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D I G T H E

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& ENDURO

M A G A Z I N E

MAY 1997

ISSUE 22 £1.95



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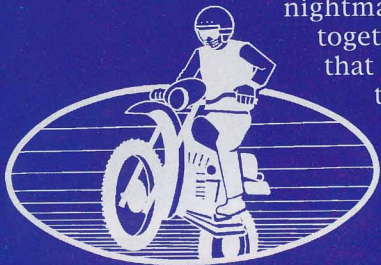
Welcome to the new look TrailBike Magazine which if everything has gone according to plan, should be in full glorious technicolour. I say that guardedly because I know only too well that things don't always go as planned. Only last month a problem with our usual printers left us without a magazine, right on deadline, and we had to be hastily printed by a different company. It also meant that the magazine was printed to a slightly different specification (hence the slightly different paper it was printed on) as well as making the mag appear a day later on the shelves.

Nevertheless, despite the problems that go with publishing a magazine like TrailBike, it continues to go from strength to strength because it's the only UK magazine that caters for the off road trail and enduro bike scene, and because thousands of you read it and seem to like it - you strange lot! The idea behind the colour printing is to give you more of that scene and in much better detail. Sure, the price has gone up a little and we've got a bit more professional about the advertisers taking space in the mag, but underneath all that it's the same old TBM it has always been, and will continue to be. Editorially, we haven't changed one bit.

We reckon you'll like the changes we have made to the magazine however; The design is cleaner, there's more in the mag to read, and you should be able to see the pictures more clearly. And after all, the off road scene is a pretty colourful one; whether it be the deep crimson of the editorial bank statements, the fluoro pink of Blezard's latest enduro jacket, or the blue language that spouts from Crasher Cornish's lips every time he takes a nose-dive. From now on you will be able to see (and read) everything in full-on colour - just as nature intended.

We hope you enjoy the look and feel of the magazine even more than you used to and just remember when you're sitting there thinking 'Lucky buggers - getting to play with all those expensive (and colourful) new toys.' It's actually a

nightmare putting this little lot together every month, and that nightmare has just gone technicolour! Cheers.



Si Melber

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**Si Melber.**

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# Dear Trail Bike...

Got an opinion? Then write to:  
**TrailBike Magazine**  
PO Box 9845  
London W13 9WP

## MT TANKS!

Dear Si

As an ex-overlander who has travelled a fair few miles in Iceland and Scandinavia on CCM's military machines (both Bombardiers and MTs) and rebuilt at least 30 others for government surplus companies and fellow overlanders I wondered if you would be interested in a few observations?

The MT is an extremely robust and hard-wearing bike which with routine maintenance should last you forever. However those considering buying a bike should take care. The MOD is not the most careful of users and machines released as 'runners' can be anything but.

Auctions are the standard method of release by the MOD and at first would seem to be the place to pick up a bargain, but hold on a minute. You will not be allowed to start the bike let alone ride it, and bent frames, missing components, seized engines and sloppy internals are common problems that can go un-noticed at first glance.

Private sales are a better bet and at least give you a bike with an MOT, tax and registration document, in themselves saving much effort for the future owner. Expect to pay £1000-1400 for a sound bike complete with pannier frames and toolbox. Chrome and red ex Northern Ireland bikes go for more but are extremely rare. Don't be fooled into paying more for Harley Davidson badged bikes - they are

just MTs with new side panels. New Harleys are not being released by the MOD yet, if it's got disc brakes, you've got the first!

If you have bought your bike from an auction the first thing to do is to strip it down and check the state of the engine and internals. While you're at it change the oil and give the bike a service - The MOD replace the oil with a preservative liquid - run

the engine for too long with this in and things start to get expensive!

Old and dirty fuel leads to endless starting problems for new release bikes, the gauze filters in the tank and carb are often blocked with flakes of red lining paint from military Jerry cans, and settled water corrodes the passages in the float bowl and choke. While the carb is off, check the needle position - bikes used abroad have the

needle setting changed and may have different or incorrect jet sizes. Change the spark plug while you're at it, because of the over-rich mixture the Amal carb provides, plugs can soon fail to give any spark whatsoever. Throw the crappy metal plug cap away at the same time and fit a proper one like an NGK.

Hopefully with this all done a few slow kicks on full choke (decompressor engaged) followed by a firm kick with the decompressor released should see the bike burst into life. Don't be surprised if it ticks over slowly then speeds up for no reason at all, only to die away to nothing when you adjust it - 'they all do that sir'. The problem is caused by the Amal carb running too rich on low throttle openings. The adjustment on the Amal is too crude to compensate correctly and some owners have resorted to running with the mixture screw removed completely to weaken the mixture sufficiently - not an ideal solution. To overcome this major defect which has loads of owners tearing their hair out, replace the carb with a Dell'Orto and hey presto, problem solved.

So what else can the new owner do to make their bike more user friendly? Some of the more common changes are to reduce the height of the centrestand to allow those not built like Giant Haystacks to get the thing onto it; bend or replace the clutch and



brake levers so that you can actually reach them, and replace the pathetic rear lamp with something rather more luminous. Having done all that you should end up with a well sorted MT which should be a solid, reliable and versatile trailie for not a lot of money - can't beat 'em.

Paul Witheridge  
Great Salkeld, Cumbria

*PS If anyone is thinking of setting up an MT owners club I would be interested. I have access to a lot of information on the technical side of things and know a number of suppliers for surplus parts. Oh and in your Hossack article (issue 20) you said the army used XRs and DRs in the Gulf, well I have a KTM 350 enduro in light stone coloured paint bought from 22 SAS squadron - but that's another story!*



**Armstrong MT500: Can have problems when buying from MOD auctions**

# Dear Trail Bike...

## HOT & BOTHERED

Dear Sir  
Please can you tell me how to improve the hot starting on my 1983 Honda XL600RD (25,000 miles). The bike has had a full top end rebuild (rebore, piston, cam etc) but is a real pig to start when hot.

Allan Thornton  
Worcester Park, Surrey

*The Honda XL600 is notorious for poor starting when hot. Most people assume that the motor is a little tired and have the top end rebuilt (many had top-end problems anyway), but in fact the ignition system is often at fault and tends to get very weak with age. So start by having that checked out (is it producing sufficient volt-*

*age?) because if there's a problem you may need to get the stator rewound. On the fuel side they also tend to run very lean at idle, so richen up the mixture a little on the pilot jet, and replace the spark plug with a nice new one - something like an NGK DPR8EV. Once you've done all that you should find it starts pretty easily.*

## PISTON-BROKE

Dear TBM

I am writing to you in the hope that you may be able to help me. I own a 1986 DR600 Suzuki and for the past four months have been waiting for a 1.00mm oversize piston to arrive. My bike has been in the dealers since last year with the piston on 'back

order from Japan'. I am now desperate for a piston so I can use my bike again. I have tried dealers all over the country without success and was wondering whether you or your readers can help. Adam Hill  
Hartsholme, Lincoln

*We spoke to Suzuki GB who said they had already sold two 1mm oversize pistons for DR600s this year (both of which took 2-3 weeks to arrive air freight), and as far as they were aware there was not a problem with supply from Japan. Perhaps it's time you had another word with your dealer.*

## VALVE-GEAR

Dear TBM

During the last six months I have been wrestling with the problem of the restrictor fitted to my DT125R. I'm a mature engineering undergraduate with a full motorcycle license and use the DT for green laning and the occasional enduro when finances allow.

As most DT owners know the DT is de-restricted using a whole

kit-box of parts - electronic gubbins, servo motor etc. This is very expensive and second-hand sets are as rare as squirrel's eggs, so the usual solution is to flip the power valve over and settle for good top end punch but with no low down torque whatsoever. This is fine for road use, but useless for serious off road activity unless you have a cheap supply of clutches.

After much burning of the midnight oil it occurred to me that the oil pump cable might be used to twist the power valve in unison with the throttle movement. Over a six month period a suitable mechanism to allow this was designed and built using several prototypes. This modification is well within the capability of anyone who has access to a small lathe and a pillar drill as most of the parts required are really quite simple.

The mechanism has been in use on my bike now for nearly two months, mostly on tough enduro type terrain, with no problems. Several people have tried the bike before and after modification and have been surprised at the extra performance available. A lot of adjustment facilities were built in at the design stage which allows the rotation of the power valve in relation to the throttle movement. This effectively moves the power band (and bottom end torque)

up and down the rev range as required.

The only potential inconvenience is the need to convert to pre-mix in order to have access to the oil pump cable - however it may yet be possible to locate a suitable cable with an extra spur so that the oil pump and power valve can both be accommodated if pre-mix is a problem.

If anyone is interested in this device and its manufacture please write to me at TBM including TWO stamped envelopes (one blank and one with your name and address on it), and I would be happy to forward details to them.

Richard Cloke  
Bideford, Devon

## WHAT BIKE?

Dear TBM

Congratulations on a great magazine - just the right balance between fun and information. And talking of which I need some info and advice on which bike to choose.

As a newcomer to the sport - but not to biking - and having ridden a DT125, KLR250 and a DR350 I was wondering what sort of bike you would advise me to buy. I thought the DT was too light and nervous, the KLR too tame and the DR a bit underpowered at the top end, a bit heavy and in need of an electric start. Apart from this

the DR was great fun. Are there any other bikes I should look at? I have disregarded the Husabergs and KTMs of this world on the grounds of cost and budget - I've got up to £2500 to spend.

I would greatly value your opinion as in the past I've been completely useless at buying bikes (I once owned a Laverda Atlas!!), so I need all the help I can get.

Russell Pendleton  
Nottingham

*Get yourself a DR350 mate. They are a great trailbike (and a good starter bike), you can strip lots of the roadgoing bits off them to make them lighter, and if you're still after more power there's a 385cc kit available which gives them lots more go (see issue 13). After 1993 all roadgoing DRs were electric start anyway and you should be able to get an early one within your budget. Go for it.*

## DODGY DEALS

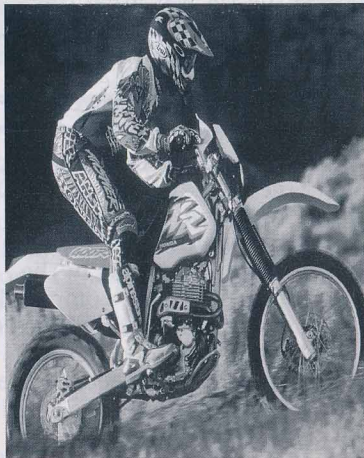
Dear TBM

In response to Geoff Waugh's question in March TBM letters regarding the ill-mannered, surly and Nazi-like attitude of dealers: 'Is this a symptom of British motorcycle shops' he asks? I Have the answer.... 'YES'

David Taylor  
Ashbourne, Derbys



Honda XL600. Can be a poor starter



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# ON Safari

It's not often you get the chance to look under the skin of a full factory desert racer, but that's exactly what we did when Tony Kirby got to play with Multiple Dakar winner Edi Orioli's bike straight after the Australian Safari.

This is what he found...



*Look how close the fuel tank is to the header pipe.*



*Pics: Tony Kirby*

*Nicely crafted instrument mount, Ohlins steering damper, billet triple clamps and birds nest wiring.*

*Smoother than silk, with suspension that's ready-for-anything.*



Yamaha weren't happy bunnies. For a start both of their Italian-built 'works' TT600 Belgardas had just failed to finish this year's Australian Outback Safari Rally, and now I was stripping one of them down for the photoshoot and in the process revealing all their little trade secrets to the small crowd of enthusiasts that had gathered round to watch.

Edi Orioli's ill-fated attempt on the

Outback Safari had begun months earlier in Yamaha's factory in Belgarda, Italy. There was a trick new desert racer in the making based on the TT600 Belgarda - Yamaha's excellent big-bore trail/enduro racer which finds a home in just about every nation except the UK. It had three fuel tanks giving a capacity of 50 litres; it was powered by a 660cc engine which pumped out a rumoured 70bhp and drank fuel like a Saturn V

rocket, and there was titanium everywhere. Top speed was said to be in excess of 110mph.

Things went wrong early on though.

The bikes were supposed to arrive two weeks before the start but they weren't finished. Then there was Australian Customs...

One of the

bikes was to have returned to Italy and was therefore subject to carnet - a bond system to ensure it left the country again. This involved a different and more convoluted route through the bureaucracy, which became even more tangled when an official ticked the 'Quarantine' box instead of the 'Immediate Release' one. It was eventually freed on the Wednesday with the prologue stage of the Safari due to begin two days later.

Both bikes made Adelaide on the Thursday, but were far from finished. They had to be wired up, the fairings and navigation gear put in place, front wheels installed, and everything checked. They fired their first shots in anger on Australian

**Power? What do you think?**



**ON**  
Safari



# ON Safari

shores less than 24 hours before the start, then were rushed south to Wirrina Cove for a late –

and costly – scrutineering. Both were knocked back on the Thursday

night but sneaked through on a re-presentation the next morning, albeit with some manipulation of the rules.

Orioli and Haig (an Ozzie rider) got their first taste of Factory-mounted dirt during the prologue, but it was all too rushed. Beneath the incredible alloy fabrications, the trick motors and the eyes-up navigation gear, was dodgy wiring, untested components and a lot of cable-ties. Orioli, a rider of immense talent, was out before lunch on the third day, and an equally bitterly disappointed Mac Haig followed shortly after.

The reasons for the DNFs were both mechanical. In Mac's case the stator simply gave up. According to Steve Warnes, a mechanic on the Safari and one of the country's best motorcycle electricians, the stator was one of the old TT600 six volt ones, and it had seen a lot of work before the start. He couldn't believe it was fitted to this bike; not many could.

Orioli's breakdown was harder to diagnose. Some said dust had made it past the paper airfilter element and somehow fouled the plug, others reckoned the piston had closed the plug gap at high revs. When I saw the bikes at Coober Pedy at 2am on the Monday morning the debate was academic anyway. Both riders were out, Orioli was making plans to return to Italy and Mac was sound asleep, saving his energy to trail ride the rest of the event.

This was a great shame in two ways. The Safari had been robbed of two brilliant riders before they'd even had a chance to get started. The spectacle of Orioli and Haig going up against Kinigadner and local hero Hederics would have made for a thrilling front-running pack. Would Orioli, an acknowledged world champion, have been a match for Hederics, multi-Australian

safari winner and veteran desert rider? Would Haig, with full backing at last, also give the Italian rider a run for his money? Both questions will never be answered now, because although it's rumoured that Orioli will return next year, Hederics has since retired.

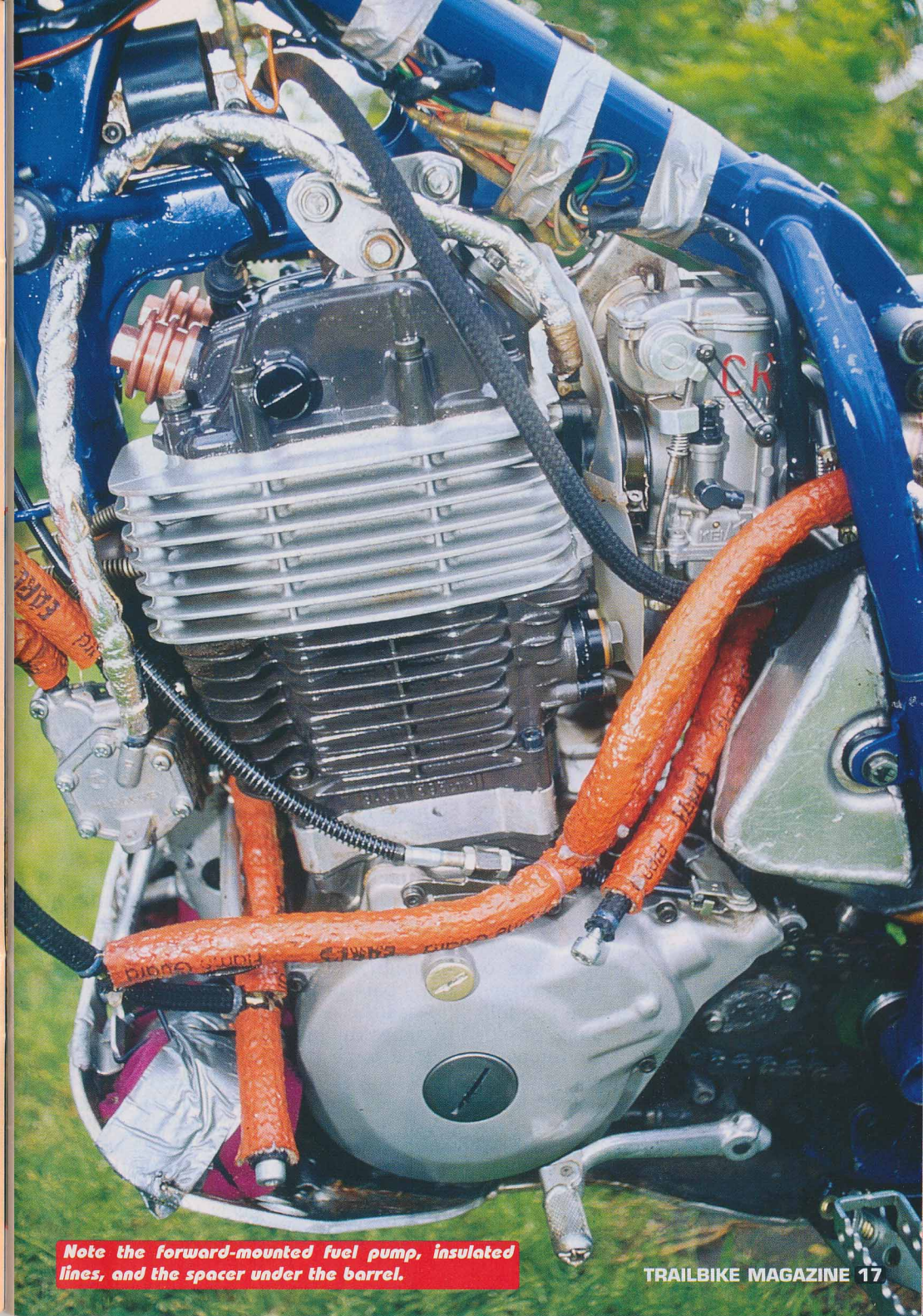
The second source of disappointment is that although both bikes DNFed early on, with just a bit more work and a dash of input from the locals, they would have been exceptional Safari weapons as I was about to find out.

## The bikes

To look at, these bikes are typical rally versions of your standard trail or enduro bike, but delve a little closer, prise off some of the bodywork and you will find a hand-built machine that shows immense attention to detail by the factory – and a few surprises.

So what exactly did I find? Well, lets say Yamaha's parts bins were safe from this project. While it's perhaps stretching the truth a bit to say that the only Belgarda parts on the bikes were the stickers, there isn't much in the way of assembly line components on them either, and neither should there be. These bikes were made by the factory as a development exercise and therefore both were test-beds for future design directions.

The engines weren't your usual Belgarda TT600 mills. The base appears to be the older TT600 unit; the same cases, head, barrel, kickstart, the works, while the internals are anyone's guess because there was a lot of detail the Yamaha team weren't revealing. Take a glance at the photos though and you'll see there's a huge alloy spacer under the barrel which would serve to lengthen the stroke and give the extra rumoured 60cc, and there may be a bigger piston in there as well. You can bet there's a trick cam nestling in there too because the engine continues to rev way past the point where the stock TT motor gets wheezy, and the way this baby breathes suggests the ports must have been opened up plenty as well. For sure the balance cam has been retained because



Note the forward-mounted fuel pump, insulated lines, and the spacer under the barrel.

# ON Safari

the mill is exceptionally smooth and vibration-free for a TT, new or old - either that or they've got harmonic balancing down to an art form.

Two Keihin CR carbs (more commonly found on road racers) utilising a common slide actuating system feed the mix, with the air being drawn from a hand-made alloy airbox. This assembly has a paper air filter element sourced from a car component company which simply didn't work as it was supposed to. It clogged up quickly and plenty of dust made it past into the carbs and ultimately the engine. Mechanic Malcolm Marks who was in charge of looking after one of the bikes took to lining the airbox with grease to catch the worst of it along with changing the filter three to four times a day!

The dry sump draws oil from a four litre hand built alloy reservoir which wraps around the airbox and protrudes as far back as the subframe allows. This is almost double the stock capacity and allows the bike to run cooler than standard though it looks to be an oversight on the part of the Italians not to have fitted an oil cooler. The proximity of the main fuel tank to the cylinder head severely restricts airflow and therefore cooling and while the extra oil is undoubtedly a step in the right direction, an oil cooler on the head stem - where there's room - may well have lowered the operating temperature of the engine and perhaps even saved the stator which broke and caused the bike to DNF. That's debatable, but the oil reservoir does get hot on the leg we can tell you that for sure, and hot oil has cooked stators in many a desert bike in the past. Some reckon the extra oil capacity precludes the need for one, but to be honest we're not so sure.

Speaking of heat, the carbs have a plastic heat deflector between them and the barrel and head, and all the fuel lines are insulated. Despite an obvious concern about fuel temperature, the

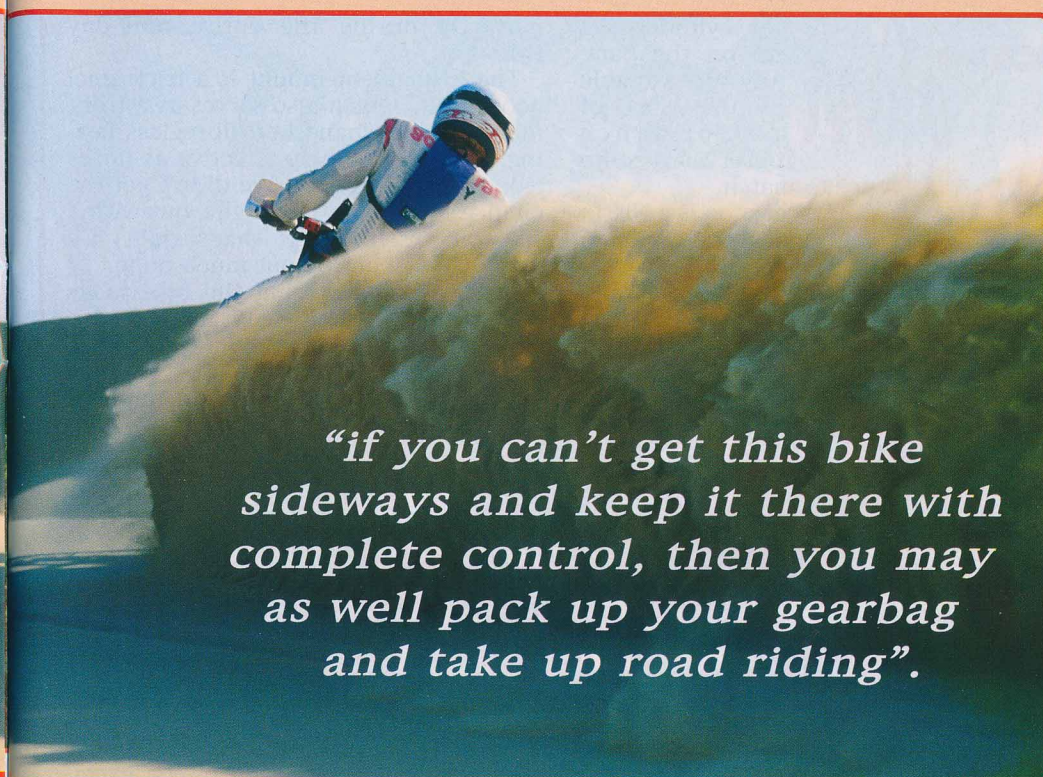
right hand fuel tap sits extremely close to the header pipes. The flow from these taps with the lines removed is amazing; a gushing fountain which points strongly to the rumours of horrendous fuel consumption being true. The front tank extends down past the carbs so a vacuum operated pump drives the fuel to the bowls once the level drops too low for gravity. Starting the bike with a low tank is difficult because of this;

it takes a healthy kick to pump the fuel up to the carbs. The main tank also has sight line - a clear tube at the front of the tank to show how much it contains at a glance.

There's more hand-made stuff with the header pipes. The stainless units are retained by springs rather than clamps for speed during servicing, and to allow for expansion and contraction as it heats and cools. The headers feed an alloy Termignoni pipe which on full guts puts out a bark like an angry Doberman.

Does the engine work? You betcha. It punches the bike away from a standstill with a force that has you struggling to hold on and has a mid-range you'd swap your wife's eternity ring for. Gearing is 16:48 and as you'd expect the engine has no problems at all pulling it.

The suspension is the closest thing - apart from the frame - to stock on the bike. Those are Belgarda forks up front, revalved and with firmer springs. The



*“if you can't get this bike sideways and keep it there with complete control, then you may as well pack up your gearbag and take up road riding”.*

triple clamps have been carved from billet aluminium though and the steering lock limiting lug replaced; it looks smaller and seems to give more travel lock to lock, while an Ohlins steering damper sits on the top triple clamp to smooth out the steering in choppy going.

At the rear end the shock is an Ohlins unit - once again a revalved and resprung version of the standard Belgarda one. Access to the shock body is very limited, but the pre-load collars are in the clear and both damping controls are easy to reach. The swingarm appears to be slightly longer than a stock one, and it too has been hand-fabricated from alloy, resembling something off a factory MX-er. Extremely beefy I'd call it.

When I came to ride it I backed off the compression damping in the forks because it was simply too firm for my weight. Going hard, the suspension works beautifully. Okay, it's a bit Husky-

ish in that it likes to be driven and is scornful of anything less than full-noise action, but remember this is a bike built for experts to win international events on, not as a commuter, so what do you expect?

It is the tracking though that is most impressive. The combination of the stock frame dimensions, excellent suspensions and the steering damper, made the bike rock solid in the deep sands of Stockton Beach. Quartering deep ruts at over 60mph brought hardly a flicker from the beast, even while cornering. Feet-up power slides? Well if you can't get these bikes sideways and keep them there with complete control then you may as well pack up your gearbag and take up road riding.

And speaking of road riding, guess where that big full-floating front disc comes from? Well it ain't from no dirt bike, that's for sure. A twin-pot Nissin caliper does the grabbing, and a YZ mas-

# ON Safari

ter cylinder sits up on the bars. Any bike capable of this sort of performance deserves a stopper to match.

The rear too is a Nissan and looks pretty much stock. It may have just been its set-up but I didn't like its weak feel. It should be remembered that this bike had just been ridden in the Safari, so a little TLC in this area may have resulted in a big improvement. The rear brake on the stock Belgarda works heaps better so I figure this one just needed some attention.

The navigation gear is typical of that used in these type of events. Twin ICO odometers perch on top of an MD Road-Runner electronic route sheet holder, the entire assembly sitting very much up in front of the rider. Opinions on this set-up vary. Most Australians run their nav-gear close to the bars where it is harder to see but better protected from damage. This also gives a clearer view of the area immediately in front of the bike, but at most rally speeds you're looking so far ahead you don't need to see directly below the front wheel. The eyes-up system certainly makes it easier to read both the odometer and the route sheet at speed, a factor which could well be a worthy trade off for its greater vulnerability.

The ICO pick-up and senders are nicely positioned with the sender attached to the inside of the disc and the pick-up on the rear of the caliper. The lines are then fed up the fork leg, protected by clear plastic tubing; so everything is out of harm's way and all the units operated

perfectly during the entire nine-day ride.

The instrument mount is a trick steel goose-neck, which also serves as a front mount for the hand-laid fibreglass fairing. This is extremely effective as far as rider protection goes. We didn't get the chance to test the headlight, but with a six volt system (yep, that's right) we wouldn't be holding out much hope.

There is no doubting the bike looks 100% trick. Okay, the front mudguard is a stock Belgarda's and the rear guard is an Acerbis unit, but everything in between was built by an Italian with an eye for a fine line. The alloy welding is superb, the fit of the tanks excellent and the riding position uncluttered for the amount of fuel the bike carries.

The rear tanks are far enough back not to snag your boots, the leather Tecnosel seat firm but comfy, and the foam ProGrip grips a nice touch on long-hauls. The Protaper bars are set high on risers but the feel is typical Yamaha and gives good leverage and control.

Under the engine is a solid skid plate and wrapped around the front of it is a sizeable water tank, again fabricated from alloy. The expanded plate on the sidestand base is an essential touch on a bike which carries this much fuel - the weight sinks them on everything bar concrete.

There's nothing like the old Aussie vs the World debate on bib-mousse tubes. (For those of you new to this sort of thing the mousses to which I refer are not of the antlered type, but in fact a solid foam rubber insert used in the tyres instead of tubes to prevent punctures). Nearly every European to



Edi Orioli looks on nervously as we begin to strip his bike down.



Check the airbox, headers and water tank.

attempt the Outback Safari has used them and most have come to grief. For some strange reason the tubes can cross the Sahara without a hitch, but bring 'em down under and they melt and even smoulder in our climate.

Michelin Desert tyres were run on stock Belgarda rims. The standard rims were markedly improved a year back after the ones on the first Belgardas gave Yamaha's warranty budget a severe flogging!

So what do we have then? A brilliantly stable platform, fantastic high-speed suspension, and all the goodies you could wish for, but not enough testing and not enough finishing in the detail. Some of the areas are plain dodgy. The wiring is abysmal and whoever decided that the oil and fuel lines would be okay just cable-tied like that ought to be shot

Yamaha Australia's plan for the bikes

is probably the best option. They're keeping both bikes, but ditching the engines and replacing them with close-to-stock Belgarda mills. They will be meticulously detailed, the wiring redone, and hopefully an oil cooler or two will sprout from the steering head stem. A look at the airfilter wouldn't go astray either.

Okay, so the resulting machine won't have the balls-out power of the current version, but we think they can be made to be pretty close without the radical changes attempted by the Italians. And an engine is no good unless it makes the finish, no matter how fast it is at the start.

The basics are very much there, but as the results show, there's a lot of work to be done yet. Anyone want to buy a couple of trick 660cc engines?

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LE TOUQUET '97

# SAND 'N' EASTER

The famous Le Touquet beach race took place back in February attracting a field of more than 800 competitors. This year many of the big names in off roading and motocross took part, keen to add the prestigious event to their list of victories, while the regular clubmen riders who make up the majority of the field slogged it out in the dunes just for the sheer hell of it. Geoff Meyer was there for TrailBike Magazine and watched the events unfold.

Just about now a lot of these guys are wishing they had stayed at home...

## SAND 'N' EASTER



Once the field has spread out a bit, things become a little easier...or not

610th place wearing a woman's dress and a blonde hairpiece as any of the top names that come to test their endurance and sand riding skills every year.

This year Stephane Peterhansel fresh from his fifth Dakar victory the month before was in attendance (his presence alone is enough to bring motorcycle supporters from all over Europe who consider the Frenchman the sporting equal of Michael Schumaker, Pete Sampras or Michael Jordan). His team mates Arnaud Demester (twice winner of Le Touquet in 95 and 96) and Frederic Vialle (third in last year's world 125cc motocross championship), could all be counted as potential winners of the event, while Britain's hopes of victory narrowed when veteran motocross campaigner Kurt Nicoll (KTM) withdrew at the last minute leaving the hot seat

of British favourite to last year's top 20 finisher Scott Gardner.

But it was twice Le Touquet runner up David Hauquier (CR500) who made the early running as the field charged down the three mile start/finish straight on the opening lap, though a leaking fuel tank threw his team into confusion early on and narrowed his chance of an easy victory. 'When I saw the puddle of fuel underneath my bike in the parc ferme I thought

I will not be able to ride the event, but my team fixed it and I just got out there and went for it' said the red-headed Frenchman afterwards.

As the event took its inevitable toll on riders and machinery it wasn't long before the top motocrossers started to make their way to the front of the pack. 500 MX grand prix rider Leon Giesberg (KTM360) started off in 20th place but quickly fought his way up into the top five. 'On the opening laps and after the pandemonium of the first corner it was difficult to work out where the track went said the winner of the Dutch 500 GP, 'The top guys come here every year, and they know the lie of the land, but once I got dialled in I started to make up some time on them,' he added.

While Giesberg was busy making progress the same could not be said of the British contingent. By one third distance, nearly half of the Brits were out with machine problems or rider fatigue. Scott Gardner whose race machine lay idle on the back straight was back out on his practise bike, his laps no longer being counted, but having a blast just the same. 'If they are

going to charge me an entry fee, I'm getting my money's worth' said a cheeky Gardner afterwards. Three laps into the event and British rider Thomas Drysdale (Honda) was holding a solid 42nd place while not far behind him Allan Clarke looked strong in 48th position. Both would drop out of the top 50 soon after although Leslie Winthrop (Kawasaki KX250) would keep Britain's hopes alive eventually climbing as high



Yeah, I know, the sand gets everywhere, n'est ce pas

# LE TOUQUET '97

## SAND 'N' EASTER

as 39th place.

Up front the French sand specialists were really feeling the heat from the GP motocross riders Giesberg and Vialle - both of whom were probably the best riders out on the course, but both had their problems. Giesberg had miscalculated his fuel load 'I ran out of fuel on the track and just had enough in reserve to get back to the pits' his chance of victory lost in the error. Meanwhile Vialle was giving the 300,000 strong crowd something to cheer about as he

threw his Yamaha into the sandy turns at breathtaking speeds 'I needed to get up with the two leaders and riding like the wind seemed a good way to do it' he said afterwards. Vialle was now clocking the best times of the race, but his poor start would like Giesberg, dispel any realistic chance of him winning.

But if the Motocrossers were fighting an impossible challenge at the front of the pack, slightly further back Peterhansel too would be in for his fair share of misfortune. As early as the first corner the French legend was in trouble: 'The speed along that start straight was amazing' said a shocked Peterhansel afterwards, 'I was right behind a rider when he crashed at speed and I could not avoid running into him'. Peterhansel would enter lap one in 25th place and while he did fight through to eventually finish tenth, it wasn't the result the five times Dakar winner was hoping for. However as the Le Touquet 97 entered the final few laps there was drama in store for all the leading riders.

By the time the 'Two laps to go' board was brought out Demester had pulled within sight of Hauquier and was threatening to overhaul him and claim his third Le Touquet victory, while Giesberg was trying desperately to find some

now looked certain that one of these three would win: 'I could see that I was closing David [Hauquier] down and it gave me that extra bit of confidence I needed' said Demester afterwards.

As the riders entered the final lap Demester roared past Hauquier who pitted for fuel relinquishing his lead: 'When he passed me and I had to get into the pits, I was sure he had won' said the now second placed rider. Meantime, third placed man Giesberg was sitting down trackside with his newly seized machine gently smoking: 'Down the main straight it just seized solid, I was lucky it didn't throw me off, I just managed to hold onto it' declared Giesberg whose race was run though he had done enough to claim 11th overall.

More surprises would follow when suddenly Demester slowed down and moved to the side of the track - his clutch had finally cried enough. Peterhansel was soon on the scene and he quickly had the clutch off Demester's Yamaha and got him on his way again. A little further down the track the Yamaha rider would again be forced to stop, and this time a fired up Hauquier would repass for the lead and the eventual win. Demester who got going for the second time was shattered: 'I cannot believe this - I should have won' he said afterwards



with tears rolling down his sorry looking face.

Hauquier had finally won Le Touquet outright - having been so close in the past with two second places and a third: 'Winning here is the best moment in my entire career' he said afterwards adding 'It's taken me a while - but it's worth it.'

Second place went to Demester with Vialle claiming third, while further down the field bruised and battered bodies removed the last of their make-up, wigs and dresses ready for next year.

### RESULTS

1	David Hauquier	Fra	Honda CR500
2	Arnaud Demester	Fra	Yamaha YZ250
3	Frederic Vialle	Fra	Yamaha YZ250
10	Stephane Peterhansel	Fra	Yamaha YZ250
39	Leslie Winthrop	GB	Kawasaki KX250

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# FEARFULS WRITERS

**A**fter reading Dave Cornish's open and frank admission in Issue 16 that he has been on at least one occasion a complete berk, I thought I'd alleviate his embarrassment and give him some moral support by telling the world about the day I cocked up big time. It happened about ten years ago when I was 19 and lived with my parents in Hythe on the western side of Southampton water. Their house backs onto a very large area of reclaimed land of which part was being turned into a yacht marina. On the shore line was an old track which had on its right an embankment that dropped down about eight feet to the beach which became a favourite thrashing haunt for me and my Suzuki DR400S.

This particular sunny afternoon I'd gone out to post a letter donning my grey leather boots and Biggles style flying jacket, and looking for all the world like an extra out of a Teardrop Explodes video. As the post box is only about 150 yards away I've never really understood why I took the bike that day but seeing as I had, it seemed logical that while I was out I may as well go for a quick spin. I rode the long way round to the marina on my thumper as a few of the workmen turned to watch me parading past so I decided to put on a bit of a show.

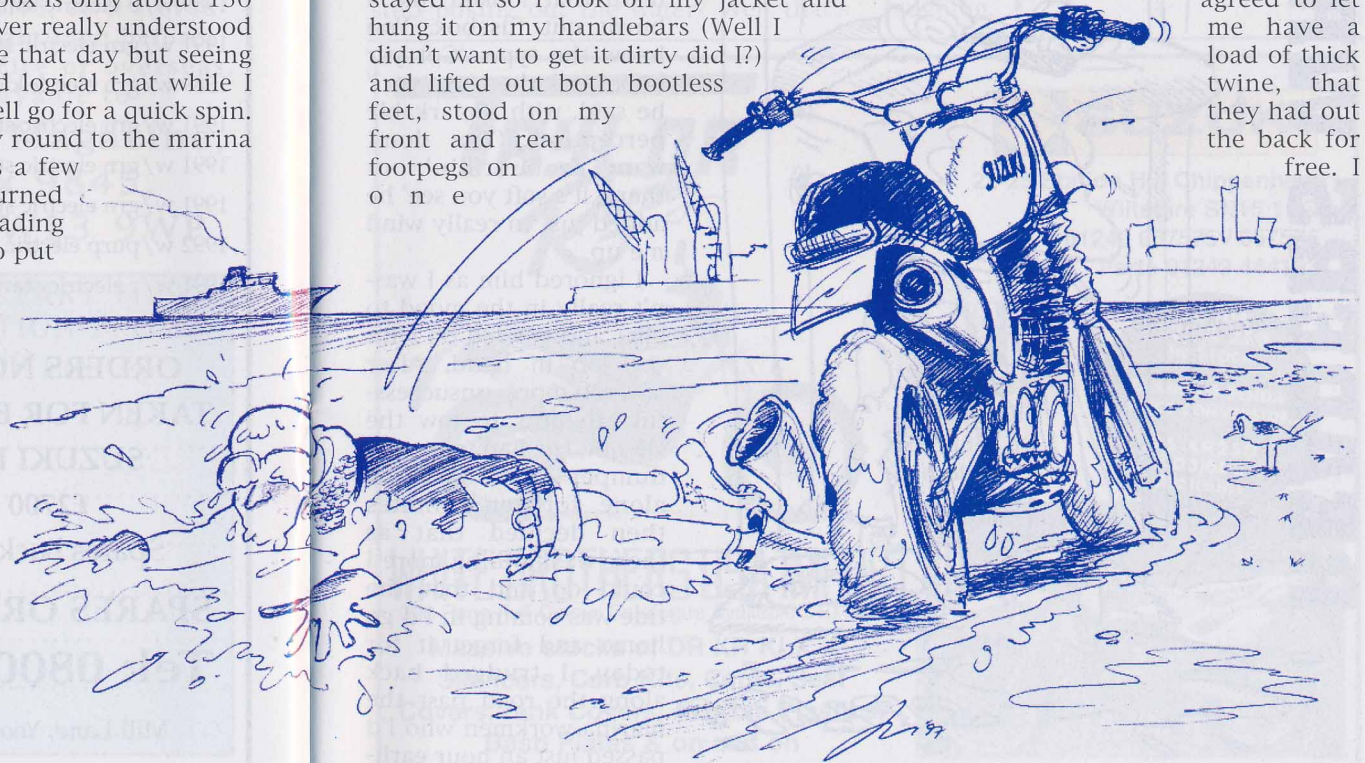
I had my good clothes on but that didn't really matter too much as I was only going to have a quick blat around, so I rode along the track and down the embankment to the beach. Although I'd ridden there many times before, this time there was something differ-

ent about it. Out into the water there appeared to be quite a large shingle bank that I hadn't noticed before, so needing no further encouragement I rode onto what looked like nice firm gravel and wound the DR up. No sooner had I left the main part of the beach than I began to get that sinking feeling. In fact I could feel the ground getting softer and softer beneath my wheels to the point where the bike was starting to go down. Rather than stop I tried to keep my momentum up and turn the bike in a wide arc, which sounds great in theory but was a lot harder in practise. I soon ground to a halt and looked down to see that the shingle was just a very thin layer of pebbles on top of soft grey mud which was now oozing over the wheel spindles.

I put one foot down and my boot disappeared in the gunge, so I stepped off with the other foot and both boots now sunk in. I lifted one foot out but my boot stayed in so I took off my jacket and hung it on my handlebars (Well I didn't want to get it dirty did I?) and lifted out both bootless feet, stood on my front and rear footpegs on  
o n e

side of the bike and leant over to pick up my now subterranean footwear. The bike suddenly tipped about 30 degrees and I fell off, putting my hands out in front of me. I was now laying face down in the soft grey mud with no boots on and a fleece lined leather jacket gently soaking up the Solent like a sponge - brilliant!

I crawled out of the mud looking like a lungfish taking its first tentative steps on dry land and scrambled up to the track plastered from head to foot in gunge, before spending the next couple of minutes running up and down the track in a panic. Then I spotted the yacht repair yard, surely they would be able to help me out? My optimism was both ill judged and short lived, and after enduring a few extremely tedious jokes, I tried to blag some rope off them, but was told that they couldn't lend me any and the cheapest drum for sale was £140. After much pleading, the foreman agreed to let me have a load of thick twine, that they had out the back for free. I



thanked him profusely and trudged back to the shore bootless.

Just then I saw a friend of mine driving a dumper truck on the marina site, so I rushed over and tapped him up for a tow. After a lot of laughing and more tedious jokes he agreed to help so I rushed on ahead in my all terrain socks while he followed me in the dumper. Now the track had on its land side a ten foot high dyke (no, not like Grace Jones), so the dumper could only drive up and down parallel to the beach but couldn't give a direct pull. I crawled out to the bike, tied on the string, then back

to the dumper and doubled up, then trebled, quadrupled, in fact I did it five times but I don't know what the word for that is!

Lee my dumper-driving mate, slowly took up the strain while I stood the DR up and tried to help it forward but the bike wouldn't budge, it just groaned under the strain, and as I tried to lift, my legs were pushed further down into the mud until it was over my knees. Eventually it moved forward about a foot and then the string snapped so I pushed the bike over on its side and pulled myself out trying to get my boots out in the process but to no avail - ah well I never liked them anyway.

I crawled back up to the beach where I saw an old codger stood in scruffy clothes dragging the last whisps of smoke from his rollie through teeth that looked like a burnt out fusebox. You know the type: 'Got yer boik stuck then 'ave yer?' he said, with remarkable perception. 'You don't want to be ridin' out there, it's soft you see' he added just to really wind me up.

I ignored him as I wasn't really in the mood to chat and carried on with the job in hand. After several more unsuccessful attempts to tow the DR out, Lee had to get the dumper back so I sat alone for ten minutes then decided that as there was nothing more I could do and that the tide was coming in I'd go home and forget it for today. I trudged back along the road past the marina workmen who I'd passed just an hour earli-

high, but who were now laughing so much they were falling about.

I got back to my parents house just as they pulled up in the car. 'Look at the state of you' my mum said, 'you're not coming in here like that, take your clothes off outside.' 'But mum my bike...' I protested but she wouldn't listen - more humiliation! After a shower, and a clean set of clothes I spilled the beans to my parents before my dad casually mentioned: 'I don't know why you didn't use the old caravan winch in the garage'. Of course, the winch! I ran down to the garage and there tucked up in the back was the answer to all my problems. I phoned up my mate Corin (who never seemed to object to being on 24 hour call to get me out of the proverbial) and he came down in his car and we shot round to the beach, Oh Dear! The tide had come in.

'Well, where is it then?' asked Corin? 'Well' I replied, you see that little blue stub poking out the water? Well that's

the handgrip!' 'What the f\*%@~\*%~ hell were you doing right out there?' said Corin and looking back on it he did seem to have a point! I stripped down to my underpants and waded in with the rope and winch wire and attached it to the bike, while Corin wound the handle and very slowly the slimy, 300lb bulk pulled out of the water (I should imagine a not dissimilar experience to recovering Robert Maxwell!).

We dragged the DR up the beach and onto the track, from where I pushed it home, to the applause and amusement of the marina workmen. Over the following weeks I stripped it down and rebuilt it, and a few months later I sold it as 'one careful owner'!

That was all a few years ago. Six people have owned the bike since then and I often see it with its new owner riding around here - though he can never understand why every time he drives past the Marina a dozen workmen begin laughing.

THE END

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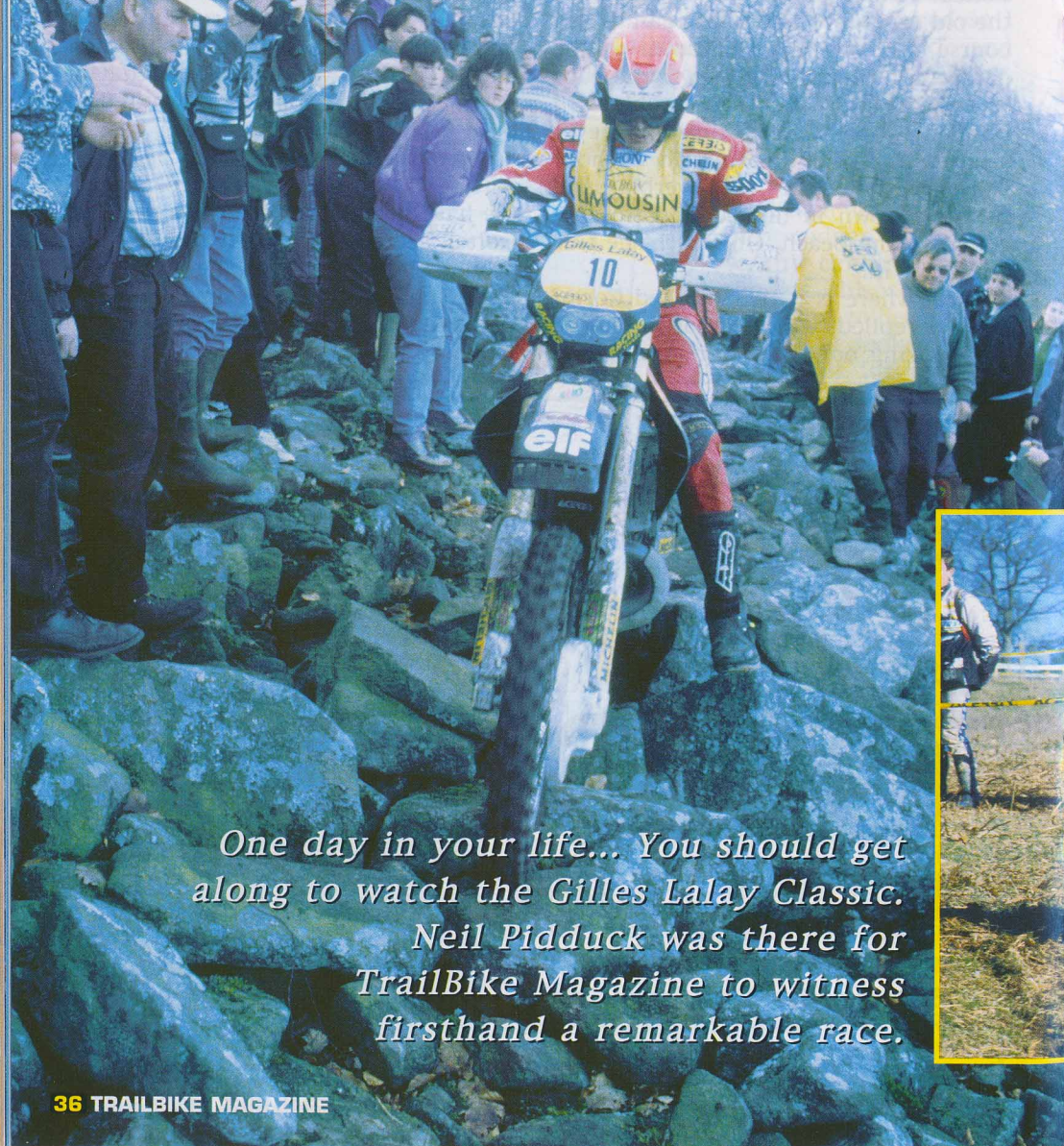
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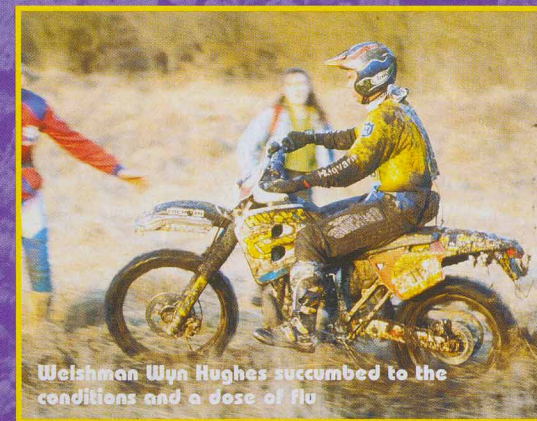


# LALAY



*One day in your life... You should get along to watch the Gilles Lalay Classic. Neil Pidduck was there for TrailBike Magazine to witness firsthand a remarkable race.*

This year the race programme for the Gilles Lalay Classic reads like a who's who of the enduro world - Charbonnel, Peterhansel, Sala, Castera, Magnaldi, Nicoli, Eriksson, and includes 3 British lads, Wyn Hughes (11th place last year), Rob Smith and Dave Bayliss. The programme also contains a map of the course indicating good spectator points, what's to be seen there (ie 'rocks') and at what time the lead riders are due through. These spectator points are also all signposted so you can easily follow the riders at various points on the course. A bike is essential to get to as many viewing points as possible along the narrow twisting lanes through the wooded hills of this region. With an estimated 50,000 spectators last year this is like the Isle of Man for Trailbikes and I'm sure on the Saturday I must have seen a version of every trail or enduro bike built in the last ten years! Friday was spent



Welshman Wyn Hughes succumbed to the conditions and a dose of flu

of the spectator points and also the special tests for the morning event which was well worth it, not just for the knowledge but also because there was very little other traffic.

## Saturday 22nd February 1997, Peyrat Le Chateau, France

**7AM** - It's just getting light as I struggle to emerge from my sleeping bag, stretched out across the front seats of a Transit van. Too many of those small, cheap, twist top French beers the night before and a heavy frost outside make it a prolonged process but I console myself that today I'm just a spectator and thankfully not a competitor. The competitors have been underway for nearly an hour and even the eventual winner won't finish for another 13 hours!

**9AM** - After an extremely cold but wonderful



French rider Boulet on a XTM 300 set a scorching special test time

ride 20km north to Bourgneuf we stop at a Cafe for a quick coffee and croissant before watching the arrival of the front runners at the first special test of the day. All too soon the front runners have been and gone but we stand in the morning sun a little longer to watch and warm up a little before heading back along the congested roads to Peyrat.



**11AM** - It's now getting quite warm and we join the large crowd to witness the second special of the day and then wait for the results. Esquirol wins and is joined by another 99 to go through to the main event. British rider Dave Bayliss just misses out with 101st place.

**3PM** - The riders leave Peyrat at five second intervals. We leave Peyrat at high speed to get to a very rocky section on time to see the leaders.

**5.30PM** - Ahead of time, and Esquirol leading by four minutes already. We watch the best in the world tackle rocks that were almost impossible to walk on let alone ride across - an awesome spectacle. Already the riders look like they've been through hell. They almost certainly have.

**4.30PM** - Superb ride to spectator point eight which consists of a nasty bog at the bottom of a steep climb. We park the bikes among the hundreds of others on the fire road and chain them up. Once again Esquirol appears first, extending his lead. Wait for Wyn Hughes to come through and an army of supporters urge him on through the bog with his cousin Geraint Jones pointing out the best lines. Incidentally,

when Sala came through no-one showed him the way, the poor bloke didn't know where to go.

**5.30PM** - Decide to stand on the boggy shore of Lac de Vassiviere as our next viewpoint but arrive too late to see Esquirol go through. he's pulling out a good lead, but there's still a long way to go yet. Shortly after we see Wyn go through he has to retire suffering from severe cramps and flu. Head back to Peyrat to get changed and prepare ourselves for Dead Crow hill.

**7.30PM** - Catch the courtesy bus laid on to prevent congestion up on the hill. A short walk and we join the sea of people lining Dead Crow hill from top to bottom. As we wait the announcer gees up the crowd and gets everyone doing Mexican waves up the hill. Techno music blares from the PA.

**8.00PM** - The announcer states the first bike is nearing, everyone is expecting Esquirol. The crowd is restless, but at **8.10PM** the winner arrives. It's Kawasaki mounted Laurent Charbonnel. Another ten minutes and another bike appears - David Castera on his 250 Yam. Next arrival is Esquirol and he too is pulled by

the crowd to the top of the hill. His chain had snapped half an hour earlier in the dark woods below the finish. Charbonnel had stopped to help but a gentlemanly Esquirol had urged him to continue and take the win. Sala came home in 4th

having just overtaken Laurent 'Poum-Poum' Pidoux a mere kilometre before the finish. Pidoux was the hero of the event, finishing fifth aboard a barking Husky 610. Peterhansel was down in ninth place suffering throughout the event from a dose of flu. At the end though he could hardly talk he said 'I had to finish to respect the memory of my friend Gilles Lalay'. It's like that - heroes are thick on the ground at the Lalay. Check it out for yourself next year, and see what I mean. It's awesome.

## R E S U L T S

1	L Charbonnel	F Kawasaki	5hr 10min 8sec
2	D Castera	F Yamaha	+5min 11sec
3	C Esquirol	F Honda	+10min 21sec
4	G Sala	I KTM	+16min 43sec
5	L Pidoux	F Husqvarna	+17min 8sec
6	G Algay	F Yamaha	+25min 12sec
7	E Bernard	F KTM	+30min 27sec
8	L Bouffioux	F Husaberg	+32min 15sec
9	S Peterhansel	F Yamaha	+41min 11sec
10	A Nicoli	I Husqvarna	+42min 19sec



# LALAY '97

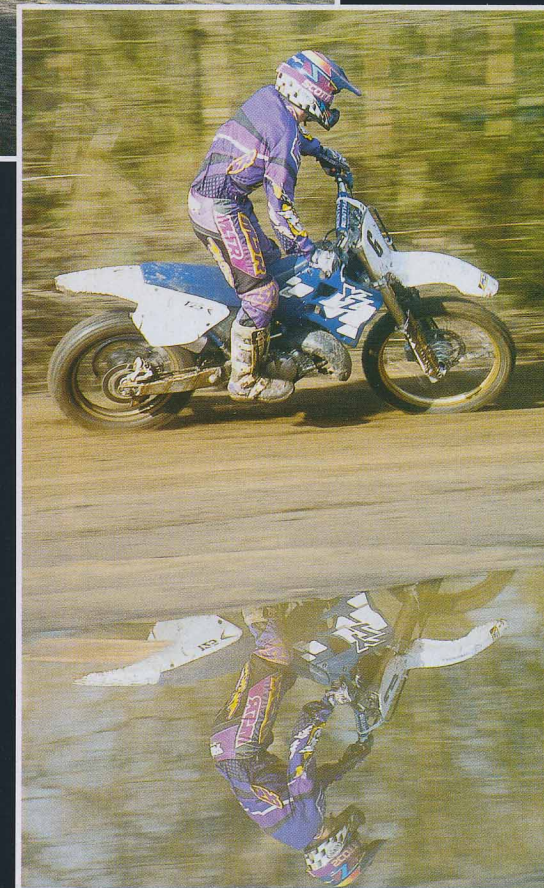
Dead Crow Hill, 14 hours after the start... Tough!

# BRIT CASH FOR QUESTIONS SQUAD

Ten of Britain's best up and coming enduro riders were at Broxhead in Hampshire last month for the first coaching session for the British Enduro Training Squad. Neil Pidduck was there for TrailBike Magazine to see what happened.

Words and pictures by Neil Pidduck

**H**ow would you like to be paid to race in enduros? For ten lucky riders that is exactly what happens. Each year Alan King of the ACU sifts through a bulging postbag to select the ten lucky youngsters who will go on to become the British Enduro Training Squad, membership of which brings with it free enduro training at the highest level and a subsidy towards competition expenses. This year however, Alan's task was made rather more straightforward than in past years, as there were, believe it or not, only ten applicants for the course - somewhat disappointing considering that the only criteria for eligibility is that you must be under 23 years old, have completed a season in the British Enduro Championship



instructors, and helping Geraint throughout the weekend were experienced enduroists Wyn Hughes, Carl Tiley and Rob Sartin each of whom demonstrated a particular aspect of racing to the group. Tyre changing, routine

and show a bit of promise. This is the fourth year of the training squad and as Alan says the purpose of it is simply 'to improve each rider's individual performance'.

For 1997 then the ten squad members are Rowan Jones, Jonty Edmunds, Juan Knight, George Brent, Rob Wrayford, Jonathon Little, William Midgely, Nicky Plumb, Chris Tett and Andrew Edwards. And of these, Jonty (125 TM) and Juan (250 Yamaha) are already riding in the championship class and are both capable of top three results, while Geraint's son, Rowan (125 Yamaha), must be considered a title contender in this year's expert class.

Teaching riders of such ability requires experienced





maintenance and bike set-up were all discussed before the group ventured out on their bikes to practise the techniques needed for tackling whoops, jumps, corners, roots, ruts and of course special tests.

Aside from the training given, each of the ten squad members also receives financial help towards their racing costs, and are encouraged to take part in European enduro rounds to gain valuable experience of competing abroad. Entering a European round each rider can expect to receive about £200 from the ACU, while for a British round a sum of £50 to help cover expens-

es is on offer - not a fortune I grant you but then again most of us have to pay rather than get subsidised! Also if further motivation were needed, there is the possibility of a position in the junior ISDE trophy team selected from the squad, to take up the challenge of this year's event to be held in Italy during August.

ends are pencilled in for later in the year with one of these being a motocross school, to give the riders a chance to hone their special test skills. Finally, regarding next year's intake. If you are eligible and fancy being part of the British Enduro Training Squad, get your application in early and give Alan King a bit more sifting to do. After all it could be you benefiting next year from top quality teaching and being paid to race in your favourite sport. Nice work if you can get it!

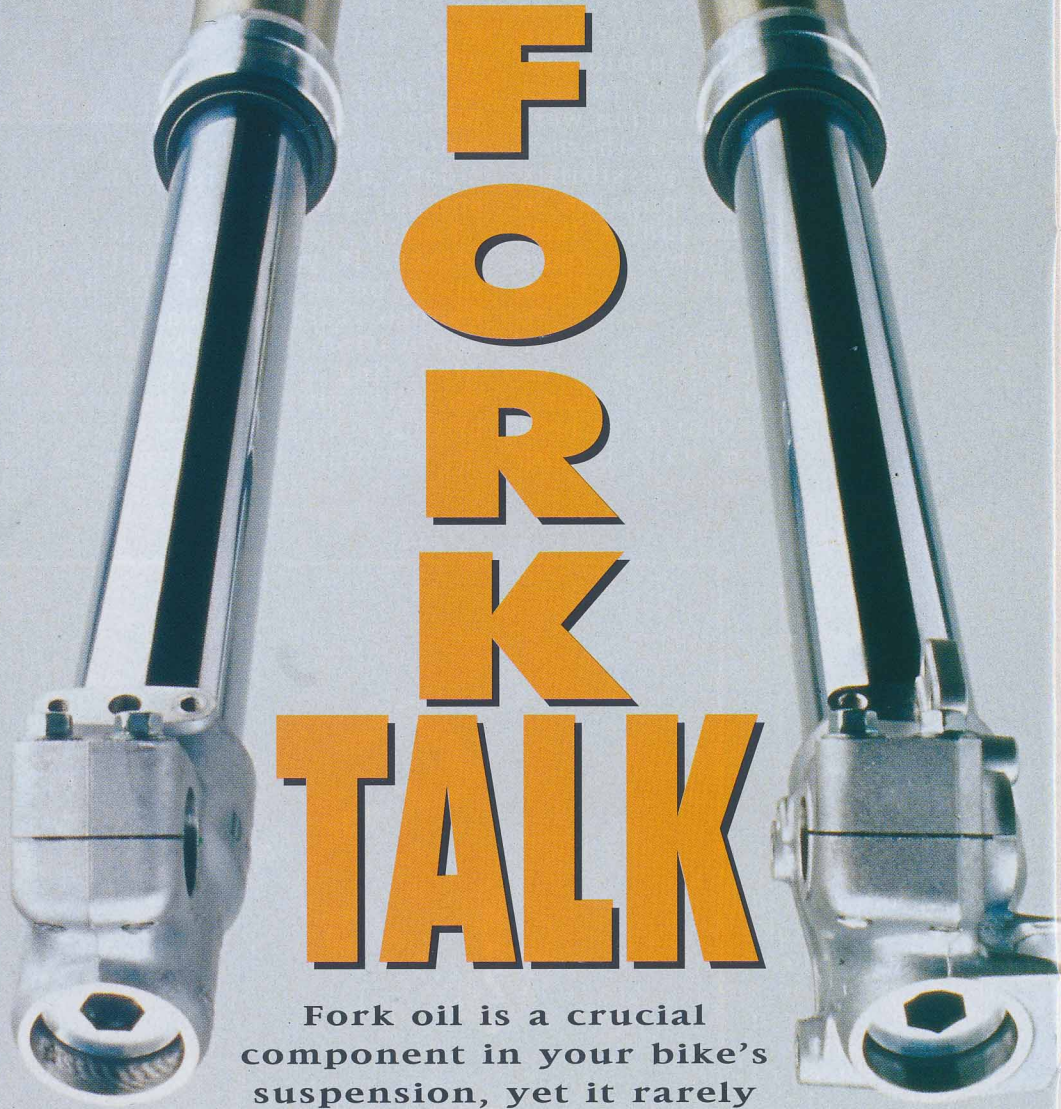
# BRIT SQUAD

Unfortunately, because of the heavy race schedule planned by all the riders this year, these training schools will be few and far between, though since all of them will be attending the championship rounds, help and advice will be on hand at every major event, and another couple of training week-



# THE TECHNICAL CALL

# FORK TALK



Fork oil is a crucial component in your bike's suspension, yet it rarely gets the attention it

deserves; often remaining unchanged for years until a fork seal blows.

Technical guru Dave Stuart takes you through the procedure required to change the fork oil and replace your leaking fork seals.

There are three main types of front suspension units; conventional damper rod forks, conventional cartridge forks, and upside down forks. The upside down units contain a cartridge which works on the same principle as those in right side up cartridge forks. The main difference between damper rod and cartridge forks is that the oil in damper rod forks passes through a series of holes, varying in diameter and position, to control the damping characteristic of the fork. A cartridge fork is exactly that, an extra cartridge inside the outer fork body, that holds the oil inside and forces it through a piston and then onto a shim stack to control the damping of the fork.

You could draw a parallel to carburetors versus fuel injection, where the injection offers a more precise metering and delivery of the fuel. The cartridge in the fork does the same thing. It offers a more precise control of damping - oil flow - and more adjustment options for the front end of your bike.

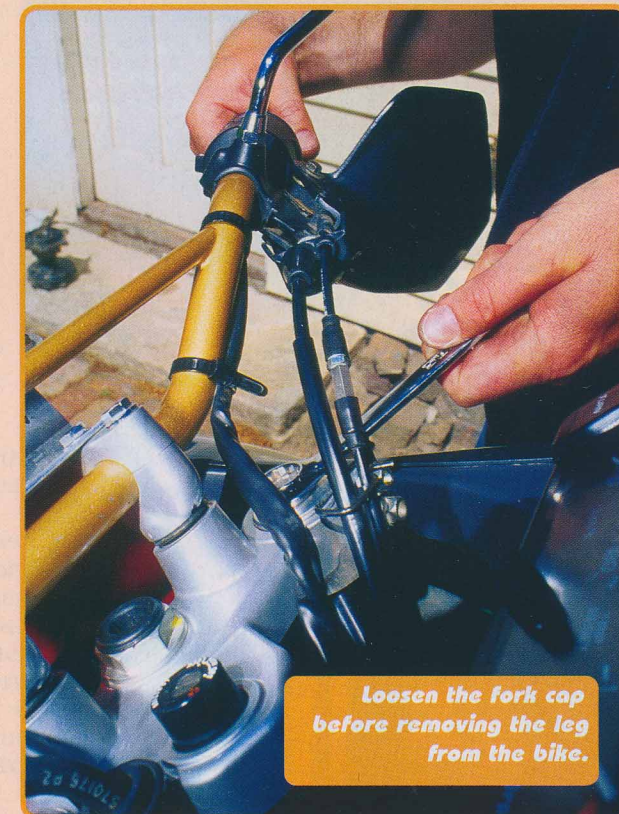
Generally speaking there'll be two main reasons to be working on the forks from your bike:

1. You're working on the routine maintenance theory that things last longer and work better with regular servicing (true). Or
2. The fork seals have decided to leak and need changing.

Fork seals are unpredictable things; they can be perfect one day and leaking the next.

ing, and following Murphy's Law it'll probably be the left side so the fork oil can dribble over the brake pads requiring them to be replaced as well!

Okay, enough waffling, lets get into it. For starters make sure the bike is clean; it makes working on it a lot easier. Support the bike on a stand so the front wheel is off the ground then remove the front wheel, unbolt the brake caliper from the fork leg and also the brake hose support bracket. Over on the other fork leg remove any clamps holding speedo cables or the like. In short, you want to have both fork legs free of anything that's going to stop them from sliding out of the triple clamps.



Loosen the fork cap before removing the leg from the bike.

Pics: Melissa Hederics

Loosen the fork pinch bolts on either side of the upper triple clamps but before you go any further get the appropriate size spanner and loosen the fork cap on both legs. These caps shouldn't be that tight but I've come across some that are extremely tight and trying to hold them while they're out of the bike is very difficult. Now you can undo the pinch bolts on the lower triple clamp, and if everything is in line the forks should slide out without any trouble. If the forks are a little stubborn twist the chrome sliders as you push down. If they still won't come out grab a couple of screw drivers, place them in the slots of the triple clamps, gently open them

up and the fork should slip out.

Once both fork legs are out of the bike remove the fork boots if you have them and give them a spray inside and out with whatever cleaning agent you use on the rest of the bike, then let them soak while the forks are being serviced. The next step is to hold the fork leg in a vice using soft jaws to protect the fork surfaces from being damaged. If you don't have a vice don't panic; you can do without one.

The fork cap is loose so finish undoing it, (note: Some non-cartridge type forks can have a lot of preload on the fork spring so be careful when you remove the fork cap that it or the preload spacer doesn't fly up and hit you in the face). If you don't already know what type of forks you've got, this is where you'll find out if you have cartridge forks or not. Bikes with upside down forks are all cartridge forks and the method of servicing them is the same as conventional cartridge forks.

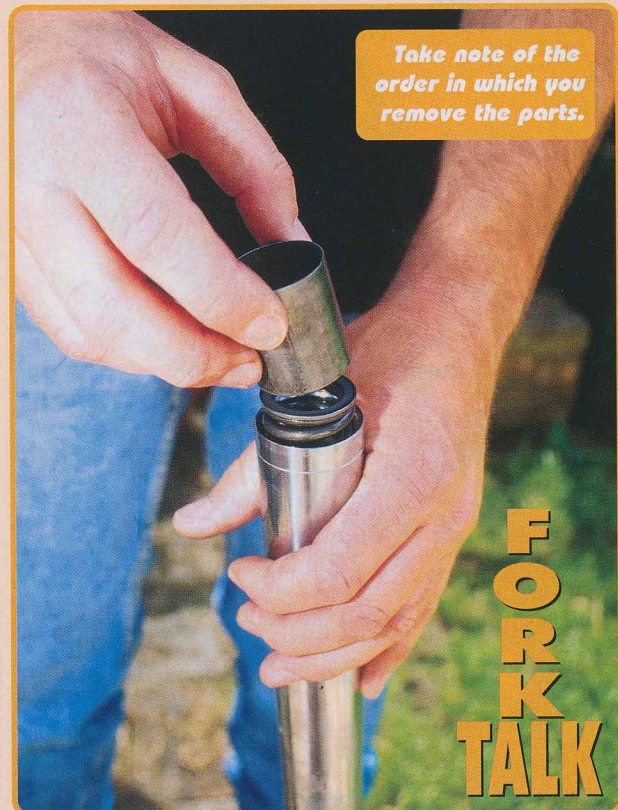
If your bike is a model that has damper rod type forks remove the fork spring, tip them upside down and let the oil drain into a container. You can pump them a couple of times to help the oil drain out. If you've undone the fork cap and found a rod screwed into the back of it, then you have cartridge forks. The spring needs to be pulled down and a spanner placed on the locking nut. While you're holding the lock nut loosen then remove the fork cap from the cartridge rod. The rod should now slide down inside the fork, and the

spring can be removed.

As with damper rod type forks tip the fork upside down and drain the oil out, pump the outer fork leg a couple of times then compress it, then take hold of the cartridge rod and while the fork is still upside down pump it in and out. You will feel some resistance while doing this, and it will gradually reduce until the cartridge is also drained. You'll also hear a reasonably loud sucking noise as the oil stops draining out. At this point it doesn't matter whether you have cartridge or damper type rod forks, when the oil no longer comes out you can be fairly sure that 95% of the oil has drained and without completely dismantling the forks that's as good as it's going to get.

It should be said here, that the only way to completely drain all the oil from your forks is to strip and clean them in solvent, then reassemble. If the fork seals aren't leaking though I would suggest letting sleeping dogs lie. As I said earlier, seals are unpredictable things and if you fiddle with them they could start to leak for no reason.

On the other hand if the seals were leaking and this is the reason for the job, then the whole process becomes a little more involved. The seals are held in by a circlip, and depending on the type of fork this is located either underneath or on top of a dust seal. If, after cleaning off any mud that may have accumulated in the fork, you can't see the circlip then it's underneath the dust seal.



Take note of the order in which you remove the parts.

FORK TALK



Pump the old oil out into a container.

To remove the dust seal gently tap it using a small screw driver and hammer. It's not that tight so it should come away fairly easily. You should now be able to see the circlip. It doesn't matter if the circlip is on top or below the dust seal; it has to come out. Place the small screw driver or seal pick if you have one - if you don't know what a seal pick is then you don't have one, so go back to the small screw driver - to the side of the circlip and twist it out, again it's not tight so you won't need to force it.

With the circlip out, go to the bottom



of the outer fork leg and there should be a bolt. It may be under a rubber cap, so remove the cap to get to it. The bolt will vary from fork to fork; it can have a normal hex head or be internal hex bolts – Allen head type – ranging from 6mm to 14mm. A word of warning: if you don't have the right socket or Allen wrench then you should consider taking your forks to someone qualified to work on them. Discretion is the better part of valour.

If you're keen to continue then let's push on. After removing the base bolt, the cartridge or damper rod will now come out. With that out of the way, the two halves of the forks can be pulled apart. Some forks designs allow the chrome slider to be removed without force, other and most common forks need to be forced apart by knocking the fork bushes and seal out. To do this hold the chrome slider in one hand and the lower fork in the other, and tap against each other until they are apart. Again this shouldn't be that tight so if excessive force is needed check to make sure you have everything undone.

If everything has gone to plan, you should have a heap of parts in front of you. The fork bushes, old seal and dust cover will now slide off the chrome slider. Give these parts a wash in solvent, rinse off with water and either let them dry, blow them off with compressed air, or use an old towel.

Reassembling the forks is the reverse of dismantling. I hate that when I read it, but it's true. Check the chrome slider for nicks, dents or scratches which will cause the fork seals to leak. If the slider is scored or scratched, smooth it off with fine wet and dry paper. You may or may not have any Symons SF-3 grease or Ohlins green grease but if you do use a smear on the bushes and new seal; if not wipe some new fork oil on these parts.

The order these parts go on depends on the type of fork you have so remember the order they came off. Use a thin piece of plastic bag on the top of the fork leg when sliding the new seal on to avoid nicking the new seal.

Here comes the hard part. The quickest and easiest way to fit these things back together is with a seal driver. Most of you won't have one, so I'll try and simplify the process for you. With the bushes and seals in place, fit the legs together. The outer bush and washer can be tapped in using a thin pin punch or a couple of screwdrivers.

With conventional forks use the old seal to knock the new one in. To do this clamp the slider in a vice, protecting it from damage, and slide the outer leg up until the old seal touches the side of the vice, then tap the bottom of the outer leg so the new seal is placed inside the outer leg and the circlip groove can be seen. Slide off the old seal and continue replacing parts to finish off the assembly of the forks.

With upside down forks the old seal needs to be placed on before the new seal but the rest is the same, except that the old seal will have to be cut off after the new seal is in place. Next comes the damper rod or cartridge. Place them into the fork and tighten the base bolt. You can use the fork spring to hold the cartridge or damper rod whilst tightening the base bolt.

Bleeding the forks is the next job. This is the same whether the forks are upside down or conventional. Fill the forks to within 100mm from the top of the slider, lift the slider up and place one hand over the top of it, then compress the slider. The air trapped inside the slider as it compresses forces the oil into the cartridge or damper rod. Repeat this procedure a couple of times. In a damper rod type fork a couple more

pumps on the slider without your hand covering the top will see the fork bled.

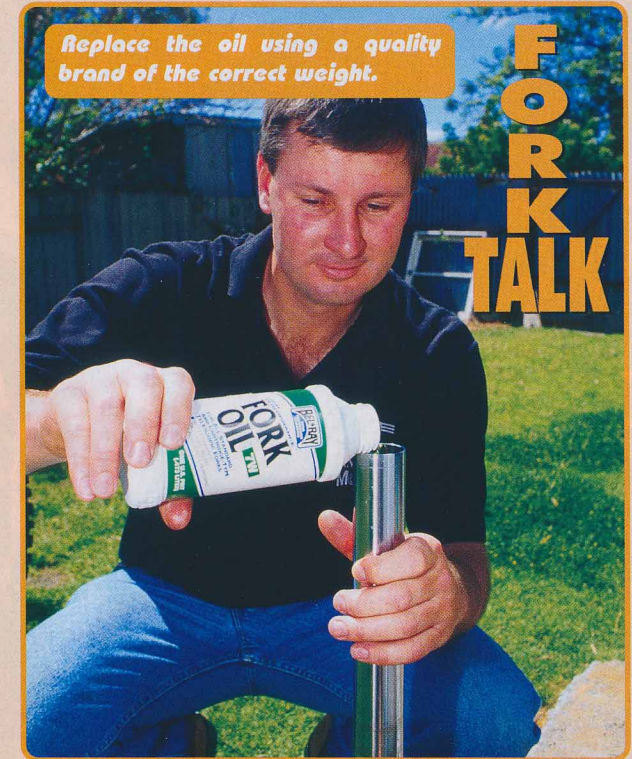
With the slider fully compressed you can now set the oil height to factory specs or the level you have found comfortable. Now extend the slider, fit the spring, preload spacers and washers, then the fork cap can be installed and tightened.

If your forks are cartridge type there is still a little more bleeding to be done. Compress the slider, grab hold of the cartridge rod and slowly drag it upwards to the top of its stroke, then compress the rod. Repeat this procedure until you have resistance throughout the stroke of the cartridge rod. Once you have this resistance the fork and cartridge are bled, and with the fork slider and cartridge rod fully compressed, you can now set the oil level.

Extend the cartridge rod fully, fit the spring, preload spacers and washers and now the fork cap can be screwed back onto the cartridge rod. Be sure the fork cap is tight on the cartridge rod, and when it is the slider can be brought up and screwed onto the fork cap and tightened.

Okay the job's almost done. Wash off any excess oil from the sliders using bike wash, and dry them off, then fit the clean fork boots if you have them. Clean out the triple clamps in readiness for replacing the forks. The rest is fairly straight forward and shouldn't present too many problems.

One final word of warning. Be sure to tighten the pinch bolts on the triple clamps to the workshop manual specs.



This is particularly important for bikes with upside down forks. Over-tightening these bolts will result in damaging the forks and loose bolts could mean the forks will drop out the first time the wheel is off the ground.

The workshop manual will spell out the way the manufacturer services the forks, and lists things like bolt torques and oil heights so it's worth referring to it if you got one, or getting a photocopy from someone who has. If you've managed to follow all this, and get the job done, then give yourself a pat on the back, and reward yourself by going for a ride. But as always, if you're not confident about performing this procedure don't attempt it. It's not worth the grief you could cause yourself.



Suzuki's PE250 enduro bike was a revelation

at the time of its launch.

Frank Melling takes a nostalgic look back at this classic clubman's favourite, and explains what made it so good



## CLUB CLASSIC

Ask any enduro racer when the golden age of off-roading was and, if they're old enough, they'll answer instantly; the 1970s. And in those golden days of hassle-free green lanes, limitless riding space and huge entries, the best loved of all enduro bikes was Suzuki's PE250.

Enduros as we know them today grew out of the long-distance reliability trials which began at the dawn of motorcycling as tests of the ability of bikes to go long-distances without mechanical failure. Over the years, these events became tougher and faster, demanding bikes which could handle a rocky goat track or a tarmac special test with equal ease.

Nowadays, for the Paul Edmondsons of this world, they are sheer blistering speed events but not so long ago, rideability and reliability of your chosen bike was equally if not overwhelmingly important. It is also worth remembering that only 30 years ago there just were

very few enduros in which to ride, which is why the manufacturers neglected the sport. Then came the Americans with their millions of miles of dirt roads and fat wallets. In a few short years it was the American trail riders who turned an esoteric and very specialist sport into what was, briefly, the largest branch of motorcycle racing.

The first manufacturers to realise the existence of this market were the Europeans and the fortunes of KTM (then marketed as Penton in America) and Husqvarna were made by this new, and limitless, thirst for enduro bikes. As an aside, Greeves too could have been saved if the British company had exercised even the slightest degree of quality control in their products and had listened to what their works riders were telling them.

Strangely, the Japanese continued to ignore the serious enduro market and concentrated on building better and

# CLUB CLASSIC



better trailbikes for playing at dirt riding. Probably the star of the whole firmament was the Suzuki TS250A which was very nearly a serious racer. Working with Eddie Crooks in Barrow-in-Furness, who already had a long record of success with Suzukis in competition, we put a 1975 TS250 trailbike into full racing trim and an astonishingly successful conversion it proved to be too, giving me Gold medals in national enduros and 37th overall in the Welsh.

Just as good was that all this success came with a reliability which was incredible for the day. For example, the works Fantics I had ridden the season before required a piston ring after every event and a major overhaul every five meet-

ings. By contrast, the Crooks TS250 I raced all season used just one piston ring - changed out of neurosis rather than need - and three years later, it was still running on the same piston, big-end and clutch. We just couldn't believe the difference!

The problem was that good as the TS was, the faster you went the more the handling became questionable and even with the heavy tweaking we had given the motor, there was a definite shortage of power. The same message must have been reaching Japan from many other countries, because Suzuki's response was stunning. In the

Autumn of 1976, the first PE arrived at that year's bike show and it was to become an instant success.

The designation 'PE' stood for 'Pure Enduro' - and I just couldn't wait to get my hands on the bike. As it happened, I didn't get the first PE in Britain - the show bike went to Beamish motors who were the importers for off-road Suzukis at the time - but I did get the second one direct from Eddie Crooks' stand at the Northern Motorcycle Show, held in Manchester. The PE's roots were easily traceable back to the TS line of trailbikes, but this new Suzuki was a racer first and last.

Out of the crate the bike was almost road legal; it had a road legal alloy tank

and lights front and rear but the lack of chainguard, brake lights and the knobby tyres as standard meant that it was not a smart idea to have a long discussion with the local constabulary about the precise interpretation of construction and use regulations. No, the PE was a thoroughbred off-road competition racer - and what a bike it was too!

The heart of the PE was a 248cc reed-valved motor which, although a cousin of the TS trailbikes, and for that matter the RH works motocrossers, was purpose built for enduros. Giving a modest 24bhp, it pulled like a 500cc four-stroke single and never, but never tired - even after six hours constant use. The power was deceptive too. Put together very carefully, and with the ports cleaned up a little, a PE was good for nearly 90mph and accelerated as fast as any 250cc road bike at the time. PEs weren't the ultimate motocross machines but they were no plodding trailbike either.

The gearbox was a wide-ratio five speeder of bomb-proof reliability which was capable of any degree of mis-use the

rider gave it. Clutchless changes, either up or down, were the norm and in an emergency, one could just stamp on the gear lever under full power and the next lower gear would engage effortlessly. The clutch too was equally adept at handling abuse and lasted for years even when cruelly mis-treated.

The cycle parts were pure racer and sported a whole range of desirable features not always found on bikes of the time. For example, the Kayaba rear dampers worked all day long, under the toughest conditions without any sign of fade, and the front forks gave a genuine 8" of good quality travel - even the fork seals didn't require replacing very week like some bikes I could mention!

Most of the ancillary bits and pieces were well designed too. The PE's brakes were powerful and very waterproof and the bike could be ridden through a metre of water without drowning. To the amazement of riders brought up on European bikes, even the electrics didn't fall apart after each meeting; Suzuki had brought Japanese engineering standards

Back in the '70s the PE250 was state-of-the-art





- which had up till then been the preserve of the fast growing roadbike market - to competition off roaders.

There were other machines which were faster than the PE and some which handled better or were lighter. But what made the Suzuki such a success was its sheer trustworthiness and all round ability. Loping along effortlessly - and deceptively quickly too - the PE gobbled up the distance between time checks in a style which turned average riders into good clubmen.

It's true that in its prime, the PE was criticised by some of the top experts of the day for a lack of speed and in fairness the Suzukis were always slightly off the pace when it came to special test times in the upper echelons of competition. These special tests, whether on motocross tracks, tarmac or timed cross country stages were very much flat out races long before the PE's birth and the simple truth is that the PE was always that second or two slower than the KTMs, Jawas and Husqvarnas of the day. A really top-flight rider could also expose problems with the PE's weight and handling, which might've been a handicap at the very top of international competition, but to the average rider it meant nothing. Rideability and reliability were the Suzuki's forte and besides, when it was first launched, a

good PE was as competitive as anything else around!

Essentially the bike inspired confidence in its rider and some of my happiest memories of 29 years of racing were scratching round Claerwen Dam in the Welsh Two Day Trial (now enduro), with a sheer drop of 150 feet to one side, a solid rock face on the other and the

seconds ticking away to the check. I remember power-sliding the PE through the shale and rocks for all it was worth, totally confident that the bike would not let me down.

On my tuned PE250 - admittedly a well-tweaked example of the marque - I won almost every race in the then new sport of trail-bike motocross, whether the course was a mountain grass track or motocross circuit. The PE's strengths were that it could be walloped into corners with suicidally late braking and then fairly blasted out like a big four-stroke, using the engine's fat power-band. If you did make a mistake then the PE would simply shake its head, give a despairing wiggle of the back end - and then get on with the job. Try that with a KTM at the time and the rider would be on his ear without the slightest warning.

However, my best memories of the bike are

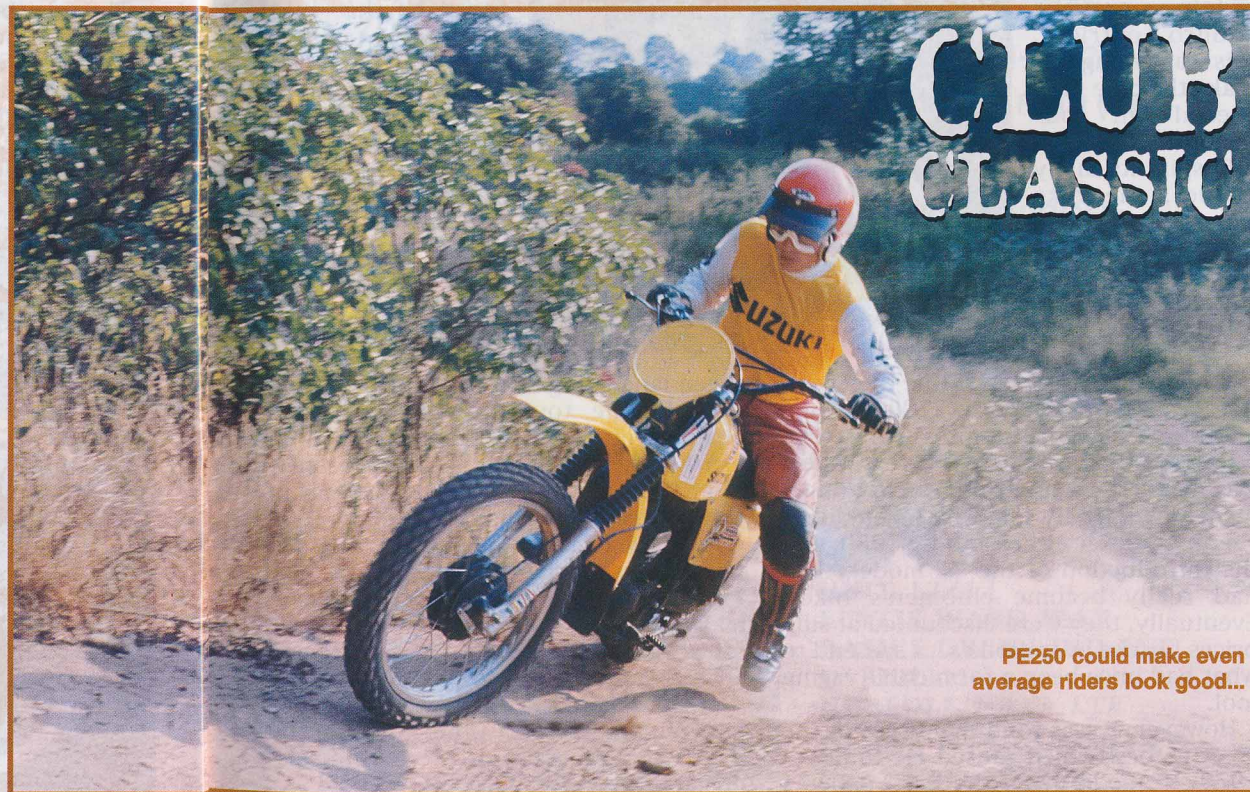
of its sheer willingness in cross-country going between checks - the sort of dogged enthusiasm for going fast which flatters the rider's ability to an incredible degree. I remember being in a desperate hurry in the Welsh Two-Day and coming upon a group of slower riders queuing to cross what looked like a shallow stream. Impatient to press on, I decided to flick round the tailback by crossing 50 yards further upstream. Arriving at the bank at speed, I quickly discovered why the rest of entry was queuing elsewhere - they were fording the river at the only bit of water which was not filled with basketball sized boulders!

My racing career truly passed before my eyes in a split second and I was positive that I was heading for a long-term stay in a Welsh casualty ward. In sheer desperation, I gave the PE a big handful of throttle and we sailed 30 feet through

the air and just managed to get front wheel over the far bank. At this point, I should have been catapulted over the bars but the hugely strong sumpguard of my beloved PE carved through the mud and rock like a Centurion tank in battle and we exploded out of the far side, shaken and extremely stirred.

Later on, I saw one of the travelling marshals and he commented that he was sure that I was dead after attempting a manoeuvre like that. I just smiled and said, 'Well, it's no problem on a PE...' - then hurried off to my van for a change of underwear.

The bike's greatest weakness was that because of its relatively long wheelbase, soft power and all up weight it was always front heavy. This meant that exceptionally good throttle control and timing were needed to pick up the front wheel over logs or ruts and it was nearly impossible to ride downhill on the



PE250 could make even average riders look good...

back wheel, even when this was desirable.

Conversely, very few bikes flattened hills like a PE. Because the beast was so stable under power, and reluctant to wheelie, the throttle could be kept open hard on even the toughest of hills. Taken to some real eyeball popping hills - like the superb multi-lap Burrington Grovel - the PE would fly up the steepest, roughest climbs in a manner which brought looks of sheer envy from non-Suzuki riders. Providing the rider kept the throttle well and truly nailed in second gear, and believed that the bike would hang in there no matter how tough the going, then I don't think that there was a hill unrideable for the PE. As I said, the PE had the ability to flatter average riders and for many of us, who could never aspire to winning a national enduro outright, this was enough to make the bike very special in our hearts.

Despite its many virtues, the bike was not perfect and the factory paid no attention to riders' demands for improvements. PEs were always heavy; ready for the start line they were not far away from 122kg (270lbs), when a 500cc Cheney-Triumph at the time was just 30lbs heavier. The rear wheel was messy to remove and chain adjustment was a fiddly job. The bikes didn't get any quicker either and by 1980, and the introduction of the 'N' model, they had really become clubmen's bikes. Eventually, they were discounted at silly prices for use as trailbikes - a sad end to what had once been a formidable racing tool.

However, it was fond memories of the PE at its best which caused me to buy a 1979 'N' model from the local paper a

few years ago. Described as 'immaculate', the bike was in very clean condition but needed a few bits and pieces to finish it off properly. Contacting my old pal Martin Crooks, a deal was struck: if I would ride the PE competitively again, Martin would have a look through the tons of new PE parts he has in his Aladdin's cave of classic Suzuki bits, and ace Suzuki tuner, John Wren, (who looked after my PEs in the 1970s) would breathe on the motor.

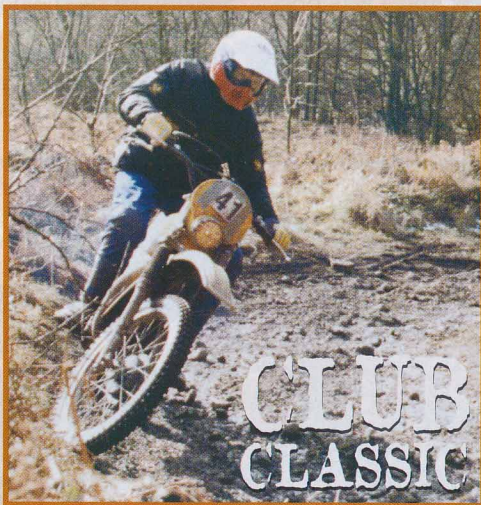
A few months later, the now gleaming yellow beast arrived back in pristine condition and thanks to a large helping of the Crooks' magic, as quick as my old PEs ever were. Because the bike was to be ridden mainly in long-distance trials,

we used the suspension from the 1977 model which, although having less travel than the later 'N' models, lowered the bike and makes taking a quick dab possible.

The proudest result in my PE reincarnation was a Bronze in the 1990 Tour of Wales enduro. The 'Tour' is one of Britain's last remaining open circuit enduros and the PE was in its element on the fast

green lane going and although we struggled in the tough forestry sections against younger riders and more modern bikes, the PE was as fresh as new after the event - even if the rider was in state of terminal exhaustion.

Now, the PE is campaigned in long-distance Classic Trials. It's hardly the perfect bike for the observed sections, especially with the tweaked engine, but we are always in the first three on the timed special tests and the green lanes in between sections are a sheer delight and give me endless pleasure in reliving the days when the PE and I were both serious about racing.



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Trailriding author Ian Thompson is your guide to a fabulous day's riding in East Cornwall

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Cornwall is a county of sandy beaches and seaside holidays, where sun and surf are the main attraction for visitors. Away from the cliffs and coves however is another Cornwall, a secret rural landscape of deep valleys and sudden hills. The black kiss of tarmac came late to Cornwall, and many of the steepest and remotest lanes still remain green. The tight network of short green lanes in east Cornwall described here, requires careful navigation or a good local guide if you are to avoid becoming lost. I once gave a team of motorcycle 'journalists' a

marked up map as well as a detailed briefing before they set off to road test two new bikes in east Cornwall. They got lost on the second lane, declared Cornwall to be a waste of time for trail riding and spent their time riding illegally on the beach. Then they wrote up their visit in a national magazine (it goes without saying this wasn't TBM - ed)!

The independent spirit of the Cornish, descendants of the pre-Roman inhabitants of Britain, the Celts, is reflected in their attitude to public rights of way. You need to know where you are and what you are doing in Cornwall, for you are very likely to be challenged if you leave the legal vehicular rights of way. Check your map with the County Surveyor's office at County Hall in Truro before you start, or check with the Trail Riders Fellowship national chairman Tony Stuart (01208 862960) who happens to live in Cornwall. Best of all, ask Tony if he can put you in touch with a local rider to show you round. If you

want to do it by yourself, here is a description of a nice day's ride round some of our best lanes.

Put the bike on a trailer and take it to east Cornwall. Park in the public car park next to the Highwayman Inn at Dobwalls on the main A38 (there is a handy Texaco filling station next door where you can fill up the bike before the day's ride). From Dobwalls car park turn right on the road to Duloe. Over the railway bridge and turn left. A blue sign 'Unsuitable for Motors' leads to a farm track between hedges (219,644). In January, after a month of rain, this is a pleasantly wet green lane - slippery on the top but firm underneath. Stop halfway along and listen to the silence - there is no-one around. At the end turn right and in 20 yards turn right again to take you back past Penhale Farm to the main road to Duloe where you turn left. The next crossroads is marked by a granite cross. Unusually not a Celtic cross, though it does look old. Next to the cross is an Ordnance Survey benchmark with a little explanatory plaque attached. Turn right at the crossroads. Where the tarmac swings right, turn left into a high-hedged farm track (220,634), and at the end of this turn left to get back to the main road.

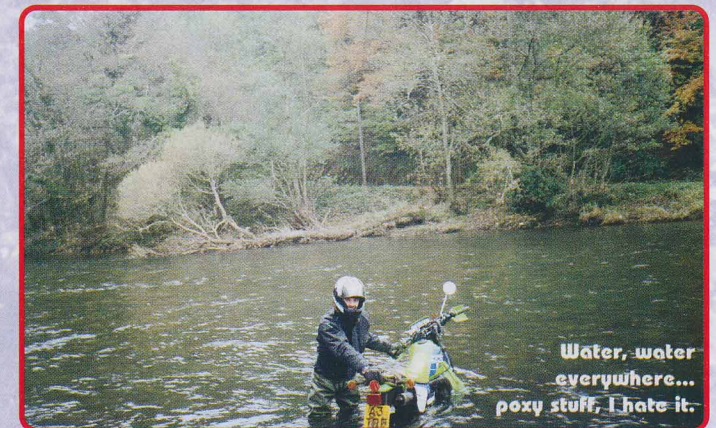
Now turn right towards Duloe again. Take the next turning on the left with a blue 'Unsuitable for Motors' sign in a mile and a quarter (228,617) - it runs below a wood. Again it is a farm track between high Cornish hedges, in other words - banks. Imagine how long it would take you to build a bank like this armed only with a pick and shovel. Once built, these banks are not easily moved. Some have been here for hundreds of years. Many, especially further west, can be linked with Iron Age agriculture.

At the end turn left for the village of St Keyne. In the village

take the first right fork and right again onto the B-road towards the station. A series of bends leads to the bottom of the valley. Cross over the bridge and turn right, and then keep going straight on. In a quarter of a mile on your left the next green road climbs steeply up the hill. This has been designated an SSSI (Site of Special Scientific Interest) because of the fossils in the road bed. It is a very nice climb over the bare rocks, though I doubt if you will have time to spot the fossils. There is an awkward tree root step about halfway up, and I would advise anyone on a big trailie to miss out this lane out and go on to the bridge at Lamerton Mill.

Turn left at the top of the SSSI when you come to the farmyard and the tarmac (watch out for the geese). Now turn right onto the main lane and drop down the hill to reach Lamerton Mill. You can pause to look at the Magnificent Music Machines advertised next to the railway station, or come with me along the valley bottom road for some more laning. Bear left to climb to the top of Lean Hill, then bear left again at the first junction and go straight on at the second junction before going right on the B-road at Horningtops. Notice that the best views are from the tarmac sections between the green lanes on the open hilltops. Most green lanes round here are high banked or high hedged and climb steeply into or out of deep valleys.

Keep straight on along the B-road



Water, water everywhere... poxy stuff, I hate it.

heading south until a left hand turning to Hessenford. In under a quarter of a mile there is a minor crossroads. Turn left past a 'No Through Road' sign and a fingerpost in cast iron with a pointed top (do you look out for old fashioned signposts? - once you start spotting them, you realise just how many different kinds there are). Now turn left through the gateway at Lower Trenode Farm (286,588). If you come to a gateway saying 'Private' you have missed the Lower Trenode turning. Go back and find it. Rough tarmac becomes green farm track and descends to come out, eventually, in a scrapyard. There are gates along the green road. There is one on a left hand bend by a barn. Make sure you close it behind you. The lane gets more challenging as you go down

the hill where the surface has been repaired with tarmac road scrapings, breeze blocks and broken pottery. There is a pretty section contouring through the woods before the green road makes a left turn, dropping you downhill to a dilapidated gate into the scrapyard.

Out on the tarmac, turn right. Go past the converted mill to a point where a tarmac road comes steeply down from the left with a width limit sign, then turn right on a green road over a bridge (300,585). The road swings left then right, hairpinning up the hill. This has been a section in the Land's End Trial on occasions. It is a splendid climb up through the woods - bare rock, loose rocks and leaf mould, ruts and a steep gradient take you through beautiful woodland scenery. If in doubt, keep

going up. Don't take any turnings off.

Soon after the road levels out at the top of the climb becoming muddy tarmac. Follow this to the main road at Widegates. Turn left and keep straight on where the two main roads merge. Take the first on the right by Pink Cottage



Who needs an excuse to stop off for a bite to eat, or even a swift half, purely medicinal of course...



The Rough Guide to Britain

Right, I'm going to have one more go, then it's stopping here



Antiques - and don't turn off this road too soon - keep on the tarmac all the way to the farm. You don't turn right until you are almost, but not quite, in the farmyard. A short rutted track appears to lead to a gate into a field. Alongside the gate a bridleway sign points down a steep hill (297,566). This is your green road. It has higher status than bridleway otherwise you couldn't use it on your bike. The steep rocky descent is washed away, so it is quite narrow. If you have wide footrests you won't get down this one and you certainly won't get up it. Decide before you start.

At the bottom, splash through the stream then bear left, following

the bridleway sign up a grassy ride through the woods. Look for a turn on the right in a few yards (292,565). You must not miss this or you will be in serious trouble, wandering round private roads in the woods and losing us the right to use the legal lane. Don't go through the gate, but turn back (right), up the hill, again following the blue bridlepath signs. This is a good climb, slippery with fallen leaves on top of the bare rock. At the top go straight on through a series of gates (don't be tempted to drop down to the right back into the woods).

The grassy track you're on follows the edge of the fields. At the end turn right onto the metalled road to the farm. Past the big white Regency farmhouse follow the tarmac road to a T-junction. Now turn right for No Man's Land, then go straight on to the main road. Pause to look at the view ahead of you, before turning right and then second left, signed to Looe Golf Club. Turn left (273,574) opposite the golf club entrance through the stone gateway of Bray Farm. Bear to the right past the red cedarwood house and garage, still on

# The Rough Guide to Britain

Your right of way may not always be as clear as you would like, but persevere, it's worth it.



tarmac until a welcoming 'Unsuitable for Motors' sign beckons alongside Brock's Retreat. The road goes green, dropping downhill. Bare rock breaks through on the steepest part of the descent, but it is mainly smooth earth. The bend at the bottom used to have a big puddle, but this has now been drained. The steep little climb at the end comes out immediately onto the main road so take care!

Turn right and immediately left across the main road and follow the beautiful tarmac holloway downhill to the point where it turns sharp right beside an empty cottage. A blue 'Unsuitable for Motors' sign leads straight on down (260,583) over rock and loose stones towards Tregarland. This lane follows the stream along the valley bottom. It is quite popular with walkers so keep your speed and noise down. Then, when you see a cottage below you swing to the left. Notice the handrail on the right hand side made of narrow gauge railway lines. At Duloe, turn in by Tredinnick Farm (237,571) at the sign of the Cornish

pawnbroker. Look out for the 'Unsuitable for Motors' sign to give you the right direction. Green county roads in the West Country can usually be located by this blue and white sign.

So drop downhill on a muddy farm track. After the gate, the lane has been quite badly washed out by winter rains. The hedges may have been freshly cut so you might have to ride over loose rocks, washouts and rain-piled hedge trimmings. The long sharp spikes of the blackthorn are the ones which will cause a puncture. They may take several days to work through to the inner tube, then one day riding to work you will wonder why you have a flat tyre. Reaching the bottom gate come out on the green road to Muchlarnick by a ford across the West Looe (223,570) - the first primroses of spring will be in the hedgerow.

Keep to the left in the ford avoiding the still waters in the middle which mark the deepest part (tumbled water means it is shallow). The climb to Muchlarnick is over outcrops of angled

shale, offering good grip in the dry. Mud and horse dung in between is less grippy! This is a splendid climb - you ought to pause at the bottom before tackling it. Now make your way to Trefanny Hill. Turn right at the narrow crossroads (206,571) on the steep approach to the village for a lane which gets greener and greener as it plunges you back into the valley of the West Looe. Don't go over the bridge at the bottom, but instead turn left parallel with the river and go upstream for about 50 yards. You must look carefully to spot the turning veering off to the left through the trees (219,573) - the wide track ahead of you by the river has no proven vehicular rights at present beyond the turning. The climb up to the left is steep, rocky and strewn with fallen branches. Enjoy it!

You can take lunch at the Jubilee Inn at Pelynt (205,548) or buy something in the shop nearby. This is a convenient village to aim for at any time in the day, when you think it's time for lunch. Turn by the village shop to pick up the old Pelynt to Polperro road and keep straight on as the tarmac lane becomes a green lane (203,547). This is a county road so in this case, you need not be worried by the bridlepath signs. Cross the little tarmac staggered junction and keep heading towards the sea. Turn left before Pennellick Farm - the No Through Road sign which used to be here has been moved. The first of a series of gates is just after a little ford. I counted four gates so organise your riding companions to take it in turns to close the gates behind you. Enjoy the rocky washouts and the splendid wooded valley of what was once a busy road and is now a route for pure pleasure.

Turn left at the

end. There may be a buzzard soaring overhead or a kestrel hovering motionless above the deep valley running south to Crumplehorn. Turn right at the staggered crossroads before taking the next left - a green road (185,535) with two muddy tractor ruts and a central rut churned by horses. My tired tyres find more stability on the central rut because it has no sharp edge to kick it sideways. In Trenewan turn left and left again, then right at the crossroads to reach Mabel Barrow. The barrow itself is hidden behind high Cornish banks. So turn right in front of the converted chapel (178,522). This remote spot seems always to have been an important religious centre. The sign says 'Hens thank you for going slowly and so do I' - you have to see it to understand it. The high banks are testimony to the age of this lane. Younger than the barrow, it's perhaps 2,000 years old - a Celtic green lane. Turn left and spot a turning on the right past Tregavithick. Bear right in front of the farm, then turn 90 degrees left where you run out of farm track to drop into a proper green lane (174,525). Again this may be washed out by the winter rain. Pick your way past the deep rainwater trench to a culvert over a stream and climb out on a more reasonable farm track.

Next turn left and the second on the right (164,530) is a green track drop-



One excellent way to clear the mud out of your tyres



# The Rough Guide to Britain

ping downhill getting stonier the further up it you go. It finishes by a very pretty old mill - wouldn't it be great to live somewhere like this? Now turn left then right and straight on to a grassy lane well churned up by horses (154,523) which drops downhill between huge banks. Climb up from the creek at Penpoll and turn sharp right (1485,38). The green road is steep but well surfaced as it climbs upwards, though the descent to Ten creek has been badly eroded by the weather. Tarmac patches stand a foot proud of the older road surface. We are heading back towards our starting point now, leaving a lane which is invisible on the ground, a lane threatened by a by-pass and a lane obstructed with rubbish bags and broken bottles.

Our next green road is on Buckabarrow Downs (170,605) and runs easily to Beara Farm. Turn left at the end then right at the crossroads. Use the overhead pylons to locate the lane at Kilmansag (174,618) - it's not shown on the map but runs from the south end of a council road scraping tip, eastwards to the main road. It is short but important. This was the first green lane cleared by lane users acting as agents for Cornwall County Council. It must be nearly a decade ago now since the TRF opened it up for everyone to use. We cleared it just enough to make an interesting route through (but watchout for the stone blocks buried in the grass by the entrance).

Go straight across the main road, past the ever-increasing landfill site blotting out the landscape. Where the road swings left at Trevillis, go straight on into the farm then immediately turn right at a crossroads of farm roads. The muddy tarmac runs out just past the cottages (188,616). In the woods keep going downhill ignoring the forest roads crossing your more ancient route. Keep straight on at the valley bottom through

the ford and climb up the opposite side to emerge near Penfrane Farm. Now turn right. Pass Bodrane and turn left on a sharp bend (211,610) to ride a forest road down to a ford, followed by a nice stony climb to the tarmac at (215,619). Go straight ahead and turn right to pass Scawns and emerge on the road you started on taking you back to Dobwalls and the car park beside the Highwayman.

I hope your car has been safe while you have been away, or maybe you are a real dual purpose rider - there seem to be few around these days. If you are riding home, you may want to call at the filling station to top up your bike's tank before joining the masses on the black stuff. The basic route I have outlined above can be extended north, east or west (but not south because you are in the sea). It is the heartland of trail riding in Cornwall and is offered here, trusting that you the rider use it with great care. Misuse could take the heart out of trail riding in Cornwall.

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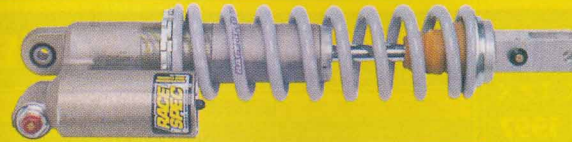


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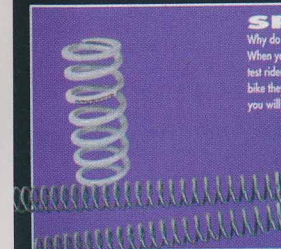
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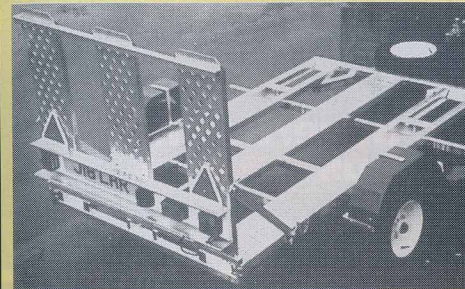
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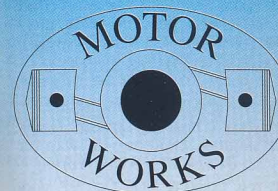
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## BIKES

**Kawasaki** KDX125, 1993, K-reg, green/blue, 8000 miles, recently serviced and with fish incl receipts, Rental bars, £1200. Tel Alan on 01832 280015 (Cambridgeshire)

**Suzuki** DR350S, J-reg, full MOT, 8500 miles, Rental bars, hand guards, very well maintained, exc cond, £1700. Tel 01664 69927 (Midlands)

**Honda** XR650L, 1994, white, elec start, 2500 miles, exc cond, K&N, bushguards, new enduro tyres, road tyres, £2995 or swap for large Jap multi WHY. Tel John on 01933 460874, (work) 01234 279283 (Northants)

**Honda** XR600, 1996 model 'RT', can be seen at Cambrian rally, goes well, £2950, also have Talon wheels to suit (extra). Tel Philip on 00353 21 889462 (Ireland)

**Kawasaki** KMX200, G-reg, long MOT, all orig cond, very reliable, clean and tidy bike, £975 or poss p/x WHY, private sale. Tel 01202 576648 (Bournemouth)

**Suzuki** DR800S, red, J-reg, taxed & long MOT, low mileage, brand new Avon Grippers, battery, filters, pads, plugs, Rental bars, superb 'all rounder', regret sale £2375 ono. Tel Robert on 01483 268667 (Surrey)

**Suzuki** DR350S, 1995, M-reg, Acerbis HP headlight, Rally brushguards, front mudguard, blue Rental bars with MX2 grips, fender bag, used for commuting, green lanes & trail-bike rallies, well maintained, Company trail bike forces sale! £2500. Tel Richard on 01252 838368 (Camberley, Surrey)

**Kawasaki** KMX200, 1989, black/red, 7800 miles, clean, Q plate, £950 ono. Tel John on 01565 722692 (Cheshire)

**Honda** XR250, 1996, N-reg, 1900 km, as new, green lane use only, big saving on new, £3250 ono. Tel Paul on 0191 4888298 or work 0191 4157254 (Newcastle-upon-Tyne)

**Honda** XR600R, N-reg, 3500 km, very little use, new pads all round, exc cond, new bike forces sale, only £3100. Tel Paul on 01452 618694 (Gloucester)

**Suzuki** DR250SH, elec start, 1991, J-reg, taxed & MOT, 10,000 miles, variable seat height, Renthals, brushguards, Supertrapp silencer, reviewed issue No 4, £2300 ono. Tel Henry on 01734 629307 (Reading)

**Honda** XR200R, Y-reg, MOT, mint cond, powder coated, must be seen, £750. Tel 01663 743201 (Stockport, Cheshire)

**Kawasaki** KDX200, F-reg, reliable trail/enduro bike, fun use only, mint cond, £1020. Tel Neil 01704 875494 day-time (Merseyside)

**Honda** Dominator, red, G-reg, MOT, only 6k miles, superb cond, fish, kick/elec start, handbook manual, all stainless bolts, new rear tyre, looks 1 year old, £2500, no offers. Tel Dean on 01293 887893 (Sussex)

**Honda** MTX80, 1986, 39,000 miles, much spent, A1 value, £530 or swap for Bultaco/Montesa 250cc trials, road reg, WHY. Tel Peter on 01752 837616 eves/weekend (Devon)

**Yamaha** XT500C, 1976, taxed & MOT, orig model in exc standard order, suit collector, £1500. Tel 01428 607144 (Hindhead, Surrey)

**Honda** ATC250RD, racing trike, 1983, owned since new, orig tyres, exhaust, lights, etc, unused 10+ years, mint cond, unique, can deliver, £950 or p/x mint RMX250 plus cash. Tel Jon on 01795 890375 (Kent)

**Honda** XR250RF, C-reg, new MOT, recent overhaul, many new parts, vgc standard, £950. Tel Tim on 01394 380082 (Suffolk)

**Kawasaki** KMX200, G-reg, 1yr MOT, 10k miles, Renthals, DEP pipe, 'O' ring chain, exc cond, maintained regardless of cost, £1495 ono. Tel Alan on 01494 524568 (High Wycombe, Bucks)

**Kawasaki** KX420, many new parts cost approx £1100, total engine rebuild, new tyres, clutch, wheels, rims, plastics, cables, bearings, suspension, silencer, spare brand new crank & bearing (+ donor bike), £800. Tel Gary on 0181 441 6861 or 0171 226 8032 (London)

**Honda** NX250, 1992, 116 kg, 29bhp, 4-valve, DOHC, liquid cooled, exc dual purpose bike, also sold in Japan as AX-1 model, low mileage, 80 mpg, £2299. Tel Eddy on 0181 372 2584 (London)

**Cagiva** W12, 350 cc, 1995, 5300 miles, elec start, two owners, vgc, £2650 ono. Tel 01743 464131 (Shropshire)

**Husqvarna** WR400, Enduro, 1985, recent tyres, chain & sprockets, Ohlins shock, good orig cond, £795. Tel 0181 309 9053 or 0956 340804 (Kent)

**Kawasaki** KLR250, 1990, taxed & MOT, 17 k, good cond, reliable 4-stroke trail bike, £950 ono, poss p/x BMW, anything considered or XR250. Tel 01288 331741 (Cornwall)

**Suzuki** RM250, 1990, £750 ono. Tel 01288 331741 (Cornwall)

**Maico** 490, 1981, Enduro, W-reg, MX trim, V5, lights, speedo, C-stand, complete rebuild; bearings, piston, frame, graphics, tyres, cables, DEP silencer, £850 ono or swap for KDX or similar. Tel Johnny on 01274 593695 (W Yorks)

**Suzuki** RMX250, 1991, H-reg, taxed & MOT Oct '97, good cond, USO forks, many new parts, £1550 ono. Tel 01538 360968 (Staffs)

**Suzuki** RL325, mint cond, offers; also Bultaco Sherpa T, 1978, vgc, offers; Tel Steve on 01472 354172 (Lincs)

**Serow**, blue/white, M-reg, 1995, taxed, 13,500 miles, exc cond, elec start, new tyres, bars & pads, 520 'O'-ring conversion, ultimate trailie, £1950. Tel 01242 678106 (Gloucester)

**Suzuki** DR250, L-reg, 1993, taxed & MOT, elec start, Acerbis guards & 20ltr fuel tank, oil cooler, exc cond, ridden once, injury forces reluctant sale, £1900. Tel Dave on 01827 880717 (Nuneaton, Warks)

**Lambretta** Li150, 1959, fully restored using mostly new parts, will swap for trail/green lane bike, 200+ cc, must be road legal, will make up difference in value. Tel Steven on 01543 419811 (Staffs)

**Suzuki** TS185ER, 1980, interesting reg number, MOT to June, good cond, good runner, recent engine work, ready to trail, cheap at £425 ono. Tel Andy on 01942 706495 (Wigan)

**Yamaha** IT250, 1984, taxed & MOT, good orig cond, new piston, rings & chain, minimal use since rebuild, £1095 ono. Tel Mark on 01296 631606 (Aylesbury, Bucks)

**Kawasaki** KLR250, 1994, M-reg, 2000 miles only, very nice cond, Scottolier, rack, need money so only £1650 for quick sale. Tel Shaun on 01206 384177 eves or weekends (Colchester)

**Honda** XR600, new colours red/black, P-reg, 7 mths old, 1500 miles, Supertrapp exhaust, some extras, very very clean. Tel Lee on (eves) 0131 337 5808 or (day) 0131 448 2888 (Edinburgh)

**Suzuki** TR100, V-reg, taxed & MOT, vgc for year, just had rebore, new piston & rings, good runner, used daily, £350. Tel Bob on 01702 303049 (Essex)

**Suzuki** PE175Z, 1984, complete bike stripped for rebuild, frame resprayed, bottom half rebuilt, needs new piston plus time, £95. Tel Roy for more details on 01803 852747 (Devon)

**CCM560**, G-reg, enduro/trail, loads of spares, some riding gear, good cond, £1800 ono. Tel Miles on 01777 817649 or 0860 256104 (Notts)

**Honda** XR750, Africa Twin, H-reg, MOT 12 mths, 10,000 miles, new tyres, chain, sprockets, centre stand, garaged, mint, ready for summer, £3600 ono. Tel Mark on 01706 829254 (Lancs)

**Honda** XL250RF, 1984, B-reg, twin carb model Pro-link suspension, disc brakes front & rear, good cond overall, £950. contact Nick Goodwin 67 Meadow Sweet, Eaton Socon, St Neots, Cambs. PE19 4AR

**Honda** XL250, early motor-sport version, P-reg, good orig cond, good engine, good looking bike, very rare, offers around £800. Tel 01484 543712 (Huddersfield)

**SP370**, black, powdered frame, rebuilt engine, big bore pipe, sorted, fast thumper, £700 ono. Tel 01484 543712 (Huddersfield)

**Suzuki** DR350, Enduro, 1996, N-reg, taxed till June '97, under 1000 miles, very tidy, full light kit, bad back forces reluctant sale, £2995. Tel Alun (eves) on 01249 817458 (Wilts)

**Kawasaki** KTM560, Enduro, Rotax engine, road reg, extensive rebuild, big clutch conversion, new tyres, £950 or p/x for Bultaco motocrosser, any cond. Tel Chris on 01454 774513 anytime (Bristol)

**Yamaha** WR250, 1989, taxed & MOT, new piston & barrel sleeve, new fork seals, new pads, chain & sprockets, tidy bike, reliable, exc green lane or enduro tool, £750. Tel Tony on 01335 330155 (Derbyshire)

**Honda** XR250, P-reg, brand new '1993' model, only 105kms, £2900, may consider p/x for 2-stroke enduro 1992 onwards, KX/YZ preferred. Tel (day) 01782 or (eves) 01782 271991 (Staffs)

**Honda** NX250, white, 1988 model, in good cond, supremely capable on/off road, very light and lowish seat height, very torquey motor, beautiful styling, £1999. Tel Michael on 0171 289 1174 (London)

**Kawasaki** KTM600LC4, K-reg, MOT, new tyres, chain & sprockets, £2500 ono. Tel 01980 623187 (Aylesbury)

**Suzuki** DR250SH, elec start, 1991, J-reg, taxed & MOT, 10,000 miles, variable seat height, Renthals brushguards, Supertrapp silencer, Reviewed issue 4, £2300 ono. Tel 01734 629307 (Nr Reading)

**Honda** XL250S, 1981, X-reg, 7000 miles, red, completely original exc exhaust, exc unrestored cond, fitted Scottolier, £975. Tel day 01733 397012, eve 01778 344127 or molbile 0410 225509 (Peterborough)

**Suzuki** DR400, exc cond, just rebuilt, MOT, powder coated frame, new shocks, tyres, plastics, Renthals, c+s kit, Cobra exhaust, plus many other new poarts, £850 ono. Tel 01920 464761 (Herts)

**Kawasaki** KMX200, J-reg, 1992, green/blue, T&T, 7,800 miles, new brake pads cables and tyres (T61s), good cond, £1695 or swap KR/DR 250/350 of similar value. Tel 0117 909 8144 (Bristol)

**Honda** XR750 Africa Twin, 93 model, immaculate cond, never taken off road, heated grips, tall screen, Givi top box, £4200 ono or consider good XT600 p/x. Tel Dave on 0151 645 3581 (Merseyside)

**Honda** 650 Dominator, K-reg T&T, good cond, standard, £2200 ono or may consider p/x for smaller trailbike. Tel 0973 313638 (Staffs)

**Cagiva** 750 Elefant, E-reg, MOT, vg std cond, two owners from new, £2350 ono or p/ex considered, smaller trailbike preferred. Tel 01538 722381 (Stoke on Trent)

**Yamaha** XT600 Tenero, blue/yellow, vgc, kick/electric, D-reg, 11,000 miles, flowed head, Dynojet, Arrow silencer, £1750 or may p/x KMX200 (E/F reg). Tel Mark on 01444 413457 or 0402 109829 (W Sussex)

Swap my BMW K100RS 1984, 45k MOT, excel Cond for 200-350cc 4-stroke e/start trailbike or sell for £2500 ono. Tel Richard on 01787 374073 (Suffolk)

**Yamaha** DT125R, H-reg, 6200 miles, Datatagged, bike always garaged and cared for by mature owner, £1400 ono. Tel day 01252 383335 or eve 01895 422317 (Middx)

**Suzuki** DR350S, 1993, T&T, all the right bits, maintained

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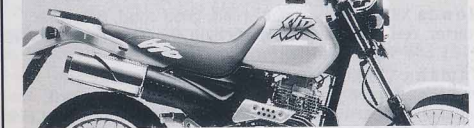


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**Suzuki** DR350E, e/start, white/yellow, Dec 96, under 100 road miles, as new, genuine reason for sale, £3750 ono. Tel Neil on 01625 610911 eve (Macclesfield)

**Yamaha** DTR125, N-reg, July 96, 1200 miles only, as new, taxed, Datatagged, blue/white, cost £2850, yours for only £1995. Tel Paul on 0161 763 5810, or evens 0161 724 8051 (Manchester)

**Kawasaki** KLX650, 1994, L-reg, fsh, 13,000 miles, new Metzeler road tyres, recent HD O-ring chain & sprox, tidy machine, priced to sell, £2650. Tel 01782 315087 (Stoke on Trent)

**Yamaha** TDR250, 1990, G-reg, T&T, 12,000 miles, vgc, blue, £1800 ono. Tel Andy on 01270 589935 (Cheshire)

**Honda** XR250, Y-reg, trials, road, good cond, first time starter, red, twin shocker, new chain & back tyre, £550. Tel 0161 286 9665 (Manchester)

**Yamaha** XT500, 1980, MOT, 6800 miles, totally orig, immac cond, too good to take over, new tank, m/guard, s/panels - all genuine Yamaha parts, £2000 ono. Tel 01279 505648 (Herts)

**Honda** XR650L, 1994, M-reg, Acerbis Brush Guards, disc, fork, frame & sump guards, Renthals, kevlar seat, Mega pipe, Dynojet, K+N, O-ring chain, £3500 or poss p/x DR350, XR600 or other. Tel 01322 294943 (Kent)

**Suzuki** DR600, B-reg, import, T&T, blue, v sound, £1100 ono. Tel evens 01737 812789 (Surrey)

**BMW** F650 white, Dec 95, 6500 miles, just serviced, superb cond, panniers, heated grips, Datatag, screen, taxed, new rear tyre, one owner, £3950. Tel Vanessa on 01273 846524 (W Sussex)

**Yamaha** DT175MX, T&T new piston, gaskets, c+s, tyres exhaust, 300 miles ago, matt black hence £450 or swap road bike WHY. Tel David on 01295 254267 (Banbury)

**Triumph** Tiger, 1993, K-reg, 10,800 miles, T&T warranty, alarm, immaculate, £4995 or may p/x KLX650, Nordwest, 610 Husky. Tel 0850 454502 or 01992 553748 (Herts)

**Honda** XL600R, Italian import, T&T, Metzeler Enduro tyres, new c+s, new battery, excellent original cond. Tel Richard on 0171 402 9653 or 0973 746833 (London)

**Suzuki** DR200 enduro bike, F-reg, T&T, 8,800 miles only, vgc, £875 ono. Tel 01524 732791 (Lancs)

## PARTS

**Yamaha** DT125R rear wheel complete with good disc & sprocket. £30. Tel 01299 270493 (Worcs)

**Yamaha** XT600 Tenere, Acerbis front mudguard and fittings, new, £10; rh mirror, new £10; clutch cables, £10 each; oil filters, £1 each; Baglux tankbag/harness, £45. Tel Mark on 01438 350911 (Stevenage, Herts)

**Clear flip-up screen** for Honda Africa Twin 750, '90-'92, perfect, £20. Tel Aidan on 01252 735827 (Surrey)

**Armstrong** MT500 spares: f & r wheels, brake shoes, side stands, hubs, rear lenses, side panels and assorted bits, offers. Tel Richard on 01252 838368 (Surrey)

**Suzuki** DR350 bits: Acerbis tank & fittings, £100 ovno; forks, £140; side panels, £30 per pair; seat, £30. Tel 01734 629307 (Nr Reading)

**KLR 250/600** bits: Acerbis tank & fittings, £90; front wheel and rear wheel, £50 each; forks, £60; petrol tank (scruffy), front disc (600), £15; custom made rack (600), £20; gen manual for KLR650/500. Tel 01734 629307 (Nr Reading)

**Yamaha** DT175MX, engine spares & tank. Tel (after 7pm weekdays) 0161 343 6287 (Staffs)

**BMW** Enduro boots, size 7, brand new, cost £140, will

accept £80. Tel 01705 482502 (Hants)

**Husky** 350TE spares; cyl + piston, £150; rear Showa shock, £100; Dell'Orto 34mm carb, £50, all parts from 1995 bike, good cond, make me an offer! Tel Gary on 01488 658667 (Newbury, Berks)

**Yamaha** XTZ600 spares: tank fairing, blue, slight damage, £20 each; twin headlights, £20; bracket, £10; rear wheel, £40; disc, £20; exhaust complete, £50; rack, £10; sprockets, gaskets, oil filter, £20. Yamaha XTZ750, Baglux tank cover, blue/white, £30; EBC front disc pads, new, two pairs, £20; XTZ600 Yamaha manual, £25; XT600 Clymer, £10. Tel Ian on 01642 598003 (Cleveland)

**Rally Raid** goodies, large selection for sale incl XR600 tanks, ICO, roadbook, GPS, antenna, wheels, exhaust, rear tanks, pump, bash plate, water tank, all secondhand, you name it I have it! Tel Philip on 00353 21 889462 (Ireland)

**Yamaha** DR350 Acerbis tank, new, with decals, £110. Tel Gary on 0181 441 6861 (London)

**DT125MX** Gianelli front pipe, brand new, £40, can post. Tel 01262 602839 (E Yorks)

**DR350** parts: front wheel with virtually new Pirelli Trials, double tubed, security bolt, as new, (no disc), £120; new Talon rear wheel with Pirelli Trials, double tubed, security bolt, £140; Two new white side panels (no graphics), £20; new K&N air filter, £25; standard air filter, £10; new Rental alloy rear sprocket, £20; new Rental steel front 14T sprocket, £10; new Suzuki DR350 workshop manual, £20; clean Suzuki DR350 workshop manual, £10; orig silencer, £15; new clutch cable, £10; used clutch cable, decompression cable, 2 x sets of front pads (good spares), all £5 each. Tel Derrick on 01625 861800 (Cheshire)

**Kawasaki** KDX200 A1, forks and f/wheel, also Honda XL250S engine & wheels, plus many other spares, plus Yamaha XT500 some engine spares, oddments, reasonable offers accepted or swap TT or XT Supertrapp etc. Tel 01483 590184 (Kent)

**XR350** front forks & wheel, also XR250 oil cooler, & braided front brake hose, XL250 Haynes manual, Belstaff jacket (blue/red). Tel 01249 813032 (Wilts)

**Heavy duty** clutch springs to suit XR200/XL185/XL125 etc; Yamaha XT600ZE throttle cable, brand new genuine part, £10; trail tyre, 4.10x18, as new £25, & 2.75x21 new £20, MTX125 carb, g cond, £25; Yam XT600 (1987) petrol tank g cond £50; CR250RS tank seat, s/panels, subframe, air box & CDI unit, offers. Tel 01225 862923 (Wilts)

**Garage** clear out, Suzuki SP370, 1979 model, (non runner) plus spares four sets of front forks, petrol tanks, barrels, pistons, wheels, carbs, one complete engine, one bottom end, cables, seats, one single enduro seat, complete job lot (will not split, £600 ovno. Tel 01275 462804 or 0976 744127 (N Somerset)

**KLE500** front brake caliper, vgc, split postage 50/50, want £25 ovno. Tel Gary on 01438 364800 (Herts)

**Two** bike Trident trailer, light board, spare wheel, Indespension units, capacity for third bike, big & beefy, cost £500, will accept £300. Tel Kev on 01474 568295 (Kent)

**Acerbis** big tank (16 litres) for DR350, white with fittings, good cond, also White Bros alloy bash plate, £15. Tel 01625 861800 or 0802 168167 (Cheshire)

**XT350** alloy Supertrapp exhaust with accessories, also genuine w/shop manual, valve shim adjust tool, spare shims and gaskets, all good, £130 the lot. Tel 0131 664 6641 (Edinburgh)

**XT250** rear wheel, gold rim, heavy duty respoke, brake, sprocket, snails etc, will also fit 350 and other XTs. Tel 01633 484093 (S Wales)

**Frank** Thomas Transalp kevlar/Gore-Tex jacket, size medium, black/green with zip out lining, as new cond, only weeks old, cost £200 new, will sell for £140. Tel 01352

711115 (N Wales)

**Workshop** manual for TS125R, £15; Held magnetic tank bag for trail bikes NR403, black 15/25 litres, vgc, £35. Tel 01279 830314 (Essex)

**Kawasaki** KLX650, Supertrapp silencer adjustable for noise and torque, little use, vgc, £100. Tel 01761 470359 (Bath)

**Yamaha** DT/RD125LC Haynes w/shop manual, 1982-87, £5. Tel 01254 233389 (Lancs)

## STOLEN

**KLX250DI**, from Stoke-on-Trent on 12.02.97, Reg No: L122EUV, Eng No: LX250 DE000369, Frame No: LX250D-000432, Light blue frame, burnt side panel rhs, short bars. Tel John on 01565 722692 or Fax 01565 723891 (Cheshire)

**KTM400EGS**, white/purple, broken gear & clutch levers, stolen from Sainsburys Superstore, Stratton St Margaret, Swindon, on 14.02.97. £200 reward for recovery. Tel Paul on 01793 790222 (Swindon)

**Husqvarna** WR250 from West Kensington in London in late Feb, Italian bike with Italian No plate (PG 141020), white frame, blue seat, factory WP USD forks, WP rear suspension, Excel rims, Dunlop (r), Pirelli (f) enduro tyres, Brembo brakes, original Husky silencer, Benetton sidepanels and Alpinestars front fender stickers. If you see or are offered parts from this bike please contact Stefano on 0171 603 3582 or Hammersmith Police on 0181 563 1212

## WANTED

**Wanted** Yamaha IT490 K or L original, and with V5. Tel Steve on 01472 354172 (Lincs)

**Wanted** manual for Kawasaki KLR600, kickstart, original or photocopy or borrow for p/copying, anything accepted. Tel Rossi on 0181 991 0707 (London)

**Wanted** bike trailer, anything considered. Tel Dave (eves) on 01492 572422 (N Wales)

**Wanted** disc front end for Yamaha DT125R, also XT600 barrel. Tel 01299 270493 (Worcs)

**Wanted** Honda 200, TLR, XR, or XL, exc orig cond, cash waiting for first class machine. Tel Malcolm on 0117 9047792 (Bristol)

**Wanted** BMW trail bike or off-road spares for serious project bike. Can swap '96 XR600 or WHY. Tel Philip on 00353 21 889462 (Eire)

**Wanted** l/h switch assy and clocks for KLR600/250, must be in good working cond. Tel Brian on 01753 520806 (Slough, Bucks)

**Wanted** parts for XT600Z, Tenere, 1989: engine/tank crash bars, rear pannier frame, Micron silencer, new tyres, DID X ring chain & sprockets, spare wheels, spares for long trip. Tel John on 01565 722692 or Fax 01565 723891 (Cheshire)

**Wanted** Honda XR600, 1992 on, will p/x Honda CRM250, MkII, taxed & MOT, new piston & rings, brake pads etc, any inspection, green laned only, some cash available. Tel Vincent on 0181 985 7053 (London)

**Wanted** XL185/125 complete or non-running, have engine but need the remainder! Tel 01969 667319 (N Yorks)

**Wanted** for Honda XL125RF: speedo, rev counter & mounting brackets, headlight cowl and locks, also cyl head req'd for XL185S. Tel Gary (after 6pm) on 01223 562506 (Cambridge)

**Wanted** back issues of TrailBike Magazine, Nos 1, 2, 3, 4 & 11, private buyer, will pay good price. Tel Steve on

01642 820662 (Cleveland)

**Wanted** workshop manual for Yamaha XTZ750, also panniers/rack in good cond. Tel (after 4pm or anytime at weekend) on 01733 750161 (Camps)

**Wanted** tyres for DR350, orig equipment Dunlops or similar for long road trip, distance no problem. Tel Bret on 01705 377900 (Hants)

**Wanted** Honda CR500R, '88-'95, in good cond, must be registered, cash waiting. Tel Dave on 01569 750454 or leave message (Aberdeen)

**Wanted** clocks and mounting for 1982 DT250MX, also plastics for rhs. Tel Dave on 01642 778268 (N Yorks)

**Wanted** white plastics kit for XR600, must be standard cap tank, will buy single items, WHY, will collect. Tel (day) 01942 833766 or (eves) 01204 669147 (Bolton)

**Wanted** Plastics, white side panels for 1980 SWM MX, and any other bits & pieces. Tel Johnny on 01274 593695 or 591258 (W Yorks)

**Wanted** 30mm carb suitable for 4-stroke project, must be good cond. Tel 01225 862923 (Wilts)

**Wanted** No 30 of Which Bike Magazine, also WB Mags featuring tests on Beamish Suzuki RL325 and RL250 models, also Fantic 240 Pro and 301 Pro models, plus video copies of the old BBC programme Kickstart, contact J Campbell, 58 Copeman Ave, Peterhead, Grampian, AB42 2BB

**Wanted** Yamaha DT175MX in good cond and road registered. Tel Rupert on 01252 7012672 (Surrey)

**Wanted** any info on upgrading Yamaha DT175MX, better forks, bigger tank etc, any help would be much appreciated, do IT chassis parts fit? if you can help please ring me. Tel Mark on 01726 822688

**Wanted** rear paddock stand suitable for KLR250. Tel Gary on 01438 364800 (Herts)

**Wanted** 1983 XR350 r/h s/panel, also rear fender for same, plus any info on tuning XR350 twin carb. Tel Andy (eves) on 01333 424296 (Fife)

**Wanted** front end from Yamaha DT125LC, DT125R or similar, must be good cond, pay cash or swap with complete Honda CD175. Tel 01984 632036 (Somerset)

**Wanted** Honda XL600/500/350 complete or parts to build, abandoned project or damaged one considered, will travel. Tel 01286 881398 (N Wales)

**Wanted** lightweight silencer for DR350 enduro 96 model must be in vgc. Tel 01323 832058 (E Sussex)

**Wanted** copy of Discovering Green roads and Lanes of Great Britain by Ian Thompson (Haynes), also h/lamp and cowl, ignition switch, clocks and stainless exhaust for 1982 Honda XL250R. Tel Terry on 0191 2365966 (Newcastle upon Tyne)

**Wanted** parts for Yamaha DT175 twin shock, 1977 'R', petrol tank, f/r m/guards, trials or enduro tyres & chrome h/bars, will collect. Tel 01382 543097 (Fife)

**Wanted** for 88 XTZ600 Tenere, Lazer silencer & ss front pipes, rear pannier frames, front rack, rear disc, front m/guard blue, Acerbis tank for JYJ, desert tyres, rear light, gear lever, HD wheels, c+s, crashbars, kickstart parts, w/s manual. Tel 01565 722692 or fax 01565 723891 (Cheshire)

**Wanted** any spares for Suzuki PE175N 1979 or complete bike for spares. Tel 01508 480321 (Norfolk)

**Wanted** genuine manual for Kawasaki KDX125B2, must be cheap. Tel 01254 233389 (Lancs)

**Wanted** electronic ignition for B-reg KDX250B3 or one that fits, cash waiting for right part. Tel 01734 623914 (Berks)

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## THE ITALIAN JOB

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**Honda XL600R/LM 84+** £1400 - 1700  
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**Yam XT/Tenere600 83+** £1400 - 1900  
**Yam TT350/600 (Disc)** £1700 - 2500  
**Suzuki DR600/650 86+** From £1600  
**Hon Dominators 88-91** £2000-2500  
**Aprilia Tuareg 125 87+** £1300+  
**Aprilia RX125 88+** £1300+

\*Transalp eng c/w gen + carbs, v.good, £500\*

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.

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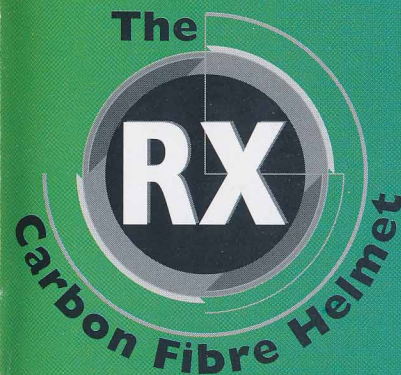
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## THE RX3 FULL FACE MX HELMET



The RX3 Full Face MX helmet is Axo Sports latest offering and was designed and manufactured in Axo Sports own Italian factory. The RX3 gives extra protective qualities because of its new shell construction system. Based on the prepreg system used in aerospace, which allows exact predetermined shell thickness, it is made from special composite fibres of carbon-kevlar-fibreglass to give an extremely lightweight but strong helmet. This top of the range model will amaze you with its weight and comfort, and offers all the features of the RX5 such as removable lining etc. Available in Black/Blue/Red or Black/Silver/Grey.

## RX5



The RX5 is Axo Sports traditional Full Face MX helmet and is a proven performer. With a shell made from another special composite of fibreglass, carbon-fibre, kevlar and dyneema it is lightweight, has removable liner, large eyeport and rubber gogglestrap area, adjustable visor and a ventilation system. Available in five different colour stylings.

## RX1



The RX1 is Axo Sports original open face helmet featuring deluxe comfort padding, lightweight shell, its own adjustment system and good ventilation. Available in five different colour stylings.



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