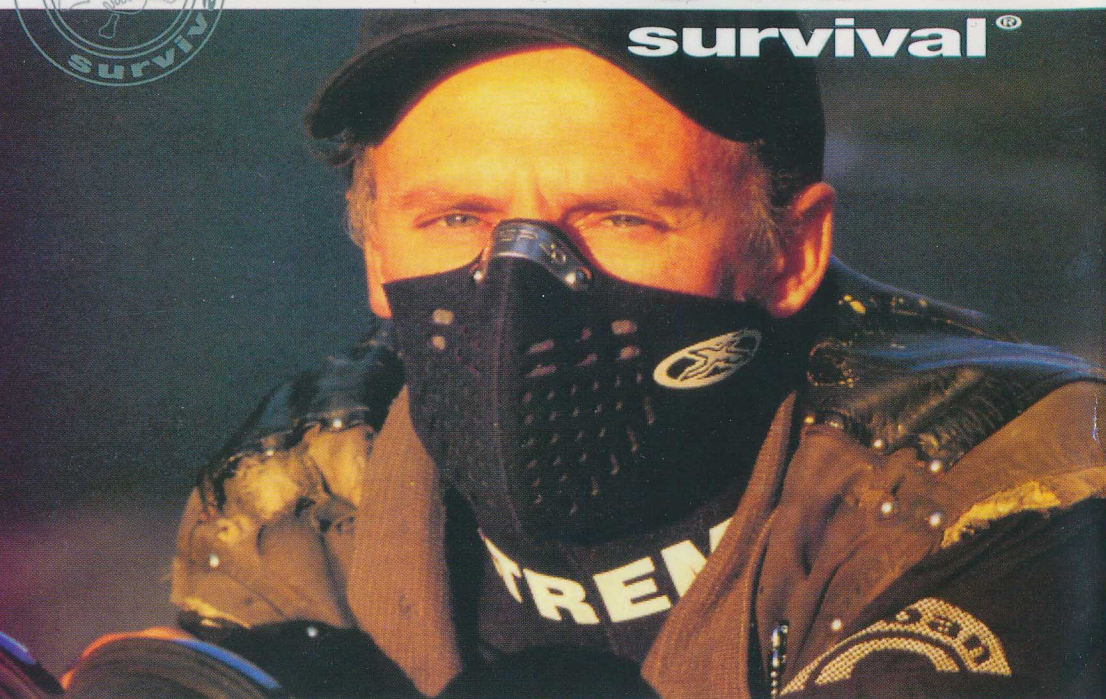




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SEPTEMBER 1997

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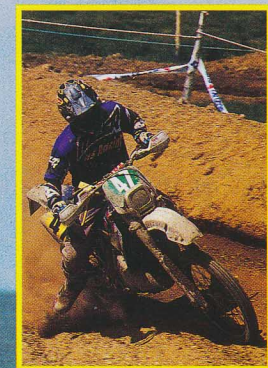


## ROAD RAGE!

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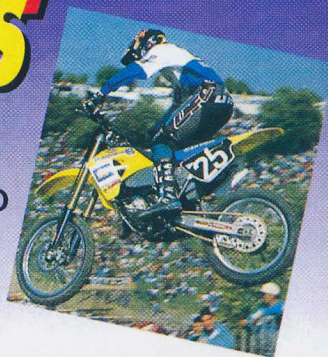
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**O** have no idea what the weather will be like tomorrow. As I write this the temperature is up in the mid seventies (24°C) and the sun is beating down, but as for tomorrow... who knows? Nor, I hasten to add, do the people who organise and run enduros. But what they do have is a brain in their head - though they don't always choose to use it. Take the recent Welsh Two day Enduro for example. It had been raining solidly for about two weeks before this year's event, and further rain was forecast during it, so it didn't take a genius to work out that the conditions were going to be tricky. Yet what happened? The organisers laid out the course with a number of obstacles which were impassable in the wet (and the course had to be re-routed), and then ran the event to the 'A-schedule' (in other words the dry one). Result? complete decimation of the field, with over half the entry failing to finish.

Same thing happened at the Melville Enduro. Okay, so it's a British Championship round, but with only nine clubman finishers I think you could argue that they got their course and timings wrong. And after all, if an event is going to have a clubman class and attract clubman riders, then it should at least cater for their abilities. Anyway, there are plenty of ways of sorting out a result - that's what the special tests are for.

There are some people who believe that enduros should be a real test of man/woman and machinery. I'm not one of them. Far better for everyone to enjoy a good, hard, competitive day's ride (and at least finish within their allotted hour), than to hour out and go home despondent, thinking they'll never be any good. Besides, there will always be events like the Gilles Lalay and the Beacons Enduro to cater for those people that like a toughie. But The Welsh with its unique mixture of fun and competition, that attracts the regular trail riding Joe shouldn't try to be one of them.

The average sportsman rider on his KLX250 isn't going to bother wasting his entry fee next time. Instead of houring out before he even reaches his first check (as a number of them did at the Welsh), he'll probably save his money and use it to pay for a weekend of trail riding - and who can blame him? I believe organisers have a responsibility to the riders that pay for the event, to make it rideable. They can't help the weather, but they can make allowances for it. I always understood that you should hope for the best but plan for the worst. Otherwise, in 30 years time we'll all end up like the four Yorkshiremen in the classic Monty Python sketch? "Well of course we had it tough. We used to 'ave to get to our checkpoint five minutes before we set off... ride a bike that weighed 800lbs 'cause of all the mud... and when we got to the first hill there was Sir Edmund Hillary coming down sayin' he couldn't gerrup it 'cause it were too slippery...."

Si Melber

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**ISSN 1359-0324**

**6**

**NEWS:** What's new in the world of Trail bikes and such

**8**

**LETTERS:** Your thoughts in print

**12**

**RANT:** Where do we go from here? The future of trail riding hangs in the balance...

**16**

**NEW STUFF:**

More glittering gizmos

**18**

**SIX-FIVE SPECIAL:** Prototype BMW desert bike gets its first airing on the Tunisia Rally

**26**

**ROAD RAGE:**

Two stonking Supermotos from Paris where the breed began

**34**

**ISDE PREVIEW:** Clash of the Titans?

**42**

**TAKE FIVE:** Part one:

Si Melber picks his five fave items of off-road clobber

**48**

**ROUND 3:** The Melville two-day enduro from the Scottish borders

**50**

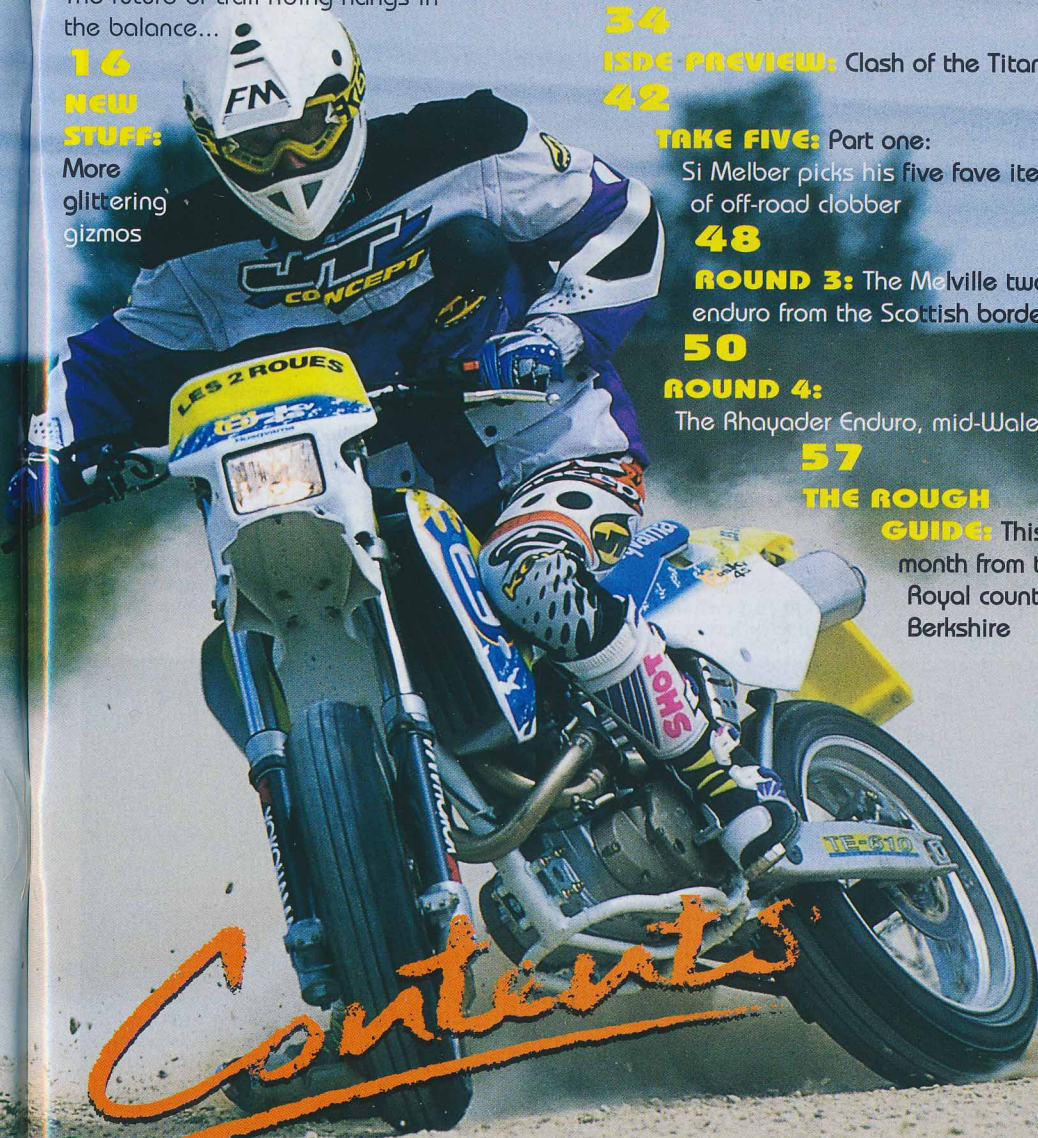
**ROUND 4:**

The Rhydader Enduro, mid-Wales

**57**

**THE ROUGH**

**GUIDE:** This month from the Royal county of Berkshire



*Contents*

**SEPTEMBER 1997 ISSUE 26**

# NEWS

## TT/WR400F ON ITS WAY

Rumour has it that Yamaha will be importing the much-awaited all-new 400cc four-stroke previewed in last month's TBM, in *enduro* trim for 1998. The new YZ400F has been confirmed for 1998 in motocross form (pictured) but sources close to Yamaha say that we can expect to see a trail/enduro version capable of being individually registered for the road at this year's NEC bike show.



Like the existing TT250R, the bike will not be homologated for road use, but will come with all the necessary road-going accessories, and it will be up to individuals to register their machines privately. Further details of the bike have been emerging, confirming that the 399cc engine is dry-sumped, with a single exhaust header and fitted with a five speed gearbox. The chassis is virtually identical to the 1998 YZ250 motocrosser, with the same suspension and wheels and a slightly modified frame to accommodate the taller motor. The dry weight is claimed to be a staggering 106kg (233lbs) in MX trim, but as yet there's been no confirmation of any prices.

Honda too have been busy revising the XR400R for 1998. Top of the list of changes include revised suspension settings which effectively firm up the front end and soften the rear. The rear linkage is the same but now runs on needle bearings for less friction. In addition, the kickstarter has been strengthened (after a number of reported breakages) as has the right footpeg mount, the air-box door is changed slightly and there's a small mod to the oil filter. Other changes include revised jetting and a slightly different three-chamber silencer with a larger but (thought to be) non removable baffle. Oh... and of course different graphics.

## TRANSDANUBIAN RIDE '97

If you're one of those frustrated rally raiders who always wanted a go at one of the north African rallies but felt that you didn't possess the necessary time, money or experience, then how about this for an alternative? Cheaper, easier and much closer to home is the Transdanubia Ride '97 which takes participants from Munich in Germany (with a prologue near the city), into Austria for another special test before arriving in the Puszta region of the Czech Republic for the start of some serious off road fun.

Four one day loops (including a special night-time stage) start out from the same bivouac base camp (which has showers and toilets set up) taking riders through the Slovak republic and into Hungary. The event is designed for four stroke enduro and trail bikes (particularly big trailies) and there are classes for all different sorts of bikes. Riders are also split into competition and non-competition licence holders and the scoring system is designed to allow the maximum number of participants to reach the finish line.



Run by top German ex-enduroist Richard Schalber (see the story of his BMW Rallye racer elsewhere in this issue), the event is slickly run, largely English speaking, and a very reasonable DM1950 (about £700) which includes breakfast, packed lunch and evening meals, as well as your bivouac accommodation. The dates for this once yearly special event are 30 Aug - 6 Sep and more details are available from UK co-ordinator Chris Evans on 00 331 42 09 97 73. Go for it!

# Snippets

- Moroccan off road adventure specialists Dust Trails have only got a few places left for their forthcoming tour at the beginning of October. They take your trailbike down to Morocco for you while you fly in, then carry your luggage while you get on and ride the High Atlas and Saharan pistes for two weeks of the most exciting and spectacular trail riding to be found anywhere in the world. The tour costs £1200 + flights, and that includes all accommodation and meals (except lunch), plus 4x4 back-up. Details from Dust Trails on 01985 841184. Hurry, hurry, hurry...

- Next Year's 20th running of the Dakar looks set to be the best ever. Organisers TSO headed by Hubert Auriol (pictured with his favourite magazine) have decided to return it to its original format with the start in Paris on New Year's Day. The route then takes competitors through some of the best sections from previous Dakars with stages in Morocco, Mauritania, Mali and finally Senegal. TSO claim they want to make it possible for everyone to finish the event and have taken steps (such as supplying assisted tyre changing) to make it much easier for privateers. The cost has also been reduced and what with the razzmatazz surrounding this the 20th event - things are looking good for the continuation of the race well into the next millennium. If you want to realise a dream, details for entry are available from John Deacon at Adventure Tours on 01752 606888.

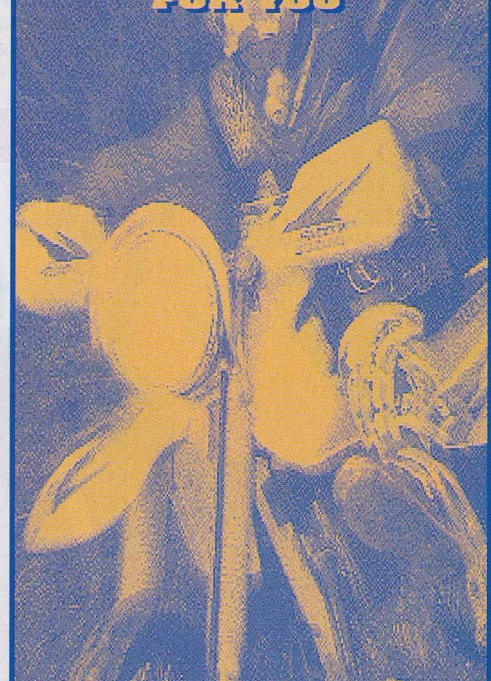


- Bikes, bands, BBQ and beer will all be on the menu at the annual Benington Henge mini-festival in September. Four bands (blues, cajun, reggae & rock), plus a BBQ and bar (at £1.20 pint) will be the attraction on the Saturday, and then after partying all night long, you can work it all off at the TBEC enduro at the same location the following day. Sounds great doesn't it? Tickets cost £10 on the gate, £8 in advance or £5 if competing in the enduro. There's free camping and the venue is just 30 miles north of London. Can't wait. Details from Richard Bott on 01438 869407.

- Tanat Trails are offering newcomers to the sport the chance to go trail riding at a leisurely pace in the beautiful Berwyn mountains in Wales guided and coached by experienced riders. They also offer beginners days for people with limited experience and ladies-only days, all at very reasonable rates, but you need your own trailbike. They suggest bringing the family as there are lots of places to visit in the area while you go out riding. The base is at Moelfre, 12 miles from the historic border town of Oswestry, more details from Dot Jones on 01691 791307.

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# Dear Trail

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## Head-Aches

Dear TBM

I was wondering if you could help me at all? I own a Honda XR600R I'm not sure what year (1986-88?) it's the

twin carb model with the rear drum brake (probably an 85 - ed), and since owning it I've had now't but trouble with the top end. For some unknown reason it keeps wearing the third cam lobe and left exhaust rocker,

I have checked all the oil feeds and everything seems to be okay, and I've done everything by the workshop manual, but still the problem persists - any suggestions?

It's also a right bitch to start, with the choke on or off it just floods and takes about half an hour to start. Any help you can offer would be great.

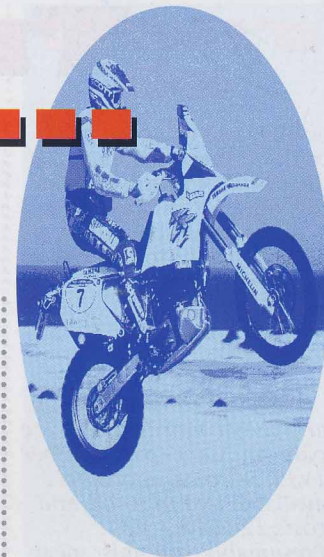
Yours desperately  
James Wan  
Doncaster

We checked with Honda technical department as well as engine tuner Bob Farnham (who owns an XR600 himself (01732 355558)) and reckon that your problem has got to be a lack of oil feed to the top end. There's no other reason for the premature wear you describe. The cam lobes are to a certain extent self lubricating as there are little wells around each of the lobes which fill with oil and keep the thing running sweetly, but they rely on the oil being available in the first place. Normally the XR600 engine is bomb-proof when it comes to reliability and so the problem must be a blocked (or partially blocked) oil feed or perhaps a lack of oil pressure from a worn oil pump. Try dismantling the top end again and squirting some lube through the oil feed with something like a long thin WD40 tube



Oil feed problems with your XR600? See Head-Aches above

# Bike...



to see if its fully clear. While you're at it check that the oil squirt holes on the camshaft are clear, also check that the filter is clean and that the oil you are using is the correct grade. Once you've re-assembled the top end it's important to ensure that you get oil pressure before you go and start the thing for the first time otherwise you'll destroy the case hardening on the cam lobes. Bob Farnham recommends engaging first gear and pushing the bike around for a bit with the spark plug out to prime the oil pump.

As for starting problems we assume that you've replaced the plug recently and that there's a healthy spark from the ignition side. Other than that it could possibly be a blocked pilot jet or incorrectly adjusted air screw on the carbs and you should check both these out as a matter of course. Finally like all XRs, make sure the throttle is fully closed when you try and start the thing and ensure that you're giving it a decent kick each time, otherwise you'll be at it all day

## Scottish Access

Dear TBM

The December, January and February issues carried the theme of trail riding in Scotland - or rather the lack of it. While I agree with John

Rushworth that the responsible, recreational rider has no option but to ride where they can in a responsible manner, I also share George McGowan's concerns and can share some experience of the fight by the Scottish Land Rover Owners Club and the Highland Four Wheel Drive Club to keep the Corrieyairick Pass open. A QC's opinion was ultimately sought at great expense to both clubs and the fight continues

Bruce Mathieson's letter regarding entry-level enduros suitable for XR600s and the like was also spot on. I am disappointed at the lack of four stroke and trail-bike classes in Scotland although the friendliness and willingness to help I have encountered is encouraging.

As a born again biker I regard myself, despite many years off road 4x4 experience, as a novice on a bike and would like to take part in a particular type of event. There are I'm sure many more riders in Scotland like the three previously mentioned and myself who care about land access and want to ride off road. The increase in bike sales will also help to bring old and new blood into the sport.

If any of these gents mentioned or indeed any Scottish riders or club officials would like to contact me with regard to seeking new sites for competition or

green laning I would be pleased to hear from them. I would be particularly interested in anyone thinking about staging an event similar to the Cambrian and Hafren Rallies.

Alan Walker  
Glasgow

We reckon that this sort of event is long overdue both in Scotland and the north of England Alan. We've passed a copy of your letter on to the three people you mention, but if anybody else out there wants to make contact, drop us a line at the usual address enclosing a stamped (but undressed) envelope and we'll pass it on for you

## Horse sh\*t

Dear TBM

I've got a 1987 Yamaha XTZ600Z and plan to take it across Africa on an overland trip. The trouble is the CDI units are as rare as rocking horse discharge. Is there an alternative unit from another

# Dear TrailBike...

er bike that could be made to fit? Perhaps the technical dept of TBM could work on this one? Any help you can give me would be welcome, oh and thanks for producing a great mag.

David Sheppard  
Cornwall

We checked with Yamaha and they confirmed that the part you want (part number 1VJ855405100) is both available and in stock, and costs £201.98 + VAT. Presumably you must mean you can't get one second-hand, which isn't surprising since these parts fail from

time to time so there's always a shortage of them in breakers' yards. On the other hand, how much of a saving do you think you'll have made when your secondhand one breaks down in the middle of Africa and leaves you stranded? Surely if you're considering a trip like this you want to be certain that your bike is as reliable as possible? I wouldn't risk it myself

## Going Spares

Dear sir

Finally the temptation is too great to miss putting

pen to paper regarding the letter from Adam Hill in the May issue and his long wait for spares from Suzuki Japan. I own a Suzuki TS200R and while it's quick, goes well looks good and is generally reliable, there is one teeny drawback: parts.

While most are readily available in the standard Suzuki two to three weeks, I have had a couple of eight week blockbuster waits. Last year I waited eight weeks and three days for gearbox parts to come from Japan, and this year it's rings; now nine weeks and counting!

I'll save you the time and bother of checking whether

I asked the right questions to the right people by telling you that I did. I chased and phoned and chased and phoned and severely frayed the nerves of my local dealer (sorry about that Kelly). In short, Suzuki UK can spew all the blurb in the world about spares availability but it won't change a thing. At the end of it all I have aged several years, and have the distinct feeling of having missed something. I suspect it all boils down to some chain smoking, feet on the desk stores person who won't be hurried no matter what. So there you have it Adam - at least you know you weren't singled out - small consolation I s'pose.

Phil Airey  
Sevenoaks, Kent

Over to you Suzuki...

## Dumb & Dumber

Dear Paul Blezard  
(editor)

The Witley & District Motor Cycle Club are against over-use of green lanes in the very sensitive Surrey/Sussex/Hants area especially when that use is for commercial or personal gain. As a club we organise the Witley 200 Trial and do so once a year under an ACU permit and strict supervision. The club would like to stress that under no circumstances do they have any association with any advertisement carrying the club name

unless it is for an ACU approved event endorsed by the club. We are taking steps to ensure that reference to the Witley Club is not used in future ads placed by individuals.

W Glover  
Chairman Witley & Dist  
MCC  
Fleet, Hants

*In that case you'd best have a word with the bloke that organises your own Witley 200 Trial Gavin Shaw hadn't you? He's the person who set up this enterprise to which you refer and not Paul Blezard - Paul hasn't been involved with it for a number of months now. Also the advert didn't use the W&DMCC name it merely stated the fact that Gavin Shaw organised the Witley 200 - an indisputable fact I believe. Oh and by the way, the next time you write in, at least get hold of an up to date magazine and read it beforehand - had you done that not only would you have noticed that Paul's name was no longer on the ad and nor was any reference to the Witley 200, but you also might've realised that Blez isn't the editor either! Let's hope you don't show the same sort of ineptitude when it comes to safeguarding green lanes, otherwise we're all in trouble!*

**If you have anything to say, anything to get off your chest, criticism (constructive or otherwise), gripes, grievances, moans, groans, personal, mechanical or intellectual problems, why not write to us at TrailBike, who knows we may even print it, or maybe not...  
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Suzuki TS200R - great bike, but a long wait for spares!

## What's On

3 August,  
Trail Cross

A sort of combined enduro/MX event designed for trail riders and clubmen enduroists. An easyish course of 2.5 miles of natural terrain with a number of heats and a final. Starts 10am at Oaklands Farm, Oak Road, Chappel, Essex. Details from Graham Mayes on 01206 573488.

19-24 August,  
ISDE

The International Six Day Enduro gets underway in August with the best international enduro riders (and teams) from each country competing in this gruelling and prestigious event. This year it's held in Brescia in northern Italy (details from organisers AMB on tel: 0039 30 872 557 or <http://www.tqs.it/sport/motorbike/sixdays/>), so book your holidays near there and go watch some exciting bike sport.

7 September,  
Three Stage Trial

Once again the Surrey Police are organising this excellent day's bikesport. Riders tackle a mixed course that's part trial and part enduro around the MOD test track in Bagshot. The first lap is untimed but points are deducted for footing, the second lap is against the clock with points deducted for footing, while the third lap is just a timed lap - as fast as you can go. A great way to spend a late summer day. Details from Phil Harley on 01483 480875.

13-20 September,  
Rally of Discovery

Seven days of biking and boozing in equal measure in the beautiful south eastern corner of Ireland. Aimed at big trail bikes, the Rally of Discovery is a sort of seven day treasure hunt (mainly on road), followed by a daily celebration of the dark stuff each evening. Full details from Rally organiser Phil Gunn on 00353 21 88 94 62.

TBC October, Aussie ride-out  
Yamaha Australia in conjunction with Australian off-road magazine Sidetrack, are planning a five day trail ride between Sydney and Brisbane. They want to encourage a few poms to make the trip out there and reckon they may even be able to arrange bikes for you. If you're interested, send them a fax on 00612 2648 5119 but remember there's a 12 hour time difference.

# RANT!

## The countryside debate is hotting up. Chris Evans ponders whether trail riding has a future?

In the late 1990s (the age of the sound bite), we no longer have discussion or intelligent debate; now we have 'issues'. There are women's issues, gender issues, race issues to name but a few, and on all these issues there are two polarised views - a 'politically correct' one (pc) and a 'politically incorrect' one. Almost everybody these days pays lip service to the pc view, unless of course they are the victim of that view (in which case they're fighting their corner) or they're completely barmy (in which case they aren't a great deal of help).

To the population at large, trail riding isn't really an issue in its own right. To us of course, it's right up there with foreign aid and immigration. But to everyone else it's little more than a sub issue - an off-shoot of the countryside issue - not itself currently 'hot', but one that risks warming up in the near future.

The bad news for us is that the pc view on trail riding is that it is 'not welcomed'. The good news is that most people are currently much more worked up about other sub-issues of the countryside agenda than they are about trail riding, Fox hunting and the use of organo-phosphates for example

are the current hot potatoes. But overall people ain't happy. And in a consensus seeking society like ours, where the consensus is largely negative, bad stuff can happen. If it does, we're poorly equipped to defend ourselves.

As a pressure group we're nowhere. We might well have the support of some dodgy old cross-bench peer who once swung his leg over a BMW GS and rode it down the gravel drive of his stately home, but apart from that, nobody with any clout, wants to know us.

Although the right to move freely is an important one, civil rights groups aren't going to help us because they are pc and we're not. Plus of course they can much better defend 'freedom of movement' issues by allying themselves with walkers; who are not only 'correct', but also much more numerous and collectively wealthy.

The bike industry isn't going to help us. As a percentage of total UK motorcycle sales, off-road sales are negligible and sales of off-roaders that are actually used off-road is a fraction of that fraction. Economically we ain't worth it.

Other bikers aren't going to help us. As a group we're well away from the mainstream. They don't identify much with us anyway and a lot of us don't identify much with them. They'll happily sacrifice us if it deflects attention away from something really important, like bhp limits.

Other vehicular off-road users aren't going to help us. Why should they? We wouldn't help them. I couldn't begin to count the number of times I or somebody with me has looked at a lane all chewed up by a load of inadequates in 4x4s and said - those bastards are going to ruin it for everybody. I'd betray them in nano-second if it meant saving my own skin.

Saddest of all, we're not even going to

help each other. Some of those who ride quiet eco-friendly four-stroke trail bikes would happily agree to the banning of road registered crossers if it meant carrying on their own fun. While many riders of two-strokes find the four stroke brigade (by and large) stuffy and boring.

So basically we're friendless, divided and politically incorrect. But then you knew that anyway. The question is what should we do?

Well, there's some things that might help. We can all make sure that our bikes are properly silenced. We can be polite to other people we meet on the trail. We can introduce voluntary restraints like not riding on Sundays and keeping under a certain speed. We can get involved in PR activities, demonstrations, pressure groups and legal battles. It may improve our image a tad but essentially its all about appeasement and apology. And

look what appeasement did for Neville Chamberlain.

No. If we're to save trail biking we going to have to be a bit more sophisticated in our approach and try to understand what's really going on behind the sound bites and the

**The bad news for us is that the pc view on trail riding is that it is 'not welcomed'. The good news is that most people are currently much more worked up about other sub-issues of the countryside agenda**

'issues'. Obviously this is totally beyond the scope of this rant, and there's no way I'm going to cover all the angles here (even if I knew them). Instead I'm just going to throw a few ideas around and you can fill the letters page (or have your own rant) and just maybe something useful will come out of it.

First of all we have to ask ourselves why we upset other countryside users so much. The obvious answer is because we make noise and shatter the rural peace. Of course this is true, but if that was the only reason then the antipathy we engender is way out of proportion to the actual nuisance we cause. For a start there are many more tracks where people can walk

# RANT!

than tracks on which we can ride. If I wanted to go for a stroll without meeting some anti-social 'git' on a motorbike I've got an almost unlimited choice of venues. And even if I did decide to take a track with vehicular rights of way and have the misfortune to meet someone like myself, I know that I'm not going to be inconvenienced for more than a couple of seconds. I don't know the exact figures, but I'd be staggered if on any weekend there are more than 1000 bikes out on the trail. Spread over the surface area of the

UK that's nothing. Clearly then it's not our actual presence that annoys others so much.

So it must be the idea that we're allowed to do what we do that works everybody into such a lather. As the people who get the most annoyed about our presence are urbanites (they make up the vast majority of the population and in my experience are the most critical) we have to ask ourselves the question: why is the fact that we have the legal right to ride off road so abhorrent to them?

Here's my theory. The countryside is currently divided into large intensively farmed tracts of agro-industrial blandness interspersed with much smaller areas of 'museum land' - protected areas preserved to look like something out of a

**When urbanites visualise the countryside, it's a Turner-esque image that is evoked rather than the working countryside. And to be frank I've never seen an old master with a KDX peeking out from behind a haystack.**

Turner landscape. But when urbanites visualise the countryside, it's this Turner-esque image that is evoked rather than the working countryside. And to be frank I've never seen an old master with a KDX peaking out from behind a haystack. In other words the

collective urban perception of the countryside is at odds with using motorcycles on green lanes. In psychology its called cognitive dissonance and individuals will take steps to resolve it. The obvious way in the case of green laning is to ban it.

If however, thanks to the soon to explode sub-issue of fox hunting, the countryside issue comes to the fore, urban perceptions of the countryside might be forced to change. To defend their position, the field sports lobby are going to have to bury the myth of the countryside as a rural idyll populated by cute little fluffy animals. They're going to

have to make Surrey sound like a suitable setting for Deliverance II and the countryside as a dangerous dog-eat-dog (or should that be dog-eat-fox) environment if they're going to achieve any sympathy. Given their powerful friends and wads of cash, they'll almost certainly succeed in shifting urbanites' perceptions in that direction. And if everybody gets a little less precious

about the countryside and a bit more real, people might just find a place for the odd trailbike in their collective image of Ruraland™.

As it is, more and more people are starting to use the countryside to pursue a variety of sports -

as opposed to merely tip-toeing through it in awed silence. Mountain bikers, paragliders, dinghy sailors, fell runners, horse riders, model aircraft users not to mention adventure holiday centres etc. All are going to need to be accommodated in the future, and if a place is going to be found for all of them, a climate of acceptance and tolerance will have to emerge. If trail riding comes to be perceived as a sport, rather than as two-wheeled vandalism, then we can legitimately claim our place among this eclectic mix.

Finally, as our society in general becomes ever more diverse, the current ethos of the majority having the right to impose their will (eg walkers getting their way in everything) is going to have to change. And again our old friend the fox hunting sub-issue might well prove instrumental in this process.

As it stands, fox hunting will very probably be made illegal; most urbanites want it and they'll almost certainly impose their will, but not without the hunt lobby kicking up one hell of a fuss. Such a fuss that society will be forced to address the question: 'even if I disapprove of something, do I have the right to ban it - especially when it's essentially nothing to do

with me?' Following logically on from this question, people with increasingly diverse interests and pastimes (mountain biking, horse riding etc) might also wonder if by supporting a majority consensus ethos they are not unwittingly threatening the future of whatever pastime they're into.

Okay it's time for a little recap. We're part of an issue and are perceived negatively. We're not

currently top of many people's hit list, but that might well change. If it does, then who does, then who we think of as our natural allies, (civil rights campaigners, the motorcycle industry, other motorcyclists, 4x4 users

etc) won't help us and we have no clout of our own. We can try appeasement but in the long term it risks weakening us more than helping us. If the countryside continues to be regarded as a sacred haven from the urban nightmare, and us as symbols of urban excess, violating that sanctuary, the future is not bright

If however more people start to see the countryside as a place where they can go to have fun and legitimately pursue their chosen pastimes without threatening the countryside, the future looks brighter. It'll look brighter still if the fox hunting lobby and the rural poor debunk the Turner myth, and our urban population stops thinking like 20th century Marie-Antoinettes. And if all of this coincides with an increasingly heterogeneous society rejecting the current 'Might is Right' ethos we might not just survive but prosper. Of course we're much too insignificant to influence any of the above attitudinal changes. All we can do is make sure we keep our heads above water, not lose any more ground than we already have and be ready to take maximum advantage of any positive shifts if they happen. And perhaps we may all still be trail riding well into the next millennium.

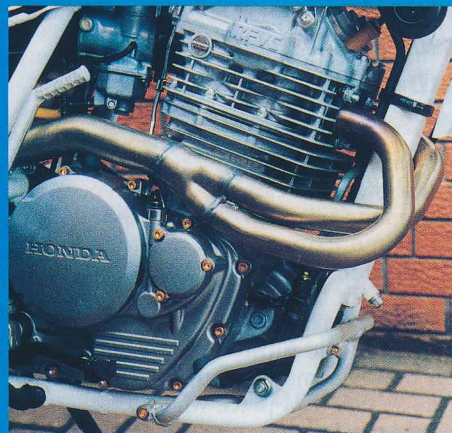
**We can get involved in PR activities, and it may improve our image a tad but essentially its all about appeasement and apology. And look what appeasement did for Neville Chamberlain.**



# new stuff

## Pipe-Up

Want a bit more go from your XR600? Pro-Racing in Northampton are offering oversized Pro-Headers for the ubiquitous Honda thumper which come with the necessary carburettor jets to get the most out of your engine. Computer designed, dyno tested and made from stainless steel they claim these header pipes offer optimum power gains and extended performance in a simple bolt-on package. We've not tested them yet, but if you'd like to, give them a call on 01327 301322.



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At last the thing that all XR400R owners have been waiting for. A simple bolt on end piece that fits onto the existing XR silencer allowing you to remove the stock spark arrestor with its pea-shooter insert.



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## One Good Turn...

Acerbis have launched a range of Rally Brush Guards incorporating a pair of indicators and specifically intended for dual sport bikes. The new Rally DS Handguards are exactly the same as the regular Brush Guards but with a set of inboard turn signals, allowing you to remove your existing, more vulnerable indicators. The DS Guards which come already wired up, simply fit to your bike in the normal fashion, and then it's just a matter of plugging them into the wiring loom. £56.30 including VAT available in all the usual colours.



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# SIX-FIVE

**BMW is back in Rallying with an F650 Special. Chris Evans got the lowdown at the bike's first outing at the Tunisie Rally**



Left: Let's go!  
Below: The day of departure and the shiny new Beemers await the arrival of the ferry on the quayside



**T**hroughout the decade of the 1980s when winning in bike racing meant spending a small fortune, the sport of Rallye-Raiding was rich in specials. One-off bikes built as rolling test-beds for future projects and designed to simply win whatever the cost, emerged from the competing factories like moths from a chrysalis - drying their wings under the heat of the African sun. Sensational bikes like the Honda NRX750 on which Cyril Neveu won his last Dakar, Barnstorming Beemers and spectacular Suzuki singles were wheeled out into the fray every year to do battle among the dunes.

Then came the prudent Nineties with its emphasis on taking part rather than win-



The prototype featured a different swingarm and exhaust, but otherwise was much the same as the bike that took part in the Tunisie Rally

ning. A worldwide recession, followed inevitably by a corresponding slump in bike sales and a move towards standardised 'production' racers sent rallye-raiding into a bit of a tail-spin. Inevitably the technical side of desert racing suffered; Yamaha continued to refine their all-conquering XTZ750/850s and Cagiva developed some tasty Elephants to run in the marathon class, but by and large that was it as far as specials were concerned. Everybody else rode stock (or near stock) XRs, KTMs or KLXs, and the emphasis was placed on trying to get the 'clubman' rider involved in a sport which had hitherto been the preserve of the factory-backed works guys - purely because of cost.

Well the changes obviously worked because in the last couple of years rallye-raiding has seen something of a resurgence

# SIX-FIVE

*Special*

in popularity, spurred on no doubt by excellent coverage on satellite TV. Proof of that came earlier this year when the Optic 2000 Rally Tunisie achieved the largest bike entry of any desert rally in the last ten years (including the Dakar). One hundred and sixty bikes took part and, as if to celebrate the occasion, there on the dockside in Nice ready for scrutineering, stood two shiny new BMW prototypes.

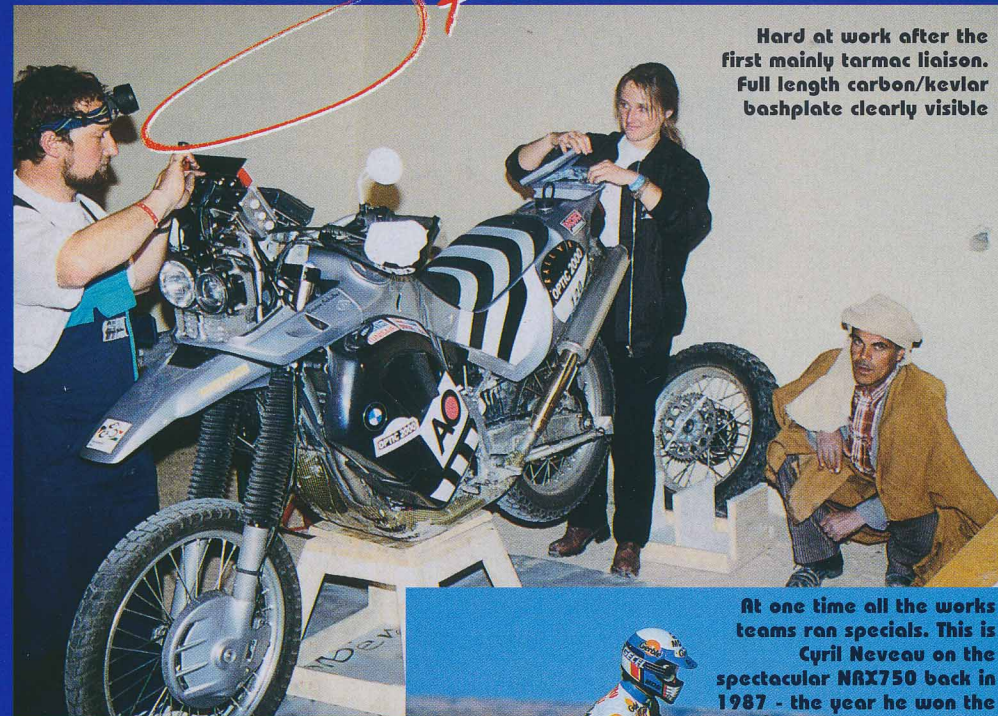
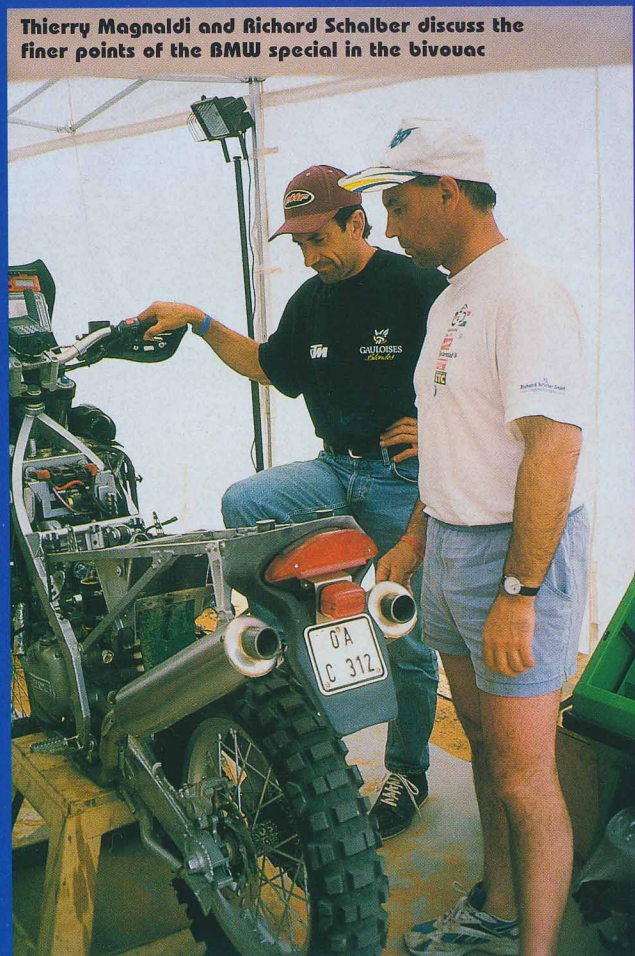
Loosely based on the F650 Funduro, these two machines were designed and built by Richard Schalber, a former German enduro star, whose close links with the factory in Munich (he runs their Enduro Park in Hechlingen (see TBM 12)), has enabled him to produce a number of tasty flat-twin off road specials in the past. This is the first time Schalber has worked on the single cylinder bike however and it took him and

his team of 18 engineers just three months to fabricate these two specials, with almost all the chassis and bodywork being designed and built in-house. Clearly such an operation requires either big money or a degree of factory support and though Herr Schalber was keeping mum about the team's financial arrangements - some sort of factory involvement is thought to have been inevitable.

In fact both bikes sported the famous propeller logo on their flanks and it was clear that the BMW factory had had a large degree of input into the project while at the same time maintaining a certain strategic distance from it. This isn't so difficult to understand when you consider the fact that BMW originally pulled out of the rally-raid scene because of negative media reaction in their ecology-minded home market, so a little bit of reticence on their part is entirely understandable.

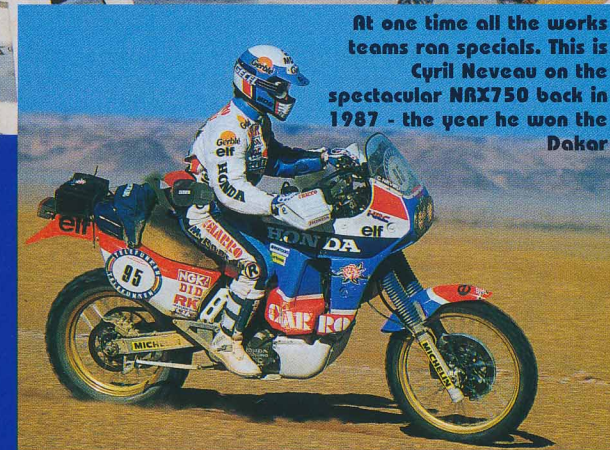
The bike's motor is a modified F650 unit which now displaces 686cc breathing through a five-litre airbox which sits just behind the headstock, drawing air in from around the front fairing and through a K&N air filter designed to be easily replaced each evening without removing any bodywork. A larger than standard carb, repro-

Thierry Magnaldi and Richard Schalber discuss the finer points of the BMW special in the bivouac



Hard at work after the first mainly tarmac liaison. Full length carbon/kevlar bashplate clearly visible

At one time all the works teams ran specials. This is Cyril Neveau on the spectacular NRX750 back in 1987 - the year he won the Dakar



filed cams and a higher compression piston help the bike achieve the incredible 182kmh (113mph) it managed on the Tunisian piste. To put that into some sort of perspective a 640 KTM Rallye bike will just about manage 165kmh (102mph). The sort of power output that was being talked about for the Beemer was in excess of 65bhp (at the crank) which given its turn of speed with off road gearing wouldn't be far out. Keeping all those horses nice and cool is a 2.5 litre aluminium radiator and an oil cooler mounted in the fairing just below the twin halogen headlamps.

The cycle parts are equally serious: front forks are 45mm units (50mm Marzocchis on

the original prototype) with 280mm of wheel travel, while at the rear a specially made White Power shock bolted directly to an aluminium swingarm (cast on the prototype) gives a similar amount of travel. The front brake is a four piston Brembo, munch-

# SIX-FIVE

*Special*  
Apart from the usual rally navigation gear, the Schalber BeeEmm sports adjustable bars, quick change air filter, Ohlins steering damper and lashings of carbon fibre

ing on a 260mm disc, with a simple two-piston caliper and 220mm disc at the rear.

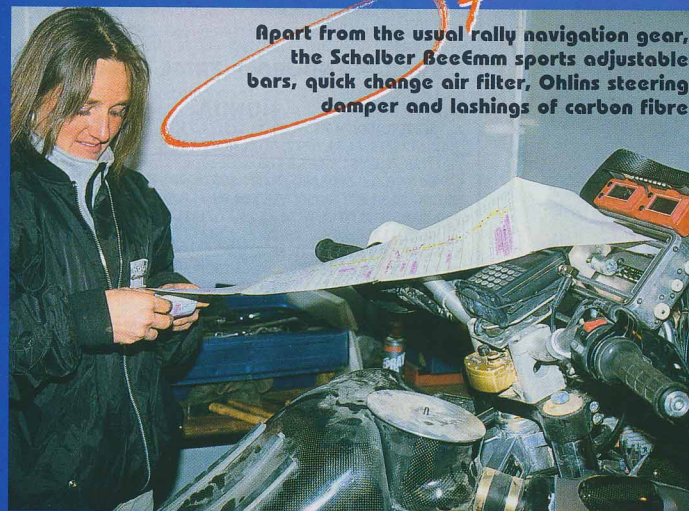
Less conventional is the Delta-box style perimeter beam frame - similar to the road bike and a first on a rallye machine. Made of steel so as to be easily weldable in the middle of the desert, it is massively strong, reasonably light and superbly sexy. Designed with the ability to race fast over sandy piste, the BeeEmm's wheelbase is a long 1510mm while the steering head angle has a lazy 28 degrees of rake to keep it all nice and stable. In order to keep the centre of gravity as low as possible, three carbon fibre fuel cells are fitted to the bike; two sit pannier-style either side of the engine holding 13 litres each, while the third is positioned under the seat supported by a detachable subframe.

Overall the bike is beautifully finished, with a myriad of details which shows that a lot of thought went into the unconventional design. The carbon/kevlar wrap-around bashplate is a joy to behold as is the dinky little perspex headlamp protector held away

from the fairing by tiny turned aluminium spacers. Braceless Magura bars sit atop machined from solid alloy yokes featuring height adjustable bar clamps, while an Ohlins steering damper smoothes out the ride.

For a bike weighing in at 163 kilos and needing to carry 38 litres of fuel, the Schalber BMW is unusually graceful. There's a lovely sweeping line to its design which extends backwards from the high front mud-guard, around the bike's flanks and back into the kicked-up tail, and top marks must go to the designer who has managed to keep the bike's lines flowing despite the bulky kit which needs to be fitted on any rally machine.

Okay, so elegant lines and details to die for are all very well, but they don't necessarily make for a winning bike, and it has to be said that the two BMWs were never in the top five in the Tunisia. Then again they weren't being piloted by top five riders either. Instead, one was piloted by the charming and ever-smiling German lady rider Andrea Mayer, and wherever Andrea goes there has to be somebody steady and strong to help her pick her bike up (chauvinistic, but true), which is where the second rider Thomas Wolf came in. Given that entering the BMW was very much a 'suck it and see' exercise designed to test the bike and gauge public reaction at the same time, the choice of the popular Miss Mayer was a



**BMW's choice of rider was no fluke. Andrea Myer is no stranger to publicity**



shrewd one. Outside of the top five riders, nobody generates more media interest than the effervescent Miss Mayer whose sunny disposition and ability to speak four languages fluently, virtually assures her of global TV coverage. Despite a few teething problems, she managed to coax the bike into 44th position overall and win the Women's Cup - just the sort of result which BMW would've wanted.

The above of course doesn't fully explain the bike's winning potential, but a closer analysis of Andrea's results certainly does. If you take out her two disaster days (she ran out of petrol on one of them), she would have finished 32nd overall - by far her best ever result on a rallye-raid. On the third stage from Ksar Ghilane to Remada she finished 22nd overall and if you accept that her improved results were largely all down to her new bike (she normally rides a KTM) - you can reasonably assume that the bike's a winner from the start. Certainly she was well pleased with it and as stunned as everybody else by its top speed. According to her mechanics, the bike had been purposely over-engineered to ensure a finish on the event and they reckoned that ten kilos could

be shed from the existing machine with very little effort. They also let slip that a 700cc version is currently under development which should give even more power and speed!

Given the success of Team Schalber's first outing in Tunisia and the fact that according to Richard Schalber 'every model [of production bike] needs a sporting image' on which to draw, it's possible that the Schalber Special may yet make it into some sort of limited production - especially now that the Dakar organisers TSO have

introduced a new single cylinder category into the race. You can also be fairly certain that BMW's involvement in the project will be stepped up over the coming few months as the Dakar approaches. In fact the talk in the bivouac over a few late-night schnapps was that a Schalber-developed desert racer (possibly an R1100GS even) ridden by Edi Orioli was to be entered in the Dakar with a view to breaking the Yamaha/Peterhansel domination of the race.

You've only got to look at the quality of design and fabrication behind this the latest Schalber-Special to know that if such a bike were to come about it would be an awesome thing indeed. And anyway, even if it didn't, this latest BMW takes the design of rally bikes one step on from current thinking and marks a turnaround in attitude from the German company. In fact now that BMW have started building rally specials again perhaps the other factories will be tempted to take a fresh look at their own bikes and think about a few more one-off specials in future. Whatever the future, things are looking good for the next generation of trail-bikes - especially those bearing the BMW roundel on the tank.



Yee-hooargh!!

Supermoto bikes combine the agility of a dirt bike with the grip and road holding of a street bike. Chris Evans checks out two of the best that Paris - the spiritual home of the supermoto - has to offer...

# ROAD RAGE!



KLX650 Supermoto anyone? Yum-yum



Husky TC610 is a pure, hard-edged supermoto machine. You don't want to mess with it



Back in the late 1970s, the Yanks dreamed up an idea for a series of races to try and establish who, from all the different branches of motorcycle sport, was the best rider on two wheels. They called the event The Superbikers, and to even things out as much as possible the races were run over a mixture of dirt and tarmac. The ensuing spectacle not only proved an instant hit with the punters, but was to have a profound effect on the future of road-going dual sport specials.

One of the appeals of those early meets was the diversity of machines entered, with everything from modified Harley flat-trackers to road race TZ700 powered specials fighting it out for overall supremacy. But as the racing became more serious the ideal bike for such events soon emerged - a lowered, full-bore MX or enduro machine running 17" wheels with cut slicks and dustbin lid-sized front discs... and so SuperMotard was born.

It was the French who first coined the term SuperMotard (motard means biker in French), though it was quickly anglicised over here to supermoto. The French have always loved a show, and soon adopted the sport as their own, embracing it with a Gallic passion and continuing its evolution from where the Americans left off. A national supermoto series was launched with the highlight of the calendar the famous Guidon d'Or (Golden Handlebars) - an invitation race where American stars were paid big

bucks to go to France and mix it with the home grown talent. It made for superb racing with huge crowds turning out at the Circuit Carole near Paris to watch the local hotshots take on the likes of Lawson, Rainey and Gardner in handlebar to handlebar racing over a specially prepared short circuit. Inevitably spectators started modifying their own bikes to look like their heroes' and in a

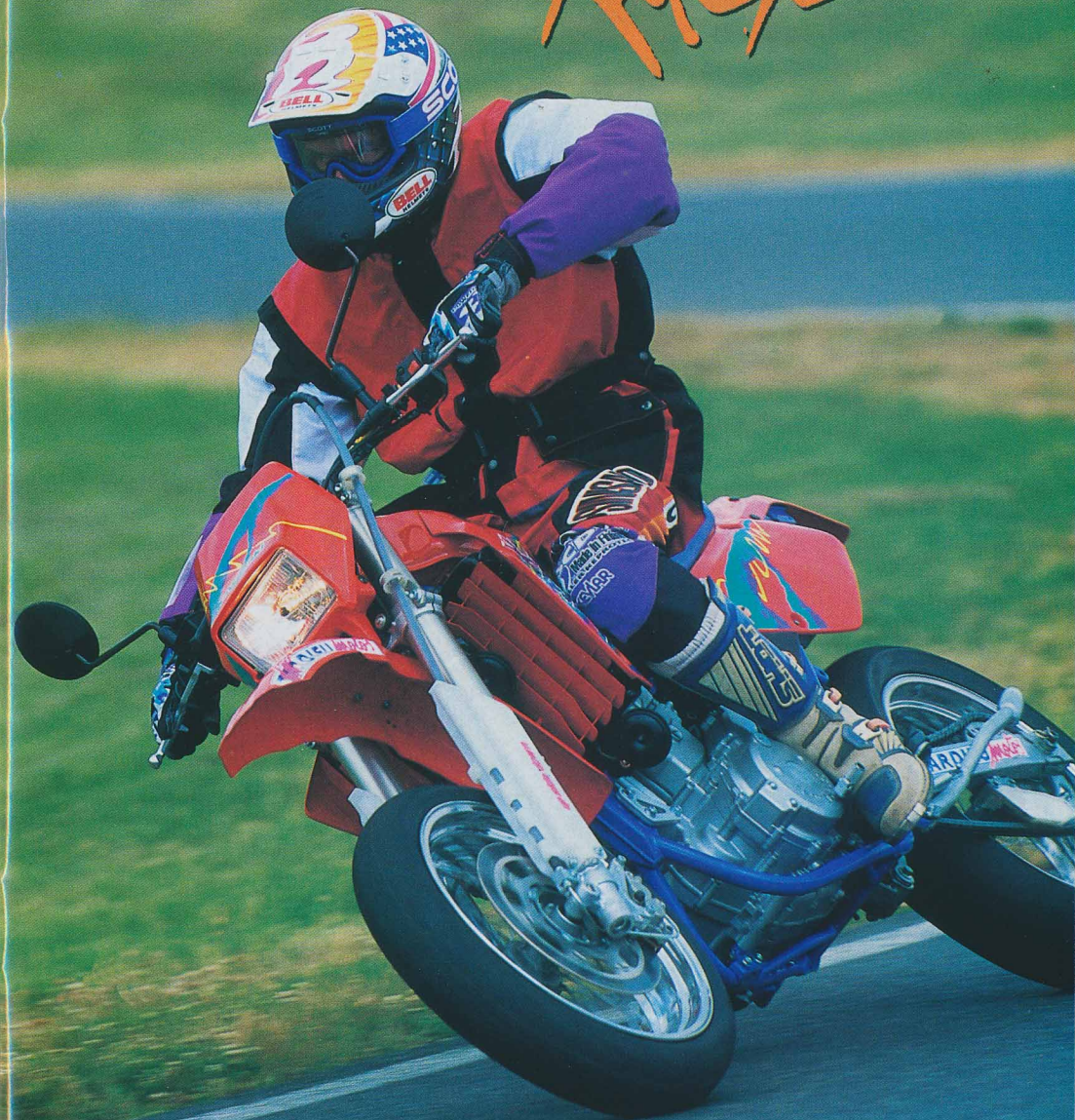
stroke a whole new form of street fashion was born.

Of course bikers have been modifying their bikes in line with current fashions since fashion first began. In the Fifties and Sixties osteopaths made a fortune out of bikers who'd fitted clip-ons and rear-sets to perfectly comfortable standard machines, while in the Seventies 'ape-hangers' and forward mounted controls generated almost as much business. In both cases the manufacturers followed suit with off the peg versions, and race reps and custom clones are commonplace nowadays. Ironically, in the one case where back street mods actually improved bike performance and safety, the manufacturers failed to follow suit. If you use a trail or enduro bike on the street, modifying it to supermoto spec radically improves performance, comfort and yes, even safety. Smaller 17 inch lower the seat height and centre of gravity, and allows the fitment of sticky tyres with huge contact areas for better grip. Go the whole hog and fit an uprated front disc to give you better braking and you've got a bike that's second to none when it comes to carving through congested city streets or twisty back roads.

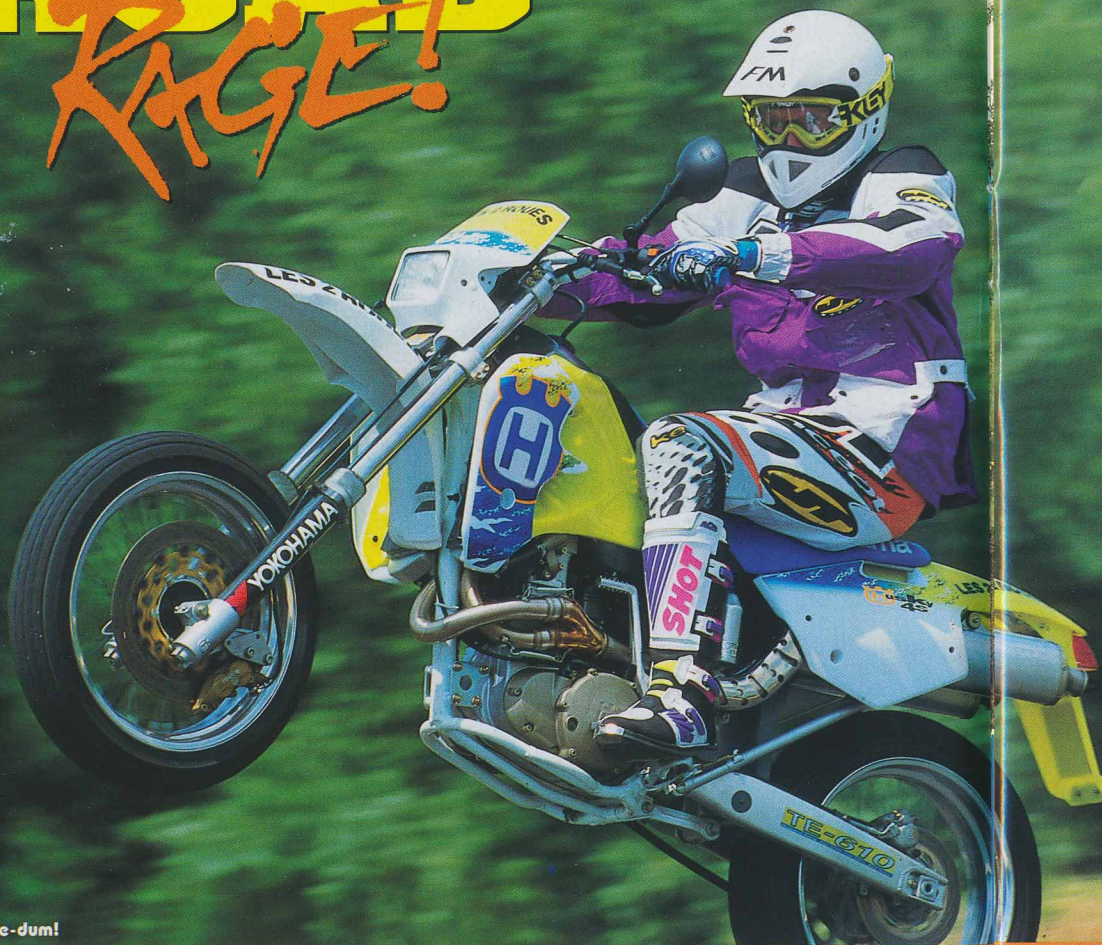
With the Japanese steadfastly refusing to play ball and only a few of the European players getting in on the act (Gilera, KTM and Cagiva all built factory S-Ms), supermoto bikes have remained largely the preserve of the home mechanic. In France where posing is a national pastime, virtually every

Because of their race track origins supermotors are great fun to use on a track day

# ROAD RAGE!



# ROAD RAGE!



Tum-te-dum!

type of trail and enduro bike has been given the supermoto treatment from DT50s to DR800s but two bikes remain the Supermoto-ists favourites; Kawasaki's KLX650 and Husqvarna's TE610.

## Kawasaki KLX650

When it was first launched the KLX650C's off road attributes were heavily touted (by Kawasaki) while the road bike mags, whose road testers spent their time pulling wheels and riding around gravely carparks in Surrey, unwittingly perpetuated the myth. It certainly looked the part, and is arguably one of the best styled dual sporters ever to have come out of Japan. But looks as they

say, can be deceiving, and the sad truth was that the KLX never lived up to its early promise. Nose heavy and afflicted by chronically soggy suspension, off road the front end washes out at the slightest excuse, while the rear tyre has a nasty habit of bumping into the airbox on full compression.

As is often the case however, the very things which made it handle so badly on the dirt made for an excellent set of road manners. The heavy front end gives the KLX a nicely planted feel on tarmac, while the soft suspension is easily good enough at soaking up the pot-holes in our city streets. Plus there's no denying that Kawasaki's big thumper has got a great motor. Borrowing

technology from their rocketship road bikes the 650 engine is poky, yet extremely civilised and surprisingly flexible. Very smooth for a big single and with an unusually wide rev range, it can be ridden either fast or slow as the mood takes you, and comes with the benefit of an electric boot.

On the example we rode the bike's looks have been subtly altered at the cost of very few actual changes. Apart from the addition of 17" Akront rims laced to the standard hubs, the removal of the ugly rear number plate mounting and the chopping down of the front mudguard, it is virtually standard. The handling however has been vastly improved. The smaller front wheel makes the bike feel much less ponderous, while the low profile tyres with their rigid construction

make steering extremely precise. Even the truncated front 'guard helps improve the handling; without the large overhang flapping around in the breeze the bike becomes much more stable at high speed - though if it starts to rain you'd know about it.

The motor is standard, and very nice it is too. Chugging along in a high gear there's enough flexibility to whip past slower moving traffic when the situation dictates, but if you feel the need for speed the Kwacker won't disappoint. Geared as it is, it'll comfortably crack the ton, though in reality this sort of bike is more town poseur than inter-city express. It's not by accident that virtual-

ly all KLX650s you see bopping around Paris have been modified in such a way. The harmonious, dirt-inspired lines, good motor and poor off road manners make it an ideal supermoto candidate. Amazing really that Kawasaki didn't build it like that in the first place!

## Husqvarna TE610

If the KLX is a lamb dressed up in wolf's clothing, the Husky 610 enduro is pure wolf. An out and out racer, its off road behaviour is as good as the Kawasaki's is bad, and by modding it into supermoto trim you're definitely depriving yourself of some serious off road fun. Perhaps that's why most people who go the supermoto route with a bike like this, splash out on a whole new set of wheels and hubs and end up with two bikes for the price of one.

Whether you could live with the road version on a day to day basis depends very much on how friendly you are with your local orthodontist. The Husky's engine takes no prisoners, and at times the vibes are bad enough to blur your vision let alone rattle your teeth. Combine that with a decided lack of creature comforts (no electric start, the barest minimum of road equipment, and a seat the Spanish Inquisition would've paid top money for), and you have a bike that really is for pure hard-cases only. Riding the Husky to work on a Monday morning nursing a hangover could just turn you off two wheels for good.

On the other hand, given a bright spring day and a twisty road in the Ardeche Valley and you'll probably believe that there could be no better biking experience. Right from the off the bike feels taut, slim and purposeful. The suspension is beautifully damped and never gets out of shape even in the most extreme situations. At silly angles of lean you feel totally safe on the Yokohama racing wets which provide just incredible levels of grip and look great. (Even on more pedestrian supermotos owners choose to fit this type of tyre, as standard superbike rubber struggles to reach optimum operating temperature on such light bikes).

And then there's that motor. Combining massive amounts of torque with a huge appetite for revs, it's absolutely ballistic off the lights and just keeps pulling forever. Apart from a similar sized KTM, CCM or maybe a CR500, I can't imagine anything staying with it over the first 200 metres. Wind the thing open and it feels like you've just received a celestial kick up the butt





KLX650 always made a better tarmac blaster than it did off roader

than all but the very fastest road bikes, tarmac surfing on the TE is even better than a night in with Jo Guest playing tummy tiddlywinks.

It goes without saying that the KLX and TE aren't the only bikes that suit the S-M treatment. Virtually any trail or enduro bike will do, though big four-strokes tend to be the favoured choice. Bikes like the humble old XT600E which was never much of a serious dirt tool, can with a few simple mods make for a pretty smart supermoto. Likewise Honda's XR400 and 600 make great supermoto bikes. Easier to live with than the Husky, they are happy commuting during the week, then can be converted back to off road spec for playing at the weekend. With something like an XR650 you'd even have the luxury of an electric start. In all cases the mods will set you back about £1000, which includes wheels, tyres, brakes and a suspension lowering kit - and remember you can always offload the kit separately after you sell your bike which should help recoup some of the cost.

If you can keep your anti-social tendencies under control, supermoto bikes have to be one of the best forms of two-wheeled transport going. Sitting upright you have a

from a shooting star, and care needs to be taken to avoid looping the thing. Whereas off road, most big dirt bikes will always produce a certain amount of wheelspin especially when pulling away from a standstill, on the street all that power is converted to forward (or in this case upward) motion. Treat it carelessly and you'll be on your backside quicker than a tart clutching a fifty, and with the Brembo Gold series brakes fitted to this one, lifting the rear end off the ground is as easy as hoisting the front.

Of course the down side to riding a bike like the TE on the street is that it's hard not to be a total hooligan all the time. Wheelies are so easy they're irresistible while overtaking everything in sight becomes compulsory practise. With a power to weight ratio better

good field of vision and the wide bars give terrific leverage. Combine those two factors with the aforementioned levels of braking and grip and you have a bike without rival in terms of control and safety. Your height lets you look over hedgerows, the suspension makes light work of poor road surfaces, while dirt bike geometry ensures that an errant patch of gravel which would have you on your ear on a sportsbike, only requires a swift application of opposite lock to correct. And if you do have the misfortune to drop it, the bill's unlikely to be much more than the price of a new clutch lever.

Yep, take one down to the Alps or up to the Dales and you really will be surprised at how much fun they are. Just don't blame us when you can't stop smiling.

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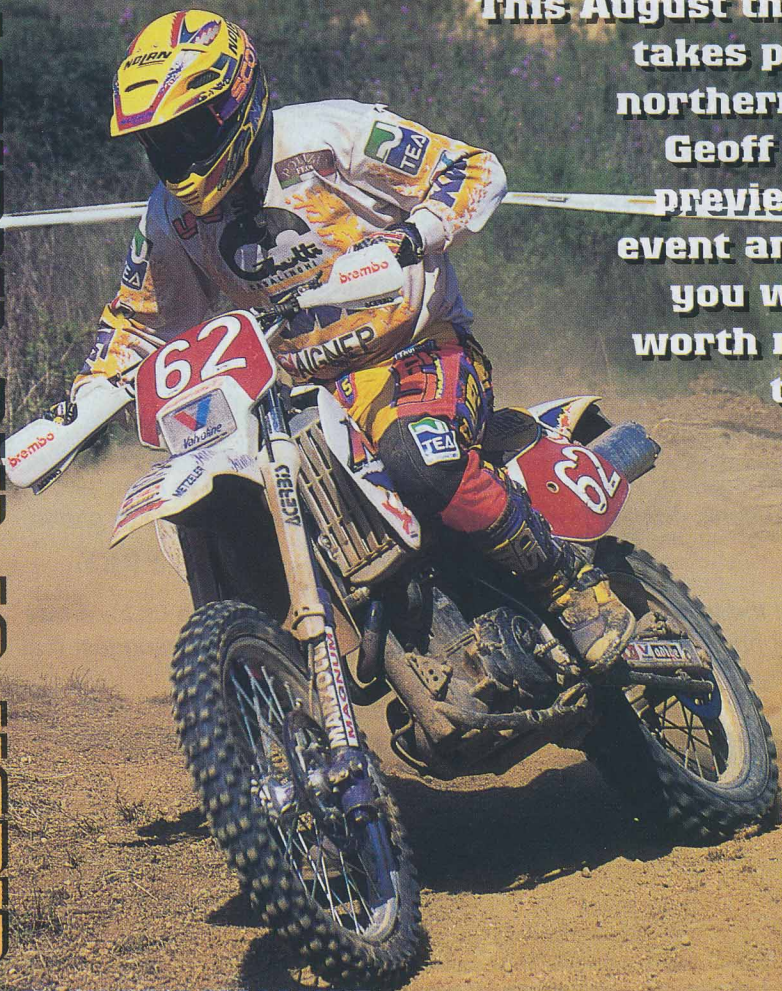
# I S

# D E

SPORT

## ISDE Preview (19 - 24 August)

Clash of the titans?



**This August the ISDE takes place in northern Italy. Geoff Meyer previews the event and tells you why it's worth making the trip**

**T**he International Six Day Enduro is the zenith of the world enduro calendar. Its history can be traced right back to pre-war days when as the ISDT (the T stood for Trial), it was the pinnacle of every off road rider's career to represent their country in this international arena. Today that same spirit still holds true, though the bikes, clothing, riders and entourage surrounding the event has changed out of all recognition.

What hasn't changed is the fact that the event still plays host to the world's top off roaders fighting it out over a week long event on a course of natural terrain to win one of the coveted gold medals. To any serious fan of enduro racing it is an event not to be missed for many reasons, though this year in particular, there are a number of special reasons why you should aim to get there if you possibly can.

For starters the event is being held in Brescia in northern Italy. This is the ninth time that the event has been staged in Italy (the first was back in 1931) and as everyone knows the Italians are passionate about their motorsport whether it be on two wheels or four. Northern Italy is not only very beautiful, it is also easily accessible to the traveller from northern Europe. A quick blast down the German Autobahn will see you in Italy in about 12 hours, and Lumezzane (near Brescia) is not far from the border. It has both the terrain and the history which

makes it ideally suited to hosting an event like the Six Days (in 1990 it hosted a round of the World Two-Day Enduro Championships). Huge snow covered mountains, fast running rivers and long rocky trails provide an awe-inspiring setting for a tough competition like this, while the history of motorsport in the



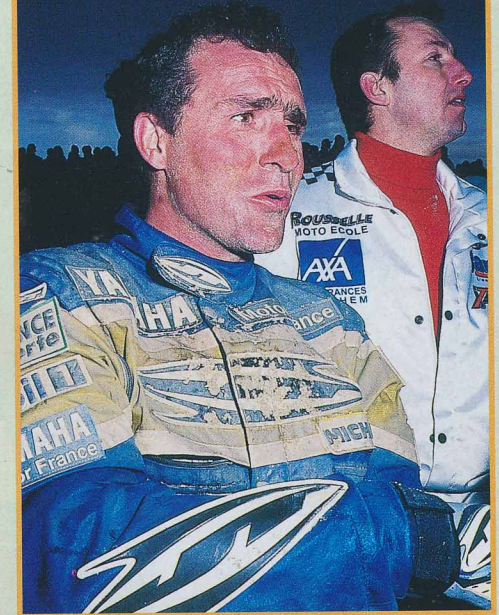
This year the ISDE takes place in Italy, and you could be there...

There'll be plenty of action at the famous Gazzane di Preseglie motocross track which hosts the final special test, especially from this man, Kari Tiainen



to Daytona or the IOM TT. You can expect fans from all over the world to be there, enjoying the carnival atmosphere and soaking up the sun, wine and of course the sights (beautiful Italian women abound, drawn by the spectacle and razzmatazz). Wall to wall campers and race vans line the streets and the campsites are packed with trail riders from all over Europe. With good weather and great food,

Could Stephane Peterhansel be the one to steal Sala's thunder this year?



# I S D E

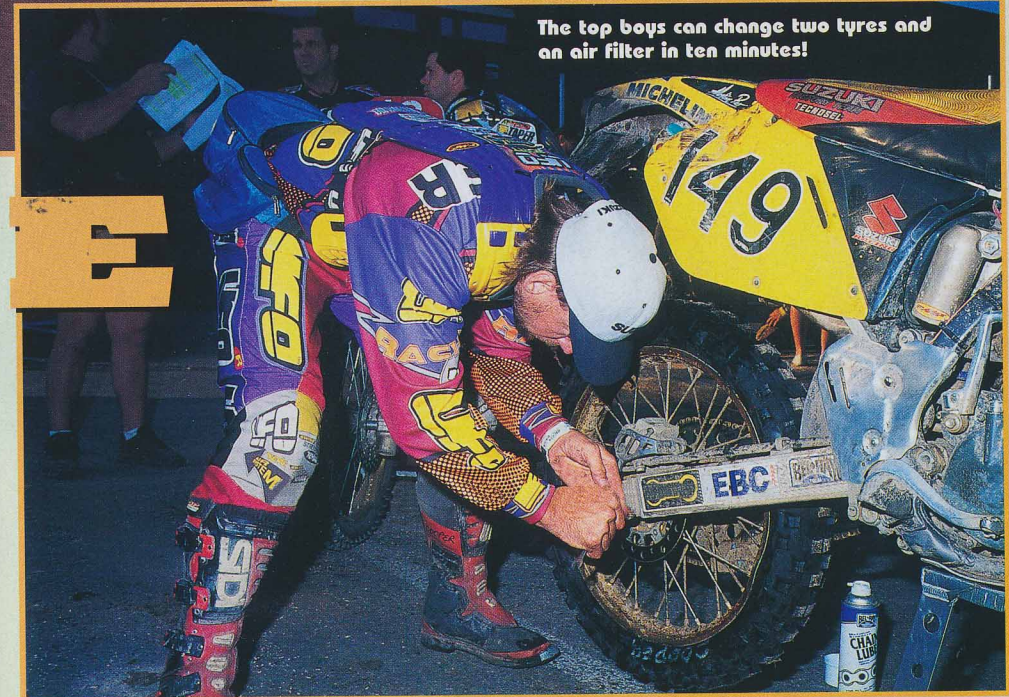
area goes back more than 80 years. The thought of enjoying a cold beer while sitting atop one of the high cross country tests overlooking the pretty villages nestling way down in the valleys, takes some beating.

Secondly, northern Italy is the home to legendary rider Giovanni Sala. Thirty four year old Sala is one of the greatest riders that modern day enduro racing has ever seen, and he is widely tipped to hang up his riding gear at the end of this season. For that reason alone this trip is a must - especially if you've never seen him in

action before. The only person thought to be able to stop him taking a win in his own backyard is a rider of perhaps even more renown than Sala - Stephane Peterhansel. The Frenchman is a multi ISDE winner and currently leads the Enduro World Championship. He's not likely to let Sala go out in a blaze of glory if he can claim victory for himself. And their battle this year is likely to be of epic proportions.

Thirdly, no off road event captures your imagination like a week long ISDE. To enduroists it's the off road equivalent

The top boys can change two tyres and an air filter in ten minutes!



# I S D E



As ever, Sala will be giving his all...



# ISDE

northern Italy will be *the* place to be in August.

Fourthly there are the other riders. Shane Watts the wizard of Aus, despite riding a 125 this year has set his sights on ISDE victory. He's lived in the area for the past two years and reckons he's got the speed and the local knowledge to threaten Sala and Peterhansel for the overall win. Also looking good are French hopes Cyril Esquirol and Eric Bernard, champions apiece and spectacular riders to boot. Of course there are also the flying Finns (well Scandinavians anyway) Kari Tiainen (four times world champ), Petteri Silvan (1995 world 125 champ) and Anders Eriksson (twice world champ), not to mention the local Farioli boys: Mario Rinaldi (three times world champ) and Fabio Farioli (1994 world champ). Plus the Yanks like Scott

Summers and Ty Davis just to add a truly worldwide international flavour.

Fifthly there's the British interest. Okay, so Paul Edmondson and Rob Sartin aren't racing this year, but that doesn't mean we've no good riders taking part. Jonty Edmunds is probably our best bet - despite being injured - he currently leads the European 125 championship and will be looking for a good ride at this year's ISDE. In addition the ACU are fielding a squad comprising of 22 riders: a national Junior Trophy team, an ACU club team, two Welsh motor club teams, a Grampian Motorcycle Club team, the Army MCA team and the Witley Club team. All of whom could do with your support.

Finally, there's one more good reason to go to Italy this year - the strength of the pound. Sterling is incredibly strong at the moment and that means more pur-

chasing power from your pound. At the time of writing there are currently 2800 Lira to the pound which should make for a nice affordable holiday.

Six good reasons for six great days, and while you're down there, don't forget to lookout for a skinny little Italian guy who seems to have popped up at the ISDE every year since the late Seventies. With his nude posters and wacky, coloured wigs he's a real crack-pot, and if you're lucky enough you might get to see him do his version of Russian roulette, where he dances right on the riders' racing line, diving out of their way at the last minute. So get down there and enjoy yourself - it only happens once a year, and this year looks to be one of the best.

## Getting There

It's up to you how you get to Italy depending on where you're coming from and how you are travelling, but you should head for Brescia (on the main A4 about 17km east of Milano). Just

west of Brescia take the turn off signposted Ospitaletto and pick up the signs for the ISDE which will direct you the last few miles to the starting point.

## Happenings

- Sunday 17 August, the teams will be parading through the town of Lumezzane. This is a great opportunity to talk to and take pictures of, the riders as it's two days before the action kicks off and everyone is in a great frame of mind.

- Old enduro bike displays will be on show at various places around Lumezzane.

- For more information contact organisers AMB on tel: 0039 30 872 557 or <http://www.tqs.it/sport/motorbike/six-days>.



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### RAID NORMANDIE 10/11/12 OCT

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### RAID PAS DE CALAIS 29/30 NOV

Run over an area reminiscent of the Wiltshire Downs, this raid offers a wide variety of trails from fast open tracks to narrow windy paths, plus special parallel route for big trailies. £160\*

\* easy \*\* average \*\*\* difficult

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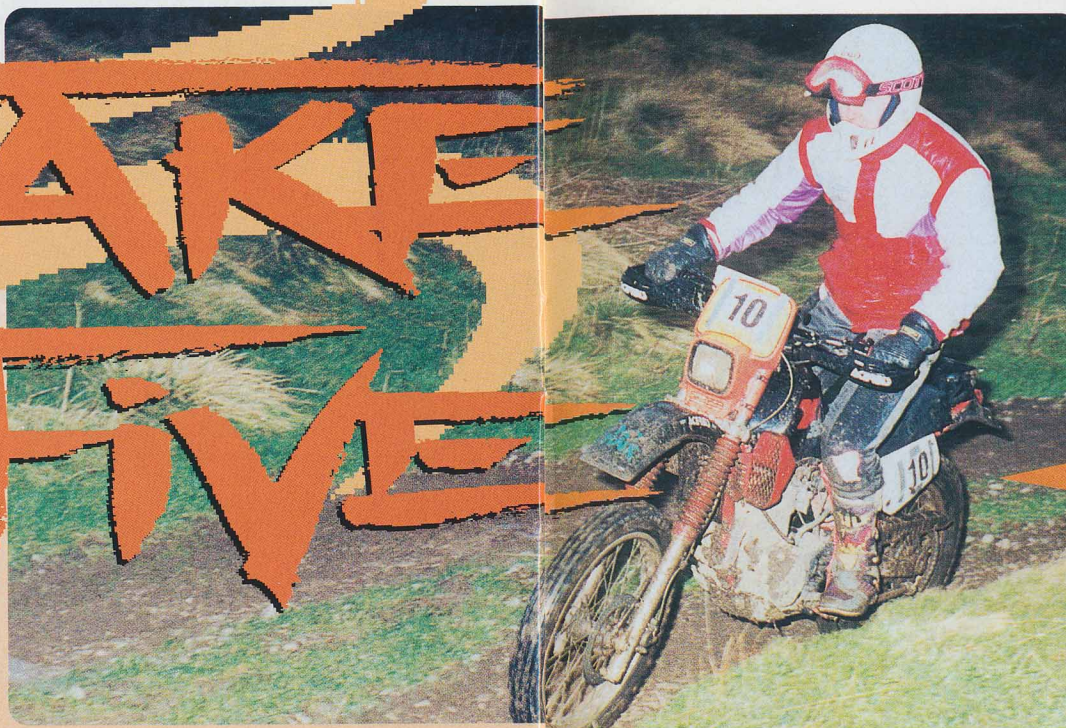
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**Everybody has their favourite bits of riding kit; those indispensable items without which your riding wardrobe would be so much poorer, so here at TBM we've decided to let you in on what our personal favourites are.**

**Each month one of us will be detailing our own top five bits of riding kit as well as suggesting a wish list of what we'd like to own or see being made.**

**Part one: Si Melber**



**L**ike a lot of riders, over the years we've been trail riding, each of us here at the Magazine has assembled the sort of riding gear that we know works for us. Kit which we would choose to use whatever the situation, and favourite bits of clothing which have coped and lasted well in a variety of difficult terrain. Of course we're lucky enough to get a certain amount of equipment supplied from the manufacturers and importers for testing purposes which allows us to evaluate products not always available in all the regular off road outlets. Nevertheless it may surprise you to know that much of the gear we use for everyday riding is stuff we've bought and paid for ourselves. That's because if we find something which works well then we believe its worth having whatever the cost.

So we've each listed our five favourite pieces of kit; clothing which has seen serious action and abuse out on the trail, on the enduro track and even on the road. We've told you what it is we like about it and why we would never consider being caught without it. That way we figure we

can save you a bit of time, effort and money in choosing your own gear based on our experience. We're not saying this is the only stuff worth having, doubtless you'll all have your own favourites, and there may be stuff we've not tested yet that we could add to the list, but of the stuff we've tried, this is what we like the best.

### **Apico Street Enduro Jeans £199**

Sadly no longer available these jeans really were the trail rider's alternative to cold, unprotective and thin moto-X pants. Thickly lined, and well padded (they came with built-in armoured knees and soft foam padding on the hips), they were constructed out of a combination of stretchy kevlar-weave material on the most vulnerable parts and good old tough cordura on the rest. Inside there was a thinly quilted lining containing a waterproof membrane which kept the damp out (or possibly in) and the whole thing came in a simple silver grey or black colour (none of your flashy graphics here mate). The sad thing is nobody else bought them (or at least not enough people to make them viable) and the importers stopped doing them three years ago which is why I'm looking after my slightly tatty pair to ensure they last me another five years. How come no-one else produces an armoured pair of tough but not over-warm trail pants? I've no idea.



### **Rukka Polar Fleece vest top**

Warm, cosy, comfortable and everything you want a top to be on a cold and frosty winters day. I have to say I rarely ride in a 'proper' race shirt underneath my jacket preferring a simple T-shirt on a warm day or my Polar Fleece on colder ones. Like a skiing top the Polar Fleece is a simple long sleeved top with a zip-up neck which can turn it from an open collar shirt to a polo neck in half a second, and is made of some sort of man made fibre that is both warm, but superbly breathable (I hate getting over-hot on the trail). But the problem with it is it's so cosy I often find it nestling in my wife's wardrobe, as she's taken to wearing it when I'm not using the thing. It's not original, it's not sophisticated, it's not even expensive but it is warm and cosy and that's all you can ask of a fleece top like this. I love it. Rukka: 01425 620580

# TAKE FIVE



## Clover Six Days jacket

£125

This is the best jacket I've come across for all round trail riding duties. Let me say straight away it's not waterproof - not even a little bit - and nor do the manufacturers claim it to be. But what it is is well designed, extremely comfortable to wear and best of all it comes complete with removable shoulder and elbow padding. In other words the sort of protection you need out on the trail as well as on the tarmac bits in between. Unlike many jackets I've come across, the Six Days is light enough and cool enough to be worn when the going gets hot (and steamy) without overheating you (there's a full width rear vent and the lining is aertex), yet its tough cordura outer layer means it's still warm enough and windproof for cooler days. A super-soft collar lining, pockets big enough to store a dozen Snickers bars and decent styling and stitching, places it very firmly in my all time top five. **Clover:** 01202 570490

## MSR Pak Jak £129

One of the best bits of kit I've got, very light, 100% waterproof and extremely expensive (and yes I did pay for it). MSR have got a reputation for building fine riding kit, but this is my fave; it's basically a pull-over waterproof jacket (the sort of thing that used to be called a Kagoule before they got a reputation for being the clothing of choice for train spotters), but cut for off road riding. The jacket is just a single layer of ripstop Gore-Tex (strong enough to resist tearing even when I fell off on the road), with velcro neck and wrist fastenings, a large front pocket and two adjustable side seams to alter the jacket shape. Small and light enough to be stashed on the bike or in a pocket of a bum bag it really is fully waterproof and fairly breathable as well. Normally I'm not worried about getting wet on the trail, but when the day starts with the sort of drizzle which threatens to last for hours, I pull on the Pak Jak and forget about it. Brilliant. **MSR:** 01765 608209



## Sidi Top Action Evolution boots £186

My favourite pair of off road boots to date. Top grain leather, Italian design and as comfy as a pair of Wallace and Gromit slippers. I rate these boots among the best I've bought. Other features I like include the simple (to operate) buckle arrangement, low profile toe (too much height in the toe area can make changing gear difficult), and the fact that they didn't take ages to break in the first time I used them. On the down side they could do with being a bit more waterproof, though I usually find that a liberal coating of Nikwax the night before an event does the trick. All in all a good hard wearing pair of comfy boots that have given no problems in two years of extended use, and you can't ask more than that. **Sidi:** 01384 413841



## Wish List:

You already know what I'm looking for: a new pair of trail riding jeans which come complete with a whole load of built-in armour in them, and which are warmer than the thin moto-x style pants everybody tries to sell me. You see I don't mind getting all kitted up for an enduro, but I find it a real pain to start strapping on knee and thigh pads when I'm just going out on the trail. If I could find a new pair of trousers which offered all the protection I needed plus a *bit* of extra warmth, and I just pulled on and zipped up then I'd be made up.

Aside from that I've still not found a pair of winter gloves I'm completely happy with. There are very few warm ones around and summer gloves just aren't an option when the temperature is struggling to get above zero. I've tried riding in thick road gloves (which offer zero feel), neoprene gloves (which are warmish but not very protective) and even skiing gloves (which are warm, light and offer a reasonable amount of feel) but I doubt they'd offer much resistance in a spill on tarmac. No. It seems warm winter gloves for trail riders are just not an option - I guess for now I'll just have to keep on riding with cold hands.



# MELVILLE

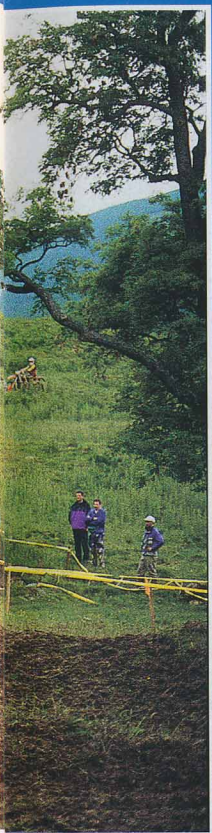
# ENDURO

**Words: Bruce Mathieson**  
**Pics: Samantha Glendinning**

## 28/29 JUNE 1997 Third round British Enduro Championship

**I**n late June it was the turn of Scotland to host a round of the British Enduro Championship series. The Melville Two Day Enduro held in the Scottish borders turned out to be a challenging event for all the riders, after persistent rain the week before, made the traditionally tough going extremely difficult. 143 riders started on the Saturday morning with two 72 mile laps in front of them and three special tests.

Determined to put the disappointment of pushing home for a finish in the ISCA behind him, Rob Sartin set the fastest time of the day on his Yamaha 250 taking a lead

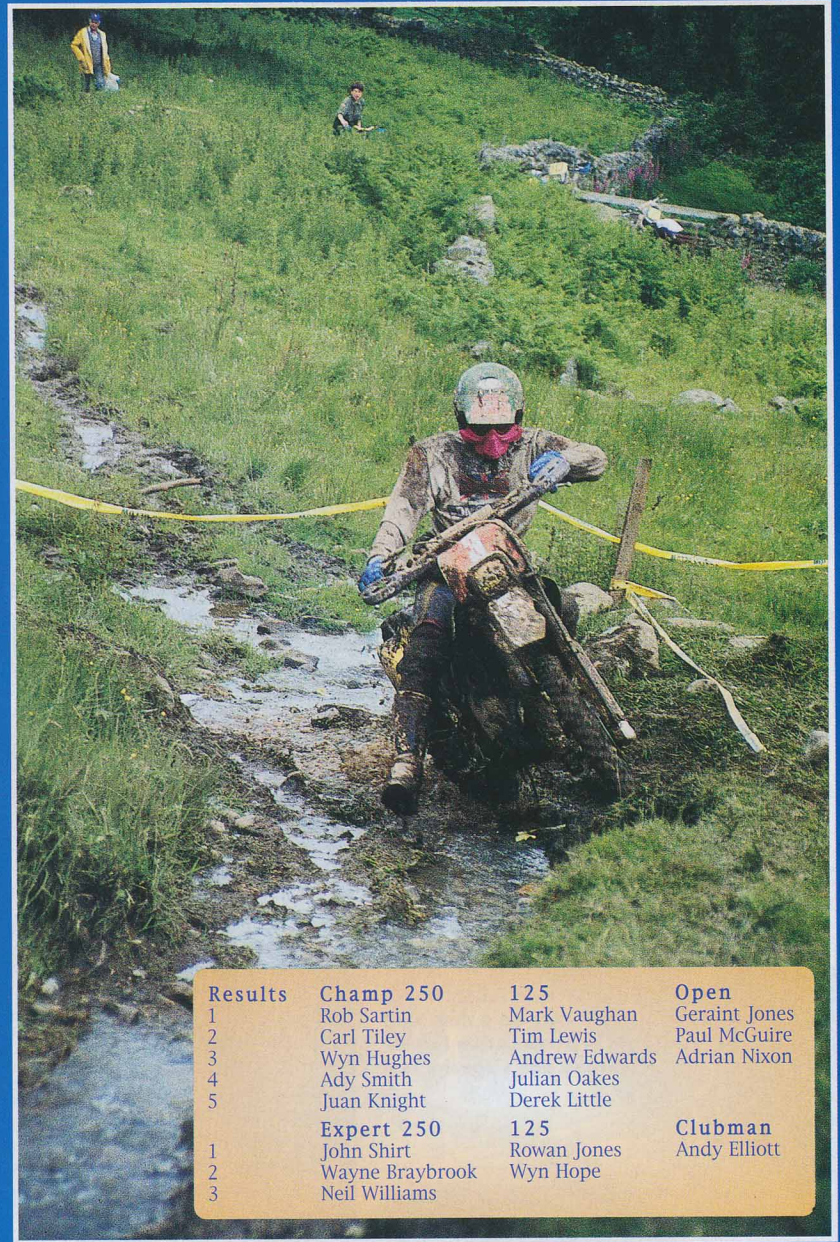


**Above: Wyn Hughes likes it when the going gets tough. He took his 250 Husky to third overall at the Melville**

**Right: The Melville offers some of the trickiest and best enduro terrain in the UK**

into day two over TM rider Carl Tiley, Wyn Hughes on his 250 Husky and Welsh Two Day Enduro winner Ady Smith. While championship leader in the 125s Jonty Edmunds sustained a severe knee injury after hit-

ting a tree on his second lap, severely damaging his bike in the process. The accident couldn't have come at a worse time for Jonty who's hopes of clinching not just the British Enduro Championship (125cc), but also the European Enduro Championship which he currently leads, must now be in some jeopardy.



Results	Champ 250	125	Open
1	Rob Sartin	Mark Vaughan	Geraint Jones
2	Carl Tiley	Tim Lewis	Paul McGuire
3	Wyn Hughes	Andrew Edwards	Adrian Nixon
4	Ady Smith	Julian Oakes	
5	Juan Knight	Derek Little	
	Expert 250	125	Clubman
1	John Shirt	Rowan Jones	Andy Elliott
2	Wayne Braybrook	Wyn Hope	
3	Neil Williams		



# MELVILLE

# ENDURO



**Rob Sartin mastered the conditions to claim overall victory and continue the pressure for the championship crown**

with a special test at the start and finish. In fact some sections in the special test were completely unrideable so the test was changed to miss out some of the most severe parts. Nevertheless, tracks through woods and moorland had become boggy and rutted and steep hill climbs and descents were even more treacherous making it a real test of endurance. It was clear that Sunday's special tests were going to prove decisive in the outcome.

On his first test Ady Smith set the fastest time on his Yamaha with Rob Sartin only half a second behind, but Rob was in a determined mood and his second test time blitzed the opposition to give him victory overall and some much needed points. Carl Tiley had a good ride and stayed clean to scoop second place while Welsh wiz-

ard Wyn Hughes, revelling in the tough conditions took third overall despite losing a minute on the going and gaining a 20 second penalty at the start for failing to get going in time. Ady Smith was the only other rider in the championship class to stay clean on time and clinched fourth place. In the 125s it was Mark Vaughan (Yamaha) who finished first (and sixth overall) ahead of Tim Lewis (Husky) and Andrew Edwards (Suzuki). While in the championship four stroke class, Phil Smithson took his Husaberg 400 into first place and Geraint Jones claimed victory in the open class.

In the Experts only twelve riders out of the 52 starters kept within their allotted hour - an indication of the severity of the track and conditions. Rowan Jones won the 125 class (one of only two expert 125s to finish), while Shirty claimed victory in the 250 experts. Incredibly, all nine clubman that started the second day went on and finished and in the end Andy Elliott took a deserved victory over William Jones. Next year the Melville club will host a round of the World Enduro Championship on what must be some of the best enduro terrain in the UK - let's just hope it stays dry for that event and that it will be the course and not the weather which decides the outcome.



**Championship rider Julian Oakes (125 Suzuki) slips on a new rear tyre in preparation for the second day's special test**

Instead it was Mark Vaughan who set the fastest time in the championship 125 class, while in the experts John Shirt (250 Gas Gas) led Rowan Jones (125 Yamaha) and Wayne Braybrook (250 Honda). Despite poor visibility with thick mist on the high moorland a number of the check times were extremely tight, which when combined with the severe conditions quickly whittled the field down, so that of 59 starters in the clubman class, only nine would begin the following day. Feedback from the clubman riders was that most had no complaints about the severity of the track, but given the conditions, the tight check times were nigh on impossible. Clubmen riders were taking over eight hours to complete two laps, and there were reports of numerous breakdowns including one rider who lost his chain and couldn't find it again in the thick heather!

Although the weather conditions improved on the second day, the track was in a poor state and the decision was taken to reduce the course to just one 72 mile lap



**Torrential rain turned the special test into a quagmire on day two**

# RHAYADER

5/6 JULY 1997  
Fourth round  
British Enduro  
Championship

# ENDURO

Words & pictures  
Neil Pidduck

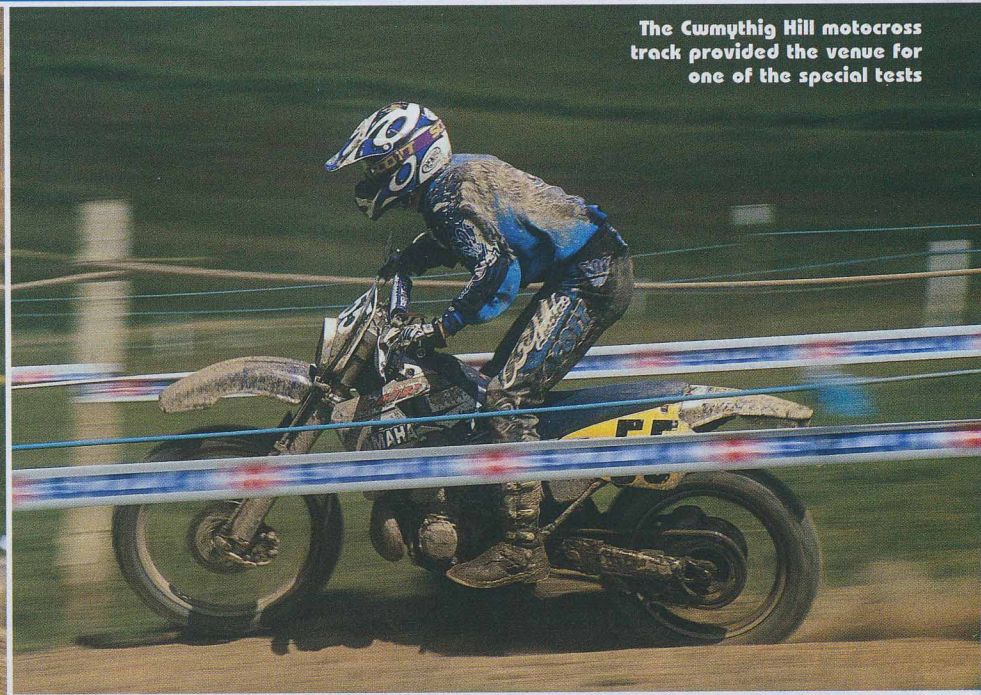


Only a week after the tough conditions of the Melville round in Scotland, the enduro circus arrived in Rhayader, mid-Wales for round four of the British Championship. Warm, sunny conditions made a welcome change after the rain and mud of the Melville, but 20 non-starters (including the injured Jonty Edmunds) indicated that for some at least, the rigours of the Melville and the recent Welsh Two-Day had taken their toll.

The championship class had to complete three laps on Saturday with a special test at the end of each lap. Rob Sartin put in a blis-

tering first test on the fast Cwmythig Hill motocross track with Rob Meek, Carl Tiley and Ady Smith all in hot pursuit. Carl Tiley then claimed fastest times in the next two tests to move within two seconds of Sartin by the end of the first day.

The Cwmythig Hill motocross track provided the venue for one of the special tests



Motocross man Rob Meek showed his enduro qualities by staying on time through the tight, boggy and rutted Waun check to hold onto third spot. Wyn Hughes and Juan Knight also went clear, but Knight ruined his chances of moving further up the order after he made a mistake just after the table-top jump on the final special test.



SPORT

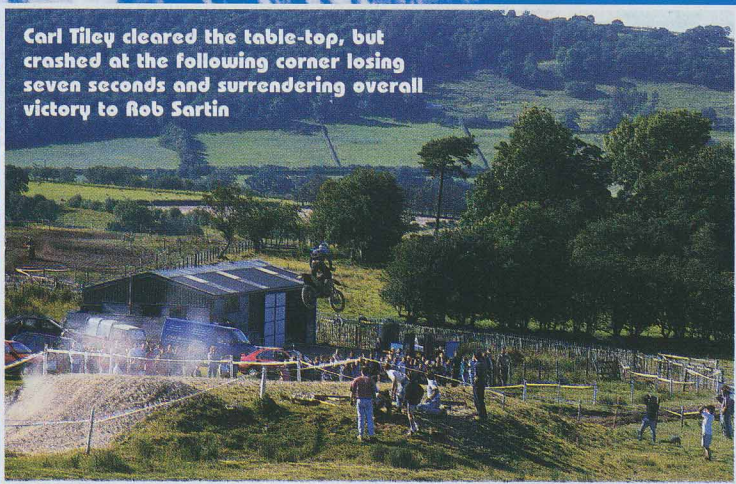
# RHAYADER

Though the weather stayed dry there was still plenty of mud about



# ENDURO

Carl Tiley cleared the table-top, but crashed at the following corner losing seven seconds and surrendering overall victory to Rob Sartin



Ady Smith's rapid test times which would've seen him holding onto third spot overnight seemed insignificant after he lost three minutes in the mauled terrain of the Waun Forest, dropping him down to eighth position at the end of day one. Geraint Jones also rather surprisingly dropped two minutes on this check, but still came in sixth place overnight and first open class bike home. Mark Vaughan

was the first 125 back, dropping two minutes on the tricky going and finding little that he could do to answer the power of the 250s on the fast, hilly motocross special test.

In the expert class, Si Higgins was on top

form and put in a superb first test time that really set him up for the whole weekend. Chasing hard were the usual suspects of Rowan Jones, Steve Saunders and John Shirt. YZ125-mounted Jones took second spot seven seconds down on Higgins and five seconds ahead of Shirty who managed a superb second and third test. Trials rider Saunders came home fourth on the day, but then packed up and headed for a British Trials Championship round on the Sunday! TBM teamster George Brent was 13th (in class) overnight having also fallen victim to the tight Waun Forest check, losing one minute.

By the following day the course had dried out considerably, but the organisers took the decision to cut out the Waun check for fear of damaging the land. This meant Sunday's trickiest check became the Red Lion check, although most managed to stay on time. This time the championship class had two laps to complete with three special tests. This time Tiley beat Sartin on the first special of the day to move to within 1.5 seconds of the lead. The next two tests were to be crucial, run back to back after the final lap. On the second test Sartin put in another impressive time, but still slower than Tiley's four previous tests. Tiley was looking favourite to claw back the advantage when disaster struck: clearing the table-top jump in one, Tiley arrived at the following chicane too fast, going through the ropes and over the bars to lose about seven seconds in all. Even though he pulled back another 1.5 seconds on the final test, he'd blown his chance and that meant another victory for Sartin by the narrowest of margins - just six seconds. A superb finale after two days of close fought competition.

Rob Meek held onto third spot overall with Hughes and Knight completing the top five, while Geraint Jones took sixth place and a win in the open class with Mark Vaughan in seventh taking him to victory in the 125 class. Although

Ady Smith managed fourth best on Sunday, his disappointing performance the day before left him down in eighth at the finish. The expert class was won by overnight leader Si Higgins who spent the day being reeled in by hard charging Shirty on the 250 Gasser. Shirt eventually took second, but Rowan Jones missed out on third after losing three minutes on the Red Lion check at the end of the day - getting lost and riding part of the course twice! This dropped him to 11th overall, though he still claimed best expert 125. Instead it was Ian Mundell who was third while TBM's George Brent stayed clean to move into tenth spot in class. A



Wyn Hughes scooped fourth place in the sunny conditions

Results	Champ 250	125	Open
1	Rob Sartin	Mark Vaughan	Geraint Jones
2	Carl Tiley	Mark Chapman	
3	Rob Meek	Joel Mitson	
4	Wyn Hughes		
5	Juan Knight		
	Expert 250	125	Clubman
1	Si Higgins	Rowan Jones	Derek Jaffrey
2	John Shirt		
3	Ian Mundell		

depleted clubman class saw Falkland islander Derek Jaffrey win ahead of Darren James and Dylan Hughes after what turned out to be a superb and thankfully sunny weekend of good racing and close competition. Next Round: Natterjack Enduro 20 - 21 September.

# RHAYADER



# ENDURO

Hard charging Andy Smith could only manage eighth overall after losing time in the Waun Forest

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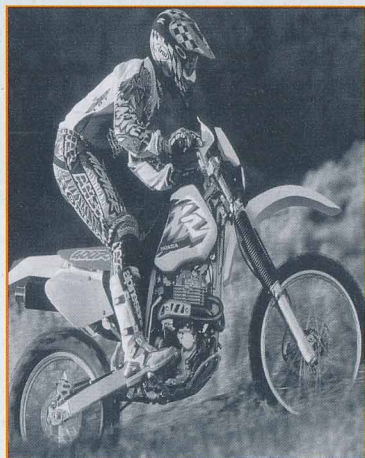
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# The Rough Guide to Britain

Just 25 miles west of London there's a pleasant day's green laning to be had in the Royal county of Berkshire. Richard Thompson is your guide to this very easy cross-country ride which can be followed (using OS map 175) on virtually any size of trailbike.



Don't forget to look both ways!

**OS map 175**

# The Rough Guide to Britain



There are all sorts of unusual obstacles you have to cross on this particular ride

Half a mile north of junction 11 on the M4 motorway is a Little Chef restaurant at (715,690) which does a splendid breakfast and is the starting point for this nice and easy run. From the Little Chef head southwards on the A33 over the M4 to the first roundabout and take the first exit towards Spencers Wood. Immediately on your right hand side (virtually on the roundabout still) is a gate leading to the first lane. Go through the gate and follow this lane south (with the A33 on your right) past a pond and across a concrete road until you come out on a C-road by a cattle grid at (705,660). The route should now go west, but because the local council are in the process of closing the gap in the dual carriageway, unless you want to play chicken with the oncoming traffic, I suggest you turn left up the hill to White House Farm where you turn right, then at the next T-junction, turn right again to cross over the A33.

Now take the second on the right past Crosslane Farm and then go right at the next crossroads. Follow this road down to a T-

junction at Grazeley where you turn left. Now take the first on the right followed by the first on the left which leads you into a lane at (694,668). Follow this lane under the railway to a T-junction with another green (grassy) lane and turn left. This lane winds its way through the fields until it sort of just peters out. But just before it does so you need to turn left, crossing a small bridge before following the lane up to a railway crossing. This is an unusual sort of rail crossing as you simply ride through a gate and across the tracks. As the crossing is unmanned it goes without saying that you should check extremely carefully both ways before going across.

Once across, carry on to the end of the track, turning right onto a tarmac road, and continue along that road turning left just before it re-crosses the railway. Carry on to the crossroads at Crosslane Farm where you need to turn right and follow the road to Beech Hill Church. Continue straight across (actually slightly to the left) at the next junction following the signs towards the Priory. Now turn right onto the lane at (703,644)

and follow it down to the tarmac road. Go straight across and then turn right at Fair Cross to the start of the Devil's Highway (692,627).

This is an old Roman road from London to the Roman town of Calleva. This two mile stretch of road used to take about three hours to ride back in the late Seventies, but it has now been drained and ditched and can be done in about ten minutes flat. Continue over the crossroads at the end and then over the railway to a T-junction where you need to turn right then left into a county road at (653,630). On joining the tarmac, turn right and you will see on your left the remains of the old town walls of Calleva which run alongside the road for about a mile. Nearly 2000 years after their construction these enchanting remains are still attractive which is more than can be said for the modern day Wimpey and Barratt homes which now litter the area. If you want to explore the Roman ruins in more detail there is a car park at the church where the lane joined the road, with a bridleway which goes straight across the site - while the Roman museum in

Silchester about a mile further on gives even more details about this area's ancient and historic past.

Having seen Calleva, return the way you came back along the Devil's Highway until you reach the point at which you joined it at (692,627). Carry straight onto the tarmac road and straight across a staggered junction, following the road more or less due east over a hump-back bridge to a left turn just before the A33 at (714,628). Follow this road around the left hand bend and turn right opposite a cottage onto the lane at (712,632). Follow this lane and just after crossing the A33 bridge, turn right down a small RUPP towards Riseley which ends up at a tarmac road at (720,637).

By now you will probably be in need of a little light refreshment so if you turn left here towards Swallowfield turning right into the High Street, you will find an unpretentious but welcoming little pub called The Crown on your left hand side which won't mind you walking in with muddy boots.

Retrace your steps back onto the B3349 heading south past the junction with the last lane and about 500m past this you need to fork left (at the next junction) then immediately fork left again, taking the first turning on the right at (726,633). Be extremely careful for the next few miles as there are a few riding stables around here and you are very likely to encounter horses. Carry on this route to the next T-junction where turning left will take you onto a continuation of the



Unsuitable for motor vehicles? Perfect for trailbikes!

## The Rough Guide to Britain



There are miles of easy woodland trails to be explored in Berkshire

Watch out for any unusual signs

Devil's Highway. Follow across one tarmac road before the track joins another tarmac road and keep going straight on over a bridge to a ford at (743,634). There's a concrete base to this ford and a depth indicator for good measure so you should have no problems crossing it. About 200m after the ford take the first turning on the right and follow the lane which runs alongside a field turning sharp left up a hill and up to a tarmac road.

Turn right and then right again onto the next lane at (746,640), and follow this lane down to a T-junction with a track at (753,636). Turning right here leads you across a much deeper ford which is rocky and much trickier to cross as you can't see the exit on the other side. If you ride in and

follow the river the exit will appear, and once across it, if you turn right at the next T-junction and then right again you will come back to the first ford at (743,634). If however you don't want to cross the deeper ford turn left at (753,636) up the lane past the pub at Farley hill and turn left again at the next junction onto a C-road. Follow this road for about half a mile turning first left and then following the road as it swings 90 degrees to the right (past the two lanes you've just ridden). Another 250m further

on and you will see on your right hand side the beginning of your next lane alongside a building at (743,639). Follow this lane sticking to the well worn path and don't deviate into the field. After about half a mile it swings right and ends up at a junction with a C-road where you need to turn left.

After about 200m the road swings left but go straight across into the next green lane avoiding the farmer's harrow. This lane bears to the left to emerge

onto a C-road where you need to turn right and then follow the road around a sharp right hander to turn right into the lane opposite Tanner's Farm at (745,657). Follow this lane up the hill past a few rather nice houses with tennis courts until you reach tarmac. Turn left and left again and after about half a mile turn right into the byway at (751,656). Just along this lane there is an amazing hollowed out tree which has been struck by lightning and you can now get right inside. Eventually you will come to the main A327 opposite the Arborfield Garrison where you need to turn right and after about a mile turn sharp left (towards the garrison). Before you reach the garrison turn right into the lane at (766,648) and go past the playing field on the left to emerge through a trading estate onto a C-road.

Turn right and then first left onto Nine Mile Ride and go for about a mile and a quarter straight across a double mini-roundabout turning right onto a dead straight lane at (802,649). Follow this down to a crossroads of lanes at (813,641) where you need to turn right and proceed carefully across



# The Rough Guide to Britain



Blez hangs around waiting for fairies...

Fork right after about 75m and after half a mile turn right and immediately right again into the lane at (798,671).

Follow this lane across the B3349 and across a C-road right through The Coombes to an old farm with vintage vehicles on your left. Now fork left here and go down across the stream and up the slope to Arborfield Cross at (762,670). Interestingly this lane (you've just ridden) has signs warning that you may be prosecuted if you don't give way to walkers and horses and also if, in bad weather, the ground is badly cut up by your passing - you have been warned!

Turn right at the mini roundabout and right onto the B3030 and follow the road down the shallow hill for about a mile turning right onto the next lane at (765,678) alongside a building. Ford a small stream and go uphill to the old farm again now on your right. Just past the farm turn left into the next lane and follow it down the hill and across the B3030 towards Carter's Hill. This is a hard packed track leading up to Carter's Hill Farm where you need to turn left onto the first gravel track on your left, go across the small stream and follow the track uphill and around to the left to some gates and a concrete road at (757,686).

Turn 90 degrees left here with the house on your right, and follow the lane past the farm at the end to its junction with tarmac near Arborfield Church. Now turn right and right again at the main A327 and follow this all the way until you cross over the motorway. A further few hundred metres on, you need to go straight over one roundabout and then left at the next mini-roundabout, leading down past Shire Hall and eventually to the roundabout over junction 11 of the M4 motorway. If you now turn right here (around the roundabout), you are back onto the A33 and the Little Chef is on your left after half a mile. Hope you enjoy it.

National Trust land (with a pond on your right) to come out through the car park onto the B3348.

Turn left here and follow the B3348 into Crowthorne where, after the road swings around to the left, you need to take the left fork (C-road) heading north at (844,643). After about 500m branch off to the left to take the lane that begins at (842,651) and follow this straight on behind a row of back gardens to a roundabout. Straight across takes you into the continuation of the lane through forestry on a sandy track which emerges near Ludgrove school at (811,673). Turn left here under the railway, and left again when you reach the main road (A321).

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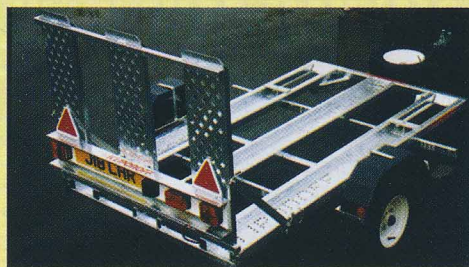
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**Honda XR600R**, 1988, T&T, SuperTrapp exhaust, lots of new parts, £1650; also Yamaha DT175S MX, 1978, MOT, new

brakes, bearings, seals, c+s, good orig cond, £550. Tel Alan on 01590 673384 (Hants)

**Honda XR600**, 1988, E-reg, T&T, many new parts, very reliable & sound bike, genuine reason for sale, £1800 ono. Tel 0121 243 4569 or 0973 662326 (Birmingham)

**Honda XR600R**, 1988, one owner, T&T, all receipts, new tyres, generator, plus spares, orig tool kit, workshop manual etc, vgc, very reluctant sale, £1850. Tel Warren on 01883 345454 (Surrey)

**Honda XR600R**, M-reg, taxed, exc cond, Renthals, N-style seat & tank graphics, spare front & rear tyres and rear sprocket etc, must be seen, £2900 ono. Tel Carlos (after 8 pm) on 0181 969 4039 (London)

**Kawasaki KMX200**, green/blue, G-reg, 1989, full MOT, exc cond, new c+s, powder coated frame, new tyre, green lane use only, £1200 ovno. Tel Mark on 01529 305039 (Lincs)

**Suzuki DR350**, M-reg, 7000 miles, Acerbis large tank & guards all round (new), Renthals, plus spares & orig parts, bargain, £2400. Tel Michael on 0181 395 2466 (Surrey)

**Yamaha YZ125**, enduro modified, 1989, heavy flywheel, WR seat, Renthals, Acerbis lights, £550 ono; also:

**Honda MTX200RWD**, red with white tank, 1989, F-reg, T&T, Renthals, 'O'-ring chain, used for Cambrian & trail riding, good cond, £750 ono. Tel Ian on 01635 299572 (Newbury)

**Yamaha XTZ750**, SuperTenere, Reg'd Dec 1995, taxed to Dec, 10,500 miles, Datatag, new rear tyre, exc cond, must be sold, £3750 ono. Tel 01733 750161 (Cams)

**P/X for Transalp**, Yamaha XJ600S, Diversion, green, P-reg, 1996, 3000 miles, Datatag. Tel 01757 248631 (York)

**Honda XR200**, twin shock, Konis lengthened rear fork, Renthals, new grips, good tyres, very smart machine, unused for years, mature owner retiring, £750. Tel Ken on 01222 613355 (S Glam)

**Yamaha XTZ660**, Tenere, 1991, T&T, desert bars, Laser tail pipe, vgc, £2200 ono. Tel 01359 231018 (Suffolk)

**Honda XL185S**, 1979, T&T, new c+s, rear shocks, battery & trials tyres, exc quiet trail or long distance trials bike, £450, no offers. Tel Paul on 01873 832100 (Gwent)

**TM250**, Enduro, 1996, road reg, exc cond, some spares, little use from new, must sell, '97 TM just delivered, £2800

ono. Tel Mike on 0161 427 2845 or 0836 659942 (Cheshire)

**Honda XR250**, 1985, B-reg, vgc, well maintained, exc green lane bike, hardly ever used, £900 ono. Tel 0370 452253 (Wilts)

**Suzuki DR350**, electric start, yellow/white, May '96, 2600km, luggage rack, choice of tyres, various spares, workshop manual, £2895 or p/x Yamaha TT250R. Tel Ted on 01829 733519 (Cheshire)

**Suzuki DR200**, 1990, G-reg, T&T, 1000 miles only, rarely used, uprated shock, Goodridge hose, exc cond, £1275. Tel Mark on 0151 722 8005 (L'pool)

**P/X for big trailie or enduro bike**, Yamaha FZR400, EXUP, 1990, G-reg, exc cond. Tel 011327 702541 (N'hants)

**Kawasaki KDX125SR**, blue, 1992, K-reg, T&T, vgc, reliable. Tel (eves) 01223 240034 (Cams)

**Honda XR200**, Pro-Link, 1983, good runner, exc trail bike, £750; also Honda XR250, 1988, good cond, one owner, well maintained, unused for last 4 years, £1050. Tel Gerry on 0123 985 1779 (Dyfed)

**Honda XR400RV**, June '97, P-reg, taxed, 50 miles only, UK spec, reluctant sale due to recurring back injury, save £400 at £4300. Tel Pete on 01625 873201 (Cheshire)

**Honda XR650**, Africa Twin, 1989, HRC France built marathon class rally bike, full spec on enquiry, £2995 or p/x for enduro/trail. Tel Mark on 01484 712105 or 0802 441858 (W Yorks)

**Honda XR750T**, Africa Twin, 1996, fsh, new tyres, Scottoiler, centre stand, low mileage, still under warranty, immac cond, £6000 ono. Tel Ed (daytime) 0171 638 3131, ext 4652 (London)

**Swap for 200-350cc**, 4-stroke, elec start, trailbike, BMW K100RS, 1984, MOT history, 45K, BMW panniers, & tool kit. Tel Richard on 01787 374073 (Suffolk)

**Honda CR250**, enduro, H-reg, T&T, Pro-Racing, Hi-Torque porting, DEP silencer, new tyres, clean cond, serious enquiries only, £1695. Tel (after 6 pm) 0114 250 9121 (Sheffield)

**Suzuki SP400**, 4-stroke, gloss black paint, road/trials, very tidy, chrome Micron exhaust, good tyres etc, not run since last summer, £375 ono. Tel John on 01793 431917 (Swindon)

**Honda XR250RV**, 1997, as new, only 250 careful road miles, never seen dirt or rain! Big saving on new £3400 ovno. Tel Andy (after 6 pm) on 01296 336694 (Bucks)

**Honda TLR200**, 1994, recent full service & first MOT, exc near orig cond, £1111, offers. Tel Malcolm on 0117 904 7792 (Bristol)

**Honda CRM250R-2**, T&T, std orig cond, low mileage, offers around £2300. Tel Steven on 01946 691299 (Cumbria)

**Yamaha RT1**, 1970, 360cc trail bike, orig good cond, runs perfectly, £1500. Tel 01373 463253 (Somerset)

**Cheney Yamaha TT500**, 1978 CAS 789W, lights, MOT, fully rebuilt, all new bearings, chain, Akront rims, 40mm air assisted Showas on front, Nissin disc, engine rebuild and mild tune, Wiseco piston by Slipstream M/Cs, reluctant sale due to Guzzi project, superb classic, £1650. Tel Roy on 01463 831 363

**Yamaha DT400MX**, 1978, new stoved frame/tank, rebuilt f&r wheels, new seat, engine needs putting back in frame, £450 ono. Tel John (day) 01959 570199 or (eve) 01580 893808 (Kent)

**Kawasaki KLX250**, 1994, road reg, Renthals, hand guards, good cond, £1850. Tel Neil on 01400 273432 (Lincs)

**Kawasaki KLX650**, 1996, N-reg, under 4000 miles, nine months warranty, immac cond, £3300 ovno. Tel (eves) 01303 248230 (Kent)

**Kawasaki KDX250R**, 1991, T&T, fully road legal, loads of new parts fitted, vgc, some spares, £1500 ono or swap for XR250, KLX250, TT350, the KDX is just too quick. Tel 01733 334492 (P'boro)

**Suzuki DR350S**, '96, 16 months old, taxed, 9000 miles, new rear wheel bearing, brake pads, road tyres, Datatag, great starter, exc cond, £2600. Tel 01494 474807 (Bucks)

**Honda NX250**, mini Dominator, electric start, 7000 miles, '92/K, lovingly cared for, pretty darn quick for capacity, 6-speed, 29bhp, £2500 ono; also ATK 562cc, MOT, brand new light/kit and high output stator, nickled frame, new MT21s, WP forks/shocks, new seals, loads more done, £1550 ono. Tel Alex on 01202 877332 (Dorset)

**Suzuki DR650SET**, 1996, N-reg, very low mileage, no off road use, £3750 or might p/x. Tel Joe on 01653 697562 (N Yorks)

**Honda XR350RD**, Y-reg, good cond for

year, well maintained, recent c/s, £900 ono. Tel (after 7 pm) on 01202 605241 (Dorset)

**Enfield** 350cc, trailbike, J-reg, 5500 miles, MOT, spare f/r, alloy guards, high level pipe, trials seat, plus incomplete part restored Bonneville, £1650 or swap for trail/enduro bike. Tel Steve on 01604 712540 (N'hampton)

**Cagiva** 750 Elefant, E-reg, 1987, two owners from new, 33,000km, £2,200 ono or p/x for smaller bike. Tel 01538 722381 (Staffs)

**Honda** NX650 Dominator, N-reg, 1300m, immac cond, never used off road, £4200 ono. Tel 01495 214920 (Gwent)

**Suzuki** DR600SF, 1987, 21k, T&T, new Hagon shock, CDi, f/tyre, brake pads, £1495. Tel eves 01392 252732 (Exeter)

**Suzuki** DR600SP supermoto, 1986 US model, much modified, hundreds of £s spent, Akron 17" wheels, new disc, tuned engine, HD fork springd, all new Acerbis bodywork, respayed, Barnett clutch & springs, Cobra pipe, XR h/lamp unit, very quick, £2000. Tel Russ on 01883 380584 (Caterham & London)

**KTM/Honda** special, XR200 engine in KTM chassis, very well sorted, ridden in all NEC rounds, Acerbis h/guards, good tyres, c/s, handles particularly well, V5, £500. Tel Bob on 01132 843534 (Yorks)

**Yamaha** TT600, 1991, H-reg, T&T, excellent cond, indicators, hi/lo beam, key ignition, 9000km, £2500 ono. Tel 01892 521685

**Suzuki** DR350, K-reg, 1992, T&T, 2 owners, 3500m, mostly green lane miles, new O-ring chain, tyres, Renthals, wheel bearing, some spares, vgc, £2000 or swap KDX250SR. Tel am 01530 810174 (Leics)

**Kawasaki** KMX200, 1992, green, T&T, 520 chain conversion, spare tank, p/valves etc, a sorted starter trailbike, £1395 ono, XR forces sale. Tel 01524 735811 (Lancs)  
**Kawasaki** KDX200 E1, Spes pipe, Acerbis h/guards, plus other extras, professionally maintained, exc cond, £1050. Tel days 01926 464199, eves 01788 823284 (Rugby)

**Kawasaki** KDX220SR, P-reg, as new, 650km, genuine reason for sale, £3295. Tel 0181 5023484 (Essex)

**CCM** 350 enduro, Rotax 2-stroke, F-reg, T&T, new O-ring c/s, WP shock, disc front, Acerbis plastics, good green laner or racer, £750 ono or p/x Husky 510. Tel 01703

466063 (Hants)

**Honda** CRM250-2, USD fork model, std original cond, under 4000m, private import, not usual rubbish, house move forces sale, first £2100 secures. Tel 01946 822679 (Cumbria)

**Husqvarna** WRE125, 1996, N-reg, only 700km, mint cond, O-ring chain, Acerbis protection, fast & reliable only £2800 ono. Tel 01943 870721 or mobile 0860 595582 (W Yorks)

**Suzuki** DR350, L-reg, T&T, excellent trailbike, stage 2 Dynojet, Lazer exhaust, swap for 500cc+ 4-stroke t/bike of same age/condition. Tel Graham on 01756 749767 (N Yorks)

**Kawasaki** KLR250, 1987, Q-plate, new c/s, brakes, h/light, seat & fork seals, £600. Tel Rob on 0191 5483110 (Tyne & Wear)

**Yamaha** DT175MX 1978, white, 11,500 miles, good cond, £550 ono. Tel 01527 546503 (Worcs)

**Yamaha** XT600 Tenere, twin h/light model, 1991, H-reg, T&T, new tyres, c/s, vgc, 30k, £1850. Tel 01622 871686 or 04100 86300 (Kent)

**KTM** 600LCH, 1988, road registered, new tyres, O-ring chain, Renthals, Acerbis Brush Guards, easy startre, exc cond, £1100. Tel after 6pm 01222 450575 (Cardiff)

**Aprilia** RX125C, 1996, 2,900m, road use only, excel cond, £2050. Tel 01232 283731 (N Ireland)

**Tri-Greeves**, needs completing, banan fork frame, STA engine with spares, stainless guards, roadster tank, FW hubs, old log book, £750 ono. Tel Les (eves) on 01780 410200 (Lincs)

**Suzuki** DR350, N-reg, 3,600m, electric start, super condition, carefully used by mature owner, plastic tank available, £3300 ono, or p/x for dry sump XR250. Tel 01437 721325 (Pemb)

**Suzuki** DR400, MOT, excellent cond, new Hagon shox, c/s kit, tyres plastics and more, bargain at £750. Tel 01920 464761 (Herts)

**WANTED**

**Wanted** for Yamaha XTZ750, rear luggage rack & top box. Tel David (Eves) on 01954 251515 (Camps)

**Wanted** trailbike, anything considered up

to £1500. Tel Neil on 01558 822282 (Carmarthen)

**Wanted** old style trailbike, eg TS, DT, KE, twin shock, 125-185cc, low seat height for green laning, road legal, good cond, T&T, SE area. Tel Lesley on 01932 872578 (Surrey)

**Wanted** seat for Armstrong/CCM, 1984, CMX500, must be in good condition. Tel Andy on 01935 431179 (Yeovil)

**Wanted** XL/XR 500cc parts req'd, twin shock model 1980 onwards, anything considered, or XL/XR 250/500 complete bikes, any condition; also for sale new XR250 (1992) cylinder head. Tel 01582 650599 (Luton)

**Wanted** for Bultaco Sherpa T, engine, 1973 or 74, 325cc, complete and running; also 1978 complete rear wheel and assembly, or spares for these. Tel Steve on 01472 354272 (S Humberst)

**Wanted** Suzuki TS250ER exhaust and side plastics. Tel Howard (eves, w/ends) on 01491 576680 (Oxon)

**Wanted** for 1988 KTM600 LC4, long range Acerbis fuel tank. Tel Andy on 0117 9510045 (Bristol)

**Wanted** Honda Dominator 88/89 Acerbis tank (pref red), 23L, also perf exh syst, RHS pillion footpeg hanger. Tel Andy on 01372 817996 (Surrey)

**Wanted** carb & manifold & shocker for Yamaha TT600 83-84. Tel 01293 410534 (Sussex)

**Wanted** any spares for Honda XL600LMF esp s/panels, rims, exhaust etc, must be in good cond. Tel Glenn (leave message anytime) on 01204 696455 (Bolton)

**Wanted** Bike Catalogue International 1982, Observers Book of Motorcycles 1980/81/82, World Motorcycle Catalogue 1979. Tel 01734 670791 (Berks)

**Wanted** spares for 1983 XR200 mono-shock model, especially rims/wheels 21"/18", exhaust & plastics, any other items considered. Tel Fez (after 6pm) on 0121 705 9160 (W Mids)

**PARTS**

**KDX200** parts, 1995-97, FMF fatty pipe & silencer, flywheel weight, offers. Tel Joe on 01653 697562 (N Yorks)

**Performance** exhaust, FMF Supertrapp, for Honda XR600, little use, as new, £125

ono. Tel 0115 944 5266 (Derbys)

**Tyres**, trail and enduro, 17" & 21" Metzeler trail, 17" Barum enduro. Tel Steve on 01222 613355 (Cardiff)

**BMW** R100GS rear wheel £75; standard handlebars, £25. Tel Derick on 01625 861800 (Cheshire)

**KL600-A2**, 1985, for spares or repair, offers or swap for smaller trails, Bultaco etc. Tel 01788 567964 (Warwickshire)

**MTX125/200** and KDX125 parts, shocks, forks, wheels, bodywork, also some engine bits. Tel Ian for details on 01635 299572 (Newbury, Berks)

**Yamaha** DT125R, front forks, yokes, wheel and handlebars, £35; swingarm, shock, rear wheel, £35; tail pipe, £10; side stand, £5; rear light, mudguard, indicators, wiring loom, £15; or £75 the lot!. Tel Tim on 01675 462362 (Birmingham)

**Single** bike trailer, good cond, mini wheels, will carry a road bike, £75 ono. Tel John (after 5 pm) on 01604 720695 (N'hampton)

**Corbin** touring saddle for late Honda Transalp, brand new, never used, cost £200, will accept £100. Tel Chris on 0118 941 6496 (Reading)

**Trelleborg** Ten-Masters motocross tyre, 17"x 5.00", 16mm tread, hardly used, cost £48, will post for £25; also DEP silencer in vgc wanted for KMX200. Tel 01777 706086 (Notts)

**XR600** bits for sale: alloy bash plate, Acerbis 18ltr tank, Baja rear mudguard and frame guards, f&r tyres, chain and sprockets, manual, and more, £300 or will sell separately. Tel Tim on 01865 875329 (Oxford)

**Pirelli** MT60 front tyre, hardly used, very sticky on road, also good off road, size 90/90 21s, £20 will deliver. Tel Scott (day) on 01274 771122 or (eves) 0973 673701 (W Yorks)

**Breaking** YZ250 1985, or £200 the whole damn thing. Tel John on 0181 330 4124 (Surrey)

**Transalp** parts, one white petrol tank in good condition but minus petrol tap (with cap but lock broken), second petrol tank in horrible condition paintwise, but ok dent-wise, cheap; also parts to make one good set of mk1 clocks from two damaged ones, two pillion footrests, alternator with slightly frazzled wires, plus crankcase cover. Tel Paul on 0181 979 1508 (SW London)

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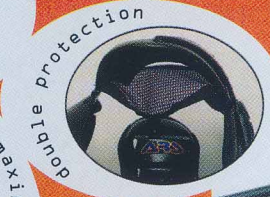
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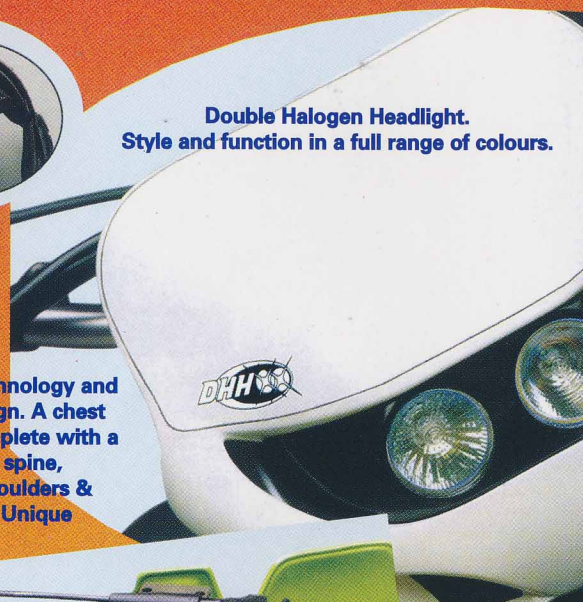


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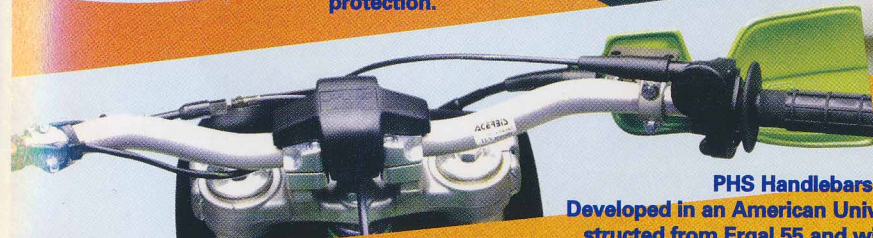


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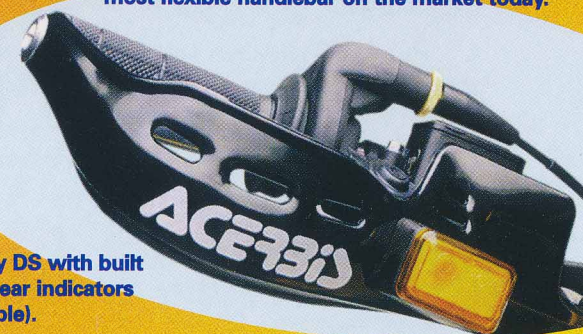
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