, exc cond, £1400 ono. Tel 01308 427903 (Dorset)

Suzuki DR-Z400, 51-reg, Renthals, handguards, CRD exhaust, bashplate, spare plastics and cover, £1950. Tel 01453 835451 (Gloucs)

Gas Gas pampera mkIII, reg'd 2002, low miles, one lady owner, all sensible mods, well maintained, good cond, £1500 ono. Tel (mobile) 07979 771304 or 01284 789588 (Suffolk)

Husqvarna TE250, 2004, taxed, 256 miles, one owner, not enough time to use it, £2500. Tel (mobile) 07802 496050 or 01280 705996 (Northants)

Suzuki DR-Z400S, Jan '03, MoT, 9000 miles, one owner, road use only, new Distanzia tyres and battery, immaculate, £2600. Tel 01254 832011 (Lancs)

TM EN400 4T, 2003, 03-reg, T&T, tidy bike with new TM-supplied engine, ready to race, £1750. Tel (mobile) 07860 394254 or 01865 300717 (Oxon)

Suzuki RM-Z250, 2005, clean and tidy, not road reg'd but make great H&H machine, £2250 ono. Tel (mobile) 07860 394254 or 01865 300717 (Oxon)

Gas Gas EC200, 04-reg, taxed, new gripper seat/c+s, mousses, Gnarly pipe, carbon shield, Fatbars, barkbusters, recent rings/reeds/linkage/swingarm bearings, £2400.

Tel 07771 947487 (W Sussex)

Husaberg FE400e, 2003 model, 52-reg, MoT, SORN, only done 44 hours from new, new fenders, bashplate, good cond. Tel (mobile) 07725 414629 or 01952 812306 (Shrops)

Kawasaki KLX110, 2006, hardly used, totally standard, as new but half the price, make great Christmas present, £850. Tel (mobile) 07733 255510 or 01706 212517 (Lancs)

Honda XLV750R, 1987, T&T, 18000 miles, shaft drive, just serviced, runs perfectly, £1650 ono. Tel 01672 871809 (Wilts)

KTM 450EXC, 03 model, 1200 miles, bashplate, barkbusters, clutch saver, recent service/c+s, ready for the lanes, £2750. Tel 07724 251148 (Kent)

Honda XR400, 55-reg, taxed, 1800km, vgc, £2950. Tel (mobile) 07966 579903 or 01929 471343 (Dorset)

Honda XR600, H-reg, T&T, green lane use, £1495 ono. Tel 01993 841604 (Oxon)

Yamaha TTR250, 2004, blue/white, 2000 miles, Renthals, handguards, new tyres never raced, exc cond, £2250 ono. Tel 07760 162444 (Wilts)

Suzuki DR-Z400S, 2005, yellow, 1500 miles, spare set of wheels/tyres, loads of bits, mint cond, £3000. Tel 01296 393246 (Bucks)

Honda CRF230F, 2004 model, Renthals, Bills pipe, clean and tidy, hardly used, £1600. Tel 01673 849451 (Lincs)

Honda XR650R, 2002, MoT, low mileage, owned from new, new road legal enduro tyres, Renthals, £2395. Tel 01793 814046 (Wilts)

Husqvarna WR125, 05 model, taxed, 6580km, derestricted, new c+s, used for light green laning, vgc, £2400 ono. Tel (mobile) 07999 724715 or 01189 722152 (Berks)

Kawasaki KDX220SR, late 2003, one owner, standard, super cond, £2650 or p/x for African Twin. Tel 01558 823324 (Carmarthen)

Kawasaki KLR250, G-reg, MoT, 11000 miles, light green laning, full manual, vgc, £675. Tel 01483 306437 (Surrey)

Honda CRF250X, 2004, road reg'd, taxed, CRD bashplate, Cyra handguards, Trailtech computer, green lane use only, never raced, £2700. Tel 07966 002914 (Sunderland)

Yamaha TT600R kick-start, 2004, set up for long distance off-road, 20L tank, full Metal Mule racks, Brembo brakes, Ohlins shock, £2400. Tel (mobile) 07930 395614 or 01202 421840 (Dorset)

Honda CRM250 mkII, H-reg, T&T, 4000km, good cond, £1100 ono. Tel 07944 809147 (Berks)

KTM 200EXC, 2006, only ten months old, road reg'd, low hours, some extras, well maintained, exc cond, £3550 ono. Tel 07764 347901 (Cornwall)

Husqvarna TE250, 53-reg, T&T, new c+s/pads, Acerbis barkbusters, CRD sumpguard, green laned only, £2500. Tel 01278 641137 (Somerset)

Yamaha XT225 Serow, 1999, T&T, first clas cond, £1600. Also 1996 model, just as good, must sell one, £1000. Tel 01635 863807 (Berks)

BMW F650 Dakar, 54-reg, 10000 miles, FBMWSH, heated grips, top box, high and low seats, warranty 'til December, road use only, immaculate, £3995. Tel 02920 693768 (S Wales)

CCM/Armstrong 560MX Enduro, 1988, MoT, strong Rotax motor, superb unmolested cond, fully serviced and ready to rip, £1195. Tel 01425 616611 (Hants)

Husqvarna TE610e, W-reg, 2000, low mileage, very clean, road use only, standard bike, £2000. Tel 01357 521973 (Scotland)

Honda CRF450X, 2005, 05-reg, all as new except road legal with speedo, stop/tail LED, ignition-key, switchgear, Akrapovic, £3000 plus VAT, £3525. Tel 01985 840650 (Wilts)

Honda XR250R, 2003, UK model, T&T, low mileage, kept original by mature owner, exc cond, £2450 ono.

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Tel 01803 812940 (Devon)

Husqvarna TE450, 54-reg, T&T, new tyres/c+s, green laned only, vgc, c/w WRP supermoto wheels with tyres/sprockets etc, £3500. Tel 0161 427 3448 (Derbys)

Honda CRM250 mKIII, 11000km, used as third bike, £1000 spent on revalved suspension/piston kit/bearings/clutch/c+s/graphics, full guards, DEP, Renthals, stored but mint. Tel 01925 724709 (Cheshire)

Beta Alp 200, T&T, 5000km, low seat, elec start trailie, vgc, £1750 or may p/x good twin-shock trials. Tel 01892 680728 (Kent)

Husaberg FE400, 2003 model, 04-reg, MoT, sumpguard, genuine 17.5 hours' use hence immaculate, £1795 ono. Tel 07738 704965 (Yorks)

KTM 250EXC, 2005, 54-reg, low hours, green lane use, works graphics kit, extras, well maintained, lovely cond, bargain at £2995 ono. Tel 01451 831174 (Gloucs)

Yamaha WR250F, 2006, 250km, swap for 2005/06 WR450F plus/minus cash or sell for £3050. Tel 07930 346619 (W Yorks)

KTM 250EXC, 2003 model, new tyres/wheel bearings, very tidy bike, good cond, genuine reason for sale. Tel 07876 197579 (Manchester)

Gas Gas 280 TXT Pro trials bike, 2002 model, in virtually unused cond, £1325 ono. Tel (days) 01905 825813 or 01905 339376 (Worcs)

KTM 300EXC, 1994, T&T, good cond, £950 ono. Tel (mobile) 07836 205440 or 0161 799 1885 (Manchester)

Yamaha TY80, classic schoolboy trials bike for 4-10 year olds, re-con engine and well sorted for year, ideal starter, pics available via email, £650 ono. Tel 07917 475837 (Midlands)

Suzuki TS200R, 1992, T&T, only 9500km, great green laner, USD forks, vgc, £850. Tel 01206 570438 (Essex)

Honda XR400, 2002, MoT, new tyres, green lane use only, £2200 ovno. Tel 01449 737522 (Suffolk)

Suzuki DR350, kickstart model, yellow/white, T&T, excellent motor, handguards, USD forks, perfect greenlaner, exc cond, £850. Tel 01209 610631 or 01209 718794 (Cornwall)

Yamaha TY250, 1997, road reg'd, as in TBM 128, good cond, can email pics, £750 ono. Tel 07859 374047 (Staffs)

Yamaha DT250 twin-shock, 1976, T&T, new paintjob, ready to ride, classic bike, can email pics, £700. Tel 07859 374047 (Staffs)

KTM 450EXC, T&T, 98 hours' use, case saver, sump/handguards etc, D3 maintained, vgc, £2400 or may p/x. Tel 07791 504718 (Cumbria)

Honda TC125S trial/trail bike, 1976, P-reg, recent top-end rebuild, inc original lights, exc cond, £750 ono. Tel (mobile) 07792 560868 or 01274 830554 (W Yorks)

KTM 525EXC, 2004 model, taxed, 122 hours, hand/sump-guards, clutch saver, electric fan, green lane use, £3195 or poss swap for KTM 250/300. Tel (mobile) 07737 797902 or 01792 519287 (W Glam)

Honda CR250, 2002, many spares, used only as second bike, good clean bike, £1500. Tel (mobile) 07813 607234 or 01258 820383 (Dorset)

Honda CR250, 2006, only five meetings from new, full spares kit, Talon wheels with gold rims/black hubs, £2550. Tel (mobile) 07813 607234 or 01258 820383 (Dorset)

Yamaha WR426F, 2001, road reg'd, SORN, very well looked after, many new parts, vgc, £1950 ono. Tel 07758 366609 (Herts)

Honda XR400R, 2001, red, T&T, 6300km, commuter use and off-road fun, cosmetically scruffy but regular oil/filter changes, £1600. Tel 01932 761566 (Surrey)

Gas Gas EC250, 2005, new in April '06, taxed, 600 miles, Renthals, Rally Pro handguards, Acerbis tail-light, new rear enduro tyre, mint bike, £3300. Tel 01380 729982 (Wilts)

Kawasaki KX250, regularly serviced, only raced four times - mainly enduro, very tidy for year, £800. Tel 07709 713541 (Cornwall)

BMW R1150GS Adventure, 53-reg, silver, FBMWSH, 30L tank, ABS, Datatool, £5500 ono. Tel (mobile) 07791 789067 or 01462 834676 (Beds)

Suzuki DR-Z400E, 51-reg, MoT, 4700 miles, FMF system plus original exhaust and plastics, fair cond, £2000 ono. Tel 07707 697962 (Kent)

VOR 450, 51-reg, one owner, standard bike, well maintained, good cond, £1800 ono or may p/x, swap. Tel 01425 478372 (Hants)

KTM 200EXC, 2003, 89 hours, new Scott steering damper, new piston/rings, forks serviced, well maintained, lots of extras, £2350. Tel 01522 825980 (Lincs)

Yamaha TTR125 big-wheel, 2003 model, kickstart only, well maintained, tidy condition, £1200 ono. Tel 02476 455191 (W Mids)

Sherco 250 trials bike, 2001, not reg'd, new front wheel bearings/linkage kit/headstock bearings, good cond for year, £995. Tel 0151 498 4644 (Merseyside)

Yamaha XT225 Serow, 1994, L-reg, blue/white XT colours, T&T, 4400km, barkbusters, toolbag, new c+s, £1100. Tel 07866 797464 (Lincs)

Yamaha DT125R, 1998, MoT, 11500 miles, road use only, lowering links, superb cond, £1175. Tel 01420 543809 (Hants)

KTM 450EXC, 2003, one owner, 103 hours' use, Talons/black Excels, new c+s, usual extras, exc cond, £2750 ono. Tel 07899 075057 (Oxon)

Honda CRM250, K-reg, T&T, 13500km, DEP exhaust, suspension bearings/seals overhauled due to lack of use, £1200. Tel (mobile) 07810 502819 or 01698 735128 (Lanarkshire)

KTM 200EXC(G5), 2002, road reg'd, low miles, little use, Renthals, history, spares manual, indicator kit, £1800 ono. Tel 01328 830095 (Norfolk)

Husaberg FE400e, 04-reg, T&T, hand/sump/water-pump guards, oil/filter change after every ride, vgc, £1800 ono. Tel 07743 193663 (Shrops)

KTM 525EXC, 2005 model, ten months old, sump/hand-guards, new o-ring c+s, vgc, £3800 ovno. Tel (mobile) 07870 303862 or 01538 755492 (Staffs)

KTM 450EXC, 03-reg, one owner, 46 hours' use, light green lane use only, totally standard, sumpguard, well maintained, exc cond. Tel 07832 258417 (Surrey)

Yamaha WR200R, SORN for three years, mature owner, new Morad wheels, AC10s, Stan Stevens top-end, new spares, £950 ono. Tel 01670 521982 (Northumberland)

Gas Gas Pampera, 2003, T&T, very low mileage, unused for last year, sumpguard, Renthals, nice clean easy to ride bike, £1650 ono. Tel 01622 692528 (Kent)

KTM 450EXC, 2005, 05-reg, green lane use only, hand/sumpguards, stainless oil filters, spare tyres, exc cond, £3250 ono. Tel 07962 115025 (Cleveland)

KTM 520EXC 4T, 52-reg, T&T, 72 hours' use, full road kit, all books, spare c+s, loads of extras, exc cond, £2400 ono. Tel (mobile) 07966 257415 or 01204 597580 (Lancs)

Suzuki DR350, 1996, T&T, two owners, new c+s, vgc, £1450. Tel 01226 247890 (S Yorks)

Honda CR250, 2004, road reg'd, genuine Fast Edgy bike, 18in rear wheel, Talons/Excels, mousses, carbon bashplate, flywheel weight etc. Tel 01763 289077 (Herts)

Cagiva W12, 350cc four-stroke trailie, 1994, L-reg, T&T, 14200 miles, recent dealer service, FMF exhaust, Acerbis guards, £1200 ono. Tel 020 8894 4198 (Middx)

Yamaha WR450F, 54-reg, new c+s, rad/hand/sump/frameguards, MX rear fender, digi odometer, regularly serviced, c/w some spares/manual etc, £2700 ono. Tel 07792 612368 (Devon)

Suzuki DR-Z400S, 2002, 52-reg, yellow, T&T, 2750

miles, Renthals, Gadget bashplate, new AC10s, green lane use, only, vgc, £2100 ono. Tel 07970 804658 (Worcs)

Suzuki DR-Z400E, 2003, T&T, 3500 miles, new c+s, extras inc end can, vgc, bargain at £1950 ono. Tel (mobile) 07711 531107 or 01282 605461 (Lancs)

Honda XL600 LM, B-reg, T&T, all original, new tyres, good working order, good cond, £1400 ono. Tel 01430 441960 (E Yorks)

Gas Gas Pampera mKIII, T&T, low miles, well maintained, Renthals, sump/handguards, carbon reeds, good cond, £1850. Tel 01865 391513 (Oxon)

Honda CRF250X, 54-reg, sump/rad/handguards, DEP system plus original, mousses, recent c+s, little use by old fart, £3100. Tel 01594 832691 (Gloucs)

KTM 200EXC, 2005 model, 70 hours' use, new plastics/graphics, exc cond, £2600 ono. Tel 01460 68852 (Somerset)

KTM 950 Adventure, '04, black, 5000 miles, pannier racks, GPS bracket, not used for last 12 months, £6000 ono. Tel (mobile) 07767 365657 or 01539 431210 (Cumbria)

Honda XR250R, 2005, taxed, elec start, DEP exhaust, hardly used, £2750. Tel 01622 858675 (Kent)

BMW F650GS Dakar, 2004, very low mileage, exc cond, £4150. Tel 01474 354044 (Kent)

KTM 525EXC, 2004, road reg'd, taxed, clutch saver, light use, vgc, £2600 ono. Tel 01799 540346 (Essex)

Yamaha TTR250, 2002, 02-reg, T&T, one owner, 4500km, some extras, exc trail bike, vgc, £2100 ono. Tel (mobile) 07747 503097 or 01793 822307 (Wilts)

Yamaha YZ250F, 2004 model, 54-reg, exc cond, £2375. Tel (mobile) 07899 982536 or 02380 367712 (Hants)

KTM 250EXC 2T, 2004, road reg'd, taxed, used for green laning and H&H, Powerpipe and original, vgc, £2600 ono. Tel (mobile) 07966 346241 or 01564 794597 (W Mids)

Yamaha XT600E, 2000, metallic blue, low mileage, selling due to lack of use, exc cond, must sell so best offer over £1300. Tel (mobile) 07624 404623 or 01624 878815 (IoM)

Honda XR400R, 2000, V-reg, red, MoT, 5700 miles, light green lane only, £1850 ono. Tel 01242 580408 (Gloucs)

CCM 404 DS, 2005, taxed, 2500 miles, new rear tyre, recent c+s, WP suspension, Brembo brakes etc, lightweight bashplate, hand/frameguards, £2950 ono. Tel (mobile) 07801 821466 or 01633 674388 (S Wales)

Gas Gas EC250, 2005 model, reg'd August 04, Ohlins, FMF silencer, well maintained, good cond, £3000. Tel 07908 211414 (Surrey)

Honda CRF230, 2006, only six months old, taxed, little use, full road legal lighting fitted, alloy bars, Renthal grips, as new cond, £2100. Tel (days) 01823 336154 or (eves) 01884 243363 (Devon)

Gas Gas EC400FSE, 2003, red, taxed, Ohlins shock, Arrow exhaust, well serviced, great bike on- or off-road, £2300. Tel 07751 866384 (S Yorks)

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KTM Duke, Nov 2003, orange, T&T, 1800 miles, alarm, mature owner, exc cond, £3200 ono. Tel 07813 973361 (Essex)

KTM LC4 640SM, 02-reg, silver/blue, spare plastics/exhaust etc, exc fun bike, vgc, £2995 ovno. Tel 07831 378602 (Warks)

Honda XR650R SM, 2002, T&T, gold wheels plus originals, good cond, £2300 or sell SM wheels separately for £500. Tel (mobile) 07970 505974 or 020 8224 3092 (Surrey)

Yamaha WR450F SM, 06-reg, too many extras to list, inc trail wheels, as new cond, £4300 ono. Tel 01423 561269 (N Yorks)

Honda XR400R SM, 2000, red, T&T, light use, FMF Q-pipe, new tyres, all the right bits, inc off-road wheels, £2200. Tel 07747 195907 (Bristol)

Honda CRF450R SM, 2003, Wexx graphics, Doma, Excel/Talon, big brakes, three sets wheels/tyres - off road,

slicks, wets, £3750. Tel (mobile) 07736 067520 or 01908 236945 (Bucks)

WANTED

Wanted wheels to fit XR650R, standard or Talons, plus alloy sumpguard and any other spares for engine/bodywork. Tel (mobile) 07973 383753 or 01792 892544 (Glamorgan)

Wanted single-bike trailer, in good working order, also consider 2+1 or suitable general purpose type with runner, will pay up to £150. Tel (mobile) 07956 072141 or 01905 27419 (Worcs)

Wanted Honda XR500 twin-shock or Pro-Link 1980-82, pay up to £600. Or any interesting 1980/81 rolling chassis. Tel 01189 670791 (Berks)

Wanted aftermarket silencer for DR350, not fussed about minor scratches. Tel 01209 610631 or 01209 718794 (Cornwall)

Wanted lowering kit for DR-Z400. Tel Chris on 07881 700147 (Leics)

Wanted right-hand engine case for 2003 Husqvarna WR360, or cheap complete engine. Tel 07796 678902 (Bristol)

Wanted CDI for Yamaha TT600R Belgarda, 5CH-01 six terminal Denso QCB21. Tel 0191 517 1034 (Co Durham)

Wanted Kawasaki KDX220, 2000-03 model, must be in good cond, 40 mile radius of Tewkesbury, phone with info/price. Tel 01684 299741 (Gloucs)

Wanted workshop manual for 1995 Suzuki DR350. Tel (mobile) 07734 049889 or 01784 245956 (Middx)

Wanted aftermarket silencer for DR-Z400. Also workshop manual. Tel 07976 181898 (Derbys)

Wanted rear shock for TTR250 Raid, unsure if TTR250 OE shock fits but would prefer one if it does as want the bike a bit higher, cheap as poss. Tel 07970 189977 (Lincs)

Wanted large capacity fuel tank for 1999 Honda XR400. Tel 01209 713422 (Cornwall)

Wanted Yamaha XT225 Serow, elec start, must be in exc mechanical and cosmetic cond, cash waiting for right machine. Tel 02920 300055 (S Wales)

Wanted parts for Suzuki DR-Z400S, bigger bash-plate, larger tank, case shields, manual camchain tensioner, rear rack for soft luggage. Tel 07812 941867 (W Yorks)

Wanted pre-'74 CZ motocross bike. Tel 01432 275259 (Hereford)

Wanted Rd04 Africa Twin seat, good cond, not lowered please. Tel 01543 375317 (W Mids)

Wanted Husqvarna TE350 engine. Tel 01458 241690 (Somerset)

SPARES

Clymer service manual for 1990-1994 Suzuki DR250/350, vgc, £15. Tel (mobile) 07956 072141 or 01905 27419 (Worcs)

KTM/Husaberg supermoto wheels, exc cond, £400 ono. KTM 640 enduro wheels, with new tyres, £250 ono. Tel 01772 621522 (Lancs)

Wulfspport Dualsport cordura jacket and trousers, size adult small, 38/40in chest, 30/32in waist, black/red/grey, removable padded lining/memory foam, good cond, £75 ono. Tel (mobile) 07956 072141 or 01905 27419 (Worcs)

Wheels for Yamaha XT250, gold, with off-road tyres. Also pair of forks, clocks and a few other bits and bobs, all cheap! Tel Mike Larkin on (work hours) 0115 909

FREE CLASSIFIEDS

8007 (Lincs)

Supernova wheels to fit Suzuki DR-Z400, gold Talons/black Excels, Michelins, discs, sprockets, only done 130 miles, as new, £650 ono. Tel (mobile) 07792 560868 or 01274 830554 (Yorks)

Arrow alloy race silencer and link pipe to fit Suzuki DR-Z400, fits E or S models, not obtrusively loud, a lot lighter than standard, good cond, £95 ono, collection preferred. Tel 01455 610850 (Leics)

Enduro Engineering soft seat to fit KTM's 2004 onwards, as new, £70 ono. Tel 07914 412188 (Derbys)

Big-bore kit for Honda NX650

Dominator/XR650L, 675cc Wiseco hi-comp piston, very low miles, bore and piston almost unmarked, can post, £85. Also starter motor for same, tested, very good working cond, can post, £40. Tel 07752 067590 (Cheshire)

Generator stator for Honda NX650

Dominator/XR650L, tested, very good working cond, can post, £25. Tel 07752 067590 (Cheshire)

Genuine workshop manual for Honda NX650

Dominator, inc supplement, shows you how to do every job on this bike, vgc, invaluable. £25. Also genuine workshop manual for Honda XR600R, £25.

Tel 07752 067590 (Cheshire)

Honda XL500R for spares or repair, 1984, monoshock, good exhaust/wheels/seat/tank, engine complete though don't know if running, injury forces sale. Tel 01978 754210 (N Wales)

Beta 125 enduro parts, 1975, engine, frame, tank, seat, wheels, suspension, £150. Husqvarna 500CR engine casings, metal tank, rear wheel, from 1983 model, £100.

Tel (m) 07967 486108 or 01670 519468 (Northumberland)

Cylinder head for Honda NX650

Dominator/XR650L, inc cam, cam cover and valves, though no followers, came from running engine, fair cond and very useable, £50. Tel 07752 067590 (Cheshire)

Dave Cooper two-bike trailer, lightboard, spare wheel, tie-downs, used six times, good cond, £200 ono. Tel 01784 449325 (Middx)

Falco MX boots, black, size 44, used once, £70.

Viking/JTS waterproof trail jacket, 52in, black, with armour, vgc, £40. Tel 01932 782558 (Surrey)

White Bros E-series tailpipe for XR400, '96-06, hardly used and never off-road, £150. Tel 07956 462443 (Surrey)

Spares for 2002 KTM 640 Adventure, rally bashplate, £200. Touratech pannier racks, £75. Rear wheel, £100. Tank bag, £35. Tel (mobile) 07810 212193 or 020 7801 1565 (London)

Tank cover for Yamaha DT175MX, blue, exc cond, £10. Tel (mobile) 07816 361368 or 01392 204940 (Devon)

KTM supermoto wheels, polished alloy with silver hubs (as SMR), inc discs and caliper bracket, Pirelli MT60 Corsas, ridden 20 miles, £600 ono. Tel 01925 290079 (Merseyside)

Supernova wheels to fit Suzuki DR-Z400, gold Talons/black Excels, Michelins, discs and sprockets, as new cond, £695 ono. Tel (mobile) 07792 560868 or 01274 830554 (Yorks)

Original silencer for Suzuki DR350, £30 ono.

Tel 07976 181898 (Derbys)

DEP performance system for 2003-05

Yamaha WR250F, enduro type, may split, exc cond, can post, £220. Also stainless silencer with removable insert, £70. Sumpguard/skidplate, new and unused, £45.

Tel 01803 812940 (Devon)

Gaerne trials boots, top of the range, size 26, never been worn, labels still attached, exc value, £145.

Tel 01803 812940 (Devon)

Spares for Husqvarna TE410/610E, 19L tank, two seats, complete wheels, cables, levers, manual and much

more, phone for details. Tel 01776 704166 (SW Scotland)

TBM back issues 1-132, missing 39 and 49, with one binder, vgc, £150 inc postage. Tel 07905 214188 (Somerset)

New five-gallon Acerbis tank to fit Yamaha XT/TT600, 1986-89 model, cost £250, take £150 ono. Tel (after 5pm) 07985 152785 (Cornwall)

EV5 R57 knee brace, right leg, size XL, used once, vgc, cost new £150, sell for £100 plus postage. Tel 07801 386866 (Dorset)

TBM back issues, some 1997, '98-2005 complete except August 2000, all in first class cond, for sale for the cost of postage. Tel 01933 315307 (Northants)

Sumpguard to fit Husqvarna TE250/450/510, brand new, never fitted, with fitting bolts, can email pics, cost £74, will accept £50, will post. Tel 07989 571888 (London)

Power Pegs to fit KTM/Husaberg/Beta, to fit KTM 2T 1992-06, 4T 2000-06, 2003-06 Husabergs, 2006 Betas, little use, still with box, cost £120 new, accept £80 ono. Tel 07732 869028 (Lincoln)

Parts for Yamaha TT350, wheels, forks, shock, lots of bits. Also swingarm and linkage for Honda CRM250 mK1, offers. Tel 07859 374047 (Staffs)

TBM back issues, 32-120, all mint but missing 33, 35, 42, 44, 45, 52 and 117, offers. Tel dave on 07859 374047 (Staffs)

Supernova wheels to fit Suzuki DR-Z400, gold Talons, black Excels, Michelins, only done 130 miles, as new, £695 ono. Tel (mobile) 07792 560868 or 01274 830554 (W Yorks)

Wheels for Honda XR400, with AC10s. Standard exhaust plus some other spares, all as new, £350 ono. Tel 01702 526181 (Essex)

Gas Gas EC enduro parts, FMF front pipe, as new, £160. CRD sumpguard, 340. PivotPegz, as new, £65. Airh helmet, blue, size L, £70 all as new. Tel 01380 729982 (Wilts)

Supernova wheels to fit Suzuki DR-Z400, silver Talons/Excels, wave discs, sprocket, SM fender, lights, £600 no offers. Tel 07707 697962 (Kent)

Three-bike trailer, spare wheel, alloy loading ramp, lighting board, £175 ono. Tel 01670 521982 (Northumberland)

Auxiliary fuel tank to fit KTM 450/525, holds two litres, looks like 1/h exhaust can, all fittings, ten minutes to fit, £130. Tel 01400 281703 (Lincs)

Alloy road wheels to fit 2000 Yamaha WR400F, white, nearly new BT090 tyres, discs, caliper spacer, sprockets, SM fender, serious fun all for £285. Tel 01638 555198 (Suffolk)

Berik Contender MX boots, black, size 9/43, as new, £80. Tel 01527 853541 (Warks)

Acerbis 25L tank to fit 2005 KTM 450, £220. Mecca Systems bashplate with tool/water storage, £280. Tel (mobile) 07767 365657 or 01539431210 (Cumbria)

Yamaha TTR250 rolling chassis, with V5, usable cond, £270 ono. Parts for 1988 XT350, wheels, yokes, swingarm, pegs, coil, CDI, vgc, £70. Tel 01625 410780 (Cheshire)

KTM LC4 wheels, with discs, all like new, fitted with new Pirelli MT21s, £250 ono. Tel (mobile) 07922 164431 or 01460 240506 (Somerset)

STOLEN

Stolen KTM 200EXC, 2007 model, reg LG06 ETA, frame no VBKGSAX20X7M170315, engine no 07 523 26059, Acerbis barkbusters, KTM bashplate and clutch protector, stolen from New Malden, Surrey, on Monday 18 September 2006. Tel 020 7751 9103 (Surrey)

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All information correct at time of publication. Closing date for advance tickets Thursday 26th October 2006. No booking fee.