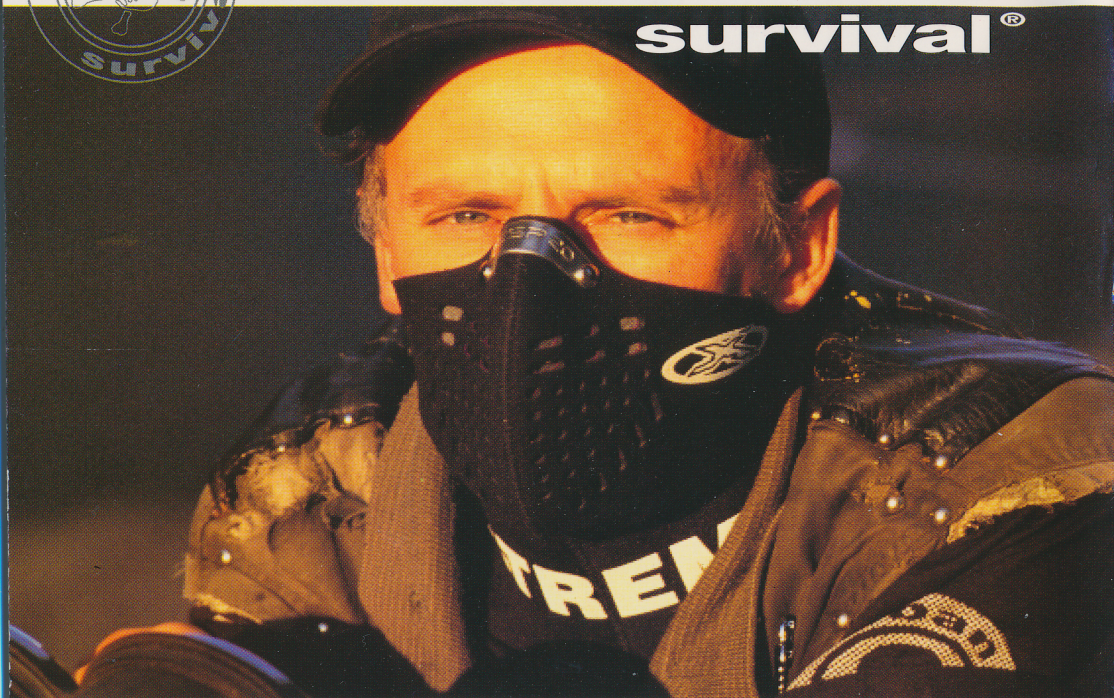


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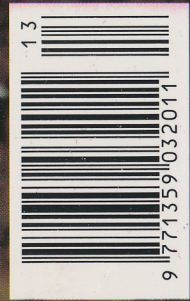
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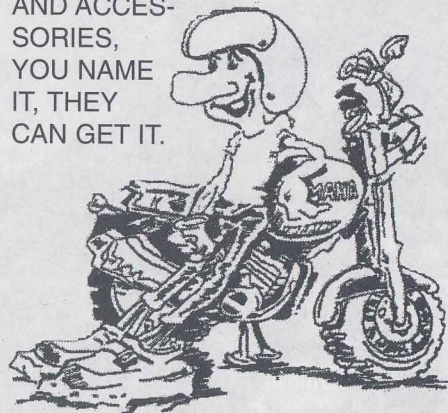
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Yes it's bike show time again, we've had the Cologne show, the NEC show and latterly the Dirt Bike show, and despite the industry loudly trumpeting massive gains in the popularity of biking in the UK, what do the majority of manufacturers do - they ignore the dual sport market that's what. I mean I don't think I've ever been to a show and seen so little in the way of genuine innovation or new trailbikes come to think of it.

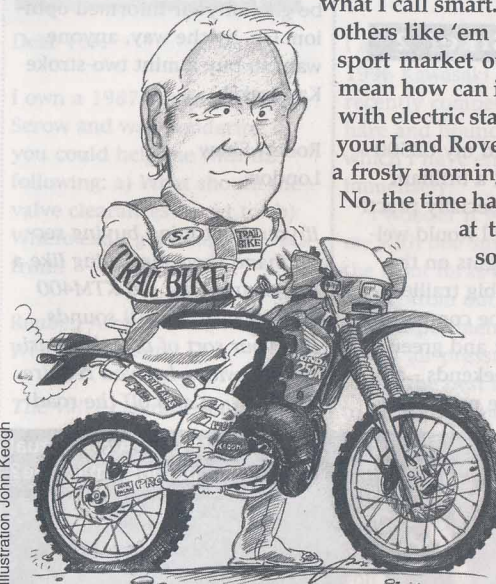
Because we're obsessed with speed aren't we? Or at least that's what the manufacturers would like us to believe, which is why every Tom, Dick and Harry or rather Todo, Diaki and Hakito is busy trying to outdo each other with the latest speed missile. We've got new sports bikes in the litre class that can now travel at three miles a minute. Some achievement that. Here in London if you can manage to just keep moving for three whole minutes you can count yourself extremely lucky. Don't take this the wrong way, I'm not against speed - It's part of what makes biking so enjoyable, but you have to ask yourself what's so damn clever about it? Some of the smaller European manufacturers however should be applauded for actually producing the sort of bikes that you and I might want to buy. Austrian firm KTM exhibited a new low seat, electric start version of their popular LC4 EGS. Also on display was their Adventure bike showing how a few simple ideas can improve a bike's usefulness. Detachable panniers (is this a first for a dirt bike?) are designed to carry a spare set of tyres around them on an overland trip. That's right the panniers are shaped so that you can carry a spare 21" and 18" hoop on them - now that's

what I call smart. Thank goodness for companies like KTM and others like 'em I say. They recognise that there's a serious dual sport market out there that demands to be taken seriously. I mean how can it still be that so few four-stroke trailbikes come with electric start as standard. Imagine if you had to hand crank your Land Rover Discovery (or whatever car) to get it started on a frosty morning that'd be a laugh wouldn't it? - I don't think! No, the time has come for the Japanese to take a long hard look at trailbikes and consider the future. We've had some pretty important milestone bikes from the Japs in the past; bikes like the XT500, DT175 and XT600Ténéré, but it's now more than ten years since the Ténéré was launched and the time is right for something equally as radical as that machine was a decade ago.

Anyway, Happy Christmas to one and all. Thanks for sticking with us, and please keep on reading (and telling your friends about) TBM in 1997.

Si Melber

Illustration John Keogh



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Dear Trail Bike...

Which Bike?

Dear Si

It's not a bike I need it's a miracle. Just as I decide on a bike that will cope with my needs it gets a slagging off in the press. I want to have a go in the dirt, but I also want to hedge my bets by making sure the good lady can go on the back (keeps her happy for some of the time), yet something I can still use on the road and enjoy myself. I keep being informed that trail bikes are the best all rounders - but which one?

Everybody talks about the DR350 but won't that be snail-like on the road? As for the money, well I've got £2000, and the rest depends on how comfy the pillion seat is - if you know what I mean!

Keep up the good work, but don't go too posh.

Carlton Herrington
North Shropshire

For sure a trailbike makes the best all rounder - what other bike can you use to commute, compete, tour and just go play off road on? It all depends on what sort of riding you intend to do most as to which bike you choose. The DR350 is an excellent all-rounder - but two-up on the road, it's hardly going to worry your licence, and the seat is a plank. On the other hand something like a

Dominator is great fun on the road - even two-up, but the downside is it's a bit of a handful on a UK-type of green lane - and £2000 is a pretty baseline price for a Dommie. Perhaps something like an XT600 or KLR600 would be a good compromise within your price range, though if you can talk the other half out of a comfy seat the DR is by far the easiest to use off road

Which Bike? 2

Dear Si

I recently ditched my CB500 for a KDX250SR, a brilliant bike, but not especially practical for the road. I would welcome your thoughts on the current crop of big trailies. Typically I will be commuting during the week and green laning at the weekends - any suggestions? The pre-electric

starter DR350 has been suggested repeatedly, but how would that handle the rigours of occasional touring - the real hills are over 100 miles away. I say pre-electric because £4000 is my limit. How about Honda's big XR600? Too off-road oriented or a capable commuter/tourer and weekend warrior?

I can't afford to waste my money (who can), so I would be glad of your informed opinion. Oh, by the way, anyone want to buy a mint two-stroke Kawasaki?

Robert Shaw
London

If you don't mind buying secondhand then something like a one or two year old KTM400 LC4 (or even a 620) sounds like your sort of bike. It'll easily cope with what you require it to do - on and off the road



KTM LC4: A great dual purpose machine?

Bike...

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Big Bottoms

Dear TrailBike

I am the proud owner of a 1996 Kawasaki KLR250. I have recently competed in two local hare and hounds enduros which I have enjoyed immensely.

I wonder if you can help me with one small problem - the front forks are very soft and bottom out very easily. I have experimented with different air pressures, and have found the best setting so far to be 20psi which seems very high. The handbook states a maximum pressure of 36psi which must put a bit of a strain on the fork seals.

I would be very grateful if you could tell me if I could get stiffer springs or if there is a way to preload the original ones, or if it needs a bit more oil or different grade of oil. Any suggestions would be gratefully received as I would like to run them with a lot less air pressure. Great mag, keep up the good work.

Paul Hepden, Sussex

Although the KLR's forks are unadjustable (except for air pressure), that doesn't mean you can't change the way they feel. Adding air pressure increases the preload and to a certain extent the compression. If you want to avoid bottoming out you'll need to add a heavier grade of oil (which will slow down the speed of the forks' reaction). 10 weight oil (10W) is usually a good starting point, but you may find you need 15W and I would suggest adding about 5% more than the handbook recommends. With most bikes it's possible to increase the preload on the fork springs by adding a couple of spacers (use thick washers) on top of the springs before you screw the caps back on after changing the oil. It's really a question of trial and error to find what works best for your combination of weight and riding style. Don't be tempted to stiffen the forks up too much - this'll just leave you with a front end which feels 'dead' and simply transfers the shocks into the bike's frame (and your body).

and fits within your budget. Honda's XR600 is good but it's a bit tiring on the road though great off it. The DR350 would also do the job but would feel a little underpowered for the occasional touring you mentioned

Mind the Gap

Dear TBM

I own a 1987 Yamaha XT225 Serow and was wondering if you could help me with the following: a) What should the valve clearances be set to? b) Where can I get a luggage rack from?

Reuben Alcock
Wells, Somerset

The valve clearances for the Serow are as follows: Inlet 0.05-0.09mm, exhaust: 0.15-0.19mm. In Japan there are about five different types of luggage rack available just for the Serow, but unfortunately no one is currently bringing these accessories in because of the high exchange rate and the exorbitant initial cost. If it's a secondhand one you're after try The Container Company on 01362 698147 - if they've got one on another bike (and they've usually got Serows in stock) they'll take it off and sell it to you

Dear Trail Bike...

Contact Pro-Racing on 01327 301322 if you want to go the whole hog and have the forks revalved, and look out for a full article on suspension setups coming in the new year

Cheap Plastic

Dear Sir

Firstly may I say what a great read TBM is and after riding and following trials for a very long time I find it such a refreshing change from the usual hyped-up stuff.

It's only been a year or so since I passed my test (though I'm no stranger to off-road-ing), but the biggest challenge I am finding is where to get hold of replacement parts and extras (such as plastics, tool-bags etc) for my XT350. I've tried a few advertisers in your excellent mag, but nothing doing, and local road bike shops can only offer me expensive original parts which I can't afford. I'm sure I remember reading in an earlier issue that you had an editorial XT350 with Acerbis parts on it - is that right. I have the basis of a very promising trailbike and desperately need to modernise it. Can you help?

T Webb
Cwmbran

Sorry, but these days most aftermarket parts cost as much as the original items.

The ex-editorial XT350 fitted with aftermarket plastics



However they usually look a lot nicer and have the benefit of being a lot stronger. Our XT350 was fitted with an Acerbis Baja front mudguard (£24.30) after the original snapped when a branch got wedged underneath it; a Baja rear mudguard which comes with a rear stop and tail light (£45.30) but needs a tiny bit of trimming to make it fit; an HP headlamp (actually ours was an Acerbis Elba but the HP looks much better and is cheaper) (£46.65); and a small bolt on tool bag (£14.99).

We checked with Yamaha and the original parts are almost exactly the same price as the Acerbis ones though we reckon the bike looked much better with the aftermarket bits on it and they're certainly tougher and lighter - but unfortunately no cheaper. Try Desert Fox on 01985 841184 for the parts, or breakers yards if you just want some cheap spare plastic

Rotax power 1

Dear Si

Firstly brilliant magazine. Each month can't go by fast enough until another issue arrives. Excellent story about Rotax by Mike Jackson, it ties in very neatly with the project I've embarked on. For my sins I am rebuilding an ex-army 250cc two-stroke Can-Am. Getting hold of cycle parts was a bit of a problem until I came across a guy called Arlin Gave in Halifax, Nova Scotia (USA), who's proved to be invaluable for spares and information.

This guy claims that part of the consignment that were delivered to Armstrong in the mid Seventies were originally destined to be works MX bikes. Apparently the power comes in at 6000rpm and stopped at 8000rpm. Tyre wear on the front is said to be minimal - no wonder the squaddies didn't like 'em!

Regarding Andover Norton, they can still supply most of the engine bits including an alternative disc valve that gives more power, but you need to have porting work done as well. If anyone is after 74mm pistons forget it as they are long since finished, however oversizes in 74.25mm and 74.5mm are still available together with the rings. Arlin has all the frame numbers for all the models listed so can give you the correct year of manufacture and if anyone needs parts info please contact me on 01782 563784 after 5pm and I'll be happy to pass the information on. Oh by the way, the year of manufacture from the frame number doesn't really tie in with some of the ex-army bikes as many were in storage for 3-5 years before being registered - the same goes for Royal Navy machines.

Nick Frain
Staffs

Rotax Power 2

Dear Si

After reading the Rotax Story (part I & II) I was inspired enough to bring together some of my own info which may be valuable to owners of Rotax bikes especially ex-army four strokes. As we all know the current army Harley Davidsons and Armstrongs use the good old sohc Rotax

4-valve lump in 348 and 500cc sizes respectively. They're both similar engines with balance shafts, light flywheels and electric start on later models. Both ATK and CCM have had great success in the States against top class sophisticated, water-cooled machinery. Tuned versions of the 500, 560 and 600cc engines have won hundreds if not thousands of flat track races in the good old US of A, and have dominated single cylinder road racing for years. The bored out dohc twin carb 600s are reaching mid to late 70bhp at the back wheel with rev ceilings well into five figures. So a Rotax motor has got a hell of a potential - more in fact than you'll ever need on a trailbike. Liberating more power from your motor need not cost the amount you paid for your bike. A gas flowed cylinder head will cost around £145, and

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Dear Trail Bike...

greatly improves the engine's ability to rev as the small standard ports restricts the army motor to about 28bhp at 5000rpm and a rev ceiling about 1000rpm higher. I am reliably informed that if you only do one thing to the motor then the porting is the best value for money as the bike runs more efficiently and much freer. The other thing holding it back is the tiny (for a 500) 30mm Amal carb which should be next on the list. A 34-36mm Dell'Orto as fitted to the MZ or Aprilia is recommended though Amals are much cheaper - I was lucky enough to get a good 34mm Amal for 30 quid. Cam timing on the standard army issue 500 is very mild at 225 degrees inlet with a tiny overlap. A sportier cam is only really going to work if

you have the porting done first and are going to invest in a bigger carb. A moto-X/enduro cam will cost about 80 quid but is well worth it as it gives good midrange and booming top end.

Put the mods together and what do you get - quite a lot actually. The head work plus cam, valve stem seals, gaskets, other seals O-rings etc will cost around £300. A new carb between £100-200. I also opted to have the compression raised from a leisurely 8.2:1 to a more purposeful 9.18:1. Add that carb I bought for 30 quid and I got a bill of £360 - I expected a big difference, and I wasn't disappointed.

Power is greatly increased and the engine will now rev to over 8500rpm. Power starts from 3000rpm and

builds strongly around 5000rpm hitting a peak at about 7-7500rpm. It now runs along nicely at 80mph and would doubtless pull taller gearing - though I like the rapid acceleration that now comes with the standard gearing. For those that like really big hitters there is a high compression 600cc conversion available.

I know it's still only an ex army bike to look at, but it sure doesn't go like one! By the way insurance is £107 fully comp on a 500 for a 22 year old (low price military insurance through AC Miles via Royal Insurance). If you want a bit more poke from your Rotax why not give it a go - I was amazed at the difference.

Rupert Kemp, Surrey

What's On in Dec/Jan

Dec 8 Cotswold hare & hounds enduro. All classes inc sidecars & quads. *Cotswold Enduro Club, Bromsberrow Heath, Nr Ledbury, Glos. 24hr answerphone on 01242 870220.*

Dec 9 - 11 Burgundy Raid. Three days of off roading (by road-book) in the beautiful Burgundy region of France, and staying in a 12th century Cistercian abbey. Open to single cylinder trail & enduro bikes, *contact Chris Evans on 00331 4209 9773.*

Dec 14 - 15 Geraint Jones Enduro School. Learn the secrets of successful enduro rid-

ing, Classes cater for all levels (though you must have some experience of off roading). Instruction includes bike preparation, rules and timekeeping. £50 per weekend plus a further £80 for bike hire if you need it. *Contact Geraint Jones on 01686 413324, Glyn Hafren, Old Hall, Llanidloes, Mid Wales.*

Dec 15 Slippery Slope Enduro. A clubman level event catering for all classes inc sidecars. starts 10am. *Chalkpit hill, Tidworth, Hants. Call Ken Avery 01703 262483.*

Dec 15 Charity Batman Trophy Enduro. Plenty of fun for all

classes inc sidecars! Starts 10am at *Cheddar Head, Cheddar, Somerset, call Mrs Cuff on 01275 833381.*

Jan 1 Mud Sweat & Gears Enduro. Clubman event for adult solos starts 10.30am at *Pineham, Juctn 14 M1, Newport Pagnell, Bucks, Call Nik Fisk 01525 375740.*

Jan 1 - 16 Dakar Rally. 19th running of the rally which this year goes from Dakar - Agadez - Dakar. The world's toughest race can be seen (with daily updates) on Eurosport.

Jan 18 - 19 Geraint Jones Enduro School (see above).

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For some reason riding hills, and especially downhill seems to phase a lot of riders. There's no doubt that approaching a steep incline or descent you should have a plan of action in mind, it's no good simply getting to the bottom of a

Off-road Riding Techniques

S i m e l b e r

hill then looking up, realising it's a bit longer and more slippery than you thought it was and then trying to get going again. The chances are you won't make it to the top. Depending on the severity of the climb you should aim to

approach the hill in as high a gear as possible, in order to carry as much momentum as you can. It is this momentum that you need to carry you up the initial part of the hill. Don't worry if for instance, you're in third gear, that you may not be able to make it to the top of the climb in third - you can always change down a gear part way up, but if you change down at the bottom, then all you'll succeed in doing is to lose some of your approach speed.

The secret of tackling hills is to try and flow up them. By that I mean use the engine's torque to pull you up the hill rather than going at it like a bull in a china shop. Don't think hills are all about thrashing gears, spinning wheels and the like - they're not. You should try to be as smooth as possible. Approach the hill standing up on the pegs and look ahead up it (right to the top) to see that your line is clear. If it is, lean forwards and gradually begin to roll the throttle on gently - obviously the longer and steeper the climb the more throttle you're going to need. If after a few hundred metres the engine begins to bog down, now's the time to change down a gear, but remember to rev the engine first (if you don't - you'll instantly slow down as soon as the lower gear engages, losing some of that precious momentum).

If it's a slippery or sandy type of climb, then you may need to transfer some of your weight a bit further backwards to try and ensure you get some grip, but be careful because two things can happen: Firstly you might unexpectedly find some grip, and with the power on, the front wheel partly elevated relative to the horizontal (because of the angle of climb), and your weight

over the back of the machine, it's easy to find the bike suddenly rearing up and disappearing out from underneath you in a classic 'loop' - I know I've done this on countless occasions; the other thing that can happen is that again the bike finds

grip and begins to surge up the hill but because your weight is at the back of the machine you tend to get dragged up the hill (still stood on the bike), but with your arms fully outstretched, and definitely not under control.

You should aim to approach the hill in as high a gear as possible in order to carry as much momentum as you can

It's a good idea to keep a couple of fingers on the clutch lever in case you need to clutch the bike quickly, and try and keep an eye out for things in your path that could throw you off line or halt your forward momentum like ditches, ruts or a fallen rider. If the worst comes to the worst and you have to stop on a hill, then getting going again isn't going to be easy, but as long as you use plenty of clutch and lean right forwards you should be able to manage it.

Let's assume that you've managed to get most of the way up a long climb without stopping, as you see the crest approaching gradually roll off the throttle and allow the bike's momentum to carry it over the top. Obviously don't throttle off enough to risk the machine stalling, but don't head over the top of the climb with the throttle pinned wide open, otherwise for certain you will find yourself in a terminal wheelie situation. And who knows, after the climb there may be a steep descent the other side!

Downhills are even trickier - especially if they are slippery. Once again you should be stood up, with your weight nicely balanced, and assuming it's a long downhill with little grip, then select first gear and let the clutch out fully, shut the throttle (but try not to let the machine stall. If you're on a machine with plenty of engine braking (a big four-stroke perhaps), then that should be all you'll need to slow you down, if however the bike is still gathering speed and you've tried pulling on the decompressor (if you've got one) without much success, then you're going to have to use your brakes. Use the back brake first - simply dragging the rear brake may be enough to slow you down, but on slip-

pery mud a locked up rear wheel can have virtually no braking effect. In which case you're going to have to use the front brake.

Remember with a lot of weight on the front wheel and a slippery surface underfoot you've got to be really careful about applying a lot of front brake. The technique I use (though not everyone does) is to put just one finger on the brake lever and squeeze on the brake very rapidly (two or three times a second) so that the wheel doesn't get chance to lock up and slide) - don't release the brake fully, always keep it dragging ever so slightly otherwise the front end will be pogo-ing up and down. If all this fails and you're still picking up speed, drop down onto the seat, put your feet on the ground and hang on for the ride of your life - but whatever you do, don't be tempted to declutch or you'll be off down the hill like a toboggan.

As with all aspects of riding, there are no definitive rights and wrongs. Find a technique that works for you and try and improve upon it until your happy that you've mastered it. **Next month tackling mud.**

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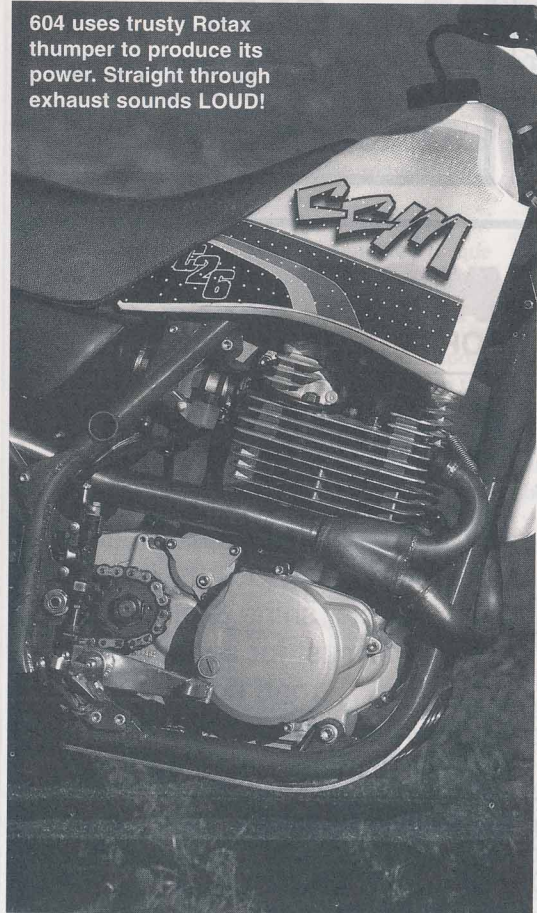
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British bike builder CCM is back with a new range of electric start, Rotax-powered enduro-trailbikes. TrailBike Magazine's Si Melber and Dave Cornish went along to try them out. This is what they discovered. Words & Pics Si Melber

604 uses trusty Rotax thumper to produce its power. Straight through exhaust sounds LOUD!



CCM CCM is back. The British machines which made a name for themselves in off road competition in the Seventies, are back in business with a new range of electric start enduro bikes and a soon to be released trail bike version. Light, powerful, good looking and with sharp handling, CCM has blasted back into the marketplace in the best way possible with a machine which is now even more user friendly than before.

It all started way back in 1971 when founder Alan Clews bolted a handmade chassis and a lightweight set of cycle parts around an old air-cooled BSA engine (that was at the time, at least 30 years old), and took it racing - scoring notable success with the first *Clews Competition Machine*. A quarter of a century later and the philosophy seems unchanged at the new Bolton factory: once again CCM utilise a handbuilt chassis made in England, with quality cycle parts sourced from all over Europe; once again it's an old air-cooled motor (that some might argue is long past its sell by date)



which provides the motive power, and again it's a member of the Clews clan whose name appears at the top of the company stationery, though this time it's Austin Clews (Alan's son) that heads up the family business.

Like his father before him, Austin has taken an existing mass-produced powerplant and hand-built a super-lightweight dirt bike around it. But before you dismiss the CCM as using out of date engine

technology, just for a moment consider the Rotax's virtues: it's solid, torquey and bereft of the complexity of water-cooling which you could argue is unnecessary on a dirt bike. And there's nothing actually wrong with that old belt-driven sohc air-cooled Rotax thumper; sure it's heavier and wider than the sort of motor squeezed into a Husaberg for instance, but it's a tough old cookie with a reputation for durability as long as you're careful to

change the cambelt regularly. And remember, even bikes like the KTM620 are powered by engines which have been in service for a number of years - so don't get too carried away with the Rotax's age. Ask any XR600 owner and they'll confirm that big and bulky though the Honda engine is, it's an old warhorse when it comes to reliability - and so it is with the Rotax lump. In other words the virtues of using a proven and reliable engine may find favour with those that have to pay for their own spares - especially when the bike gets to be a few years old.

In that sense you might even come to regard the Rotax engine as an advantage rather than a compromise. But if you think that this little preamble is just a lame excuse to explain a lack of outright power - you'd be wrong. Though there wasn't time to dyno the big CCM, in 1995 a version of this bike won the American 4-stroke MX championship and Sound of Thunder series. In 604 enduro guise (actually 597cc), well... let's just say there's no shortage of go. In fact with a bore and stroke of 97x81mm (virtually identical to the 97x80mm for the 591cc XR600), there's plenty of meat there from just over tickover through a hefty midrange to an almighty top-end wallop. Indeed you'd be hard pushed to use all that power on any enduro, let alone when out trail riding.

But, and this is a big but, unlike the XR600, the CCM is brought bang up to date by the fitment of an electric start. That magic little button takes all the pain out of starting the left-handed kickstart motors. Hot or cold, the compact battery which fits neatly beneath the seat, churns the motor into life even when a flooded engine threatens to spoil the fun - don't try telling me that's old technology.

You might imagine from the look and size of the engine that the CCM is a chunky and fairly hefty bike when you get up close, but nothing could be further from the truth. Petite, narrow, compact and minimalist, the CCM is anything but bulky and with the exception of the fuel tank (which is curiously styled to look like it has radiator scoops), the styling is spot on. The almost straightline sweep of the stainless exhaust pipe, contrasts neatly with the swoopy curve of the sidepanels, seat and rear mudguard and the whole look of the machine has a cohesive, classy feel to it.

Clamber aboard the CCM (either the 350 or the 600 - they both use the same chassis and essentially the same engine) and it's a slimline bike that sits beneath you. In fact the widest thing about it is the engine. The tank is narrow, holding only 8.5 litres of juice, though there's an optional 22 litre tank available should you require it. The seat, pegs, bars and riding position feel good straight away, and though fairly tall at 925mm (36"), for the average rider it's should be possible to reach the ground quite comfortably. Just as with the fuel tank, there's an optional seat available which takes the seat height up to a whopping 950mm for those that like their saddles really tall.

Literally everything about the CCM exudes quality; from the span-adjustable lever on the Brembo brakes, to the neat Domino switchgear, Renthal bars, UFO and Acerbis plastics, Goodridge brake hoses, Regina chain, White Power and Marzocchi suspension. In fact it's no exaggeration to say that the CCM is truly a bespoke dirt bike, hand-built from the pick of European components but without a hand-built price tag. There are options for all sorts of things from Acerbis Brush Guards to classy Talon hubs and Excel rims, from a simple

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S E C O N D O P I N I O N

My previous experience with a CCM consisted of trying unsuccessfully to coax a highly-tuned 580cc BSA lump into life before the start of an enduro back in 1983. So I was only too pleased when starting either of these two required nothing more than a push of a button - how things have changed.

The 350 felt easy to ride, but on a fast forest

enduro section the need for more urge would be a bit frustrating. Enter the 604 which delivers more of everything... except stability. More low down grunt, and loads more top end wallop. My sort of bike.

Solid British engineering at its best, and yes I did try kick starting it... It fired up first kick.

Dave 'Crasher' Cornish



CCMs are the sharpest handling four stroke dirt bikes you can buy - but watch out on slippery trails...

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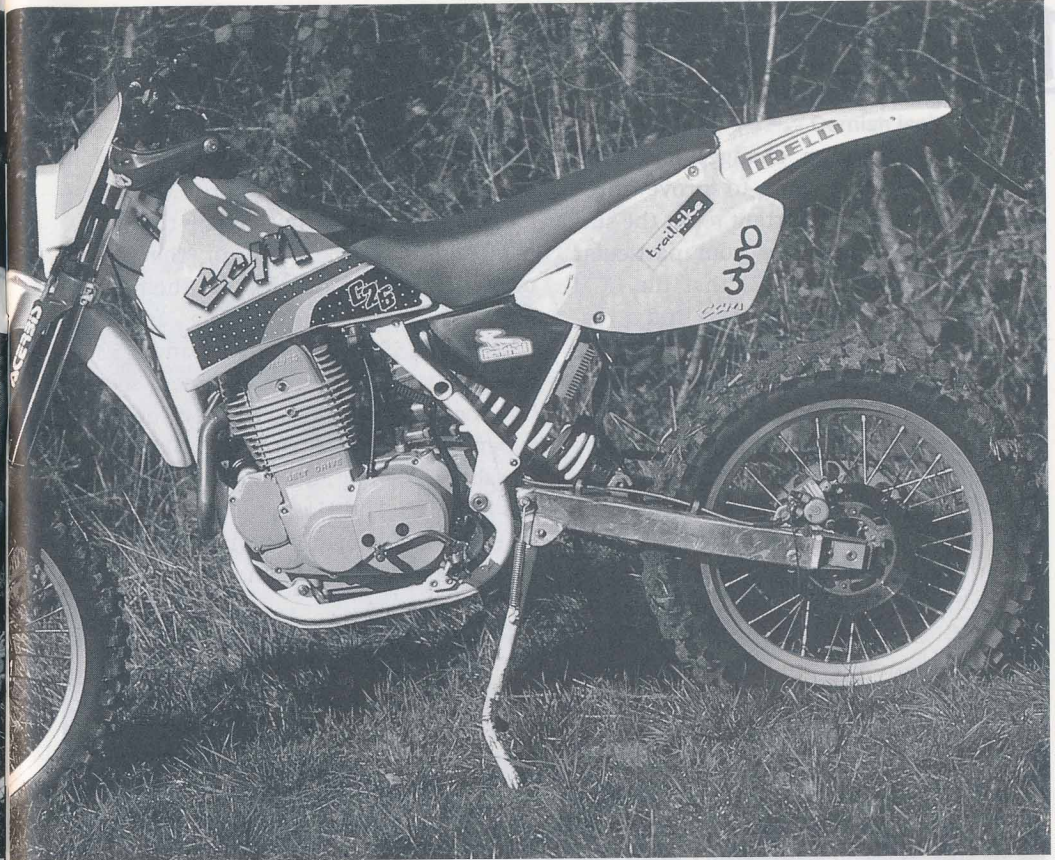
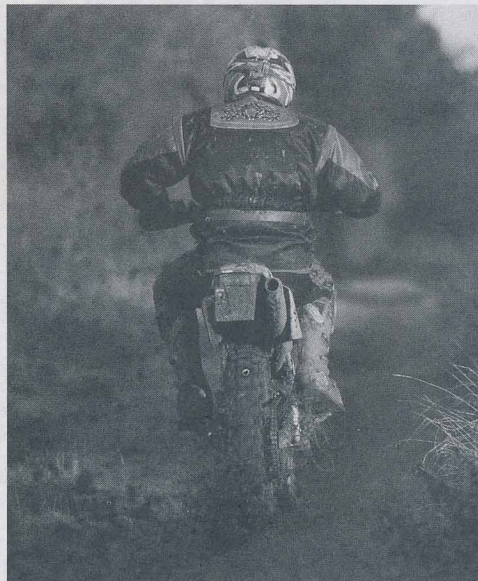


alloy bash plate to a full Dakar rally kit. And don't you go thinking that in standard form you don't get any of the quality components - it's literally brimming with them. New for 1997 is a set of the latest 50mm Marzocchi forks (as standard), though if you prefer the feel of the older 45mm Marzocchi Magnums (we did) then you can have them as a no-cost option. In fact for little extra money, CCM will build you a bike more or less to your own spec - try getting that from Mr Honda.

But you can only spend so much time admiring the cut of its clothes, and it takes more than quality tailoring to make a great off roader. So it was then that we fired up the 350 (a 96 model) and the 1997 604 (the C26) and headed off onto the lanes of Northamptonshire for some dirty fun.

Now CCM has a reputation for building fine handling dirt bikes, and I'm not about to dispel that myth, but I'm of the opinion that when it comes to coping with muddy ruts, slippery trails, roots, rocks and ditches waiting to catch the front wheel and throw it off line, there's an argument that says that a quick steering bike is not necessarily what you need. In other words what works well on the track doesn't necessarily translate to the trail.

1996 model 350 distinguished by its white painted frame and 45mm forks. On tricky stuff you can ride the 350 much harder than the 604 thanks to its milder power delivery. Weight is about the same for both bikes



With thick gelatinous mud and slippery going it was only a matter of minutes before I felt the front end of the 600 tuck under and drop me in the gloop. About a mile later it happened again and then again a few miles after that - and this was with new knobbles. This time I let some of the air out of the tyres, backed off the compression damping on the forks (which felt far too stiff) and tried again, but before long I could feel the front end struggling for grip. Crasher Cornish, who was following behind on the 350 (which was fitted with last year's 45mm forks) was experiencing a similar sensation though not quite to the same extent. When we swapped bikes, I immediately found the 350 much easier to ride fast,

though front end stability was (I felt) still a problem. By lunchtime we'd come off the 600 that many times between us (or felt it beginning to tuck under) that a suspension tweak was in order, so while we nursed our bruises in a local hostelry, the CCM boys got on with the business of winding off the preload on the rear shock which had the effect of kicking out the forks giving a bit more rake and trail and some much needed stability.

I won't say it was perfect, but it was a lot better than before. The 600 still felt a little unstable over rapid bumps - it's not so bad on the 350 but when the 600 shakes its head when it's fully gassed on I can tell you it's pretty unnerving - though we both felt much happier with the 600

BLACKBURN ROLLERS

after the suspension changes had been made. Which just goes to prove three things: 1) that it's important to set the suspension up correctly for your particular riding style and usage, 2) that the CCM suspension can be adjusted to find a reasonable compromise and 3) that race geometry is not always the ultimate.

Aside from steering worries there was nothing bad to report about the rest of the bike's handling, in fact on the contrary the CCM's turned quicker and easier than any other four stroke I've ridden thanks to its motocross heritage. The rear suspension which dispenses with a linkage and instead uses a simple direct link system with a measure of in-built rising rate, worked superbly and is all that's needed on this sort of bike - saving weight, complexity, maintenance and ultimately cost - brilliant. The overall handling too felt positive and direct, with none of the vagaries of steering which can afflict bikes like the XR600. I also liked the riding position which made getting forward over the bars a cinch, and felt just right either stood up or sitting down. In fact were it not for the worries over steering then there would be little to criticise the bikes over.

The engines certainly felt gutsy enough and though the gearbox of the bigger bike was a little too 'crisp' for my liking, it was probably still loosening up having only covered a handful of miles. Neither Dave nor I could fault the power delivery of the bigger bike, though the 350 did suffer from an occasional stutter which was put down to an oversize 38mm carb being fitted. CCM assured us that the 1997 production bikes will come with a more appropriate 34mm carb with the

bigger one being reserved for the 604.

It's not hard to see where CCM's customers will come from. Anyone that takes pride in owning a top of the range machine ought to put CCM on their shopping list. I won't say the bikes are inexpensive - £5533 for the 604 and £5357 are hardly in the bargain basement sector, but then again neither are they the most expensive bikes in their class. A kick start Husaberg is going to cost you more, as is the KTM620, and Husky's 610 - and none of these has the exclusivity of the CCM name tag let alone its hand-built quality.

350

Bearing in mind that the 350 is virtually identical to the 600 (ours was a 96 model so it had different forks and a few detail differences), it certainly felt different to ride. There's not much of a weight difference and aside from the older forks the chassis is the same so it all must come down to the power. Like a lot of 350 four strokes there's not exactly a surplus of power to play with, though if you wind up the 350 it goes pretty well. Unlike the 600 you can cane the smaller bike without it biting back and of course on slower or more technical going you don't miss the 600's power at all. With the older (96) forks the 350 seemed a nicely poised bike with a smooth suspension action and a slightly more run-in feel to the controls - especially the gearbox. Bumpy ruts between narrow trees (where there's not much of a choice of line) certainly felt easier on the 350 not just because the more compliant suspension coped better, but also because a slight twitch of the throttle didn't have such a marked effect on it.



Sophisticated, smart, good looking and functional - the C26 is everything Crasher Cornish isn't

For all its lack of power it feels a much nicer bike to ride on the trail, simply because it's much less of a handful. Wind it on and the 350 finds grip in the muddy conditions where the 600 simply spins the wheel and loses control. On the other hand powering out of corners finds the smaller bike less able to drift the rear on the throttle. This isn't going to worry you unduly when trail riding, but if you're an aggressive rider looking for a bike on which to ride a few enduros in the four-stroke class, go for the bigger machine.

It would need a specific comparison test to separate the CCM 350 from something like the Husky TE350 or the Husaberg FE350E, though I'd be surprised if the CCM didn't match them both for power. There's no doubt that the British bike equals both of them in terms of specification, and with the CCM you certainly feel like you're getting something that bit special. In a sense the quickness of the steering that afflicted the bigger CCM is easier to live with on the smaller capacity bike simply because you feel you can chuck it around that bit more though I hasten to add this is purely psychological.

There's only £175 difference between the two CCMs and I suppose it's going to be a rare sort of buyer indeed that is going to stump up a similar sort of wedge for a less powerful bike. My own feeling is that I preferred the 350 to the 600 and if it was my money and I had to have one of them I'd take the smaller of the two, but I reckon on a 400 is still the optimum size for a four stroke trail/enduro bike - how about it CCM?

600

If you've grown up with dirtbikes, graduated from an adolescence riding motocross, and perhaps now find yourself

the wrong side of 30 with a bit of spare wedge and contemplating the next 20 years riding enduros on a big four stroke, then go order yourself a 604 right now. You'll love its stump-pulling power and won't be at all phased by its superfast handling. However if your background is not from racing, and you're relatively new to off roading, but find yourself in a similar position to the guy already mentioned with the requisite amount of throwaway, then hang on a minute. The 604 is not a lazy rider's bike. It's not a leave-it-in-third-and-slog-it-up-hills-never-getting-out-of-the-saddle type machine. Sure it's got torque enough to rip your arms from the sockets and with that big Booming Rotax motor it'll storm up a hill faster than a brigade of misdirected US Marines, but it aint necessarily the bike for you. It takes a lot to master a bike like the 604, and while anyone could ride one, only a good rider will truly make the most of it.

On the road (and I can't claim to have ridden it far), the CCM felt well composed. Here the sharp steering is a bonus and the motor gives it a fair turn of speed even on enduro gearing. There's little in the way of annoying vibration and it'll keep up with pretty much anything. Like any big open classer, the 604 really needs a fast but smoothish trail to really exploit its power and handling characteristics. A day's trail riding on some particularly slippery and technical trails is not really a fair assessment of its characteristics - though in my book any enduro or trailbike big or small has got to be able to cope with a wide variety of terrain. The factory claim there's 28 degrees of steering angle (that's pretty standard for this sort of machine) so it's just a matter of setting the bike up correctly by specifying the fork springs and the amount of preload on the rear shock.

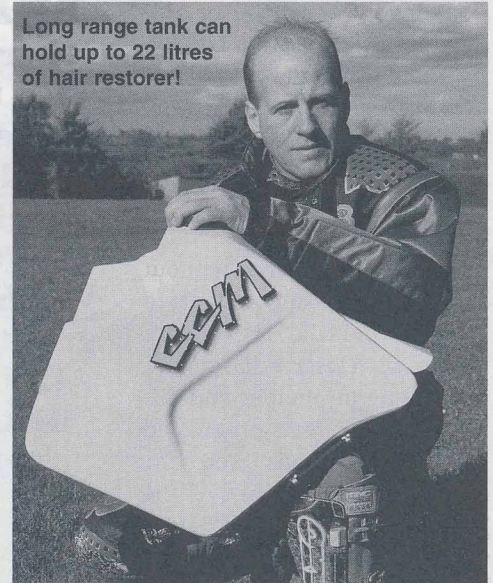
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Conclusion

CCM has blasted right back into the open class sector of the dirt bike market with a product which not only offers genuine quality at a reasonable price, but also a measure of exclusivity so important with European products. Their introduction of a range of new trail and enduro machines should be applauded and (like KTM and Husaberg) they've spotted that there's space in the burgeoning off road leisure market for a more serious sort of trail bike or alternatively an enduro bike with a small measure of civility in the form of that electric boot. It's perhaps ironic that by introducing an electric start version of what is effectively their motocrosser and enduro machine CCM have taken the first step towards making the bike far more approachable to the average clubman

rider - yet by teaming that engine up with a razor sharp chassis they've actually ended up with a bike which it would take an expert rider to truly exploit.

I'll reserve my final judgement on the CCMs until I've had chance to test them on a variety of terrain and against all the opposition, but for now let's just say the new CCMs are hot - if you can handle them.



T E C H S P E C

CCM C26 350/604

Price: £5357 / £5534
Engine: Sohc, air-cooled, belt driven, four-valve single with electric start
Bore & Stroke: 79.5x70.4 / 97x81mm
Displacement: 348 / 597cc
Carburation: Dell'Orto 34 / 38mm
Transmission: 5-speed
Chassis: Oil in frame, twin cradle, TIG welded and braised Cro-Moly steel
Forks: 50mm adjustable Marzocchis with 285mm (11.8") of travel (& optional 45mm)
Shock: Adjustable WP piggyback with 350mm (13.8") of travel
Wheelbase: 1530mm (60.3")
Brakes: Brembo single disc front (260mm) & rear (220mm)
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Fuel capacity: 8.5 litres (& optional 18 litres)

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So you want to compete in Long Distance Trials?

After the introduction to the energetic enduro scene last month, welcome to the gentle world of Long Distance Trials, sometimes called Classic Trials or occasionally Road Trials. First a little history; at the beginning of the century almost the only competitions open to owners of wheeled vehicles were those that involved driving or riding, for instance, from London to Edinburgh and back, within a specified time schedule. Gradually the roads improved and it became necessary to include difficult inclines on rough or muddy lanes, which had to be completed without stopping or using a foot to steady yourself. These were known as 'Observed Sections', increasing in number and difficulty as the years progressed until the 'sections' were the only competitive part of the event, a time schedule being added simply to keep an event running within the required hours or days.

By the mid-Thirties, trials had become as important as international rallying and motocross today, with factory sponsored teams turning out regularly in the search for wins to boost their advertising. After the war, trials were again big business, until rallying took off in a big way in the Sixties, by which time serious trials riders were concentrating on single site or ISDT-type events and Classic Trials

went into a graceful decline. However during the late Seventies and early Eighties riders and drivers began to come back in numbers, driven by the difficulty and high cost of rallying and top-level trials. In response, an increasing number of clubs started to revive these gentle events and in 1984 The Association of Classic Trials Clubs was formed.

Today the ACTC has 24 member clubs, ten non-voting Council officers, runs five Championships that cover 18 events and a registered membership of over 250 riders and drivers who automatically receive regulations for any event to which ACTC is invited. Apart from the events which form part of the championships there are another dozen or so on the ACTC calendar and together with the Bristol Phoenix events, Neil

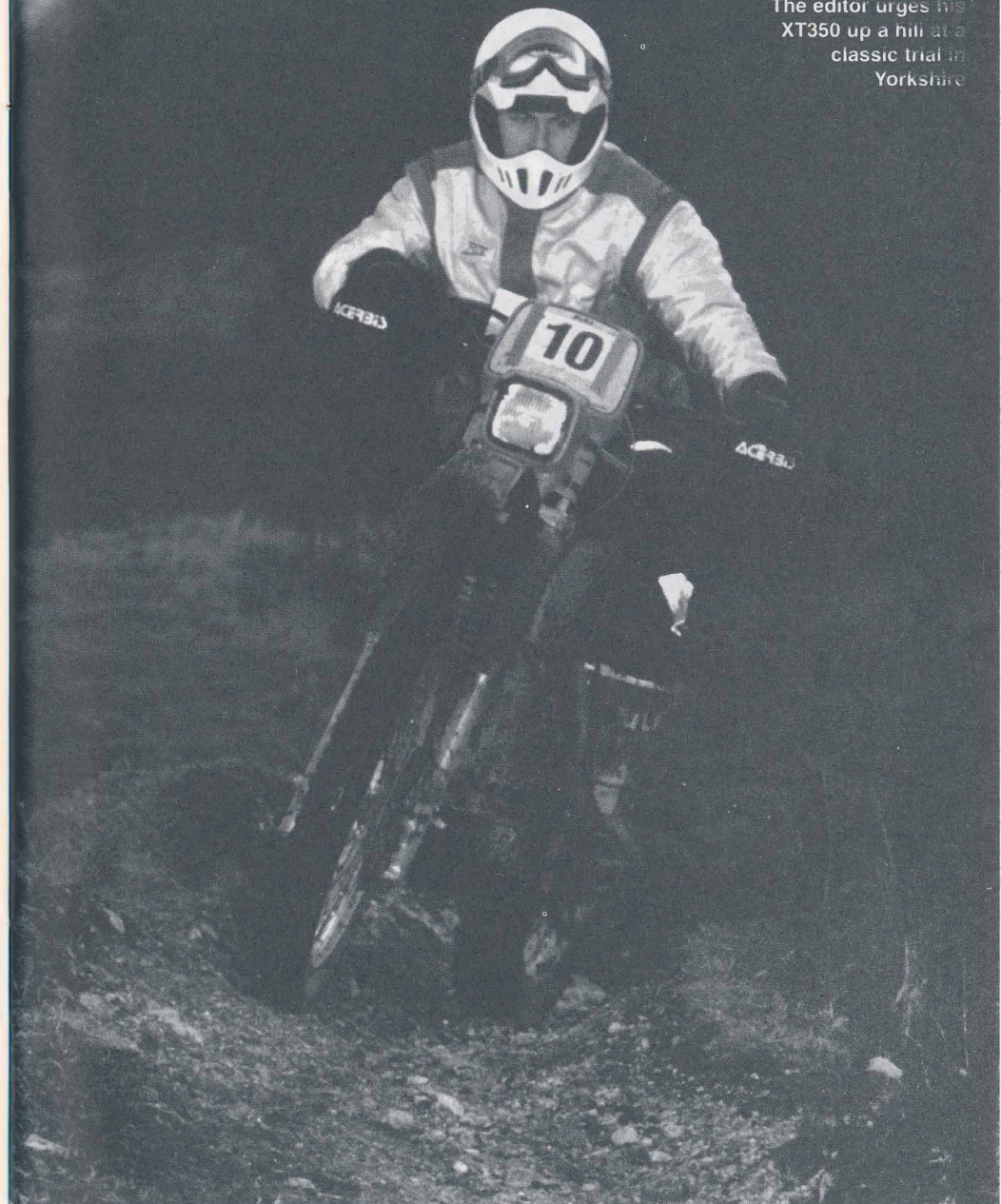
Westcott, Witley 200 and End to End trials, a formidable array of fun awaits you! And the format is basically the same as it was 90 years ago; some road mileage, untimed but within an overall schedule, together with 12 to 15 observed sections to test your ability to ride non-stop, feet up, between the *Begins* and *Ends* boards.

So how do you start? First, select an event. Here is almost the only complex problem you will face - how to tell in advance if an event you have seen advertised is suitable. Actually it's not so hard;

**Elsewhere
in this issue
you can
read about
Bleazard's
experiences
in the
Witley 200
Trial. Now
Richard
Dawe tells
you how to
get started
in Long
Distance
Trials**

HOW DO YOU DO IT?

The editor urges his
XT350 up a hill at a
classic trial in
Yorkshire



So you want to compete in Long Distance Trials?



check the classes that the organisers are running. If it is an event that includes cars and outfits, then the sections are going to be wide enough to offer a solo rider at least a choice of ruts! If it is solos and outfits only then it will be narrower sections, a little tougher to negotiate. If it is solos only, well, you have been warned! Fill in your entry form and send it off; and do read the rest of the regulations booklet - it will give you an idea of the format of the event, the class structure and useful items like which types of tyres are permitted (most events specify trials tyres). Each



event will have a closing date for entries - because of the regulations for road trials it is extremely unlikely that you will get an entry after the closing date so don't um and ah, just do it! (If it all looks a bit too daunting at this stage then ring the Chief Marshal and volunteer to help out - he will be delighted and you will get to see what happens first hand.) About a week before the event you will receive final instructions, which will include any changes to the regulations for the event, an entry list and usually the route card. Probably three or four pages of A4, this will be in the form of *'... leave start turning left, at T junction with A449 TR, proceed for 3 miles ignoring all turnings until TL at The Slug and Sparrow, SP Mickleworthy, shortly TR through gateway into field, keep markers on your left, follow track to Section 1'* type thing. Obviously you will need to have this on the bike somewhere dry and easily vis-

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Below and left: Action from the Land's End Trial. Sections are basically like any other green lane, but they have to be ridden feet up

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ible. It is possible to buy handlebar route card holders (sometimes called roadbook holders) ranging from £14.99 to over £75; mine cost twenty quid, but then it did have a bottle of Glenmorangie in it! Some trials have additional help in the form of coloured cards at junctions - blue for left, red for right and white for straight on.

So you arrive at the start at the time advised in the final instructions, unload your bike and present it to the scrutineer. He will be looking at two aspects - does the bike conform to the spec for the class it is entered in, and is it roadworthy, taxed and MoT'd if required. Although it can be an anxious moment, you will have no problem at all provided your bike is in good shape and be honest, you know when something is a bit iffy (unless your name is Paul Blezard, of course)! Once your bike's been scrutineered it is time to sign on, collect your numbers and check if

there have been any route amendments (so don't make your route card holder too secure!) before grabbing a coffee and waiting for your appointed start time.

Setting off at minute intervals, you will be let loose one at a time onto the road, follow your route card to the first section (there is likely to be a queue here, which will give you an opportunity to check the route card to see if there are any special instructions for the section such as a restart), set your tyre pressures (nice and low) and have a look at the startline. Don't attempt to walk the section - most trials will penalise you for doing so - and anyway part of the fun is coping with the terrain as you come upon it. When it's your turn, ride up to the startline, marked with a 'Section Begins' board, and the marshal will probably say something like 'Okay, when you're ready', ease in the clutch and you are on your way. Don't roll

So you want to compete in Long Distance Trials?



If you can ride a bike you can take part in a long distance trial. Very few of the sections are so severe that you can't get up them. Most like this one are slippery but not too difficult

So you want to compete in Long Distance Trials?

Tips & Terms

SECTION: The bit you are observed on, which you must ride feet up without stopping.

CLEAN: What you are if you did the above (and usually what the bike is not when you finish)!

DAB/FOOT: Using a foot to recover your balance - will get you a penalty mark.

ROUTE CARD: Your route for the road mileage between sections.

DNS: Did not stop - probably at a restart.

RB: Rolled back - at the start or restart line.

ORL: Over-ran line - probably at a restart.

ROUTE CHECK: A manned control point, usually with a sheet for you to sign.

TIME CARD: On the longer events, used to record your passage; keep it clean and don't lose it!

TR: Turn right, **TL** turn left, **SO** straight on, **SP** signposted, **DP** direction post. **Q:** Quiet.

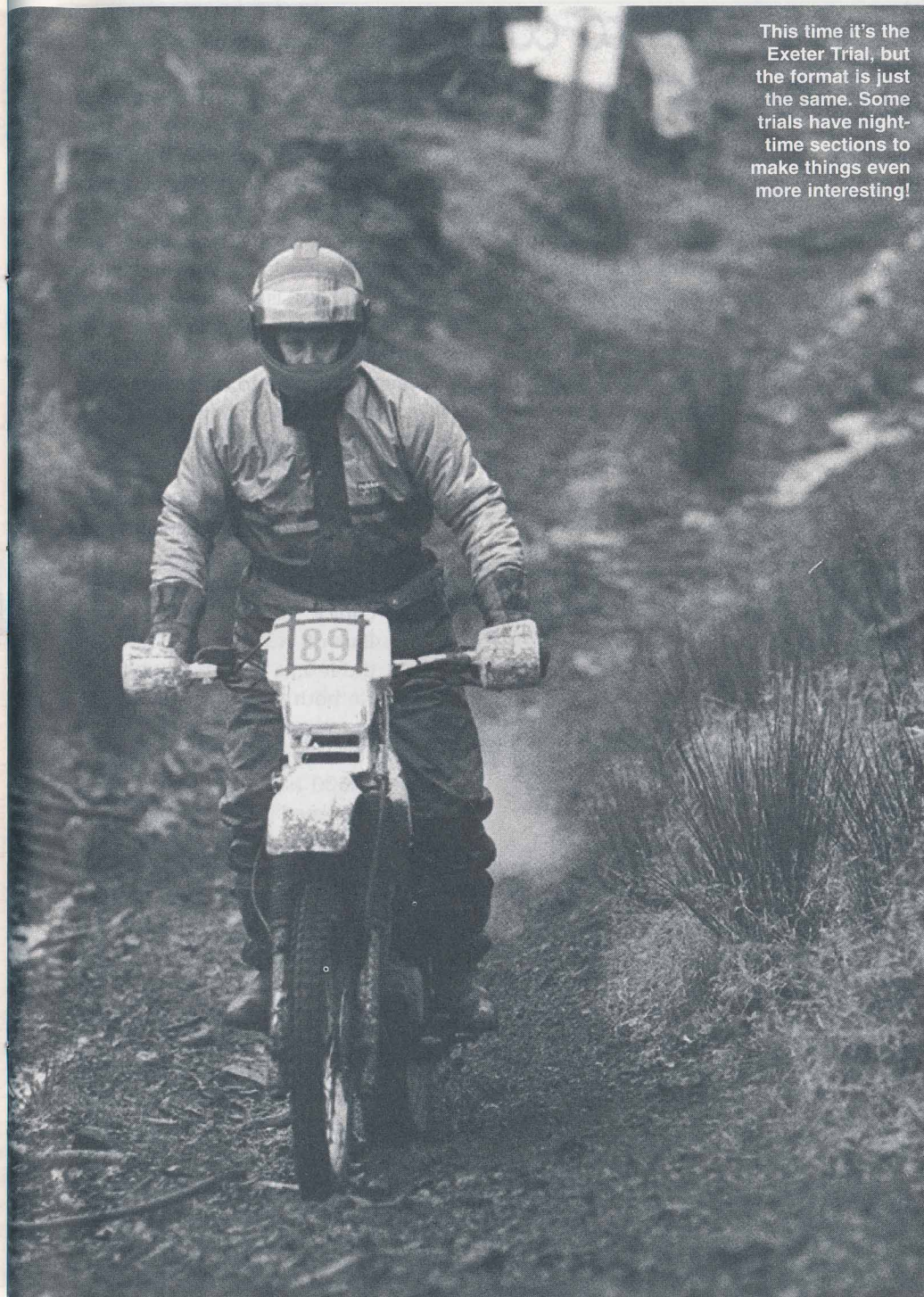
back on the line or you will be penalised - the easiest way to prevent this is to hold the bike on the rear brake (if you are stationary and pointing up a

hill on a loose surface the front brake has no effect at all), how do I know this? Don't ask.

Riding sections is exactly the same as trail riding - stand on the pegs, move your weight around to keep yourself and the bike balanced, look carefully at the surface in front of you and up at the general direction of the hill, place the front wheel exactly where you want to be and the rest will follow. Which might sound obvious, but picking a line to ride is one of the most important skills you have to acquire. If there is a *restart* (where you have to bring your bike to a halt on the hill - then set off again) treat it just like the startline. Restarts are sometimes put in by the Clerk of the Course to toughen up an easy section, and your instructions (roadbook) will tell you whether the restart is a single line to stop astride or a box of two lines into which you should put one or more wheels; pick your stopping point carefully - most restarts will have a step or a hole into which it is all too easy to fall. Hold the bike on the rear brake, wait for the marshal to indicate that he is satisfied, ease in the clutch and you are on your way again. After anything from 50 to 250 yards you will pass the 'Section Ends' board - congratulations, if you cleaned the restart and didn't touch the ground (outside of the restart box) with your feet (or any other part of your anatomy) you are 'clean'. If you had a quick dab with a foot or stopped, (other than on the restart), you will collect the penalty points indicated on the next marker - they usually go from 12 on the startline to 1 at the Section Ends board. One section down, fourteen to go!

Out onto the road and follow that route card. There will usually be a Special Test somewhere along the way that acts as a tie breaker for riders who finish on the same number of penalties. This usually takes the form of a little off road sprint, often on wet grass or slippery mud. You'll arrive at

This time it's the Exeter Trial, but the format is just the same. Some trials have night-time sections to make things even more interesting!



So you want to compete in Long Distance Trials?

the special test and be told to start from line A. When the marshal indicates for you to do so, ride to line B, stopping astride it, before shooting off to finish astride line C. The object is to take the minimum amount of time from A to C and these specials generally don't require you to negotiate them feet up so it's okay to use a steadying foot to go round a marker cone, for example.

Okay so far? Good, because that's really all there is to it - a pleasant ride out in the countryside, with some tricky bits

sections can vary greatly, depending on which part of the country you are in - Derbyshire (The White Peak Trial) is all about slippery rock, Surrey and Sussex (The Witley 200) is all clay and chalk. Devon and Cornwall (The Tamar Trial) is mud and sharp rocks etc.

What sort of bike to use? Well, so long as it has two wheels, an engine and somewhere to sit, you'll get by though proper trials machines are outlawed for obvious reasons. Obviously, a trail bike is tailor-made, since it will also have good ground

clearance and decent suspension. It really is that broad a choice; Blezard did the Lands End on a standard Transalp, I did it on a paralever R80GS and we both gained silver medals - just one footing incident apiece. I have seen SuperTeneres, a CX500 (seriously, and it won a Gold medal), a Gas Gas Pampera (fine for the sections but I bet the road mileage was hard work), an R80RT complete with panniers; DRs and XRs are deservedly popular, with XT350s and KLRs, both 250 and 650, coming close as well as a whole host of 'bitsas'.

The most important aspects of both bike choice and preparation are to remember that you are going to have to look after yourself virtually unaided; outside support is banned, which actually is not so daft since they would have trouble

to add a bit of spice. The best bit is that every time you go out trail riding, you can practise your trials technique. Of course the

following you anyway. A bike that is simple to maintain will be easier to fix if something untoward happens on an event. Carry a spare tube (a 21 inch will fit both wheels) and sufficient tools to change it, a spare plug and spanner and the tools required to drain the carb should you need to, oh, and spare bulbs 'cos they only ever stop working just before scrutineering! Spare cables are unnecessary provided you checked them before the event, bark busters will save you snapping your levers and some drink on a mountain bike-type carrier and some choccy to keep up your energy levels.

So there you have it; wear your smartest trail-riding gear, put those trials tyres on and I'll see you on the hills!

CLUBS

Motor Cycling Club, Mike Furse, 405, Chartridge Lane, Chesham, Bucks HP5 2SC 01494 774885

Sheffield & Hallamshire MC, Mary Jones, 29, Harbord Road, Woodseats, Sheffield, S8 0BB 01742 748962

Holsworthy MC, Jean Moore, Longlands Bungalow, Clawton, Holsworthy, Devon EX22 6QB 01409 27318

Witley & District MCC, Gavin Shaw, 12, Coniston Road, Old Woking, Surrey GU22 9HU 01483 769464

Exmoor MC, Geoff Westcott, 3, Wouldham Road, Watchet, Minehead, Somerset TA23 0EQ

The Association of Classic Trials Clubs

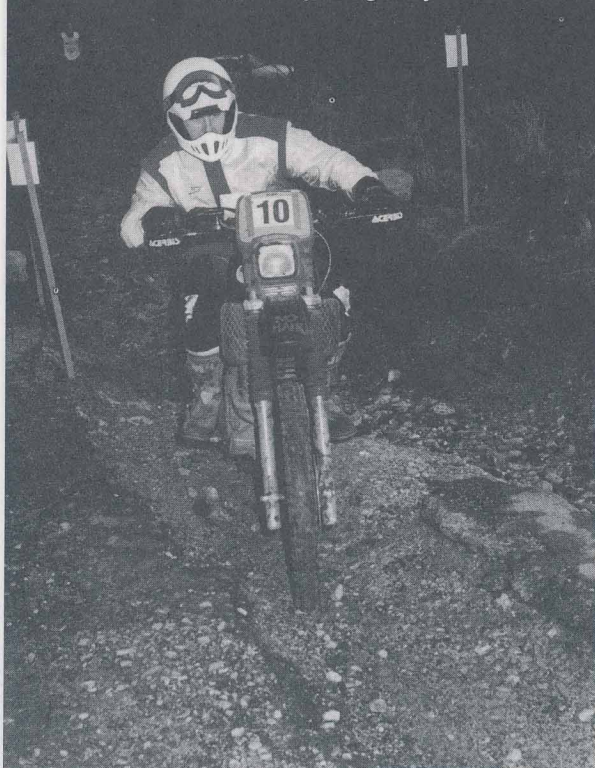
The ACTC has been in existence for 12 years, during which time its member clubs have grown to 24 in number. This year (1997) member clubs will run 27 Long Distance Trials throughout the country, of which 18 traditionally form a national championship for car drivers.

For 1997 the ACTC Championships are being extended to include bikes; to be known as The Pouncy Trophy League as a tribute to Jack Pouncy's association with trials that extends back more than 70 years. Riders will accumulate points depending on their finishing position in their individual class on each event. A rider's best eight scores will count towards their final position. Riders registering with ACTC will automatically receive regulations for the 11 trials and the ACTC quarterly magazine, Restart.

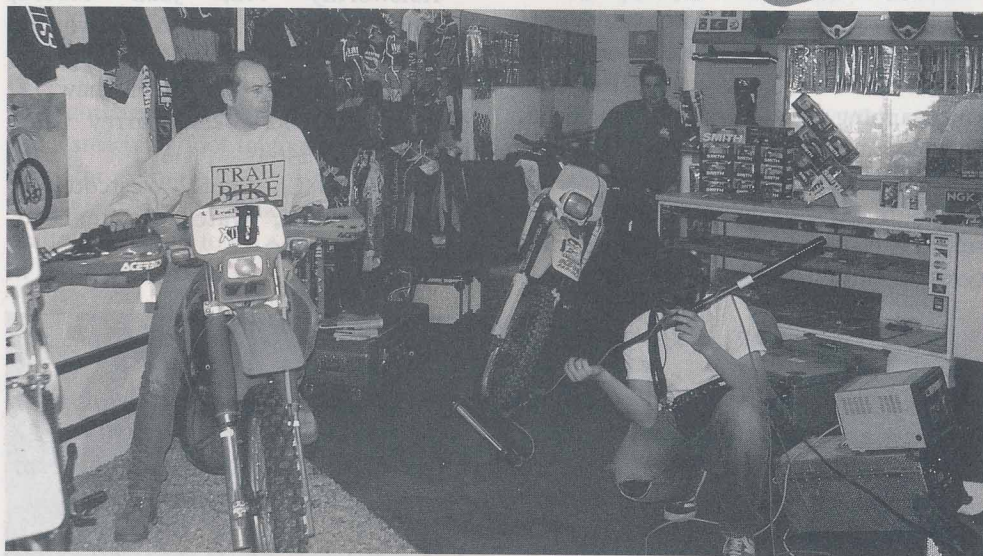
Designed to appeal to the road-legal trailbike owner, long distance trials are an ideal introduction to off-road riding. Anyone familiar with trail riding will find these events use similar terrain since the competitive element of LDTs tends to take place on 'green lanes', bridleways and public paths. There is no speed element, the competition being decided purely on a rider's skill at negotiating tricky surfaces and inclines without stopping or 'footing'.

Anyone interested in registering with ACTC in order to receive event regulations should contact the Championship Secretary Richard Dawe at: 76, Church Road, Richmond, Surrey TW10 6LW. Tel 0181-332 7035.

Marker boards indicate how far you've got up the section, and how many points you'll get if you have to dab



VIDEO diaries



Just how do you go about making a video about getting started in trail riding? I pondered the question for a while, rolling it around in my head.

Bikes, trails, clothing, training, all these subjects would have to be covered and more. Just what sort of information do you need to get into such a video, and more importantly, what should you leave out? By the time you read this you'll be able to find out the answers to these questions because



TrailBike -34- Magazine

The Trail Rider's Guide video will be on sale in the UK through this mag. But back in the middle of this summer when we

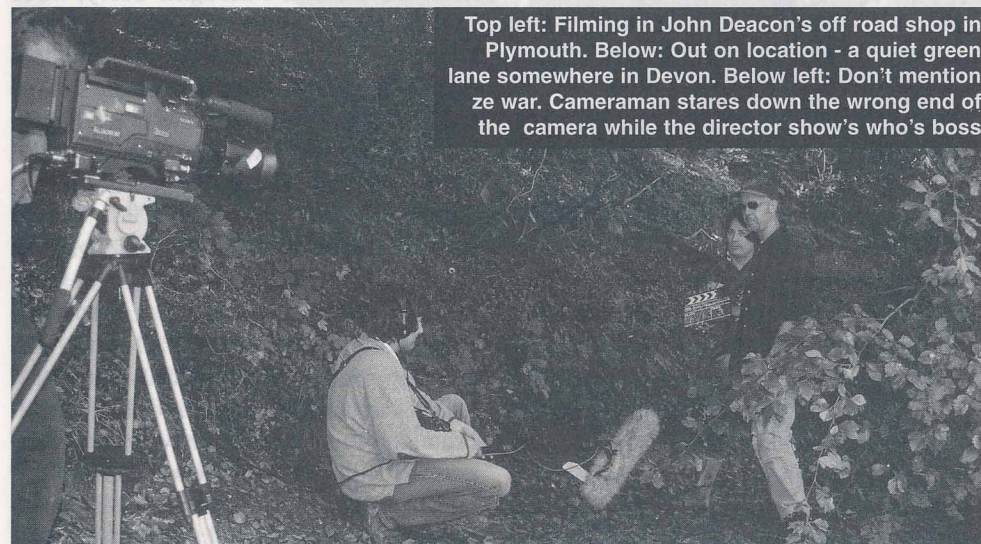
were contemplating such a project, we spent many a splendid evening down the local boozier discussing just what content such a video would require.

Approached by Pete Gibbons from *Event One* to make a video designed to inform riders how to get started in trail riding, I have to confess the idea behind

TBM's first tentative steps into the glitzy world of the moving image was his and ours. However, we quickly realised the project was a worthy one which would help bring new riders into the sport and of course we were happy to be associated with such a project, specially since Pete had come armed with his chequebook. Every man has his price and ours was probably lower than most, so with the ink still drying on the cheque we sealed the deal with a expense-accounted round of drinks - well you've got to start as you mean to go on haven't you?

sidekick and armed with just the barest essentials (£120,000 worth of video equipment), we set out to record on celluloid (or rather Beta SP) all the information you might need to get started. A minicam was strapped onto us as we rode around some spectacular scenery and along tricky little lanes, then talked our way through the essentials of getting started in our favourite pastime.

What to buy, what to wear, where to go and who to talk to are all covered in the video, as well as a look at some of the more competitive aspects of the sport.



Top left: Filming in John Deacon's off road shop in Plymouth. Below: Out on location - a quiet green lane somewhere in Devon. Below left: Don't mention the war. Cameraman stares down the wrong end of the camera while the director show's who's boss

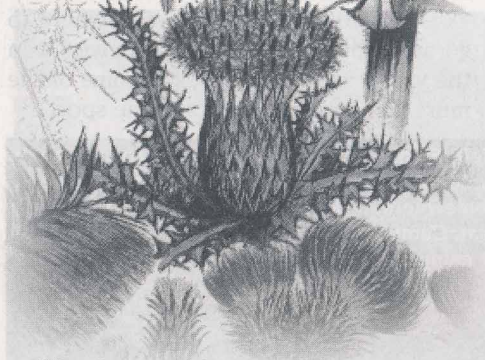
Things moved on quickly from there. Scripts were faxed back and forth, bikes, vans Jeeps and equipment blagged and a motley film crew were assembled for a week's filming which was to begin in Wales, taking in Geraint Jones' school and the Hafren Rally before moving on to Plymouth for some trail riding in Devon and Cornwall with John Deacon and Tony Stuart (Chairman of the TRF). And finally returning via Wiltshire, Oxfordshire, Sussex and Surrey for some footage of green lanes and a trail bike road trial.

Paul Blezard was coerced into presenting the video along with yours truly as his

Looking back on it, and I say this without the benefit of viewing the finished product which as I write is still being edited, there's probably stuff we included that could have been left out, and almost certainly stuff we should've tried a bit harder to convince the director to include. But when all's said and done we've gone and made a video that should be of some help to those of you who still don't know which way round your helmet goes on.

Buy it, have a laugh, and help make this sport of ours grow and prosper... Cheers. Si Melber

Scottish Play



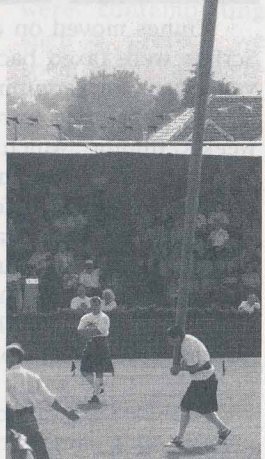
Scotland is beautiful. Fewer people, less traffic, more hills, more space and clear air. The perfect place to go trail riding right? Captivated by this ethos, and having witnessed it first hand when riding trials and in particular when competing in the SSDT, the time seemed right (being somewhat older now) to ride for fun instead of competition. Competition is fine. My ego still nags me to compete occasionally, with my skill and body telling me otherwise. Listening to reason, the wild and peaceful spaces beckoned. Simple then, just get out the map and off we go. Wrong. There are no Rights of Way marked on OS maps in Scotland. Hmmm!

In order to understand what makes Scotland different to the rest of the UK, it helps to have a history lesson. Oh no! Aren't they for confused pubescents and 12 bhp hopefuls? Short on history, the full tank, full licence and XR400 had to wait. So began six months of detective work.

Contacting LARA and the TRF was top of the list. Great, join up, get the info and head for the hills I thought. 'Sorry, we're not too sure about the legalities of trail riding in Scotland either. Can you help us?' they told me. Eh?! Whilst both these organisations do excellent work and know the difference between a BOAT and a RUPP, Rights of Way (RoW) in Scotland are a different story.

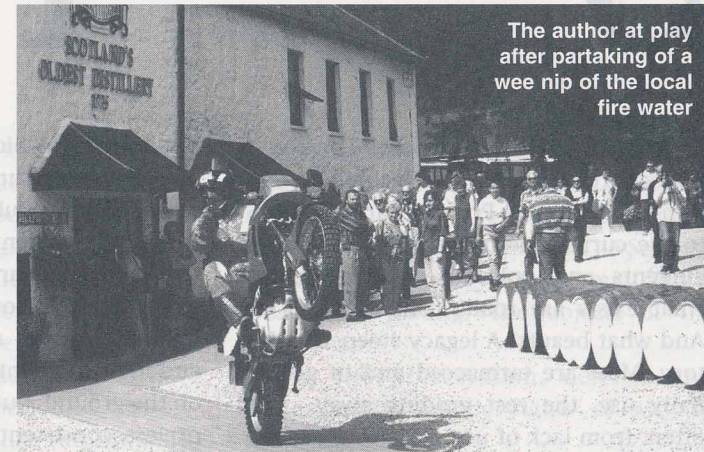
LARA, BBT and TRF publications make wise reading, providing a solid foundation for the would be trail rider. Scottish law and history elevates the learning process and hopefully leads to a level of understanding. Ah! to hell with it I thought, I'm off riding anyway. One shotgun cartridge over my head later and later an irate caber tossing sized game-keeper convinced me otherwise.

The Scottish Rights of Way Society provided the next key. The rest of this seemingly labyrinth-like trail now started to fill with organisations, bureaucrats, do-gooders, motorcycle



Where can you legally trail ride in Scotland? John Rushworth delves into the law and ancient Scottish history to come up with some answers

haters, NIMBY'S (Not In My Back Yard), estate managers, deer management groups, local authorities, rambles, mountaineers, Lords, Ladies and absentee landowners (often English) at every turn. In fact we need to look at an English General to realise where today's Scottish road system, hill tracks and

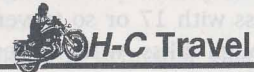


The author at play after partaking of a wee nip of the local fire water

RoWs came from and why there is a resistance to offroading in these areas.

Unlike England, Scotland was not well served with communications. Drove tracks for cattle maybe, but old Roman roads as in England, I'm afraid not. They ended mostly in the Borders and Central Scotland. In particular the Highlands were remote from government control and interference. The building of a network of military roads by Major-General George Wade changed that. Wade was sent to Scotland in July 1724, 'narrowly to inspect the present situation of the Highlanders... to make strict enquiry into the last law for disarming the Highlanders... to suggest to [his] Majesty such other remedies as may conduce to the good settlement of that part of the Kingdom'.

With that backdrop in mind the history lesson ends, save to say that the military roads that were subsequently built and added to by Major Caulfield let the



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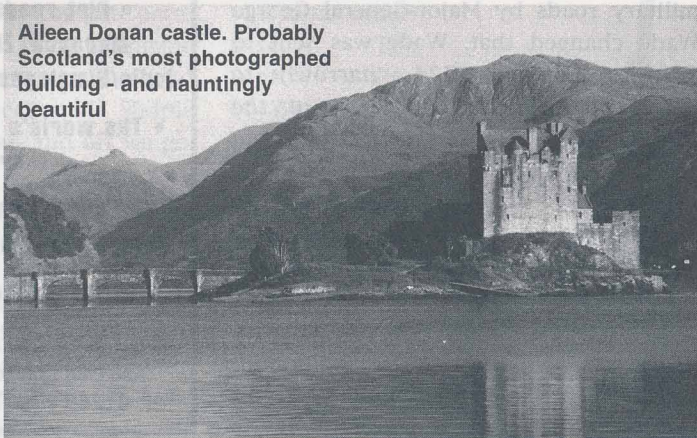
English in and the Scots out. The rest is history from the '45 (the Jacobite revolution led by Bonnie Prince Charlie in 1745) to the current pathos of patriotic undercurrents and political meandering, yet what exists are roads connecting us all. And what beauts! A legacy steeped in history. Most are tarmaced and in general daily use, the rest eroding away - and often, from lack of use.

Want a hot potato to go riding on? Try the Corrieairick Pass. Wade's prize road. A 2,500' pass with 17 or so traverses. 12 miles of rough bliss with a dead end switchback of black road before the real thing starts. It's the equivalent of The Ridgeway in England and under siege by more interested parties than you can shake an empty fuel can at. There are storms over this pass. Physical and political ones. Treat it with kid gloves for now. Is it a Vehicular Right of Way or not? Maybe is the answer. It depends on how you interpret the rules. So here they are: The creation of a Right of Way in Scotland depends primarily not on statute law, but on the common law. There are certain essential

requirements which are:

1) It must run from one public place to another (a 'public place' is one where the public are entitled to be eg a public road, village, church, burial ground). 2) It must follow a more or less defined route (the route may make minor deviations and in open country it need not be visible on the ground, but it should follow a more or less consistent and generally defined line). 3) It must have been used openly and peaceably by members of the public as of right, without the permission, express or implied, of the landowner (the use must be regular with regard to the density of the surrounding population, without any stealth or violence on the part of the user and in such a way as it clearly indicates to the landowner that it is being used despite or against the

Aileen Donan castle. Probably Scotland's most photographed building - and hauntingly beautiful



landowner's wishes). 4) It must have been used without substantial and effective interruption for a period of 20 years or more (20 years is the legally set 'prescriptive period' and though it is not necessary for the same people to have used the route throughout the period, it is necessary for members of the public to have used the route for this period).

You're not going to like this bit. I also learned of the Roads (Scotland) Act 1984. I could tell you things like - when is a road a path and not a road, yet a Right of Way even though it is a path and called a road? But I'd only get you bogged down in minutiae such as it's an offence up to level 3 on the standard scale (current fine £1,000) to drive a motor vehicle on a road without lawful excuse! Disconcerting though this may sound, I'm not aware that this has ever been used or is generally known.

There is also a misconception that there is no law of trespass in Scotland. There is, it's just that it is not always realistically or easily enforceable and there is generally a welcome tolerance of access to many areas of land, particularly to moorland and mountain areas that you wouldn't find in England.

And therein lies the key (or not) to accepted trail riding in Scotland. Because there are so few trail riders in Scotland and vehicular rights of way (as opposed to say pedestrian rights of way) they have

not been asserted or validated, and therefore very few that are recorded. To understand why, it helps to look at the stated objects and sentiment behind The Scottish Rights of Way Society which I may add is worthwhile joining. The objects of the society are:

1. The preservation, defence and acquisition of public rights of way in Scotland.

2. The preservation and restoration of such rights of way as may be in danger of being lost.

Whilst in principal this is all good news for trail riders, the reality is somewhat different. The society has been in

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existence since 1845, long before motor vehicles came into regular use, and therefore caters for walkers in the main, purely by virtue of history and numbers. The principal documented use of land by motorcycles is probably the Scottish Six Days Trial which over the years has catered for 2 and 3 wheeled vehicles. The first trial was in 1909. The trial has, and continues to use, rights of way. However this is done by agreement with landowners which is in fact how many rights of way come into being. In many ways it is preferable to do things this way, as this ensures all parties concerned with land use are considered and catered for. Remember much of Scotland relies on game shooting, hill farming and tourism for its income.

So what then of the trail riders lot? The hard truth is that no one is actively looking after your interests. A example is a current working party called 'The Access Forum'. The title of this forum is:

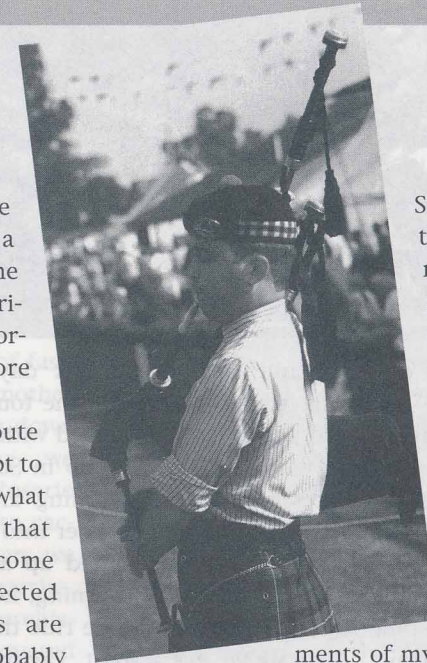
Scotland's Hills and Mountains: a Concordat on Access. Surely this is an ideal platform for representation by existing pro trail riding groups like the TRF? Similar less than satisfactory situations exist with Scottish Natural Heritage (the replacement for the Countryside Commission for Scotland) and The Scottish Office. To my disappointment none of these bodies are pro trail riding or wheeled green tourism, save for a grudging acceptance of mountain bikes.

What then does today's Scottish trail rider do? Other than try and negotiate straightforward agreements with landowners, most probably simply go and ride, quietly, out of the way and try not to upset anybody. And if meeting hostile and unknowledgeable persons on the trail then they simply go elsewhere. In my own experience it does little good to attempt to explain that you are asserting your right of way or attempting for example to upgrade a current pedestrian right of way

to cart and carriage access (which conveys a vehicular right) over the prescribed 20 year period - as you are a motorcyclist and therefore unwelcome.

Say you use a route consistently and attempt to assert it as a right, what usually happens is that gates suddenly become locked, signs are erected (which in themselves are best ignored and probably not worth the wood they are written on), complaints are made and what was an open and peaceable ride is no longer accessible. Interdicts by landowners can be taken out against an individual to prevent them going to a particular place again, yet this rarely if ever happens due to cost. Likewise few people, once a claimed right of way is considered in contention, attempt by law to vindicate it. This requires a declarator to be issued by the court and is reliant on proof of use. It all again comes down to cost. So managed use and use by agreement is cheaper and arguably preferable - but at the risk of those rights being removed at the landowner's whim.

In writing and researching this article I'd hoped to learn and tell how there were many undisputed or vindicated trails.



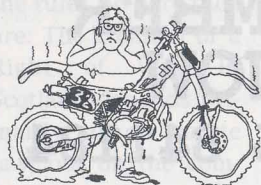
Sadly I cannot conclude this, nor in the space of a magazine article go into all the caveats and nuances of law which can at best be stated as nebulous and untried. I'd also hoped to tell of all the positive action and considerations that were in place and planned for us. Dismayed, tired and confused from the hopes and disappoint-

ments of my research I am in no way surprised that nothing concrete exists to say it's 100% legal to ride here and 100% illegal there. Which then of the 12,000 miles of recorded Rights of Way would you like to ride? Asserted, Vindicated or Claimed? Who cares, as long as you stay out of trouble, I'll follow you...

This indeed in the absence of accessible maps, acceptance and knowledge may well be your sentiment and the only action you are left with - until something better comes along.

In summary then maybe you'd just like to join me and other like minded (responsible?) individuals on some known trails - maybe stopping at a mountain bothy on the way? What are they? Simple unlocked shelters for the benefit of all those who love the wild and lonely places. I guess that says it all.

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**PRO
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For TBM reader Bob Combley, trail riding in the Mexican Baja was the ultimate holiday. This is his story

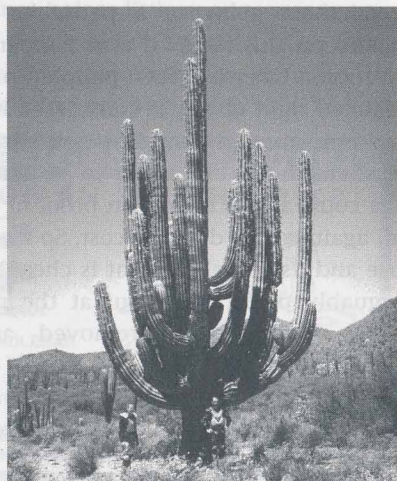


It's six days out and the last day of our Baja trail riding holiday. Richard, Michael and I are crossing each other's paths in 80 mph arcs on Laguna Diablo's dry lake. With jagged 10,000 ft snow capped peaks on one side, cactus forest on the other and an ice-blue sky above its like no other trail riding we've ever experienced.

Riding lead is Todd Way, and even he can't resist the urge to pull wheelies and do giant figures of eight on this super grippy surface. Todd and his partner Tom Grady run Embajador Adventure Tours out of San Diego. Embajador offers full service off road touring. One price (\$350 per day) covers bike rental, service, gas, all meals and accommodation, in fact everything except your alcoholic drinks. 'Embajador' by the way, means ambassador - an appropriate name considering the friendly approach Todd and Tom have toward both their riders and the people they deal with in Mexico.

Six days earlier, Todd, Tom and the tour van pulling a trailer loaded with Honda XR600s picked us up in San Diego on a Monday morning and took us across the border into the Baja at Tecate. We kitted up and started riding mid morning, heading south on an 85 mile ride through the pine forests past Laguna Hanson to Rancho Gongoro. There we stayed in A-frame chalets sited on a rocky creek and enjoyed the monster steaks barbecued by our hosts.

Day two took us south through



beef cattle country. Huge ranches sat dotted among the cactus desert. The cactus was in full bloom, the heady scent from its flowers at times almost overpowering. One part of the trail climbed a track which was scary fast - about 45 miles of high speed trail riding. We stayed that night in San Quintin on the Pacific coast at the hotel La Pinta where we dined on fiery-hot Mexican cuisine.

Day three took us east and then south again into the mountains of the Sierra San Miguel where we found a superb trail, 30 miles of fast, easy riding with not another soul in sight. Dropping down from the mountains we crossed the Rio del Rosario and were soon back into cactus desert. In the desert we visited old mines, quarries, deserted missions and prehistoric caves with walls covered in primitive paintings. That night we stayed in another fine hotel at Catavina reliving the day's trails.

On day four we started by trailering the bikes down the only sealed road in the area to a point 50 miles south of our hotel. the trail wasn't marked on our maps but such is Todd's knowledge of the area that he had no hesitation in leading us off into the blue along a trail that got progressively worse until at last after about 50 miles we reached the Pacific coast and a graded track heading south. This track had a series of hazards that Todd warned us about.

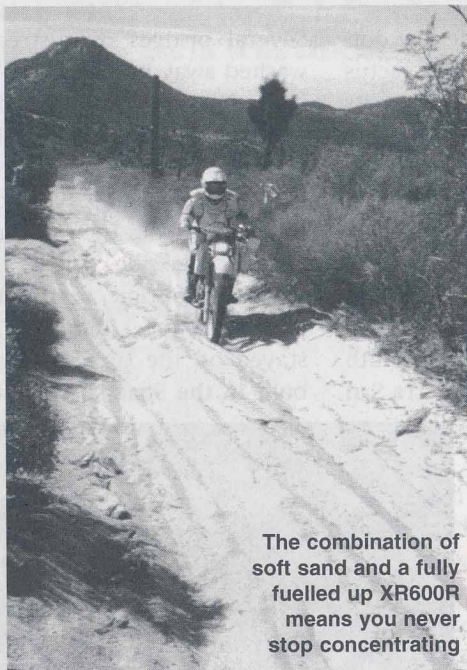
Several bridges over streams had been washed away in the winter storms leaving gaps the width of the road some 75 feet long, which were only marked with a few sticks laid across the track. To avoid these big holes it was necessary to ride down off the road, across the stream bed and back up the other side. This was all very well if you saw it in time, if you didn't, you were in deep trouble - literally. That evening we stayed on the Gulf of Cortez at a hotel built in the Spanish style around a large



Even in the heat of the Mexican desert, you can always find water to splash through

Baja-Break

Baja-Break



The combination of soft sand and a fully fuelled up XR600R means you never stop concentrating

courtyard, shady and cool. The restaurant served great food and ice-cold Tecate beer.

Day five was to be a long one so we were on the trail by eight the next morning heading north, after a few miles we veered off onto a sandy trail leading to a deserted gold mine called El Desengano (The Loser). Not being very experienced at riding in soft sand I took some instruction from the others, sitting well back and fanning the clutch in second gear I shot off and was soon going well, up into third and steering by putting weight on either footrest, unfortunately they hadn't told me what to do when the sand gets even deeper and looser, I hit it far too fast and found myself completely crossed

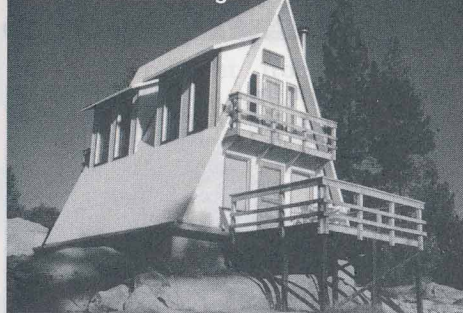
up and out of control, the bike plunged to the left, I caught it, but immediately it plunged to the right, the front wheel dug in as I lost momentum and then I was down in the sand with the bike on top of me. I soon found that although I was unhurt I was securely pinned down by the bike and the red hot exhaust was burning a hole in my leg. Just then one of the others rode up and managed to move the bike enough for me to crawl out from underneath. Together we dug it out of the sand and heaved it back upright. Burnt but unbowed I carried

on to lunch while my leg throbbled a bit.

We lunched at Alfonsina's, a gourmet fish restaurant on the beach in the middle of nowhere, all the customers arrived either by four wheel drive, trailbike or light aeroplane - there was a dirt airstrip just behind the kitchen - the fish and seafood came straight out of the sea and the meal was absolutely superb.

By the time we'd finished eating drinking and joking sat around a big table at Alfonsina's it was already late in the afternoon, (well you can't ride the trail immediately after a gourmet meal can you?) and we headed north on one of the worst roads I have ever travelled, although graded it was really rocky and dusty. We just

A-framed chalets provided the accommodation in Rancho Gongoro



couldn't seem to be able to find a speed that suited it and after crashing and banging our way along it for the best part of 50 miles I was glad when Todd announced that we'd be trailering up for the final 50 miles into San Felipe.

San Felipe is a wild town with dune buggies, four wheel drives, quads, trikes and great hairy trail bikes all over the place. A popular evening's entertainment in San Felipe is to be had by letting off fireworks at any opportunity, and every shop seems to stock them. We couldn't resist buying an arm full. Our favourites were the big red ones that looked like sticks of dynamite. The first time we let one of these babies off we had no idea of its explosive power so stood fairly close to it. The explosion was shattering and left us with wildly ringing ears, so we let the rest of these monsters off in a variety of containers which only seemed to amplify the noise. After all the excitement we were quite happy when it was time to go off to a steak and seafood supper in town.

The next morning saw us trailing out to the Laguna Diablo and our wheelie pulling, high speed arcs and figures of eight session before heading north once more towards the US border and a flight home. Back to reality...

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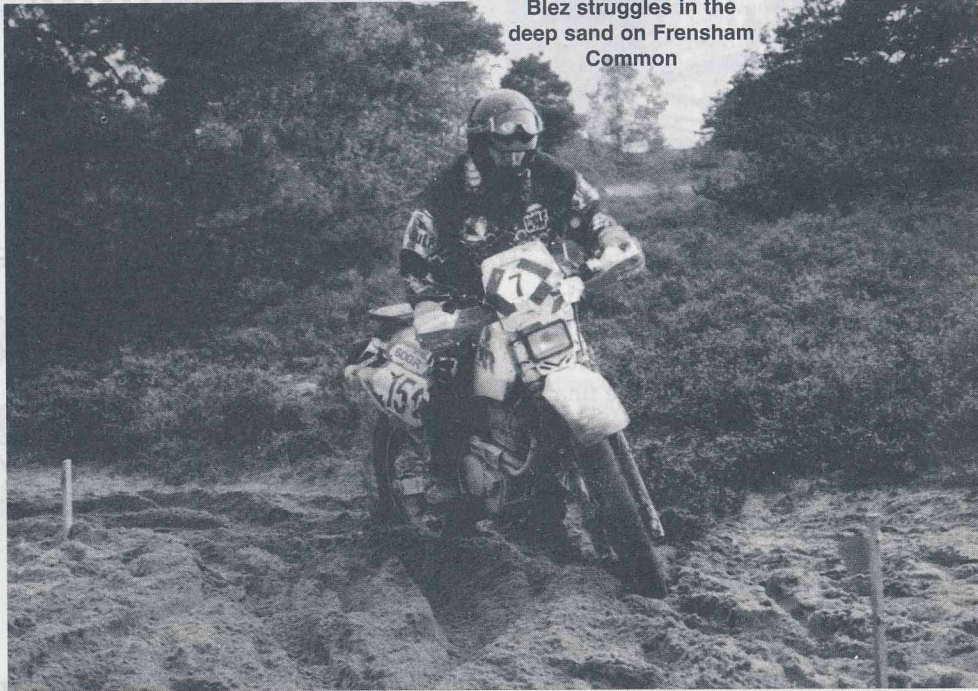
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The Witley 200

TWO-DAY LONG DISTANCE TRIAL

Blez struggles in the deep sand on Frensham Common



This year the Witley 200 long distance trial took place over two days using the green lanes of Surrey, Sussex and Hampshire. Paul Blezard was riding for TrailBike Magazine - this is how he got on.

The Witley long distance trial has only been running since 1994, but in the short time since organiser Gavin Shaw created the event, it has doubled in both the area of ground it covers and the number of competitors taking part. This year 143 riders from all over the country got the chance to explore some of the most varied green lanes in the south of England as the first two-day Witley 200 got underway.

The competitors ranged from teenagers to OAPs and the machinery was just as varied. Everything from pukka lightweight specials to a Cheney twin and a Honda Transalp, and from girder-forked, rigid rear ended British boneshakers to the latest hot-poop XR400Rs were there.

It was clear from the start of this year's event that the trails were going to be slippery with the amount of rain that

had fallen before the event, though fortunately for all, the first couple of sections were nice and easy to get us warmed up.

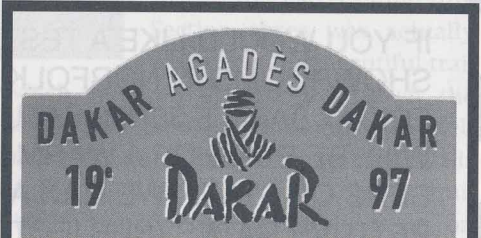
By the time we arrived at Section three, a resident from the nearby monastery was insisting that the solos' observed section was not on the correct right of way (shame it wasn't a silent order), so we all had to struggle up the sidecar route through a muddy climb and a deep puddle. Section five was a long and wet chalky climb which was like trying to ride the wrong way up a bob-sleigh run. Having watched several hapless riders struggle even to make it to the 'Section Begins' markers I was relieved just to maintain forward motion and avoid a '5'. How heroes like Len Hutty managed to stay 'clean' on an old rigid Matchless is a complete mystery to me. The climb continued long after the end of the section and didn't get much easier - I was just rebuilding my confidence by staying feet up almost to the top of the hill when I came to grief on a big root and collapsed in a heap. Cue blasphemy, heaving and plenty of jumping up and down on the kick-start.

A little later on I recognised the trail to the South Downs way which we were riding in the opposite direction from last year (amazing how different trails look when you ride them the other way round, ain't it?). This got my intestinal juices flowing because I knew that the Hookway pub was just around the corner. Sure enough there it was and in glorious sunshine I got stuck into an excellent meal complete with hugely indulgent chocolate dessert in order to set me up for the rest of the event. (The diet starts tomorrow).

After lunch, several miles of easy riding led us along the South Downs Way before the course turned onto a sublime little trail which winds its way through the

woods above East Lavington - one of my favourite of the whole event. At the following section there was a 'countdown' from 10 down to 0 in some snotty going and I was still a long way short of the 'section ends' cards when I started dabbing; I blame my sticky throttle cable myself!

I regained some self-respect with a hard-earned 'clean' up the rocky staircase of the 'Ridgeway Steps' which took marks off a lot of good riders, but it was back to humiliation in the soft sand of Frensham Common which was actually meant to be a slow-riding test as well, though very few riders even managed to stay feet-up through the tricky chicane of posts. This was followed by a lovely long trail through the woods to Tilford at the end of which I managed to confuse myself by trying to follow some directions I'd already taken! Must get a road-book holder.....



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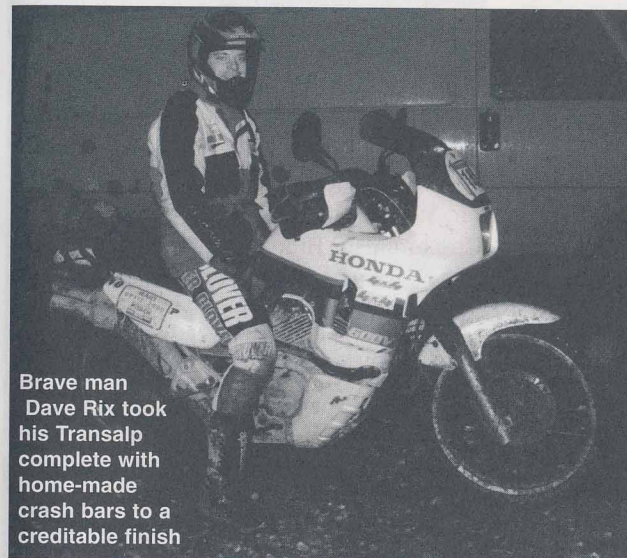


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The Witley 200

TWO-DAY LONG DISTANCE TRIAL



Brave man
Dave Rix took
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the trail, so I was pleased when I managed to 'clean' it. A bit further on I watched one of the senior competitors bin his bike in the mud and thought to myself 'poor old bugger, he's a bit past it' and then promptly fell off myself taking a huge bite of humble pie as I hit the dirt.

By the time I'd got the XR600 going again the old boy had long gone and I had to make full use of the XR's speed and power on the A272 to catch him up. Section three was actually easier than the beautiful trail

The penultimate section of the day was like trying to ride through 100 yards of sticky toffee and I failed miserably - I got completely stuck across two ruts and the observer had to give me hand to get out. Pete Robson followed me through with a respectable '3' on his old British Levis, and when you bear in mind that the last Levis was built in 1939 it puts me and my XR600R to shame.

It started to drizzle as I signed off back at the country club at the end of the first day though thankfully the rain had stopped by the time dawn broke the following morning, with the prospect of another day of slippery trails. Again the first of the day's sections was nice'n'easy but Section two was at the bottom of a slippery woodland descent and had a tricky turn up and back down the side of

which followed it, dropping down the steep escarpment to Lythe Farm where fellow competitor Andy Lucas dropped his Suzuki right in front of me. This is a trail that I've successfully climbed feet-up, on my scooter - but that was in the dry! The next section near Ramsdean was the longest in the trial and there was a long queue of riders waiting their turn and taking the opportunity to swap tales of triumph and disaster.

I watched in amazement as one competitor (Matt Aldrich) cleaned the tricky section without ever rising out of the saddle of his Kawasaki, whilst other riders had to take dabs left, right and centre despite using a more orthodox stand-up technique. When it came to my turn I followed Matt's 'keep right' route and successfully stayed feet up until the throttle

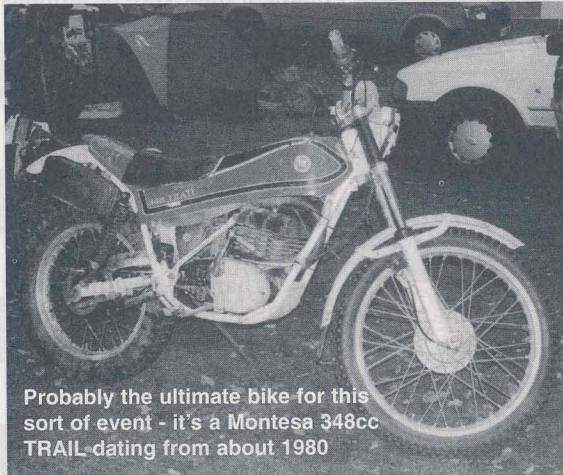
The Witley 200

TWO-DAY LONG DISTANCE TRIAL

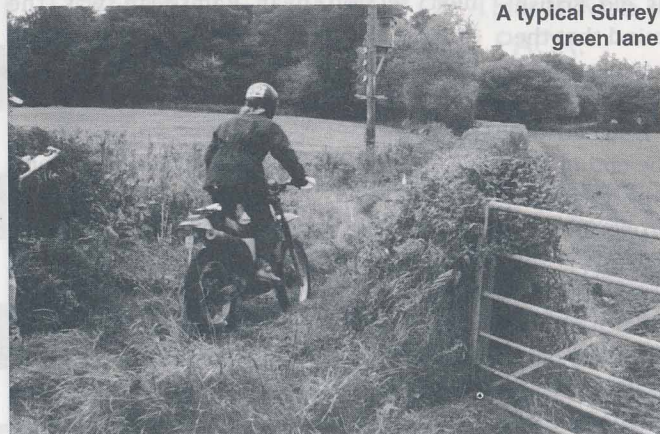
WHY NOT GIVE US A RING, WE GOT A RANGE OF NEW AND USED BIKES JUST WAITING FOR NEW OWNERS.

grip started moving independently of the cable! Curses! It cost me a disappointing '3' and I followed it up with another unplanned excursion into the undergrowth at the far end of the trail.

I regained some self-esteem around the corner with a clean in Section five, a rocky little number which was too narrow



Probably the ultimate bike for this sort of event - it's a Montesa 348cc TRAIL dating from about 1980

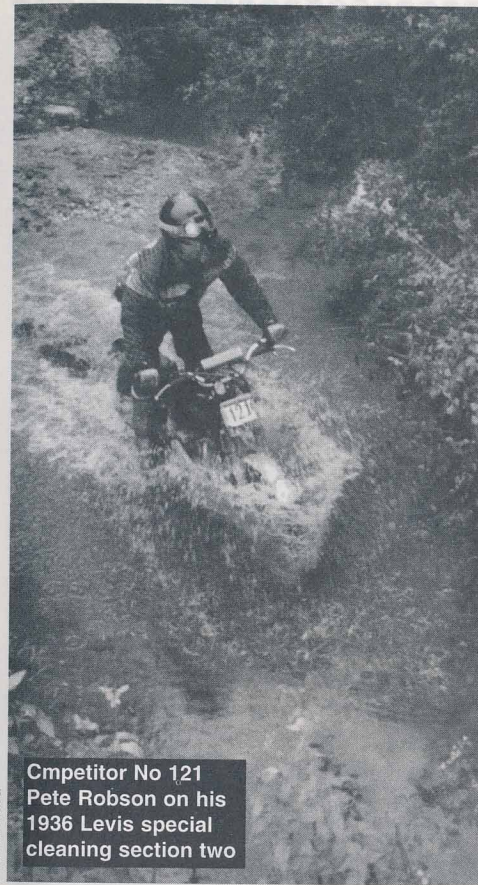


A typical Surrey green lane

for the sidecars to use. I managed another clean at Buriton Cart Track before we came out onto the South Downs Way again and came upon some of the 90-odd horses taking part in a 'Pleasure Ride' organised by the British Horse Society.

We took the easy trail down the West side of Butser Hill, and it started to rain in earnest as we entered a section of two way traffic before beginning one of the trickiest sections on the whole trial. Just getting up the bank at the start without footing was an achievement and my heart was in my mouth as I made the sharp left turn at the top, but I just didn't have enough grip to make it across the rut of the main trail without a couple of desperate dabs for a frustrating '3'. The nearby and very slippery stop and re-start test also took a costly ten marks off a lot of riders but thankfully I wasn't one of them.

North past Charlwood the course turned into the greasiest trail so far; both ends of the XR slipped and slithered in all directions and I had a real sense of achievement when I emerged, spill-free, back onto terra-tarmac. The next trail at Four Marks had me going all over the place too; it was one of those so-and-sos with deep ruts hidden in even deeper



Paul Bleazard

Competitor No 121
Pete Robson on his
1936 Levis special
cleaning section two

grass. I managed to stay upright until, right in the middle of a vivid Stephane Peterhansel fantasy, (stand right up, lean forward, elbows out) I lost the front again and crashed spectacularly into the bracken. Curses! If only I hadn't swapped my trusty motocross tyre for the poxy trials one (*you mean - if only you possessed some of Peterhansels ability - ed*).

As we came past some walkers with an irate dog down the steep slope onto the tarmac I suddenly recognised the start of the trail at Vann Farm that I had once struggled to get a BMW GS up; it had been completely resurfaced and now looks more like a gravel drive. I also recognised the next trail near Lythanger because it's

so unusual: you come out of a tunnel-like lane into a wide open field with the Right of Way going straight across it. Even after 100 bikes had ridden over the lush grass there was barely a sign of their passing.

On the far side of the field lurked Section ten, though it and the following section were fairly straightforward. Unfortunately this was the last observed section to count as the organisers had cut out six miles containing Sections 12, 13 and 14 because of the clash with the horse event. There was still a sting in the tail awaiting us however....

Huckers Lane is an ancient monks trail which winds for about three miles to Selbourne Priory and then turns north. The surface felt like what I can only describe as 'oil on ice!' I dropped the XR again and cursed as I did the hokey cokey on the kickstart once more. In the second

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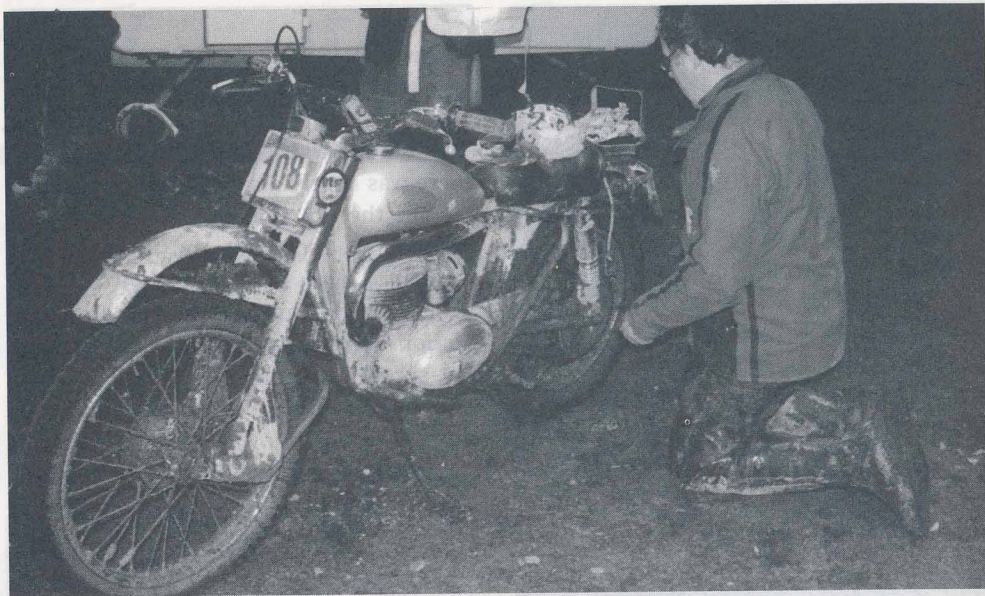
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part of this trail myself and a DR350 rider came upon another competitor lying sparko on the ground. He'd knocked himself out on a fence post and only came around as we lifted his bike off him. He was pretty shaken and said he didn't even remember coming off, but he gamely got back on and made it to the end the event. A couple of minutes later it was my turn to inspect the scenery again; I lost the front, the rear end came round and I slid backwards into a pile of logs at about 20mph. Whoah there boy! After dancing another jig on the XR's kickstart I swore to myself that my next bloody bike is going to have an electric start.

As for my performance well, 27 marks lost and 30th overall out of an entry of 143, most of whom were on much lighter

bikes, wasn't too bad considering the state of my throttle, tyres (*and physique - ed*). With a bit more preparation I might even have made the top 20!

I take my hat off to Dave Mair who dropped a mere five marks over the whole two days to win both the twin shock class and the event overall on an old Bultaco. Likewise to John Johns and Norman Bray who won the over 45s and over 55s respectively with a *combined* score the same as mine. That man Pete Robson scooped top Brit on his amazing Levis special with only 15 marks dropped. And I'll finish with a huge thanks to Gavin and Marynka Shaw as well as all the hard-working marshals and observers who made the event possible. Roll on the Witley '97!

The Witley 200

TWO-DAY LONG DISTANCE TRIAL

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OLD FAITHFUL

Trailbikes may come and go but the good old Yamaha DT175MX soldiers on forever. Crasher Cornish takes a nostalgic look back on probably the best loved of all trailbikes, and grabs himself a ride on one to find out just how much things have changed in the last few years

It's funny really but there's probably nothing more embarrassing than watching someone trying to relive their youth. For example if you've ever witnessed the sight of our editor Si strutting his stuff on the dancefloor after a few jars, or even worse overheard Blez's feeble chat up lines you'll know what I mean. However when Clive at Norwich based bike dealers Trailsport phoned with the offer of a day riding a totally original 1979 Yamaha DT175MX the lure of a chance encounter

with my misspent youth seemed too good to miss.

When the DT175MX was first introduced into the UK it was - to put it mildly - a quantum leap in trail/enduro bike technology. The only situation I can liken it to in more modern times was the introduction the Honda FireBlade. Like Honda's 900cc road burner, in it's day the DTMX didn't just rewrite the rulebook it tore it up and started again with a blank sheet.

Up until the DTMX came along, off road riders had basically two choices; either a full on, hard to ride (not to mention maintenance intensive) and often unreliable enduro racer, or the more sensible route of purchasing a trail machine and modifying it for serious use. In fact trailbikes of the pre DTMX era were in effect little more than restyled roadsters with short travel suspension, lower gearing and a slightly raised exhaust system.

So when the DTMX came along it was greeted by trail riders like the second coming of the messiah. The new Yammie brought long travel (for it's day) suspension which included such advanced technology as a single shock cantilever rear end and a De-Carbon gas shock. Not only



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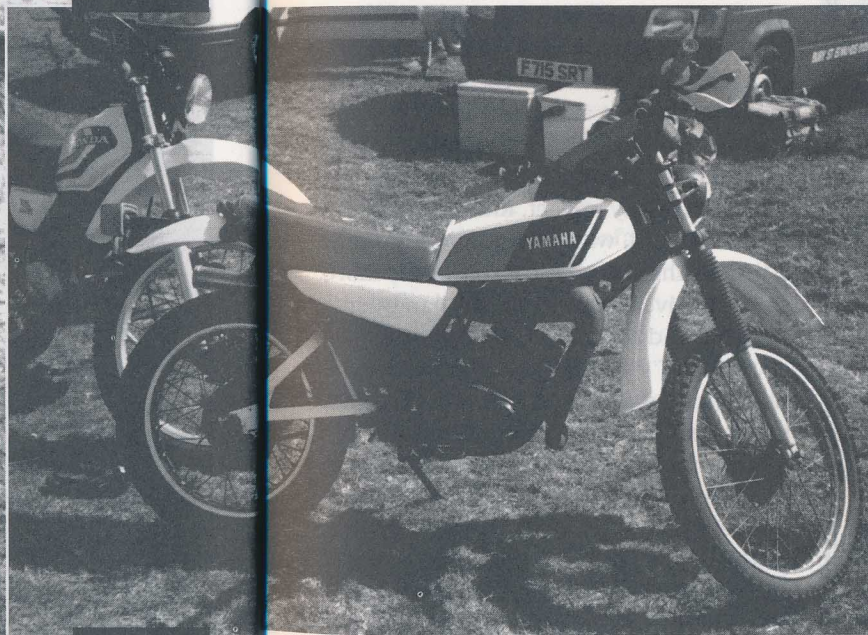


TrailBike -55- Magazine

OLD FAITHFUL



Below right: A clean though slightly modified DT175MX spotted recently in the paddock of a local enduro



Left: The beauty of the DT was that it could be used for road-trials, trail riding or even the odd enduro

that but the moto-X derived, six speed, two stroke powerplant breathed through a four petal reed valve which enabled the motor to possess a wide trail-friendly powerband.

An autolube system, pointless CDI ignition and such nice touches as a QD rear wheel (with brilliantly simple snail-cam adjusters) made the bike not only reliable but also easy to work on. Needless to say worldwide the bike sold in its thousands and almost overnight changed the face of off roaders for good. Yep, the DT175MX really caused a storm when it was introduced and not without reason.

My infamous off road career began

the DT sat there with its chrome plated wheel rims glinting in the sun. It was like being reunited with an old flame, okay, so the paint had faded a touch and mild corrosion covered the up and over expansion chamber, but overall she was in prime condition and unlike most of the staff here at TBM, wearing her age unbelievably well.

Once astride the sumptuously padded dualseat I felt immediately at home. The view to the front of the large round tacho and speedo (containing idiot lights) and narrow front mudguard had me instinctively reaching for the Mikuni-mounted choke knob and the DT fired up first stab at the long kickstarter - aahh, happy days.

Still retaining it's original exhaust system (including a heavy, long and probably quite restrictive silencer) the motor soon settled down to a quiet and dependable tickover. Allowing the air-cooled mill to warm up I trod it into first and eased out onto the road in search of some easy green lanes.

Up until now I may have been viewing the DT through rose-tinted goggles, but after a few minutes reacquainting myself with the bike's simple charms, I began to notice that the motor whilst undoubtedly torquey in the mid range seemed a little vibey and breathless as the revs increased. I suppose 17 years ago 15bhp (@ 8000 rpm) was considered more than adequate though after a high

aboard a 175MX and I still have fond memories of the two years I spent racing, commuting, trailriding and generally thrashing (not to mention crashing) the things. So it was with eager anticipation that I awaited the arrival of my bike for the day. Once out of the depths of the van

fibre diet of modern hot-tech dirt blasters, the DT motor now appears a little puny.

Still, in comparison to Yamaha's own superb (but fairly low powered) XT225 Serow the DT175MX has a similar performance from it's 171cc two stroke lump. Onto the first of the day's trails and

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straight away the bike brings back memories. Pulling up the rutted, wet, grassy track in fourth gear the motor had no problems. Showing just 4000rpm on the large blue-faced tachometer the DT's tractability was still obvious.

On a whiff of throttle I was soon settled down to a comfortable green lane cruising speed and on this type of going the old bike was really in its element. Pressing on over some deep tractor ruts had the ancient unadjustable forks crashing harshly and using up most of the travel, however the rear cantilever suspension (despite not having the benefits of a rising rate linkage) copes much better than the spindly front fork with big impacts.

I soon relearned the art of making quick progress on a DT - use the torque mid range to power it along and avoid revving it to the lowly red line, keeping the front light and letting the rear suspension take the brunt of any impact. Riding it this way the bike could, with a handful of gas and a tug on the bars, be coaxing much more smoothly over bumpy terrain than by just pointing and squirting.

The DT's relatively compact dimensions (it has a nice slimline 7 litre fuel tank) help boost rider confidence especially when you consider that its 32" seat height is lower than a lot of today's road bikes let alone trailies. This means that getting a foot down in a hurry is simple, and combined with a dry weight of just 98kg (216 lbs) makes the old DT a breeze to handle when the trail turns to mud and the ruts cut up so badly that footing becomes a prolonged and necessary evil.

It's only when you finally find a flatter, faster track and allow the DT its head that it really begins to show its age. Its short 52" wheelbase together with the relatively under-sprung and lightly-damped

OLD FAITHFUL

forks can make life, how shall I say, well... quite exciting to put it mildly. But if the chassis' high speed antics leave a little to be desired, the quaint single leading shoe 5" drum brakes fitted both front and rear are a lot better than they look. A firm tug on the lever or pressure with your right boot is all that's required to slow the DT down, and of course drums are adjustable for feel. Considering its age, the controls on the Yamaha all worked smoothly with a pleasingly light action. The six speed gearbox in particular is worthy of mention, up or down the sweet shifting transmission swapped ratios effortlessly, even without the aid of the clutch.

Discussing the merits of the DT175MX over lunch the youngest member (aged 16) of our party almost got himself lynched when he started to slag off and make fun of the bikes unfashionable low tech nature. Such is the passion that the DT instils in riders old enough to appreciate the impact the bike had on the trail riding world that almost to a man everyone had either owned or ridden a DT in the past, and it was plainly obvious that the bike is still held in great affection by the trail riding fraternity.

All of which is testament to the brilliance of the DT's original design. Every component is designed to work in conjunction with the next and the bike was *built* (rather than simply *styled*) to cope with the rigours of the rough. When the DT175MX was launched, its seven inches of front travel backed up by less than six at the rear was a revelation. Okay, by today's standards it may look like something out of the stone age, but before you dismiss it out of hand ask yourself if

Wherever there are trailbike competitions, you'll find DTs - still doing the business



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OLD FAITHFUL

they're outmoded how come so many of them are still in constant use?

In fact take a quick scan down the entry list of any classic trial and the DT175MX still makes up a sizeable number of the entries. The only problem now of course is actually getting hold of a decent example, our particular test bike (showing 26,000 miles on the clock) was eagerly snapped up a couple of days after it went on sale and Trailsport claim they could have sold it ten times over.

After lunch and back onto a fast tarmac section the DT's speedo was soon indicating 70mph, this is about top whack for the 175 because even with a larger front sprocket the two stroke's 15 or so bhp would struggle to overcome the wind blast above these velocities. Not only that but the bike starts to feel stressed at 65mph plus and seeing as it was already sold I had an unusual bout of mechanical sympathy and kept the revs down.

As a sensible, reliable trailie the DT175MX has it all. If speed at all cost is your priority then look elsewhere, but for slower green lanes the DT is really all you need. Any decent example shouldn't cost a fortune to buy and run, in fact we managed almost 60mpg on light trail duties. Spares are relatively cheap and still readily available and of course selling on a nice example may even turn you a small profit.

So did my day with the bike rekindle my youth? Well yes and no. Okay I admit the DT didn't seem quite as good as I fondly remembered it but it still brought back happy memories of two-up riding to col-

lege when leaded five star still only cost a Pound a gallon.

Considered in the cold light of day perhaps the DT175MX, doesn't stand close scrutiny compared to its modern descendant the DT200WR. But to those of us that remember the original bike's simple charm, rugged dependability not to mention its mould breaking design, the old DT175 can still bring a smile to the face of those old enough to appreciate a time when the world seemed a much simpler place.

Thanks to Clive at Trail Sport for the loan of the DT175MX. If you want one call him on 01603 504595



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If you're stuck for a Christmas present this year, why not give someone you know a subscription to TrailBike Magazine and we'll send you a trailbiking card to give to *them* on Christmas day informing them of their superb pressy (and your enormous generosity). Or better still, if they're stuck for a present for you, why not get them to give *you* a subscription for Christmas? Try dropping subtle hints about it, tear out this page and leave it under their pillow, pester them with Christmas lists with **SUBSCRIPTION TO TBM** written at the top, or just tell them: 'I want a subscription to the best Trailbike mag in the world'. Whatever, all subs received before 1 Jan 97 will get a free card as well as the chance to win a day out at the Yamaha Off Road School in Wales. It sure beats the hell out of another pair of woolly socks from your gran!

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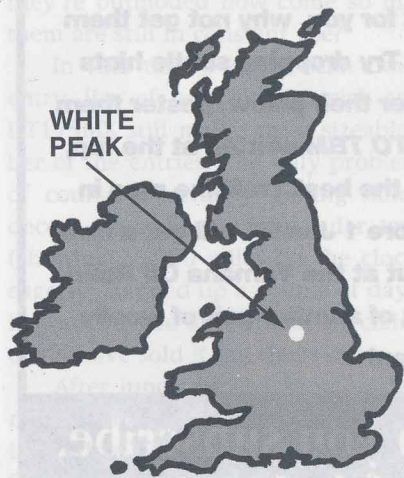
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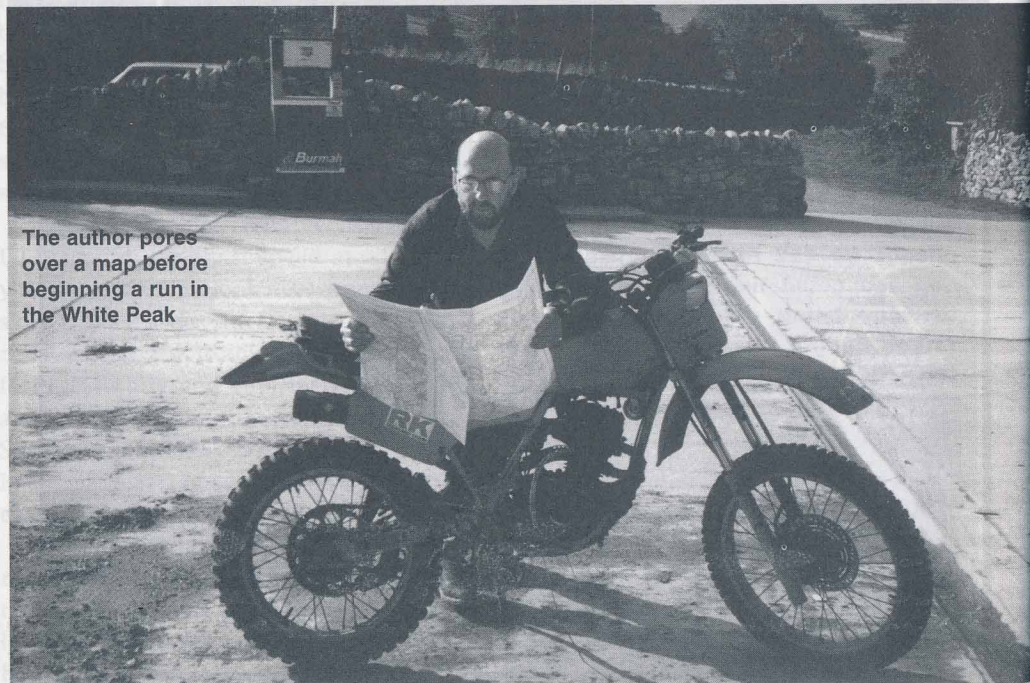
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The Rough Guide To Britain

Telling you where to trail ride legally in the UK



The Peak District National Park covers an area of 555 square miles divided into two distinct regions - the White Peak and the Dark Peak. Phil Sadler is your guide to this first day's trail riding in the White Peak



The author pores over a map before beginning a run in the White Peak

There are literally hundreds of green lanes to choose from in the Peak District National Park offering just about every type of surface to ride on, including 17 different types of mud! Although small compared to some National Parks and with few lanes longer than a couple of miles, there is always another one just around the corner and you'll never have to ride far to get to the next lane.

This ride is mostly around the limestone area known as the White Peak, about 85 miles in total. The route laid out is mostly fairly easy stuff, with a diversion for a bit of interesting rockery, and offers pretty scenery all day long. To enjoy it at its best though, save it for a really snowy day. I have not described every lane in detail, just where to find them - you can see them for yourself when you ride them.

For the purposes of this guide, I'll assume that you have a copy of OS map 119 and/or Outdoor Leisure 24, preferably with these lanes marked - which you can do using these directions.

About 15 miles to the west of the M1 near the pretty town of Chesterfield, lies the village of Baslow. As you approach Baslow from the east, you will see a hotel on either side of the road; the Wheatsheaf Hotel on the right and The Devonshire Arms on the left. Just beyond these hotels is a council car park set back from the road on your left. Park in there, there is a cafe which opens around 8.30am, toilets and ample space.

The first lane; Wellington's, is reached by going up the road almost directly opposite the car park entrance; left, right, left,

out of the car park, and second right to (257,727) (sheet 119), this one starts with an easy, rocky climb to the first gate and then climbs more quickly to the moorland plateau above Baslow Edge. An unusual lane, it has a TRO (Traffic Regulation Order) that prohibits all motor vehicles except for two wheeled ones. The climb isn't as much fun now that the County Council has chucked loads of rocks into the steppy bits, but it's still worth going out of your way for. Wellington's Monument, erected with public subscription to commemorate the man, stands at the crest of the hill and it is worth stopping for a while to take in the view. The remainder of the lane is flat and after another mile brings you back out onto tarmac again.

Turn left now and enjoy the swoop back down into the valley until you reach the T-junction at the Bridge Inn, turn right onto the A623, go about 50 yards up the main road and then follow the signs to your left to go through the village of Calver. Stay on this road until you come out onto the main road, the B6001. Almost opposite, but down a bit to your left, a lane shoots off at about 45 degrees from the tarmac, to Peak Pasture. Follow this track, forking left after about a quarter of a mile, until you reach the metal gate; here turn right and stay on this track until you reach the distinct left turning at (227,735). Now head towards Rowland for about a mile and then turn right at (216,728). The first bit of this climb is okay, but it gets better after a couple of gates, when it becomes loose rocks.

At the top, turn right and go down the

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broad track until you reach two gates on your left - use the smaller one and go across to a similar gate slightly to your left. Follow this grassy track for almost a mile to yet another bridle gate and turn sharp right straight across the broad track and up the other side. This one can be a bit slippery after a drop of rain. Go through the quarry, over the crossroads and down the lane that brings you into another large quarry works, follow the road through the quarry; ignoring all junctions, until you eventually have no option but to drop down a little track back onto tarmac.

Turn right here and follow the tarmac into Stoney Middleton. The cafe on the left

is a good one; stop here if you fancy a pint mug of tea and a bacon butty; you don't have to worry about being a bit damp or muddy, the place caters for all kinds of outdoor types. (you've only done about 10 miles to this point so you'll need a good excuse to stop this early).

After leaving the cafe, or if you haven't bothered, carry on down the road and turn second left, following the signs for the church, to the right, just over the bridge. Go past the church and up the hill, a nice rocky climb. At the top, go across the road to your left and through the metal gate into the field opposite. Follow the track through the next gate and up through the wood to a T-junction of tracks, take the left turn, which although short, seems a bit steep in damp weather and can be fun. Turn right at the top of this and stay on the track until you come out on to a farm track, about 100 yards on. A nice place to admire the view while you wait for those who underestimated the severity of that little climb back there.

Dropping down the tarmac lane, on your right are the Riley Graves, one of many dug to accommodate the former brave souls of Eyam, decimated by the plague of 1664. Upon reaching the road turn right into Eyam, the village that contained the plague by sacrificing most of its population after a consignment of contaminated cloth had brought it to the village. The people of Eyam isolated themselves from all others when the plague was discovered until they had been almost wiped out, and the plague existed no more. They stayed in their village and took provisions from outside, leaving pay-

ment in wells filled with vinegar, which acted as an antiseptic. Throughout the village are plaques and memorials to the people of the village, and at various locations around the village stand the preserved wells.

As you approach the centre of the village, you will see two signs indicating the directions to car parks and toilets; follow the signs for the car park/toilets and, having turned right, go past the car park and straight on, even when the tarmac turns right. This is always a nice little climb - rocky, and slippery when wet - up towards Highcliffe.

Turn left now and follow this road along Eyam Edge, right and left until a left turn takes you down to Foolow, or would if you didn't find the start of the next track, a quarter of mile down on the right. Its more or less at the bottom of the steepest bit of the drop down from the aforementioned junction, just before the track to Shephard's Park Farm, on the left. The end of this lane brings you back onto the Great Hucklow road, turn right after a few

yards and then drop down into Great Hucklow via the track through the woods, which goes straight on where the tarmac turns right, a quarter of a mile from the end of the last lane. This can be more entertaining if you don't take this first opportunity to get onto the track but instead stay on the tarmac almost to the edge of the wood and then turn sharp left and enjoy a slightly steeper descent.

Arriving in Great Hucklow, turn left, and about 100 yards on, turn right towards Grindlow. Go straight across the main road and down Silly Dale, when you get back onto tarmac turn left and left again, and a half mile down this road is a pub, a petrol station and a cafe, but if you don't need a stop, turn right about 200 yards down the road to Litton.

For some time now you will have been able to see an outcrop of rock just to the east of Litton, the separate stump of rock is the site of the last gibbet

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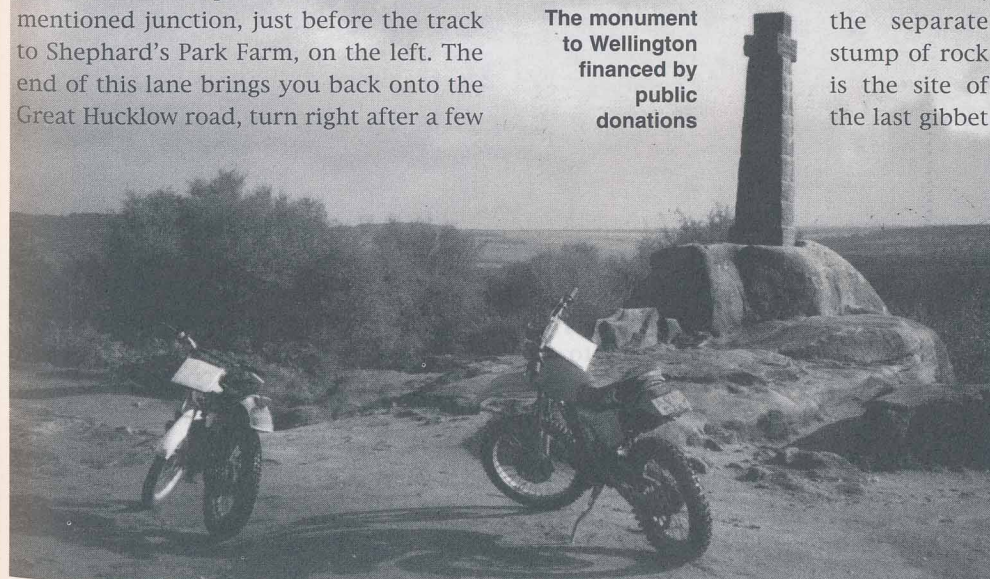
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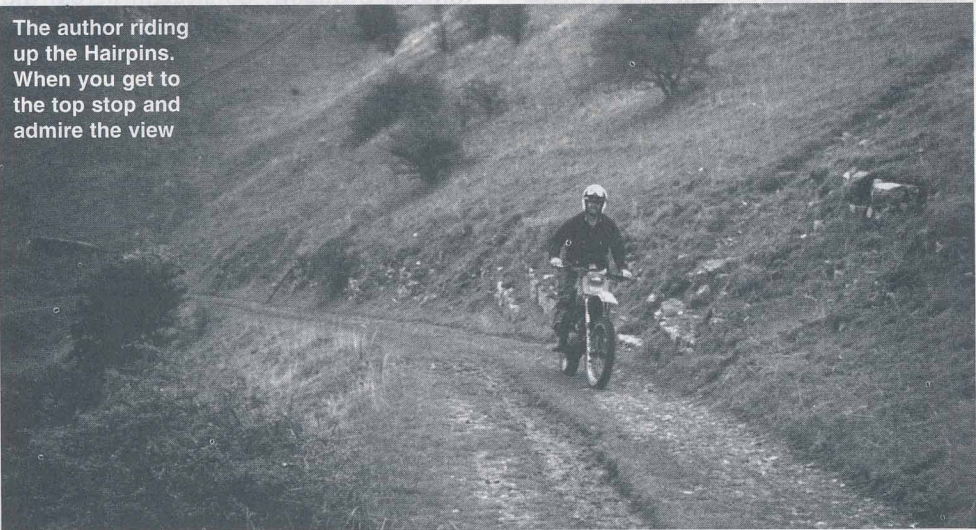
in the country - some poor geezer's body was left hanging for an unusually long time and apparently the stench and all round unsettling state of the thing moved an influential man of the times to persuade parliament to abolish the practice of leaving them rot. Beware, you southern softies.

Half a mile out of Litton a road on the right marked as 'Unsuitable for Motors' brings you out dead opposite the lane on the edge of Tideswell that you need to go

and head south towards Miller's Dale.

Go through the farmyard and turn right, through another gate and down onto the tarmac. As you are dropping down this lane, you will see a pub, the Anglers' Rest, across the road in front of you, turn right, right again and then left to pass the front of this pub. Follow the river down Monsal Dale, stop in a sheltered spot to turn your big map back over, if that's what you are using, and carry on to the end of the road. The hamlet there doesn't

The author riding up the Hairpins. When you get to the top stop and admire the view



up to get to the next bit (if you are navigating on the Outdoor Leisure 24 map you will now have to open the whole thing out and turn it over) go straight on to the cross roads and turn left. At the next tarmac junction, about a half mile down the road, a track goes off to the right - take it. It's rutted and slippery when wet and it gets worse. The ruts are not deep, they are just very slippery, especially after three quarters of a mile when you turn right

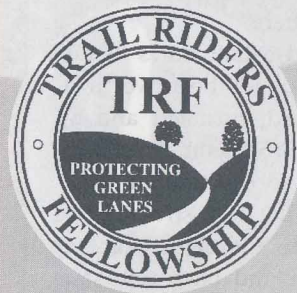
appear to welcome vehicles - there is no parking allowed, although an old mill there could easily be transformed into a McDonald's with a bit of effort!

Take the lane that goes up to the left, through the gate and up the grassy track for a quarter of a mile to a right hairpin, up some more and then a left hairpin, a good place to stop to admire the view and exercise your camera, and then on again to swing right and up to the tarmac again.

Still following the river, go down the valley, through Cressbrook, past a small car park to the right and then turn right between the buildings, (177,722), over the river and up the lane, through the gate and on to a T-junction. Turn right and ride up and over the rocks, through the gates and fields until you reach Brushfield Farm. Turn right after the farm and right again at the next farm, the track is well defined here and you stay on it until just after the sharp left, when you folks with the big map will have to stop and turn your map inside out again. About a quarter of a mile on, take the track to the left, stay on it and left again at the next junction. Follow this track, ignoring a dead end

and turning right, about a half mile on. You will eventually meet tarmac again on the A6 near Taddington. Turn right onto the dual carriageway. and after three quarters of a mile is a pub on your left. Turn into the lane at the side of the pub and ride its length. Afterwards turn right onto the tarmac, go for just over a half mile until you reach a T-junction, then go straight on to the next lane and re-emerge on tarmac just before Blinder House.

Upon reaching the A515, if you want to do a couple of really nice, rocky old trials sections turn right, if you don't, then turn left towards Ashbourne, skip the next few paragraphs and ride on to The Bull i' th' Thorn.



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So, you're going to do the interesting ones, eh? About an eighth of a mile on, turn left and ride the ruts for a while, back on the surfaced bit, turn right and right again, and after just over a quarter of a mile, slant off the road and drop down the track, to (099,666), and then left at the end. Opposite the building, about a quarter of a mile on, turn right onto the farm track, follow it round to the right and on to Glutton Bridge, turn left and head towards Longnor, turning right for Hollinsclough near the top of the hill. Opposite the phone box in Hollinsclough to the right of a house, go up the track, up the steps which are not as good now as when they were a trials section (according to the old buggers who used to ride them) and at the top of this lot, turn left and left again and back down to emerge opposite the phone box again, or, if you liked that, turn round and do it again in the reverse direction.

Back in Hollinsclough, turn left, go for just over a mile-and-a-quarter and then take a hairpin right and a track between the bushes to the right of a house two tenths of a mile on. Another old trials section, one which has improved with age, down the steps and up the cobbled hairpins on the Derbyshire side. Pause a while at the ford and note the packhorse bridge - the small parapets were to enable the large panniers of the horses to cross the narrow bridge without getting stuck. Try to imagine the poor little beasts struggling up either side and then try and explain why the Staffordshire side is rock steps while the Derbyshire bit is cobbled!

At the tarmac T-junction, go across the cattle grid to your right and ride on to Longnor. In Longnor; having turned left at the market place and down the road a bit, you will find the best trail riders' pub in the Peak District - The Cheshire Cheese. Famous for its hospitality, if you've got this far without a meal, you owe it to yourself to dine here. Having indulged yourselves, turn left out of the pub, or straight on if you did not stop, and then right at the next junction. Almost two miles out of Longnor - opposite a right turn to Brund - lies the ever-popular Pilsbury Ford. Much easier down than up, it is still worth a look, so drop down here.

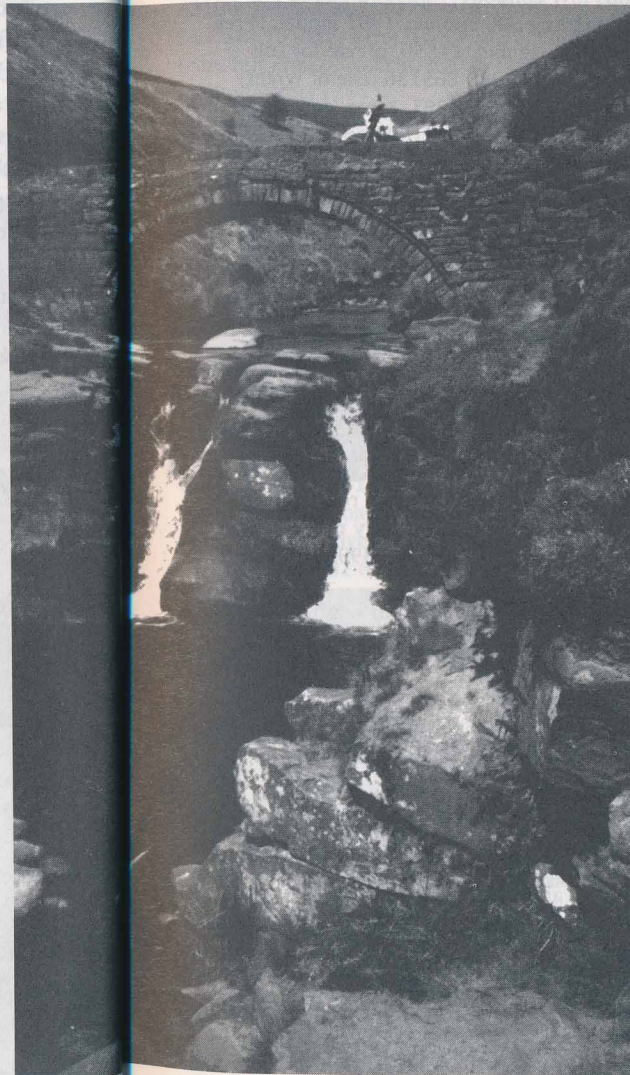
Two and a half miles of tarmac now, but it's been worth it. After the ford, turn left and up onto the A515 again, left again and just before The Bull i' th' Thorn, take the dead straight, one mile track to the right, right at the junction and back onto tarmac with a left turn to Monyash. (For those of you who decided against the rocky bits, turn left just after The Bull i' th' Thorn.)

Okay so turn right in the centre of Monyash, heading south, and at the sharp right on the edge of the village, go straight on and then slightly right, towards Summerhill Farm. The track finishes at a gate, from then on go across the field, slightly to your

left, until you are riding close to the wall. Follow the wall to your left, down and up again until a second gateway looms. Skipping over the mud, keep a straight line until you reach the farm track, turn

right and out onto tarmac again. This lane is not at all clear from the end of the walled lane, around the 337 height spot on the map, nor the ground, but just keep going on the line of the lane and you'll be okay.

A left turn on the tarmac and three miles on takes you to (208,654), now go left towards Meadow Place Grange, right into the farmyard and through two metal gates to an open field beyond. Bear right up the hill and through the gate in the top right corner of the field. Down the track through the wood to the ford and up the other side to Over Haddon. Go to the right through the village, round to the left and then turn right towards Noton Barn Farm. Right at the junction and straight on where the tarmac swings right. Across Haddon Fields, through the farm yard and down to the village of Alport. Turn left and out onto the A6, now go right, and then, a quarter of a mile after the end of the dual carriageway turn left. Follow this track well past the woods until you reach a T-junction where the right turn is barred, turn left and ride down to Bakewell. Turn right at the tarmac T-junction and follow that road for almost two miles to the village of Pilsley, before turning left down into the village and left again. The track turns sharp right and drops down onto the A619, turn right and ride the last mile-and-a-half back to your starting point in Baslow. Enjoy it. •



Packhorse bridge at Three Shire Heads. Not far from the route, and a marvellous place for a picturesque photograph

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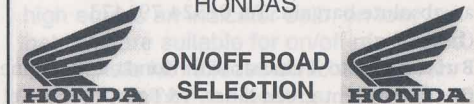


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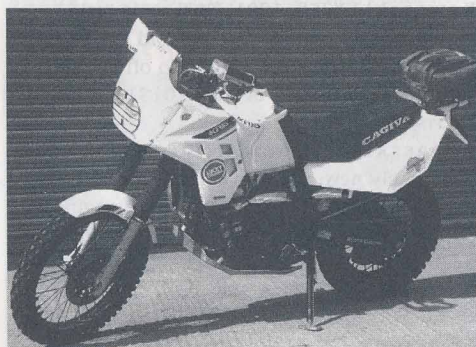
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Suzuki DR650, May 96, FSH, 18 months Suzuki warranty left, much loved well maintained machine, £4300 or may p/x, can deliver. Tel 01736 788208 (Cornwall)

Honda XL250R, Y-reg, not 100% original - modified h/light, clocks and stainless exhaust, otherwise very tidy, £700 ono. Tel Ian on 01507 522639 evenings & 01507 522247 day-time weekends (Lincs) PS brilliant magazine chaps - hope the photo aint too lousy. Merry Xmas.

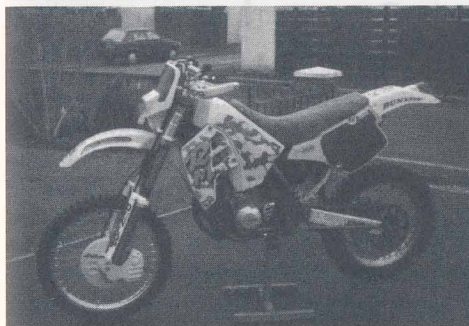


free ads

KTM EXC400LC4, 1995, M-reg, superb all rounder, well used mainly for organising events eg Cambrian Rally and very well looked after, £3465 ono. Tel 01633 874610 (Gwent)

Suzuki TS250X, X-reg, 12 months MoT, good clean original condition, 14k miles, new battery, spare tank, £425. Tel 01582 571654 (Beds)

Suzuki RMX250, 1991, H-reg, excellent cond, fanatically maintained, Acerbis hand guards, Renthals, many new parts, very little use, must be seen, £1450. Tel 01874 624906 after 5pm (Brecon)



Yamaha XT600E, Oct '95, 3000 miles, showroom cond, reluctant sale, Datatagged, one year's warranty remaining, £3300 ovno. Tel 01937 834942 or 01937 835470 and ask for Nick (N Yorks)

Suzuki DR650RES, P-reg, 1400 miles, black, reluctant sale, £3750. Tel 0171 603 2414 (W London)

Honda XL600R, 1985, original cond, road use only, low mileage, £1400 or p/x XR250 or XR200. Tel Andy on 01554 775797 (Carmarthenshire)

SPARES

BMW G/S front wheel, XR600 Acerbis tank, Michelin 140/90-17 enduro comp tyre, universal MX/enduro sidestand, KX500 sidepanels, KLR650 Tengai plastic sump guard, rear mud-guard, radiator, indicator, pegs, gasket set, R/H rad scoop - white unused, front hub, levers, gear pedal, KLR600 black petrol tank, green

Handwarmers

First developed for New Zealand agricultural bikes in the '80s, these tough rubber mounted electric heaters fit inside the ends of handlebars. 12 volt (6V, 1 heat available) low powered, each heater on high equals an indicator bulb, on low, half that, and are suitable for on/off road bikes.

Complete kit includes switch, two year guarantee on the heaters. Priced at £24.95 (incP&P), state model, year, length of handlebars, cheques to WARMFIT Ltd, 1 Forester Road, Portishead, Bristol BS20 9UP. Ph: 01275 847570

Trail Riding in Wiltshire

Live near West Wiltshire? Own a trail bike? Contact Alan Yandell 01225 864187 for information on club nights and runs on legal rights of way with the Wiltshire Group TRF

AIR COOLED **XT.TT** FOUR VALVE
Repairs - Parts - Tuning
David Lambeth Engineering
Tel + Fax (01323) 642696

THE ITALIAN JOB

Honda XL600R/LM 84+ £1350 - 1650
Kawa KLR600/650 85+ £1400 - 1750
Suzuki DR600/650 87+ £1600 - 2100
Yam XT/Tenere600 83+ £1400 - 1900
Yamaha TT350/600
(disc brake models) £1700 - 2300
Aprilia RX/Rally125 89+ £1350 - 1700
Cagiva L/Explor125 87+ £1250+

All the above bikes we personally import from Italy. All have new MOTs, tax disc, proper age-related plates and are fully serviced usually with new tyres batteries etc. Year for year Italian imports are generally in much better condition and with lower mileage than those bikes originally sold in the UK.

**Come for a test ride
(01892) 662066 & 0850 921570
Guy Milner & David Lambeth
Crowborough - East Sussex**

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Acerbis tank, H/light cowl, indicators, steering stem, L/H passenger peg - all cheap. Tel Brian on 01784 257469 evenings (Staines)

Arai Dual Sport helmet, size M/57, grey, brand new in the box, has never been worn, purchase price was £300, sell for £250, also KX500 seat, mudguards (F&R), rad guards (L&R), all years 88 onwards, or KX250 up to 89, vgc, sell for only £40. Tel 0191 4222324 (Tyne & Wear)

Yamaha DT175MX engine spares. Tel 0161 343 6287 after 7pm weekdays (Ashton-U-Lyne)
Black Baglux tank harness for Triumph Tiger £50, also rack and fitting brackets for Ventura luggage system for Tiger £100, can post. Tel 01845 578389 (N Yorks)

Biker's expedition solo tent, lightweight (3.5lb), packs small, double skin, condensation free breathable material, good headroom, A-front/sloping ridge, tough, all seasons, genuine bargain, £95 delivered. 01752 223008 (Devon)



Suzuki DR350S genuine w/shop manual and owners manual, covers all DR350 models. Tel 01452 548988 (Glos)

Honda forks, air assisted, believed CR125/250, will fit XL, excellent cond, £20, also DT175MX petrol tank, complete, no rust, swap smaller tank WHY or sell. Tel 01625 527767 (Cheshire)

Rear wheel complete with good disc, spindle and adjuster, £30. Tel 01299 270493 after 5pm (Worcs)

Caravan, 10/12 ft, 3 berth, vgc, can carry trailbike inside, £175 or p/x bike trailer. Tel

01908 502059 (Beds)
XL500R original silencer, excellent cond £65, also DT125 LC3 original front pipe also in excellent cond £60, delivery postage arranged if required. Tel Adrian on 01323 724121 (Sussex)

Suzuki DR350 spares, petrol tank and panels, front master cylinder and handlebars, mirrors, front m/guard, rev counter & housing, h/lamp & cowlung plus other bits, all brand new! Tel 01227 361049 (Kent)

Serow petrol tank, white with blue, virtually brand new but with tiny little ding in it, otherwise unmarked, £99. Tel 0181 840 4760 (London)

XR600 front pipe £30, Armstrong 500 rear silencer box £20, both mint, also DT125LC fork yokes and wheel (drum type) £50, Avon Gripster 4.10-18 as new £25. Tel 01392 811408 (Devon)

TS125R Fresco tail pipe, virtually unused, perfect cond, cost £53, accept £35, delivery arranged if required. Tel Adrian on 01323 724121 (Eastbourne)

Honda XL250 Motorsport, rolling chassis, recon wheels, new seat, includes tanks, sidepanels, clocks, wiring, two boxes of bits but no motor hence £250 ono. Tel 01625 428518 or 0973 886947 (Macclesfield)

Suzuki DR650 1996 bolt-on goodies; tailpipe, bash plate, rear 50-tooth sprocket, Dynojet kit, Michelin T61 trail tyre 4.00-17. Tel 01736 788208 (Penzance)

WANTED

Wanted XR250 wheels, disc front & rear, cash waiting. Tel 01527 832179 (West Mids)

Wanted Bottom end for Honda XL250S, W-reg, plus electrics if in good cond. Tel Chris on 01952 252801 (Shropshire)

Wanted good cylinder head for 1984 KL600 A1 (kickstart model), consider full engine. Tel 01642 892867 (Cleveland)

Wanted complete front end for Yamaha DT125R, big tank for XT550 and pair of alloy barkbusters. Tel 01299 270493 after 5pm

free Classified ads

(Worcs)
Wanted genuine w/shop manual for 1981 XT500 or XT500 sales brochures, any help would be very much appreciated, also wanted desperately, seat for Suzuki DR400S or genuine seat cover, and any sales brochures for SP370/400/DR400, finally old Which Bike magazines 1978-82, good prices paid for these please ring. Tel 01904 490764 (York)
Wanted spares for KDX125 or info about mods and parts that fit off other models eg KMX/KX etc, can you help a dirt novice? Tel Les 01384 822074 (W Mids)

Wanted Honda XR500R, absolutely anything considered, ie tatty, siezed, complete dog etc, no Q-plates or anything bent, cash waiting. Tel 01978 352625 (N Wales)

Wanted Kawasaki KX250A w/shop manual and both engine outer casings for air-cooled model. Tel Martin on 01292 318976 (Ayrshire)

Wanted Honda XL125RF w/shop manual, Haynes etc. Tel Chris after 6pm on 01229 839984 (Cumbria)

Wanted damaged repairable trail bike, 250cc upwards, Honda XL/XR etc, must be cheap - will pay up to £150. Tel James on 01322 347135 after 7pm (Kent)

Wanted XL250RF (1983 ish) clutch basket & assembly, and

generator (stator), will consider full RFVC engine, cash waiting. Tel 0181 840 4760 (London)

Wanted Rear wheel for XL250R (1982), also exhaust wanted. Tel John on 0973 881947 or 01625 428518 (Macclesfield)

Wanted SWM250 MX parts, orange tank model, Rotax engine, parts required: tank, seat, exhaust, air box, clutch casing, kick/gear levers, side panels, complete bike considered, please help. Tel 01667 453037 (Auldearn)



DAVE COOPER
THE NUMBER
ONE NAME



CLIP-ON ADJUSTABLE BIKE RACKS

Car Racks £49.50 inc P&P
Van/Motorhome Racks

£57.50 inc P&P
4X4 Racks £69.50 inc P&P
Junior Racks 50cc-80cc
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Fits any vehicle with British standard towbar, and you can still tow with the bike rack in use! Made from 4mm British steel tubing and mig welded. Finished in protective enamel. Lightboards, tie down straps and double racks also available.

TRAILERS

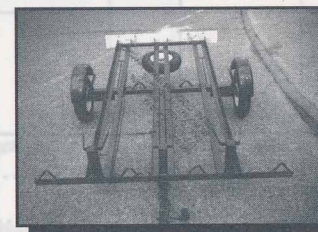
Price includes light board and ramp

Single Bike.....	£189.00
Double Bike.....	£219.00
Treble Bike.....	£289.00
Quad Trailers.....	£289.00

All prices include VAT

Delivery service available

Spare Wheel £18.50 extra. Trailers come with independent suspension, clip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable light board and six enamel colours. NEW wall mounting brackets - to hang trailer on your garage wall - £15.00 pair.



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Erith, Kent DA8 1RT. Tel 01322 359393 (Day),
0181 302 7246 (Eve) & 0860 702112 (Mobile)

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Here's what you do Fill in the form (one word per space) and tick the box for the section in which you want to advertise. Then send it to:

Classifieds section
TrailBike Magazine
PO Box 9845
London
W13 9WP

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bikes spares wanted

Name.....
Address.....
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Please feel free to send a photograph to illustrate your advertisement though we unfortunately cannot return any photos sent to us. This service is not available to traders

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