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ISSUE 28



FIRST TEST



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Despite holding out for as long as possible, TrailBike Magazine has finally succumbed to overwhelming pressure and got itself a web page - or at least it will have done by the time you read this - I hope! However it was while we were in the process of thinking about our own website that the thought occurred to me about how best a website could be used to further the interests of trailriders in the UK.

One of the problems with trailriding in Britain is that many people aren't sure where they can and cannot ride legally. Traditionally this has meant either hours of research in their local libraries, or better still joining the TRF whose long-standing members keep records on those lanes which are considered as having legal rights of way. One of the problems with the TRF though has been that to some people they are seen as a bit of a secret society, sharing only the information they want to share and in certain circumstances 'keeping the best lanes to themselves'. Not surprisingly this creates a certain amount of resentment with those not 'in the know'. It used to be that the TRF would mark up a map for anybody interested in riding the lanes, but these days they have generally become a little more circumspect about who they allow to climb into 'their' bed.

This may seem reasonable enough, but this policy can also work against them. For instance when it comes to a public inquiry the TRF have often found that there aren't enough people willing (or able) to come forward with user evidence to support a claim and so another lane is lost to trailriding.

So how about this for a compromise? What if the TRF were to publish a complete list of legally rideable lanes (and I do mean all of them) in map form on the internet with the proviso that in order to access the info (and print it out) you had to join the TRF. Furthermore, once the lane was ridden you had to register your usage by clicking a box (and leave your e-mail address) to confirm that you had ridden those lanes. Not only would it help prevent wrongful use of lanes because of ignorance (in itself saving the TRF much money and aggro), but it would also serve as an instant database for presentation in court where necessary. Likewise, where objections had been raised because of over-use (or exaggeration of use), it would be quite easy to take the information recorded and present it to show exactly how much use a lane is *actually* getting.

Those people without access to a connected terminal would, I admit, be at a disadvantage, though as the numbers getting connected is increasing all the time it ought to be possible for virtually anyone to log on either through work, friends, public access sites or even another member in their local group.

Keeping the information updated would be time consuming, but not as difficult as it might seem given what can be achieved with computers and graphics packages these days. And besides the spin-off in terms of revenue and additional membership (even from foreign web surfers) - not to mention the savings that could be made through better allocation of fighting funds - would more than make up for the cost.

- Best price we've so far heard for a brand new Africa Twin is £4100+VAT (instead of £7200) but don't call us to ask us where from - we don't know..

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Merricks Publishing

01458 274447

Distributed by:

USM Magazine Distribution Ltd,
0171 396 8000,

Printed in England by:

ROWE THE PRINTERS

TrailBike Magazine

is published on the first day of every month by

Extreme Publishing Ltd,

Registered in England and Wales,

Company No: 3051747.

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ISSN 1359-0324

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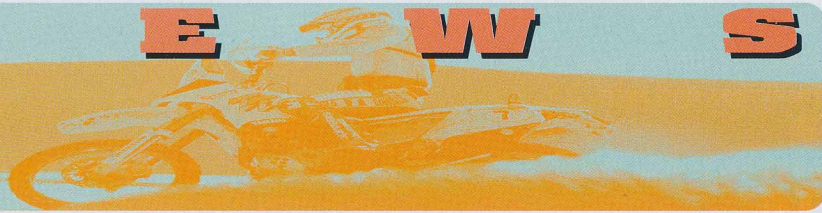
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THE ROUGH GUIDE: This month reporting from the Berwyn mountains in North Wales



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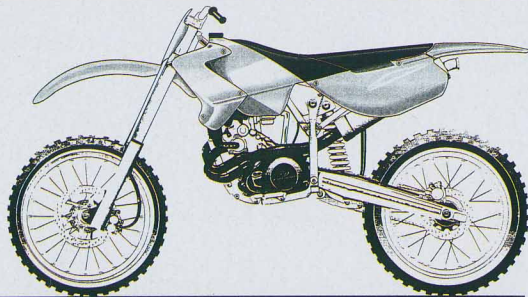
THUMPER RACING!

Kawasaki have finally announced that the KLX300R enduro bike is to make it to these shores a year after every other market got their hands on one. This cracking little dirt bike which should be available at the end of this year - though the grey importers have been selling them already - is to replace the popular but flawed KLX250R which suffered from hot starting problems and a lack of oomph.



The liquid-cooled DOHC 292cc engine of the new bike delivers a ten percent increase in both torque and outright horsepower (over the old 250), yet thanks to its lightweight design and KX-style perimeter frame, weighs in at only 105kg which is light for a thumper. The 300 also wears a larger (9.8L) fuel tank and adjustable 43mm USD forks.

We've had a quick squirt on one and can confirm that the 300 does feel a much nicer bike to ride than the 250, with more in the way of get up and go. The price which includes delivery and a parts kit will be £4195, though it's expected that the trailbike version will continue to be available in smaller 250cc form.



An artists impression of the new Italian super-duro, the Vertemati VR500 which will be constructed by Bimota out of top quality Italian components

Brand New Italian 500 To Take On Thumper Class

A brand new enduro bike built by bespoke bike manufacturer Bimota is set to hit dealers' showrooms next year. The all new Vertemati VR500 will be an ultra-light four stroke competition bike with proportions similar to current two stroke models. The new machine which uses an engine of their own design featuring gear driven camshafts, has already been tested on the GP circuits by several top riders and has taken Trampas Parker to a fifth placing at world motocross level. Only Italian components are to be fitted to the new Vertemati which will feature Paioli suspension and Brembo brakes. Unusually the new bikes' frames will be built by Verlicchi in Bologna, while the engines will be made by Vertemati in Monza. These two components will then be transported to Rimini where the machine will be assembled in the Bimota factory. No other details are currently available about the new machine which will be built in both enduro and motocross trim.

KTM Show New 200

KTM have confirmed that their much vaunted 200cc two-stroke enduro bike should be available in the UK next year providing the factory give the go-ahead for European sales. The UK importers said: 'We are very much encouraged by both dealer demand and customer enquiries for the new 200cc model and hope to be able to sell them next year, though the final decision will be taken at factory level.'

Demand for such a bike is likely to be very strong from clubmen enduro riders who value the 200cc capacity for its combination of light weight and rideability. Currently only Kawasaki make a 200cc two-stroke enduro machine, but the launch of the KTM may well encourage other manufacturers to look again at this popular size. There's no word yet on prices, but colours

are expected to be the usual KTM orange and possibly a retro-look blue option. From the look of the bike in the photos, we can't wait to get our hands on one for a full test. Watch this space.



Snippets

Off roaders based in central London now have somewhere they can go to purchase (not to mention try on) all the latest dirt riding gear, with the opening of a special off road clothing section in the Battersea branch of Motorcycle City. Manager of the branch (enthusiastic off roader) Gareth Ashman said 'I'm continually frustrated by the lack of trail riding clothing and odds and sods available in town - so we've decided to do something about it.' Apart from stocking various ranges of clothing, helmets and boots, the store will also display up to date catalogues from Acerbis, Pirelli and Scott, from which customers can order. For more details call the Battersea store on 0171 924 5794

The irrepressible Bob Buck is back in business running guided trail riding weekends in mid Wales as only Bob knows how. Two full days trail riding (and instruction), plus two nights bed, breakfast and evening meals in a pub with secure parking and workshop facilities seems a good deal at only £89 per person. If you're interested give Bob a call on 01823 698944 or 0378 134295 and go enjoy yourself

Desert Fox (the marketing arm of TrailBike Magazine) has temporarily changed its telephone number to 0181 840 4760 (the same as the magazine), while one half of the partnership goes off travelling. This means that we'll be scaling down the operation somewhat concentrating more or less on XRs and in particular the 400. If you're in the market for XR400 accessories get in touch with us here: Mon-Fri 10-6pm (ONLY) and we'll try and sort you out

Following the review which appeared in last month's TBM, Evo clothing have confirmed that all their enduro jackets will now come complete with a tighter neckline closing for better waterproofing as well as an inside pocket, and that the price remains unchanged. Good on you Evo

The Hossack-designed, single-sided front-end Armstrong featured back in TBM 20 is to be revived as a project bike by its designer Norman Hossack more than ten years after the army rejected it. The Hossack design which dispenses with conventional front forks in favour of a single-sided fork operating through a parallelogram linkage has the advantage of lighter weight, greater strength and much swifter wheel changing. We will be reporting on the project as soon as it starts to take shape

Dear Trail Bike...

Moto Madness

Dear Si

Yippee a KLX supermoto featured in issue 26 of TB&E. I've got one and I love it. Here's a few details if you're interested. I've got the usual 17" Akront rims and Dragon Corsas - although I sometimes run it on race wets - these are unbelievable. A dynojet kit, modded airbox lid, K&N filter and EAR Supertapp pipe together liberate an extra 4.5hp - quite a lot when you only have 35hp to start with. Dunlop SuperSport pads and aeroquip hose improves

the brakes no end but the discs don't handle the extra heat too well at places like Donington Park. Spondon are now making me a 320mm rotor which should cure the problem along with the 4-pot caliper I intend to fit.

To cure the KLX's notoriously crappy rear shock I've bought a handmade one built by Tech 2000 which includes a ride height adjuster and is superb. Raising the back end 20mm and dropping the forks in the yokes 5mm ensures quick steering and good ground clearance.

Sports bike owners are

usually stunned and embarrassed when they come over and have a chat on a track day and find out that the strange looking bike that's been out lapping them has only 39.5hp! But perhaps best of all is the fact that within half an hour I can change the wheels and front mudguard and go out trail riding - a true dual sporter.

Anyway, excellent mag etc, keep up the good work.

Andi Beazeley
Leicester

Good on ya' Andi. But do you reckon you could get your knee down like that on the dirt though?



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

In the Dark

Hello,

Although I have been a motorcyclist for a number of years I am new to the trail scene. I have bought an Armstrong CCM 350 enduro bike fitted with an air-cooled Rotax two-stroke engine. In general I am happy with the bike as it allows me to do most of the off roading I desire, and as it is road registered I use it for the morning commute. This is where the problem comes in.

When I bought the bike it already had very basic electrics fitted to it. The generator (lighting) coils are 73 and 25 watts. These are controlled by a resistor/diode assembly that regulates the voltage to 12V for lighting and powering the horn. This means that the intensity of light is dependent upon engine rpm and whether the brake light is on or not. Is there any way that I can easily upgrade the electrics to give a more regular light without it dimming when the brakes are applied?

I was thinking of fitting a Boyer-Brandsen power box which I am told will give me a more constant and reliable headlight, and then if I need to I can use this to charge a 3A/h dry cell battery, but I would sooner not fit a battery as space on the bike is at a premium and I want to keep it as light and simple as possible.

Thanks for your help with this matter.

Kevin Wagstaff
Peterborough

You want to keep the bike as light and simple as possible and indeed that is what the bike was built for, but now you need it to do something else entirely. Unfortunately you can't have it both ways. In enduro racing, the head and tail lights are only there to comply with the law rather than be of any use. To that end they are built with the minimum output necessary to allow them to pass scrutineering and for the bike to be registered.

Most enduro bikes are the same, though some of the newer ones fare a bit better in this respect. If you are looking for lights that will actually illuminate the road in front of you then you either need to fit a battery like the dry cell one you mentioned (pretty good and not all that bulky) or best of all combine this with getting the generator coil rewound so that the output from the electrical side of the bike is increased. Any good electrical motor factors should be able to arrange this for you. Of course you could go the whole hog and fit a decent glass headlamp from a trail-bike, but then you start adding weight and complexity to what is otherwise a relatively simple machine. I'm afraid that while you can improve upon the current situation, you can't expect your bike to excel at something it wasn't designed for

My Way

Dear Si

From issue one I used to pester the newsagent every day till the next issue of



TBM appeared, but I have just picked up the September issue and am deeply disappointed. I suggest you re-name the magazine Enduro, Off-road racing and Trailbike Magazine. I am not interested in enduros or racing bikes, just trailbikes - how and where to ride them which you used to major on. You may be about to lose a reader and probably don't care, but you've lost your way buddy.

Paul Boobier
Minehead

On the contrary Paul we do care and we haven't lost our way. If it were possible for us to economically produce a magazine that related just to Paul Boobier of Minehead and what he likes to do best on his trailbike then you'd be the first to hear about it... buddy. But in the real universe we need and want to appeal to the broadest possible cross-section of riders including those that enjoy competition. Just because you're not into enduros or rallies or whatever doesn't mean that the

Dear Trail Bike...

next guy isn't. There are any number of readers that enjoy reading about enduros that have never competed themselves. Our coverage is both broad and well focused. We leave moto-X and trials to others and instead concentrate on the world of off roading rather than just what happens at the bottom of your local lane. Besides, like any magazine, the content varies from month to month - sometimes there's a lot of sports coverage, sometimes there isn't - and we can honestly claim to cover the trail riding scene in the UK better than

anyone else. Whatever you may think, here at TBM we remain addicted to trail riding and reporting on it as much as we can, just as we do to following the competition scene

Gerrof Moi Laaand!

Dear Si

I am writing in reply to Phil Sadler's letter (TBM 24) about angry farmers allegedly threatening him and some of his friends. Well I myself am a farmer and I love trail

riding and would not give it up for anything. I am lucky that I live in North Yorkshire where there are an abundance of trails, and I must say that I have come across absolutely no bad feeling whatsoever and nor do I ride with a sign around my neck saying 'Don't shout at me - I'm a farmer!'

However on a lot of the gates across green lanes there are various slogans saying things like 'Motor bikes go home' and due to the fact that these slogans are spread all around the area I ride in (not just confined to certain farms) I can

only assume that they have been put there by a trailbike hating rambler - who must hate us trail riders as much as they hate us farmers!

Anyway what I would like to say is that don't assume that all farmers are bigoted b***ards - some of us believe that there is room for everyone. Although I don't condone the actions of those farmers who use violence, I can to a point sympathise with them. I myself have found gates left open with sheep wandering all over the road, and have met with some real hostility from countryside users which is usually insulting not to mention upsetting.

Anyway, I've said my bit now. Great mag Si, keep up the good work.

J Hartley
N Yorks

Thanks for your comments. By the way does the J stand for Jethro?

Your Way

Dear TBM

I only had to buy one issue to make me decide to subscribe (which I have already done). At last a proper handy sized, good value mag that seems to be on the level and covering the exact topics we want to read about - trail riding and enduros. The articles are very well written - I have written articles for newsletters myself and know how difficult it can be to combine the facts with a measure of humour whilst not offending anybody - and TBM articles are top notch.

P Allen
Kendal, Cumbria

Cheers. You couldn't have a word with Paul Boobier about it could you...?

Got a Date?

Dear TBM

I am impressed by your magazine for its total coverage from enduro to trailing and want to subscribe (see enclosed). I am a sportsman enduro rider and spend most of my time riding in Wales either in competition or trail riding and was pleased to see your Rough Guide to Wales. I have since ridden the Gap road and loved it.

In the past I have always bought TMX, but as they only feature enduro stuff once a fortnight (Bob's Check Point), all the rest (about 98%) is motocross and trials and doesn't relate to me. However if by some chance you could list forthcoming enduro and trail riding events (and dates) this would totally complete TrailBike Mag for me and all my mates who read it.

Martin Gledstone
Stonehouse, Glos

Well actually Martin we normally do feature a list of forthcoming events when we have the space, but being a monthly magazine it's much harder to stay abreast of events if they get cancelled or altered. Nevertheless we have offered before to list events for organisers for free in the classifieds. So if you're an organiser, send in details of your event or a set of regs and we'll try and publish them for you FREE

Welsh Worries

Dear TBM

Well done on your editorial in the September issue. Everyone thinks the Welsh Two-Day Enduro is great, but at least you've had the

courage to tell the truth. I firmly believe the only interest the organisers of the Welsh have is in taking the money off the riders. They couldn't give a damn whether as a competitor you manage to ride one mile or 100. The only thing you got wrong is the fact that organisers can only use their brains if they've got them in the first place. By the way, please don't print my name as the organisers are very vindictive as you will probably find out. Keep up the good mag - it's one of the best reads each month.

Name & address supplied

Since that editorial we've yet to hear from anybody connected with the Welsh Two Day, (either vindictively or not) so I guess you can assume that they are keeping a pretty low profile at the moment - wonder why?

Media Manipulation

Dear Si

The letters following Chris Evans' rant in the last issue prompted me to re-read the article and provide a few thoughts of my own. I think the rather sad culture of political correctness is actually a lot more sinister than most of us realise. We (as a nation) are becoming increasingly intolerant of anything we disagree with,

which in the worst circumstances leads to knee-jerk reactions from politicians often perpetuated by a bloodthirsty media. These wonderful people have succeeded in persecuting every handgun owner in the UK just because the police insisted on letting a known loony keep fire-arms. Next



Not enough trail riding in TBM? I don't think so.

Dear Trail Bike...

stop hunting and sooner or later trail riding.

Don't go making the mistake that this has got nothing to do with us because it damn well does. The only way we'll save ourselves will be to unite and start playing their game - using the media for our own purposes instead of whingeing on about it. We'll need to enlist the help of the 4x4 lot (the All Wheel Drive Club currently has over 4000 members and spends a lot of money on safeguarding Rights of Way), and we shouldn't be afraid to join forces with anyone that believes in our cause. To sum up I'll leave you with two hackneyed (but true) phrases: Divide and conquer, and The nail that sticks up gets hammered down. Happy riding

Mike Woolley
Cornwall

You're right Mike, about using the media for our own purposes. when have you ever read anything positive in the daily papers about our sport? About lane clearing, helping others (like the horse set with their horse trials) or establishing and repairing rights of way. Let alone the positive aspect that comes with the pursuit of a healthy past-time which allows people the mobility to get around the countryside. As an editor I realise that this hardly makes exciting reading to your average paper sub-editor, but unless we try and do something about it we'll always be seen as the bad guys. I'm not trying to pass the buck, but I reckon it's up to groups like

the TRF and LARA to try and dripfeed press releases, letters and any other sort of similar material to the quality nationals to help try and establish unequivocally the rights of trail riders as legitimate countryside users in the minds of the public at large... before it's too late!

Magnetic Attraction

Dear Si

Whenever I pass a newsagent, a magnet like feeling draws me to the bike mag section. Brushing past the road bike stuff - no names mentioned - oh so boring though, I occasionally strike lucky and pick up the lovely little TBM. Normally about this time there's a tap on the window from the wife hurrying me along to give her a hand with the shopping. You see I virtually read the whole mag before I pay over my £1.95 for what is a damn good read. Over the past two years I've picked up about eight of these little gems full of great stories - and loads of XRs.

However I just thought I would drop you a line to say please please keep the mag going as it's a great read - even three times over. Eventually I'm going to subscribe, but until then you keep up the great work on TBM and I'll keep popping into the newsagent.

Paul Garwood
East Sussex

PS I'm definitely getting next month's in case you print

this letter!!

Actually we're going to print your letter every month Paul!

Rights of Passage

Dear TBM

The two Land-Rover magazines are examples of what TBM could be if you had four times the print area and ten times your present readership (not to mention twenty times the advertising revenue). Both these mags have a regular green lane column such as Andy Bush's Update column in LRO. The tone of these articles is bullish compared to the RoW news in the TRF's newsletter Trail which sometimes gives the impression that they are engaged in a hopeless struggle against overwhelming odds.

Believe it or not lanes are being classified as byways without too much fuss. I am surprised that you did not refer to the European Green Lane Day - a mass lane clearance exercise supported by LARA, or the RoW meetings being held by the AWDC, GLASS and the TRF. They require evidence of greenlane use by motorists which will be held on computer, and I have sent them B&W photocopies of Landranger maps with routes marked with a red felt pen.

I am really surprised that there has been no long article in TBM discussing the government's proposed ban on driving on green lanes in the issues that I have read.

What is the content of the white paper making the proposal? How is the consultation process proceeding? Where does the initiative for the ban come from? Landowners? anti-motoring organisations or rambblers? I assume it would be a pro-land owner's law like the Criminal Justice Bill that made trespassing illegal.

As the landowner's party are not in power right now we might be tempted to believe that the threat has passed, but the example of the Ridgeway saga should remind us that the anti FWD and Trailbike brigade do not give up easily and I am sure that these proposals will reappear in time.

It is clear that green lanes are much fought over, but oddly enough hardly anyone appears to be using them. I have spent all day one Saturday driving on the Byways of Essex without seeing so much as a living soul - except for a Dulux dog that leapt out of a cottage garden and chased me all the way down a lane.

If you examine the 1971 Landranger maps for byways no longer shown on the 1995 maps, you will find that in many cases lanes have been lost because lack of use has allowed trees and bushes to grow up inside them rendering them impassable. This shows how little relevance these legal wrangles have to what is happening on the ground. The 'pressure on the countryside' that we are always hearing about seems to have come to mean various interest groups each trying to assert their own rights over other interested groups while in reality most public rights of way are under-used and falling into disrepair.

Given that most green lanes are devoid of traffic on most days of the week, then surely, in the event that the proposed green lane driving ban does become law, motorcyclists will continue to use them with impunity. At the present time the law against driving a motorcycle on a bridleway is almost as unenforceable as the law against cycling on footpaths so any further restrictions will make no difference to the thousands of young casual riders who take their bikes into the countryside.

Whatever happens, I shall continue to assert man's inalienable right to ride his motorcycle on dirt roads for the foreseeable future.

Maurice Courcha
Edmonton, London

Some good points you raise, though I'm not sure that lane reclassification as byway is as easy as you make out, unfortunately



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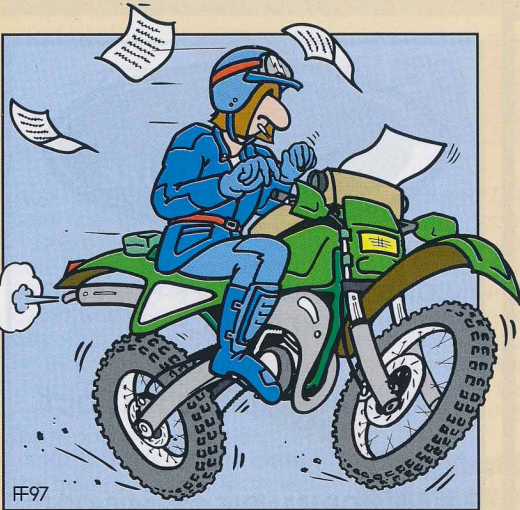
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TALKING *Dirty*

Chris Evans begins a regular trail riding column with a few words about posture

As some of you may have had the misfortune to discover, in a parallel life I run long distance off-road raids in France. And before that I used to organise events exclusively for French enthusiasts. But whatever the nationality of the riders, I've always started by giving a little briefing.

To my garlic eating chums I'd stress the importance of riding within limits, having a rest when tired and respecting the environment. Give or take the odd squashed chicken, this formula seemed to work well enough, so when I started running raids for UK riders I merely added a bit about riding on the other side of the road and left it at that.

Because France is a big country, populated by people who'd much rather have a second helping of crême brûlée than take an afternoon stroll, you don't often meet many other people out on the trail. But in those early days, when we did run across (over) somebody, I noticed a very strange thing - UK riders didn't say hello. Where their French counterparts would have stopped, shaken hands and inquired if they had any unmarried daughters, the Brits just kind of skulked by. Often the locals would raise a hand or say 'bonjour', but even then my fellow countrymen would avoid eye contact, keep their heads down and slink past.

At first I put it down to the language barrier, until one of my French companions, who had noticed the same thing, correctly pointed out that every Brit, even those with 'approved-school' French, knows how to say 'bonjour'. I still probably wouldn't have bothered any more about it, if it hadn't been for the negative reaction of the locals.

I could see that Mr and Mrs Dupont were not only shocked at being snubbed, but also suspicious. You could almost hear them thinking - why are these Rosbifs being so cagey and acting like they've just robbed the local Banque de France? Could it be that they are doing something they are not supposed to be? If so, should I cause trouble and complain? The 'entente cordial' that I'd worked so hard to establish when originally researching my routes, was fast going down les toilettes.

So I modified my briefing to include something along the lines of, 'if you do meet someone while out riding, slow down, smile and say bonjour'. And it worked. A few riders remained a bit sheepish, but in the main they did as I suggested, were rewarded with a smile and a 'bon balade' in return and I breathed a large sigh of relief.

All very well I hear you saying, but I live in Northampton not Normandy - so what's all this got to do with me. Let me explain.

In New York, police and crime prevention officers noticed that it was always the same people who got mugged. Not the same type of people you understand - but rather the same individuals. Two old dears might live in the same street and

have roughly the same lifestyles but one would get done over the moment she poked her shopping trolley out the front door while the other never got any hassle.

Confused as to why this might be, the police filmed those who regularly got mugged, mixed it with footage of ordinary passers-by and showed their oeuvre to convicted muggers. And guess what, when asked who they'd chose as their victim, 9 out of 10 muggers said they preferred the people who unbeknown to them were already getting shaken down on a regular basis. According to the muggers its was the victims defensive posture that got them attacked.

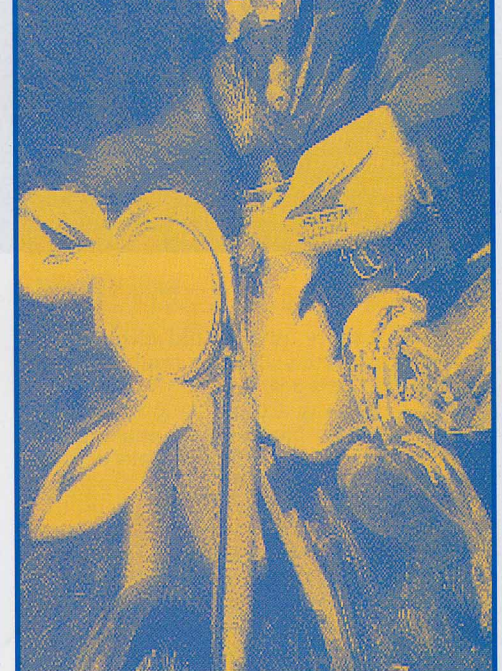
Now I've never actually seen the film, but I'm willing to bet that the mugging victims behaved in a very similar way to those riders who skulked pasted walkers avoiding eye contact and not saying hello. The body language is saying 'I get regular abuse from other walkers and I'm inviting you to do the same'. Such non verbal communication is further implying, 'in fact I have no right to be here and after you've abused me you can go and kick up a stink about it and get this and all the lanes in the surrounding area downgraded to footpaths'.

OK so I'm exaggerating but you get the point - ride past a group of walkers in a defensive, 'apologetic' manner and you're asking for trouble. Ride past in the confidence of the knowledge that you have the perfect right to do what you're doing, be courteous and polite, assertive but not aggressive, and you provoke a subtle shift in your relationship to others. You'll lessen the grief you get and convey to your fellow countryside users the legitimacy of your presence.

And if all that wasn't good enough reason to change the way you interact with others when out on the trail I'll finish up with another - it'll increase your own enjoyment. What I noticed with the riders on my raids is that once they'd broken out of the apologetic/defensive behaviour pattern, instead of being paranoid and uneasy, they relaxed about what they were doing and started having fun. No longer did they feel like isolated pariahs but rather part of a larger group of people out in the fresh air having a good time. Which is of course is what its all about.

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WELD-IT-YOURSELF

Aluminium welding used to be a tricky not to mention expensive job that was best left to the experts, but not any more. At least that's the theory behind Techno Weld. This little package contains all the bits you need to carry out your own low temperature aluminium fusion welding apart from a (plumbing) blow-torch. All types of aluminium can be joined or repaired using this process including brittle magnesium alloy castings, and the package comes complete with an (optional) instructional video. That said, this is not the sort of thing you should attempt in your coffee break. Careful preparation and a thorough read through of the instructions will help you achieve excellent results. And we can vouch for its strength. When the rear aluminium caliper carrier broke on Blez's

XR600, Techno-Weld repaired it as good as new. The manufacturers claim that in most cases the weld is stronger than the parent material, and once cooled it can be drilled and tapped in the normal way. Techno Weld has brought aluminium welding one step closer to the home mechanic without the need for professional welding equipment - but it's still a reasonably involving process. At only £5.95 (or a tenner more if you want the video), it has to be good value for money compared to the cost of spares. Techno Weld are on 01993 851028



FENDER BENDER?

Carrying a spare tube around with you on the trail or particularly in a long distance enduro can be a real pain in the butt. But here's a neat way around the problem. The MSR fender bag stows a single inner-tube inside and then simply hooks around the front mudguard and is held in place by means of a couple of sturdy straps. It takes only half a minute to adjust the straps to the correct length and once strapped on good and tight the thing won't budge until you want it to. At £17.50 the fender bag which is made from tough Cordura backed with a non slip rubber base won't break the bank, and looks to be a clever solution to a perennial trail riding problem. For more details call Eurotek on 01765 608209



TYRED OUT?

If you're the kind of rider that absolutely positively has to start each and every enduro on a new rear tyre or maybe you're just biking on a budget, then these will probably appeal to you. Remoulds, or as the makers prefer to call them, re-treads use an existing carcass onto which is moulded a brand new set of knobsbles giving you effectively a new tyre for a fair bit less than the cost of a new 'un. If you regularly ride enduros or use your knobblies on tarmac a rear hoop is only going to last you a couple of months. The makers guarantee that the tread won't come away from the carcass no matter what use you put the tyre to, and you can specify the compound, and how long the knobblies need to be. At £30 a tyre (£29 if you supply the carcass) it's not that cheap, but it is economical. We plan to test these tyres over the next few months but in the meantime if you want more information call Race on Retreads on 0117 9712 966



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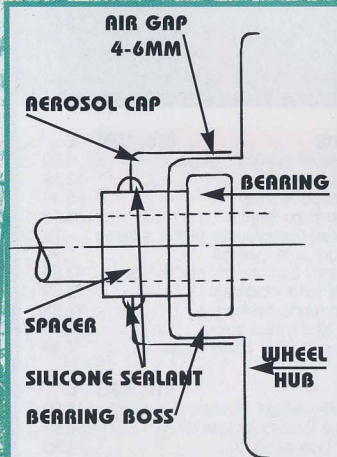
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TRAIL TIPS

Your Trail Tips have been arriving into the magazine if not exactly thick and fast then certainly in the occasional dribble. Here we present the first selection of readers' tips designed to keep you moving and save you money at the same time



Knackered wheel bearings? Oliver Cooke has the answer

Oliver Cooke from Exmouth in Devon writes: Years ago I had an MTX200 Honda which seemed to eat wheel bearings - even rubber sealed ones - thanks to the ingress of mud, dust and also water from over enthusiastic cleaning. Remembering that my old XR200 had a shield over the hub which protected the bearing face, I came up with this quick and easy mod to prolong the life of wheel-bearings. You'll need a suitable plastic aerosol cap, a sharp knife and some silicone sealer.

What you need to do is to measure the hub boss diameter and find a cap 6-12mm larger in diameter. Then place the aerosol cap upside down on a firm surface (suitable for cutting on) and cut a hole in the centre so that it's just big enough to push over the wheel spacer with a reasonably tight fit (don't worry if the hole isn't perfectly central it won't matter that much in the end). Next, trim down the height of the cap so that it overlaps - but doesn't touch - the main part of the wheel hub (see diagram) when in place. And finally glue the cap onto the spacer with silicone sealant, leaving it overnight to cure. A few strips of cardboard packing between the hub and the cap will help to hold it all in position while the silicone goes off.

Oliver Cooke also came up with this neat idea for keeping your bike's cables well lubed: Some NGK spark plug caps come with a very elastic, waterproof sheath for the HT/cap junction. This will fit snugly over a clutch or brake cable and will also fit over the end of a funnel. What you need to do is to disconnect the cable from the bike, attach the sheath and the funnel and find somewhere suitable to hang the thing. Then fill the funnel with 20-30ml of engine or two-stroke gearbox oil (the thicker oil will help push out any water and dirt), and leave to drain

through overnight. Don't forget to put some sort of container underneath to catch any drips, and in the morning you should return to find that your cable is thoroughly lubed and ready for action.

Occasional contributor to the magazine, Richard Thompson from Wokingham, suggested the following tips for readers new to the game: You can have problems when trying to park your bike while opening gates on trail runs especially if the ground is on a slope and the bike keeps wanting to roll off its sidestand. I use a parking brake made from a thin section of an old rubber inner-tube hanging on the handlebars. When I park up I position the rubber band around the twistgrip and over the front brake lever so that it gently applies the front brake while I open the gate. Obviously if you have BarkBusters fitted you'll need to release one end first in order to slip the rubber band on before you begin the ride. Nice one Richard, though you could always do what we do and let someone else open the gate for you!

Here's another couple of tips from Richard: Old timers may remember when you used to have to flood the Amal carb on your old Brit bike to get it going on a morning. If you experience difficulty starting your XR/DR/KLR from cold, try blowing down the vent hose on the tank cap. This pressurises the fuel and fills up all the carb jets. You should find that starting becomes a lot easier after this.

Also whenever I go away riding for the weekend or if I take part in a two day enduro where the bike will be left out overnight, I always turn on the choke after I switch off the engine for the day. This ensures that nothing nasty creeps into the carburettor during the night and also allows the minimum amount of damp air to be drawn into the carb and condense out its moisture on the inside of the carb body.



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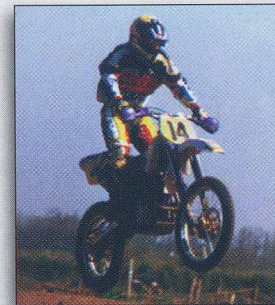
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Got any good Trail Tips?

We want to hear from you with your trail tips: what do you use on your bike or gear, and why. Send your tips (preferably accompanied by a few clear photos) to TBM Tips, PO Box 9845, London, W13 9WP.

XR4 -PLAY

If you're going to build the ultimate fun bike to play on, you might as well go the whole hog and do it properly. Si Melber travelled up to Scotland to ride and photograph a seriously fun XR400R

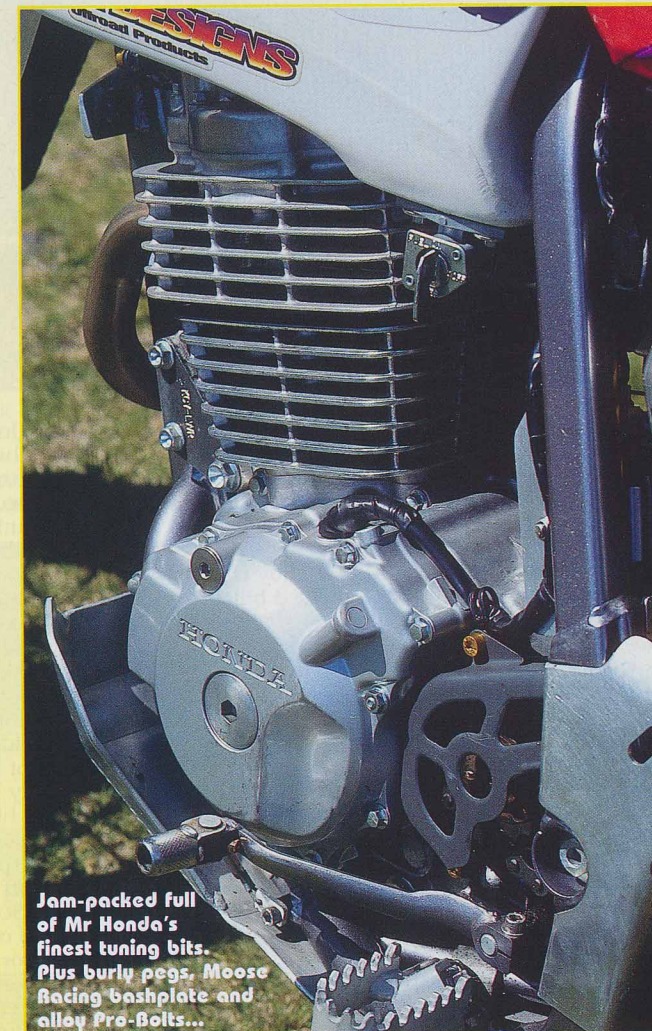
Dual sport bikes are all about versatility. Comfortable on the street yet equally capable off it, they are designed to hack it in both the urban and rural environment, maximising the fun factor to be had from a single machine. There are those people who quite rightly would be happy enough just to own a bike like the Honda XR400R (perhaps one of the most versatile dual sport bikes of all), but for others this is merely the starting point for something a *whole* lot better.

Take John Rushworth for example - an amiable, chain-smoking forty-something Yorkshireman (now residing in Scotland) with an obsessive interest in XR4s. Not many people in Britain can claim to know as much about Honda's XR400R as John - he's written about them in this very magazine (TBM 25). This is his second XR4, his first (a '96 model) covered more than 6000 miles on street, track and trail in just a few short months, but John reckoned it was getting a little tired and anyway, he already had plans for something a whole lot nicer. He parted company with his '96 model before it was barely a year old and invested in a spanking new '97 model - and then things really began to get interesting.

As this was to be his only mode of transport, John wanted something even more versatile than the standard bike: something a bit more suited to the street in road trim - ie something capable of handling the odd continental trip to European race meetings while still maintaining the 400's ability to ride gnarly off road and enduros at the weekend. John chose to go the supermoto route (in road guise), but decided that first of all he'd need a little extra go. His new bike (which still wears the old '96 colours (because he prefers 'em) was treated to an engine stripdown in his living room before it had even turned a wheel in anger, and while it was apart he decided it would be fun to insert an HRC hop-up kit.

For those that don't already know it, the HRC kit is an official factory produced power-up kit which consists of a high compression forged piston (11:1 as opposed to 9.3:1) still displacing the same cc, a different cam (with the same amount of lift, but longer duration), a new clutch assembly and a modified primary gear (one tooth different) to speed up the primary gearing, plus of course the appropriate gaskets and rings. John added an NGK 10 race plug (at a cool £28 a time), and the bike was carefully run in and despatched to the dyno for a few test runs (more about which later).

In the meantime, thanks to knowledge gained with his earlier XR400, plus the fact that John knows his way around the internet



Jam-packed full of Mr Honda's finest tuning bits. Plus burly pegs, Moose Racing bashplate and alloy Pro-Bolts...

In the morning you can play on your favourite trails, and by the afternoon you can race your mates round the backroads



and had made contact with any number of other XR400 owners around the world, he set about upgrading and improving his new bike to match his exact requirements.

This meant a phonecall to Talon engineering and a lovely new set of seventeen inch wheels were his. The Akront alloy rims were laced to a pair of gold anodised billet machined Talon hubs with a set of stainless steel spokes onto which were slipped a pair of (racing compound) Pirelli Dragon Corsas in 120/70 - 17 front and 150/60-17-rear sizes. That change alone necessitated a few other mods. For a start a shorter chain, new Rental sprockets (15/38), and an alloy chain guide were added to keep things running smoothly, and a Moose bearing chain roller went in place of the bearing-less standard one. At the front a more serious brake rotor (20mm oversize) was fitted to handle the extra performance as well as a Fastline braided hose to improve the braking feel. The larger disc required a specially machined billet alloy bracket making up to allow the standard caliper to work.

Next it was time to take a look at the rest

of the bike. John figured the standard issue tank wasn't big enough for his needs, but didn't want the bulkiness of a large Acerbis item. He opted instead for an American made IMS tank that holds a comfortable 3.3 gallons (a gallon up on standard), is barely wider than stock and uses the existing mountings and petcock. With the increased range (now a comfortable 150 miles between fill ups) came the demand for extra comfort - eye-watering experience had taught him that the standard Honda perch wasn't exactly ideal for long days spent in the saddle. Corbin provided the reshaped XR seat which is a whole lot more comfortable than stock and certainly looks a little different though the fit left a bit to be desired.

Custom made Rental bars came next (these were specially made by the factory with a one-off crossbrace bend) to accommodate the Scotts steering damper which was fitted in order to try and tame the XR's reputation for occasional (but serious) head shake. On went Polisport lever guards, an ICO trip meter (in place of the standard instruments) and a GPS-II satellite system -

essential for trail riding alone in the Highlands of Scotland! Aftermarket pillion pegs (along with a rear sub-frame safety strap) allowed someone to share John's fun and finally a cheap fold-down aftermarket wingmirror was added (£16 a pair, and about the cheapest thing on the bike).

Because this is a bike that gets its fair share of off road abuse, a Moose Racing bash-plate was fitted to protect the engine internals, Works Connection alloy frame-guards keep the paint in place and both foot levers are protected against breakage by means of wire brake-snakes. The rear disc was replaced with a Braking Engineering rotor and protected against damage by the fitment of an Enduro Engineering Shark Fin disc protector. Meantime, the front forks got Berg carbon fibre lower fork leg protectors, and of course John couldn't bring himself to stick with the standard foot-pegs - oh no. So a set of Thumper Racing Burly Pegs

went on in place of the skinnier Honda items.

But it doesn't end there. Heavier weight Eibach front fork springs, a Thumper Racing exhaust insert, a handmade alloy toolkit and a home-made alloy CDI guard (after the last CDI copped a beating from an errant bit of wood in an enduro) are already in place and John's still making up his mind about oversize header pipes and a completely different silencer. A Scott Summers fork brace has been fitted since the photos were taken and finally there's the small matter of two



A 20mm oversize front disc, heavier fork springs and a sticky compound Pirelli make sure this bike goes where you want it to

other sets of wheels: one for trail use (Excel rims on Talon hubs in 21" front and 18" rear sizes fitted with Pirelli MT21s) and one for enduros (standard hubs with Akront



HAC kit isn't cheap but it certainly does the business

XRA -PLAY



Left: In enduro trim you can mix it on the dirt.
Below: Yes, yes, yes...



rims in 21" front and 18" rear fitted with MX Pirelli Sandcross tyres). Oh, and of course that numberplate... H4 XRR. All in all then not a bad spec!

I met John at the Specials Dyno in Glasgow where he had earlier taken his '96 bike a few months before. With the existing dyno run as a comparison it was time to find out exactly what the HRC-kitted motor was turning out. The original run had shown a very respectable figure of 31bhp at the rear wheel (only a couple of hp down on an XR600), but we had high hopes for the newly kitted motor. In fact the dyno run exceeded both of our expectations. Once warmed up and with a variety of exhaust baffle arrangements tried, we recorded a best run of 37bhp at the rear wheel - that's 20% up on stock and way better than any standard XR600 - pretty impressive for what is still a standard sized motor. Not only that but the engine sacrificed nothing at the bottom end, but simply poured on the power from the midrange upwards. The torque figure was up too, which goes to show that Honda have got their sums right.

This makes for a bike that feels pretty similar to my own standard XR at the bottom end, but as the revs rise the bike simply begins to fly. On the road in supermoto trim it despatches twisty tarmac with ease; the heavyweight fork springs, dynamic brakes and super sticky tyres combine with the bike's light weight (for a road-burner) to make the XR deliriously easy to handle. Wind on the power, leave the braking as late as you dare then simply stuff the thing into a corner. It won't budge off line, the tyres grip and then as you begin to apply the power you feel the front end go light and its time to hook it up into the next gear. On twisty switchbacks it's a blast, but on bumpy or gravel-strewn backroads it'll leave a sportsbike for dead.

With John at the bars it's easy to see the hooligan in him appear every time he cranks the motor over. Stoppies, wheelies and just general larking about are so easy on a bike like this it takes all your willpower *not* to have a go every time you climb aboard. With heaps of grip, lots of brakes and nice controllable power, I guarantee even the

pope would be tempted to wind it on and hoist a massive one if he thought no-one was watching him.

It takes about an hour to effect a complete change from street smoker to hard-core off road machine. Wheels, chain, chain guide and even the brake pads get the swapover treatment before the bike is once again wheeled out into the sunlight and aimed at the dirty bits. With the bike now in trail trim it was into the mountains with it and one of John's favourite rock and mud-strewn trails up above 2000 feet - ridden with the landowner's permission.

Once in trail trim the bike felt like any other XR4: revvy, quick steering and easy to ride, though the stiffer front suspension transferred more of the shocks through to the bars than I'd have liked. At first you don't really notice the additional power all that much except on loose surfaces. Where the standard bike revs until the power tails away quite quickly, the HRC kitted one keeps on making huge dollops of horsepower. It doesn't actually rev any higher (well, perhaps 300rpm or so), it's just that the power at the top end is much juicier than with a stocker, and it hangs onto its power better. The unchanged bottom end means that the tyres hook up well, but then the bike drives out of corners searingly fast. An XR4 corners pretty quickly anyway thanks to fairly sharp steering geometry, but with the extra power on tap it's probable that in something like a tight enduro you'd be able to hold a gear for longer on a short straight without the need to change up.

One negative effect of the additional power (largely thanks to the higher compression the engine runs), is the increased engine braking (though John says he likes it). As soon as you throttle off, the bike decelerates rapidly which leads to a certain amount of jerkiness of ride especially in tight situations where you need to keep feathering the throttle. I reckon it's something that might be overcome by fitting some flywheel weights and perhaps some further engine tweaking, though in fairness it's only noticeable at slow speeds and in tight going. As John says it's something you

John Rushworth. A man that's as happy as a dog with two di...fferent bikes to play with



simply 'get used to'.

In deep mud you're glad of the extra grunt from the hopped-up motor though from a pure trail riding point of view the extra power benefits are rather less essential than if the bike is being used for competition. Perhaps the greatest benefit is that there is power available virtually everywhere and that the grin factor involved with this machine rises in direct proportion to the amount of throttle you give it. If you already ride a stock XR4 you'll know how nice they feel. Well now imagine something with the same weight and the same handling characteristics but 20% more power and you'll know what I mean.

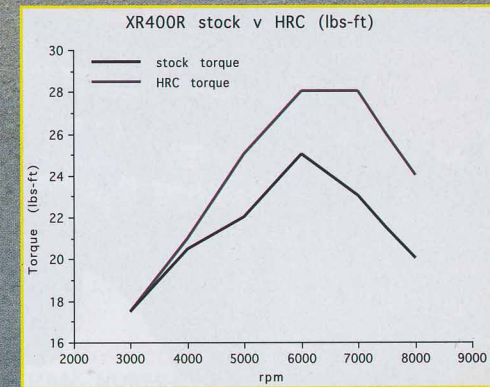
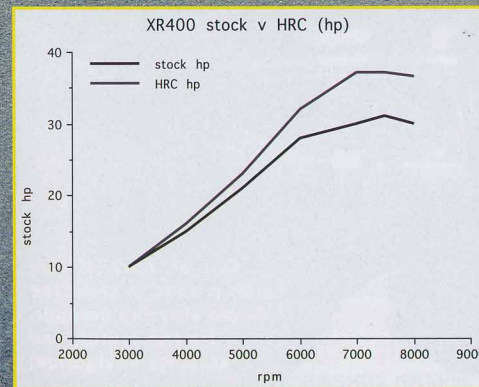
Apart from a switch to super unleaded (98 octane) fuel, in terms of maintenance and running costs John's bike is no different from any other XR4. 'I change the oil every 1000 miles and I only use good quality (Motul) competition oil - but then I've done that with all my bikes' he says adding that 'the XR has averaged 51mpg overall which isn't too bad'. The bike has now covered more than 5000 miles without a hitch which goes to show that increasing the power needn't necessarily affect the reliability if you build the thing right in the first place.

John reckons that it's now pretty much the bike he's always wanted: 'As far as I'm concerned, with current technology, it's the best compromise for a dual purpose machine - even though it could do with an electric start' he says. Despite his obvious

XR4 -PLAY



Above: More fun than a bevy of page three calendar girls. Below: More power, more torque, nuff said



XR4 -PLAY

shudders to think about all the time and money he's invested in his XR4 but when pushed, estimates it owes him upwards of probably eight or nine grand - perhaps more. But then again, as he says 'when it's your 37th motorcycle and it's an obsession - who's counting?'

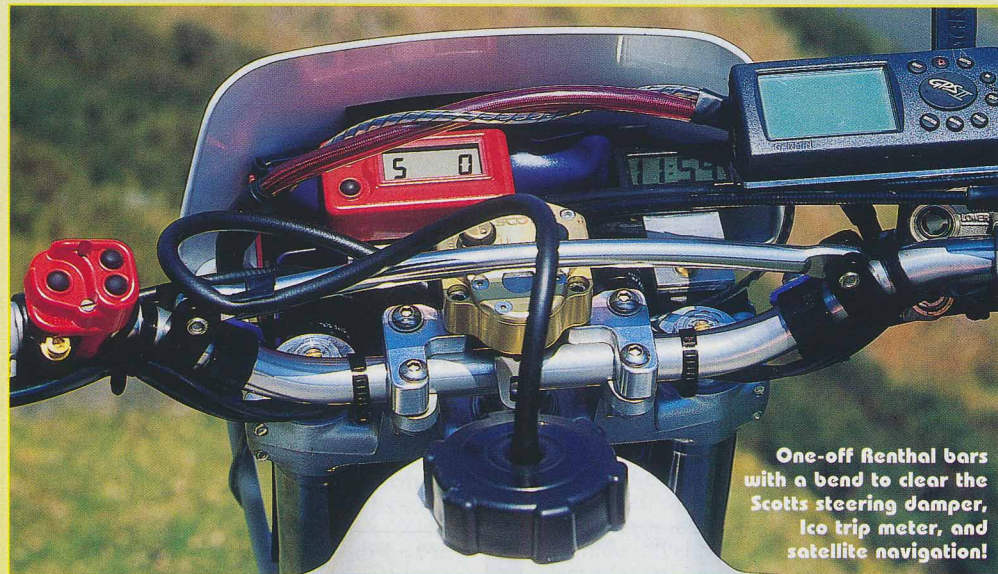
satisfaction that hasn't stopped him thinking about future improvements. 'I'd like it to have a bigger slug at the bottom end, an even better front brake, and to cruise at even higher speeds, but as it is, it's an absolute hoot around the backroads, and quicker down a quarter mile dragstrip than an XR600 - I've proved it myself.'

Despite the performance hike he's given his bike, John is at pains to point out that his XR is actually environmentally friendlier than many people might think. 'This is actually a green statement' he says (only half in jest). 'Unlike a lot of fashion bikers who use a car during the week and pose on their superbike at the weekend, this is my only form of transport. I use it for competing in enduros, trail riding whatever the weather and it uses far less in the way of raw materials, road space and fuel than most other forms of transport. The engine is simple enough for low-cost maintenance, I do all the work on it myself, it weighs less than most machines and inflicts negligible damage to the road.'

Back on planet reality once more John



What a pose



One-off fenthal bars with a bend to clear the Scott's steering damper, 1cc trip meter, and satellite navigation!



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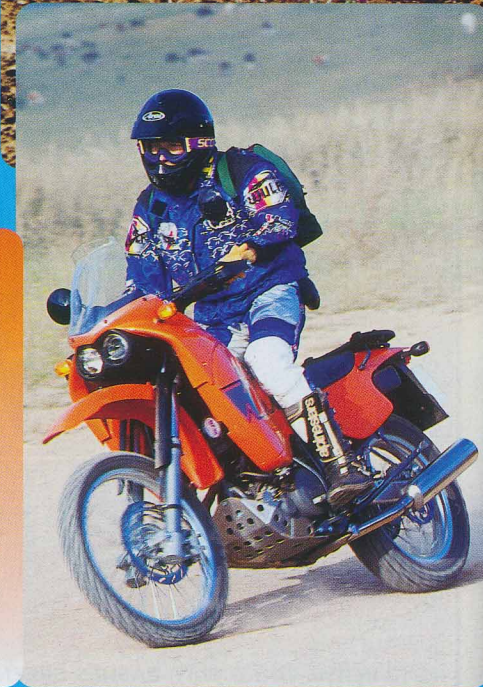
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TAKE FIVE

This month it's the turn of 'Bodger' Blezard to reveal his five favourite pieces of riding kit which includes some, er... interesting bargains

Leather gardening gloves - £5

I've never believed in spending a fortune on gloves for trail riding. I had some pukka motocross jobbies a while back which provided all the crash protection of a deep tan and fell to bits in no time at all. Personally I prefer to stick with good ol' unlined leather gloves. The gloves I used in last year's Welsh 2-day I bought in a French autoroute service station and cost me all of 50 francs (about £5). They are soft and supple and give plenty of feel on the controls but have saved my skin several times in minor spills. Sadly one of that pair has recently gone AWOL but I found some really nice replacements in B&Q for £5.99. Cheap, comfortable and more protective than the genuine article I reckon!



Elbow guards - from £12.99

Having taken all the skin off my forearms twice now (once when diving head-first off a skateboard!) I now like to keep my elbows protected no matter how hot the weather. Consequently, I always ride in a pair of elbow protectors. These simple soft foam protectors slip on over your elbows and after five minutes you really don't know that you're wearing them unless you take a nose-dive. The first pair of elbow guards I had were really too thin to be much good, but my current purple pair (bought in the paddock at the '95 Welsh Two-Day) are much more substantial. They didn't impress a bike clobber protection expert, but they're a damn sight better than hitting terra firma with a bare epidermis. You can also use them around town when it's simply too hot to wear a jacket - or in conjunction with an enduro jacket with the sleeves removed. Excellent.

Wish List:

If there's one item of clothing I'd really like to have, it's some strong waterproof overtrousers that can be slipped on and off while wearing motocross boots. Most overtrousers are hard enough to get on over normal bike boots, let alone bulky MX ones, so you generally end up not bothering and getting soaked and therefore miserable. Otherwise you have to do a mad one-footed dance in the middle of a bog trying not to fall over while you slip your stockinged feet into each leg separately. And then once you get them on the things are quickly melted by a hot exhaust pipe.

Years ago I used to have a pair of MXA motocross overtrousers that came close to fitting the bill. They were only showerproof rather than waterproof but benefited from the immense advantage of zipping right up to the top of the thigh on both legs. Last November I asked at every clothing stall at the Dirt Bike Show but not a single trader could even recall seeing them. Progress huh?

Arai Dual System helmet £299

I've been looking for a dual purpose helmet like this Arai for over a decade. Way back in the mid-eighties I had an FM full face which I used to use for everything from enduros to road racing, but in 1996 Arai launched the Dual System, a much more sophisticated (and expensive) way of providing the same sort of on/off road capability in a helmet but in a better looking and higher quality product. In road guise the DS could easily be mistaken for a pure road helmet - the visor operates in the same way and the whole ensemble is pleasingly aerodynamic with excellent peripheral vision. To change to trail-riding mode all you have to do is snap the visor out of its plastic mountings, unbolt the mountings themselves and use the same four bolts to fix the peak into position. Hey presto, the Arai is transformed into a cool-looking off-road lid.

Actually, cool isn't quite the right word because the cosy and well-padded DS is actually rather too warm for serious dirt-digging since it lacks all the venting that's designed into a pukka off-road helmet. I wouldn't dream of using the Arai for an enduro or even for trail riding on a hot summer's day, but for winter trail riding, or for a long-distance trial like the MCC classics which include a fair amount of road work, it's absolutely ideal. And for those of you who (like me) ride a fair bit on the road, a quality built lid like the Arai is very reassuring. I keep whichever bits and pieces I'm not using in the Arai's carrying bag, along with a small screwdriver to change them over, all of which is a lot easier to cart about than another whole helmet!

All in all a top quality bit of kit and if you want one like it you'd better be quick - Arai are discontinuing them from next year - can't understand why.



Gore-Tex Bootettes'- £5

These green 'feet sheathes' are one of my favourite bits of riding clobber. In back-to-front army jargon they are officially called 'Liners, boot, ankle length, Gore-Tex pair, for the use of' but I just call them 'bootettes'. They cost me the princely sum of five knicker from my local army surplus store a stone's throw from Kew Bridge in London and make a very satisfactory and comfortable alternative to the thick socks I used to wear, and by George they're waterproof!

Many's the time I've taken my boots off to find that the outside of the bootettes are soaking wet, but my tooties have remained blissfully dry and non-sweaty within. Of course, if you stall in deep water they're not going to save you from 'splash over' as well as the pukka high-rise motocross variety that you occasionally see advertised, but then they don't cost £30 a pair either. They're such good value that I've bought two pairs and they've both survived many a session in the washing machine. The only sign of wear in two years is that the taped over seam down one of the heels has come away, but at that price, I'm not complaining.

Finally, if you have to take your muddy boots off before the landlord of your local hostelry (or your girlfriend) will let you cross their threshold, then these handy bootettes instantly double up as slippers keeping your feet warm and cosy on the coldest of stone floors. Comfortable and versatile, the army surplus Gore-Tex bootettes are an absolute snip at a Lady Godiva (£5) - and I never ride without 'em in the wet.

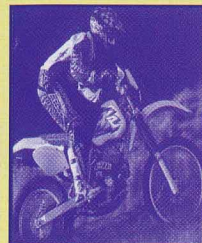
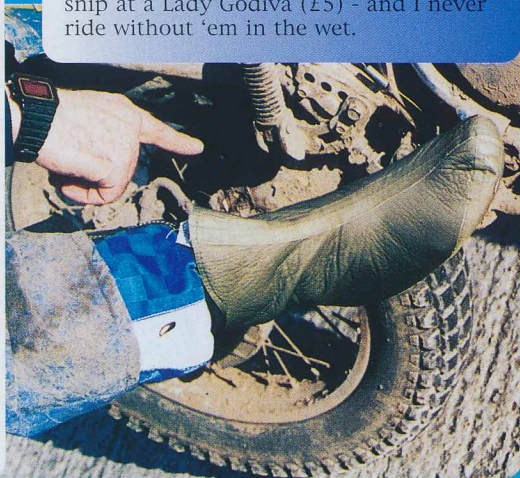
Bigi jacket and pants - (approx) £199

I've had my Italian-made Bigi suit for nearly six years now and it's survived a multitude of events and activities pretty well. Unlike normal riding gear, the Bigi stuff is made from a mixture of thick quilted man-made fibre reinforced with big white leather patches on the outside and removable hard plastic body armour on the inside (the trousers have a plain nylon lining rather than thick quilt). I like the protection this affords and the fact that the suit comes with numerous pockets in both the jacket and trousers.

I've used this suit for everything from high speed summer road riding to gentle winter trail riding, though I don't always wear the jacket and trousers together. I also use the jacket with just a T-shirt and jeans or leather trousers for running around town in the summer.

Six years of hard use have revealed a few problems with the suit - it's barely showerproof, the pants are a bit restrictive for full on enduro riding, it's torn and melted in one or two places and the overburdened stitching holding the leather around the crotch has now burst open (not that I'm boasting or anything!). But all in all six years is a pretty good innings for a suit that still works as well as this one does.

Interestingly, this suit was imported as an experiment by Squires Racing of the Metro Centre in Gateshead, and if anyone is desperate to get hold of one call Ian Bell at the Bike Place on 0191 488 3137.



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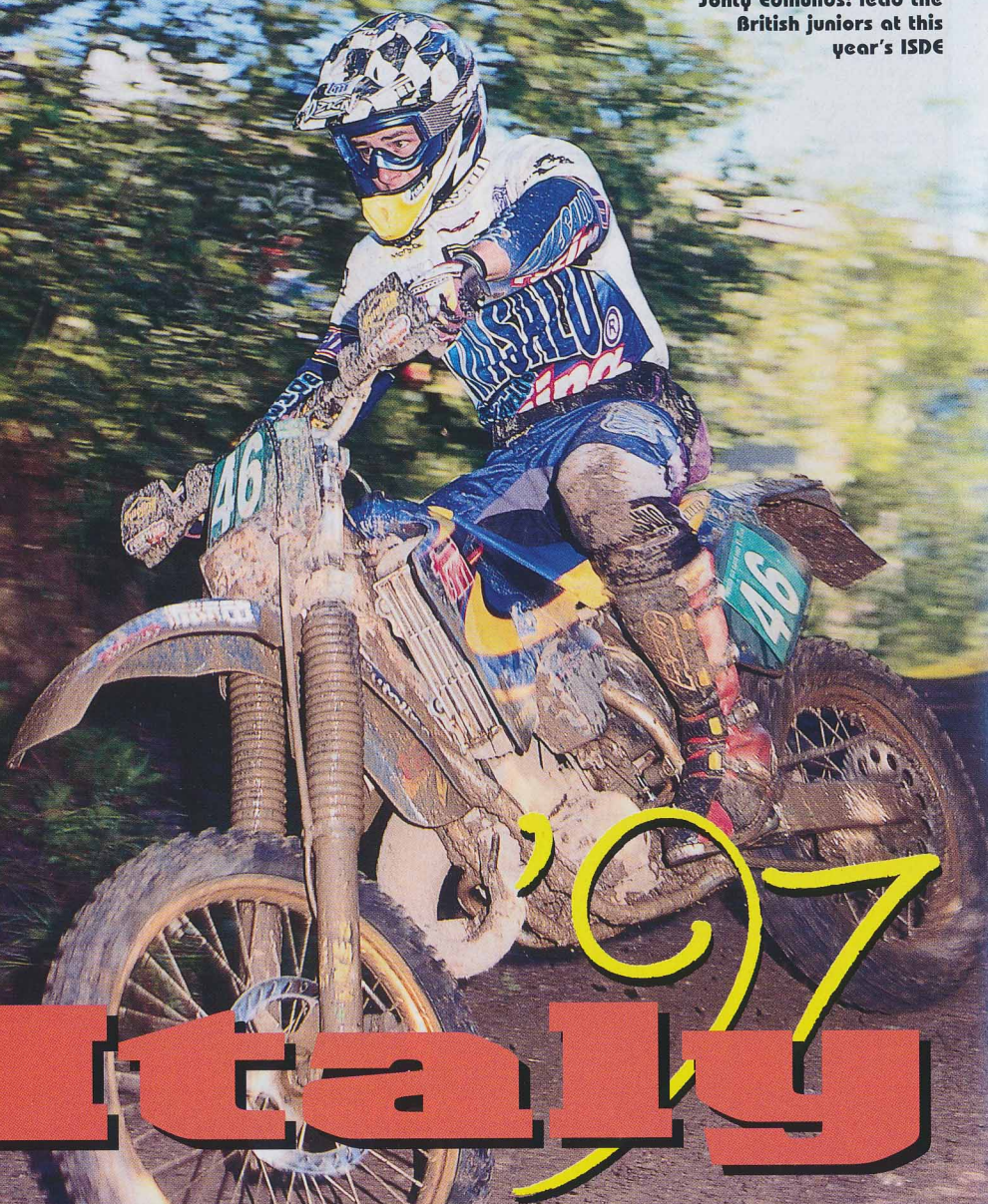
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ISDE

Jonty Edmunds: lead the British juniors at this year's ISDE



Geoff Meyer was at this year's ISDE for TrailBike Magazine and charted the progress of the Brits

Rain, blistering heat and super fast Italian riders stood in the way of Britain's four young riders Jonty Edmunds, Andrew Edwards, Rowan Jones and Juan Knight as they chased the world enduro junior teams trophy in this year's International Six Day Enduro held in Brescia in Italy at the end of August.

Amid a certain amount of controversy over alleged broken promises towards some members of the (non-appearing) senior British trophy team, it was left to the British juniors to bring home the award for a creditable seventh place. Rob Sartin who until his neck injury in 1996 was (along with Paul Edmondson) our leading hope for glory on the world enduro stage was there to assist and felt sure that all the British lads who battled the world's best in Brescia this year, would help herald in a new age of British competitiveness in this event. 'These guys are all young enough. They are not just here to compete but to learn. I really feel that with a little time we are heading for a good era. It's hard to say if there is another Paul Edmondson in one of these riders - he's a one off - but they are all completely committed' said Sartin.

This year's ISDE started with rain which caused real havoc with the course, and it didn't take long before some of the young Brits were getting to realise that the Six Days is anything but a stroll in the park. First to suffer was Edwards: 'I slipped over on a corner and busted my left thumb. It hurts

a lot but I'll carry on said the tough 20 year old. Next to find how tough the going was Rowan Jones: 'On day two I hit a set of whoops and crashed off the last one' he explained. 'I ended up falling down an embankment, but luckily five Italians helped me up otherwise I would have had real trouble getting up on my own - I still lost a couple of minutes.' Even team leader and European champion runner up Jonty Edmunds was having his fair share of trouble, but hung on to get 25th place at the end of day one. 'I knew there would be many good riders here and a lot of well prepared federations. As a team we are in sixth place at the moment and only a few points off the top three. If we can keep that type of position then I'm very happy' said Edmunds



Words & photos Geoff Meyer

ISDE

'97 Italy

Impressive looking parc fermé
Right: Mist and low clouds greeted the riders on the first day



Rowan Jones worked hard for a silver medal

at the end of the first full day of racing. The team's fourth rider Juan Knight had impressed everyone with an amazing 17th place in the toughest class of all (175cc+). 'This is only my second ISDE and I feel really good. The rain makes it just like my last Six Days (in Poland 1995), and my aim is to finish, I don't want to let the team down' said the 22 year old. His 17th position was anything but letting down the team.

Day two brought more rain, and while Rowan Jones was clambering back onto track, Knight and Edmunds were doing amazing things. Knight the oldest of the team, had posted 22nd place while Edmunds held a similar 22nd in the 125s - both were showing good speed. Jones, despite his crash finished the second day in 55th place while Edwards (broken thumb and all) had moved into 46th position. The team meanwhile had dropped to seventh place but were still only a few points off the top three.

Thursday began wet but brightened up and finally the course started to ride better, though the long days (the riders start around 8am and finish some eight hours later) were taking their toll. Knight crashed



on day three but his 19th place impressed veteran Sartin. 'He's really riding well which is great to see, the whole team is very impressive.'

Edmunds however could only manage 36th on the day dropping him to 26th place while his arch rival Samofal (who pipped him to the European championship) held

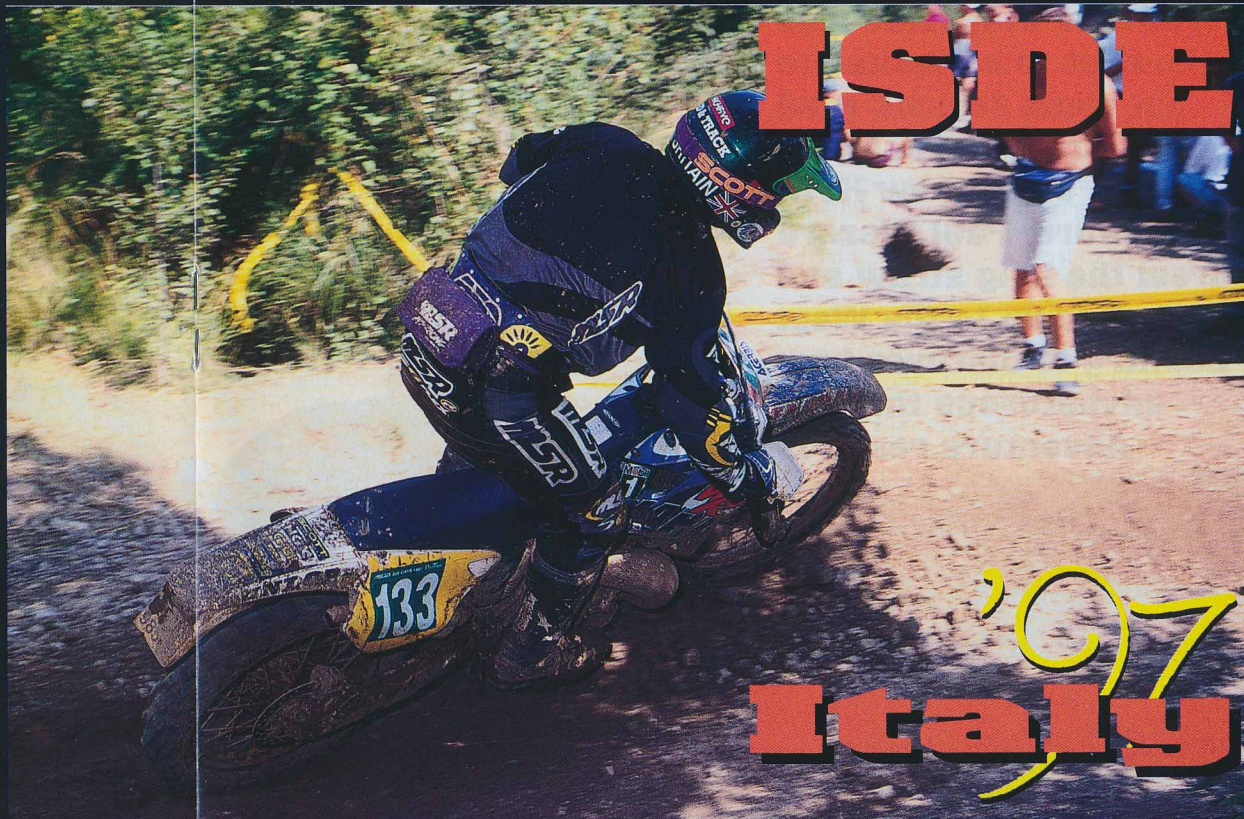


onto 14th. By now Rowan Jones had begun to make his move 'It's going much better' he said, 'I've moved from 79th on day one to 54th on day two and now I'm moving closer to a top 40. If I can get top 30 after the bad start I'll be happy' said Jones. Edwards too continued to work on his top 50 placing with 43rd place and the teams hope of a top three overall remained as they held sixth place just behind 1995 junior champions Australia and just ahead of Germany, the USA and Spain.

Finally sunshine appeared on the fourth day, though problems continued to dog the British team. The heat got to Juan knight a bit though he continued to put in lots of

hard work for a great 22nd place. 'I can't complain' he said, 'it's been a good few days and the few crashes I've had haven't dropped me down the results, so I'll keep going with the hope of a steady finish.' Edmunds slipped back to a 49th place on the fourth day, but it kept him in 31st place in class and with the course looking better for him on the last couple of days he had more to look forward to. 'I'm not too disappointed' he said, the team is still in the hunt and the Six Days is all about finishing.'

With only two days remaining the team knuckled down to getting a finish, but things took a turn for the worse when Juan knight crashed heavily on day five: 'I was riding along and I hit a tree - when my helmet just brushed a branch that was hanging over the track - it really made my head spin for a while' said Juan who had his worst day so far finishing in 36th place and dropping him to 20th - still a brilliant effort. Edmunds claimed a cool 22nd consolidating his 31st position in class: 'I enjoyed



today, the course was more interesting with some tricky uphill and some trials like downhill, near the end we had to do a lot of road riding, but overall I liked it' said Edmunds. Jones and Edwards obviously enjoyed themselves also, as they were seen blasting through the road section and as they came into the pit area Rowan admitted 'It felt a bit like supermoto, we were really racing hard.' He had claimed 50th position on day five and was lying in 52nd in class, while Edwards took 42nd on day five and 45th in class: 'My thumb is a lot better now' joked Edwards, 'it'll probably be healed by the end of all this.'

The final day and no motocross win for Edmunds unlike in last year's ISDE. Instead all the Brits rode to a steady finish, though Juan Knight confessed beforehand he wasn't looking forwards to his moto: 'I'm in with Ty Davis, Sala and the others, I'm not very good at motocross, it's going to be hard work.'

At the end of it all there was no top three finish but the Brits ended up in a creditable seventh place, just pipping the junior USA team, and losing out to the Germans by a

few seconds. Individually Edmunds claimed 29th in the 125 class (gold), Edwards 42nd (silver), Jones 51st (silver) and Knight 22nd (gold) in the 175s.

Apart from these four, other Brits taking part included Mark Vaughan (34th in the 125s), Richard Hay (39th in the 175s), Paul McMinn (Eire, 21st in the 400 four-strokes), Ian Graham (33rd in the 500 four-strokes) and Paul Hodgkins (37th in the 500 four-strokes).

Overall KTM stamped their authority on the event winning every class and scooping the coveted manufacturers award. Stefano Passeri won the 125 class after world 125cc champ Shane Watts crashed in the final moto relegating himself to 12th with severe ligament damage. 'I'll be out for a few months' said a pragmatic Watts 'but that's the way motorcycle racing goes.' Giovanni Sala won the 175cc class and the ISDE overall, while his team mate Mario Rinaldi collected the 400cc four-stroke trophy, and six times world champ Kari Tiainen took yet another 500cc win - Italy claiming first place in both the senior and junior team events.

TrailBike Magazine was the first to be invited to put some serious road and dirt miles onto the brand new KTM Adventure. Paul Blezard drew the long straw and headed down to the West Country to discover how adventurous the new Adventure really is

I suppose the best way to begin to describe KTM's Long-awaited Adventure is as a sort of pukka rally-replica. It's a halfway house between the 620EGS trailbike, and the full-on rally machine combining the looks and (some of the) equipment of the latter but with a price that's rather closer to the former. Unlike many of the so-called rally-reps the KTM makes few concessions to tarmac friendliness. Instead, underneath that very orangey exterior there beats the red-blooded heart of a dirt bike waiting to get out.

In a class where the most ostentatious, gargantuan or just

weird looking bikes hang out, KTM's new Adventure is certainly an eye-catcher. Better looking than most, when it comes to street-cred and pose-ability it's right up there with the best of the mega trailies: SuperTen, Africa Twin, BMW R1100GS and Triumph's Tiger. But its appearance is virtually the only thing it has in common with the aforementioned monsters which by comparison feel flabby, corpulent and downright comfortable compared to the KTM.

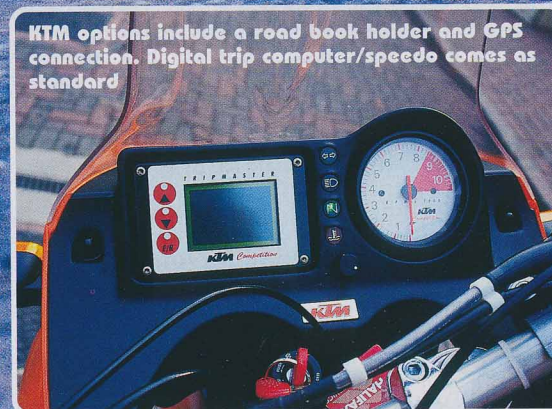
With a reputation for building 'seats to make you suffer' the Adventure continues in a long line of KTMs who's perches appear to be cast from solid aluminium. That may be alright for a 30 minute motocross, but for a bike designed to be ridden 500 miles in a single day, the Adventure's saddle is seriously wide of the mark (or rather, narrow of it).

Likewise, whether you'd call the counterbalancer which lives in the heart of the Adventure's liquid-cooled 609cc single cylinder engine a concession to comfort or merely an unnecessary appendage depends upon your level of mental illness. A vibration reducer rather than a balancer would be a more accurate description, and compared to something like an Aprilia Pegaso, Dominator or a smoothie like the Africa Twin, the Adventure which uses the standard KTM trailie engine is still seriously vibratory - enough to blur the mirrors at most speeds and send an extraordinary throbbing through your knees via the massive tank. I figured it must have been the vibration which stopped one of the headlamps from working after only a few hours.

For the first couple of days, just tooling around London, I was constantly aware of



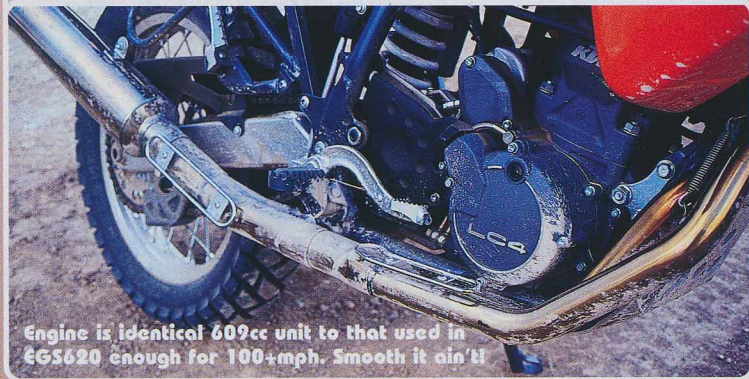
Back of bike is beautifully narrow - bars are a bit wide with bark busters



KTM options include a road book holder and GPS connection. Digital trip computer/speedo comes as standard

Adventure

HOLIDAY



Engine is identical 609cc unit to that used in £65620 enough for 100+mph. Smooth it ain't!

how un-user friendly the Adventure seemed to be compared to most other trailbikes. I kept thinking how disappointed anyone would be if they'd been seduced by the KTM's gorgeous good looks and bought one just for showing off in Soho or cruising down the King's Road. The fact is that any poseur would probably never venture off road on the thing and would never discover what a truly versatile, not to mention awesome dirt digger the Adventure can be. But hey, I'm getting ahead of myself here...

designed to allow hard luggage to be fitted without making the bike as wide as a small car (a serious problem on some other big trailies). Most of you will have seen the large colour-matched panniers in the KTM advert, but someone at the Austrian factory decided at the last minute to switch the shapely orange numbers for a pair of Teutonic rectangular aluminium boxes, much beloved of German overlanders. KTM UK reckoned they have about as much aesthetic appeal as Quasimodo's hump, and have banished

Little Boxes

There was just one thing missing before I went way out west - something to put my gear in. Those low twin exhausts have deliberately been

What did they say? Keep the throttle wide open and pray, ooh, err ...



Above and right: Small nail did the damage. Lucky someone else had a tube and Tevers cos Blez certainly didn't!



them from Blighty (and reduced the price accordingly). The bike's still ideal for throwovers of course, but I decided to fit a more elegant hump of my own - a Givi Maxia top box. The rack which comes as standard on the Adventure is the same spindly-looking thing fitted throughout the KTM range, but it's actually solidly made and the Givi base rack slotted onto it as if the two were made for each other. Hey presto, substantial, secure and quick-release carrying capacity with the added bonus of a built-in passenger back-rest.

Trip-meter Tribulations

My first out-of town rendez-vous was down in Wiltshire to get some photos of the beast in action on the dirt. Bowling down the M3 I was surprised to discover that the big thumper was actually much smoother at 7,000rpm (100mph) than it was between 4,000 and 5,000rpm. But at Fleet Services I

had a frustrating time with the snazzy multi-function digital speedometer. This little electronic device handles all the bike's important measurements (distance, speed, personal best time to the chippy etc) and can be switched from miles to kilometres at the push of a button. You can even make minute adjustments for different tyre diameters, or for road book reading discrepancies, but all I wanted to do was zero the trip. Instead of a simple push button, I had to go through a whole range of parameters as if I were trying to pre-programme a bloody Nintendo 64 or something, which, as any teenager will tell you, is actually physically impossible for anyone over the age of 15. When, by trial and error, I finally managed to get the trip zeroed, the digital clock told me that I had wasted five whole minutes on this simple task which takes less than a second on most other bikes. At least with its 28 litre tank and 250 mile range it's something you won't have to worry about too often.

Whilst the tall screen certainly keeps the worst of the wind blast off you, it too could be better. Its narrowness ensures that your shoulders are left a bit exposed and the shape of it means that you can't safely



Second Opinion

KTM's Adventure left me feeling rather confused. Just who is the bike aimed at? On the road it felt nice and stable, but the vibey engine will surely put off most road-riding trailbikers, and the fairing is not as effective as that on an old XTZ660 let alone an Africa Twin. The seat too felt rather suspect for long distances. Off the black stuff the Adventure performed superbly with the WP suspension as good as you'll get, but I wonder how long it'll be before a tumble will crock that expensive fairing. Overland touring seems to be the bike's niche, but where were the aluminium panniers fitted as standard on continental versions? Like I said, I'm a bit confused. **Neil Pidduck**

crouch down and look through it, because of the visual distortion. I also noticed when I switched from visor mode to peak and goggles that the wind noise and turbulence, which was already significant, increased dramatically. Ear plugs are an essential accessory to anyone contemplating owning an Adventure.

Green Lane Revelation

If you think I'm beginning to sound like a whingeing old git, then bear with me. My whole perception of the bike changed the instant I turned off the tarmac and onto the first Wiltshire Green Lane. Whereas with an Africa Twin or a Super Ten, I'd have had to back right off in deference to the road-

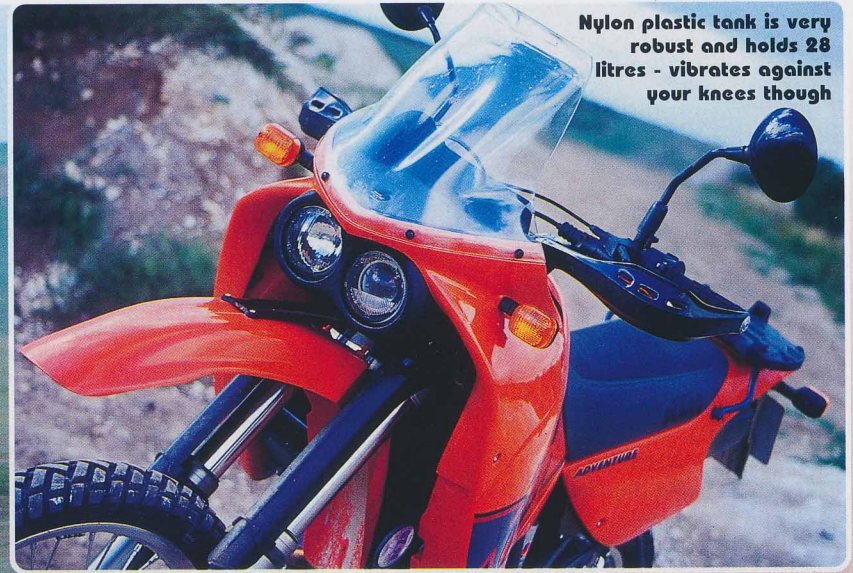
biased tyres and heavy front end, with the Adventure it was a different story entirely. I had no trouble following a stripped-down XR650, along a deeply rutted and whoopy green lane, the sound of stones clattering off the sturdy aluminium bashplate. The meaty 50mm White Power Extreme forks were a revelation - they just soaked up everything that I threw at them and the faster we went, the better the suspension got. You can't pick the front up on the throttle, at least not with four gallons of juice sloshing around in the tank, but nevertheless the bike was reassuringly stable whether the wheels were on the ground or off it.

Obviously the bike's off-road ability has got as much to do with its relatively light weight (166kg dry) as it does with the excellent WP suspension. Hanging the back end out on one of the smooth dirt roads up on Salisbury Plain, I finally pushed my luck too far and the front end let go. On any other monster trailie I would've been on my ear, but with the KTM I just stuck my foot down and saved it, just as you would with something like an XR600. KTM's competition heritage shines through every moment that you spend on the dirt with the Adventure. They

Seat is marginally more comfortable than a fakir's bed of nails... Blez preferred to stand

equally comfortable and confident whether sitting down and bimbbling or standing on the pegs and going for it, and the transition between the two positions was effortless. Mind you, when it came to turning the beast around in a narrow lane I was damn glad that I'd adjusted the lock-stop bolts and I wished my legs were as long as Herr Kinigadner's!

Back on the tarmac again I continued westward as darkness fell, and once more one of the headlamps went out. After a quick check that it hadn't just come loose I resigned myself to riding on to Devon with just a main beam and a sidelamp. As I cruised down the A303, pondering the pointlessness of fitting twin headlights if only one of them ever works, the left hand (dipped beam) headlight suddenly burst back into life, then went out again a few seconds later. After a bit of experimentation I discovered that it would only stay lit if I kept my speed above 85mph (officer) - weird! On the last few miles of the A38 the heavens opened with a vengeance and trying to follow the slippery and soaking wet road as it snaked steeply downhill was more than a bit scary I can tell you.



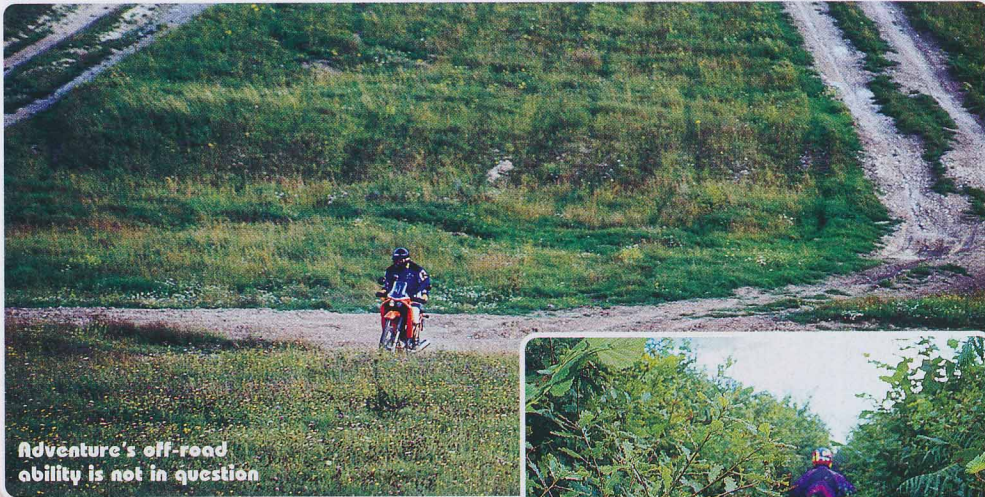
Nylon plastic tank is very robust and holds 28 litres - vibrates against your knees though

Dirt for real

Next morning I was woken by the rhythmic beat of water on windows. Oh dear. Not ideal for a day's trail riding in South Devon. The sun had sneaked out but it was still drizzling when I arrived at Lee Mills Services for my 9am rendez-vous with Jeff Phelps of Adventure Tours. There were eight other riders, but no-one had anything bigger than a 400cc. Jeff looked at the smooth profile of the Metzeler Saharas, then looked at me as if I were deranged and said 'Look at your tyres, man!' I reckoned the Saharas would be okay if the going was dry, but after a night of torrential rain, I was starting to get a bad feeling in my stomach about this one.

On the very first trail one of Jeff's punters leapt off his lightweight 125 right in front of me, and I did my damndest not to run over him with 250kilos of bike, fuel and rider slamming on the anchors. To be honest I was amazed at the grip I was getting from the Saharas - even on the slimy Devonshire mud. The trickiest lane of the morning was actually a tarmac road, one that dips in and out of the River Avon for nearly a mile to Aveton Gifford. The Adventure came through the first few fords with flying colours despite its low-slung exhausts and a bow wave which crept up over the screen. I just made sure I kept it revving and it steamed through with no bother.

I hadn't even got my feet wet when, halfway across the very last ford, the water suddenly came up to the seat, the engine



Adventure's off-road ability is not in question

conked out and I had to get off and push with water up to my crotch. Curses! Mind you, most of the others conked out too, and while they were turning their bikes upside down, I just drained the water out of the air-box, put the KTM's front wheel up on the grass bank, thumbed the starter button and after some spectacular ejection of several pints from the silencers, the big beauty spluttered back to life, like a dog shaking itself after a swim. Another argument for an electric start, if you weren't already convinced.

It took over half an hour to revive an old KDX200 but we eventually got it re-started and as I gained in confidence I found I was able to stay feet up even on some of the muddy sections that had most of the others paddling like penguins. Towards the end of the morning we rode a really overgrown lane with that most tiring of things, a really deep, narrow and slippery central rut which precludes anything but prolonged footing. About halfway up it I was aware of unusual resistance but didn't actually realise that I'd got a puncture till we got back onto terra tarmac. (I'd left both tyres at about 28psi). Jeff said there was an ideal spot to have lunch and repair the flat a bit further on, so I gently rode two more lanes standing up and leaning forward to keep as much weight off the back end as possible.

By the time we got to the Waterman's Arms at Bow, the lack of a security bolt meant that the tyre had spun on the rim, ripping the valve out and tearing the rim tape, but fortunately Jeff had a spare tube. With one man balancing the bike on its side stand and two working on the wheel, I'd



barely had time to get the beers in before they'd got the old tube out and the new one in. That's my idea of painless puncture repair!

But hang on a minute, what if I'd been on my own? Thanks to the Adventure's extraordinary two-into-one-into-two stainless steel exhaust system there's no centre stand available for this bike even though it desperately needs one. I could go on for pages about KTM and their bike stands, but let's just say they ought to look at the oppositions efforts to see how it should be done. The dual stands on the Africa Twin, F650 and even the dear old Army Armstrong spring immediately to mind.

And talking of spanning, the Adventure's toolkit is an exemplary collection of high quality, minimalist equipment which if it didn't cost over £50 I'd buy one for myself, although tea leaves can easily

help themselves because there's no lock on the toolbox, just as there isn't on the cap of that six gallon tank - shame on you KTM!

After a splendid outdoor luncheon in beautiful sunshine we went on to have one of the most enjoyable afternoons of trail riding that I've ever had. Highlights included storming up several rocky climbs feet up, including the famous Corkscrew Hill, while some of the less experienced riders frantically pushed and paddled their lightweight 125s to the top. In these conditions the Adventure was absolutely in its element, the engine powering away beneath you while the 60 inch wheelbase and massive White Power suspension kept the bike resolutely on line.

Some of the descents too were pretty testing, especially those with narrow gullies but although I kept expecting the twin downpipes to ground or get wedged in, somehow they never did. I vividly remember one incident in which I lost the front on some really slippery mud and went into a full-bore, feet-up front wheel drift which lasted for several hours (or so it seemed). But somehow I managed to regain control without even taking a dab - eat your heart out Dougie Lampkin. Tour leader Jeff pronounced himself 'Bloody amazed' at the bike's off-road ability, so much so that I became 'pathfinder' on the last trail which was so overgrown that I was glad of the pro-

tection provided by the screen and fairing, yet I was able to creep down it at walking pace, clutch home and feet up all the way.

One for the road?

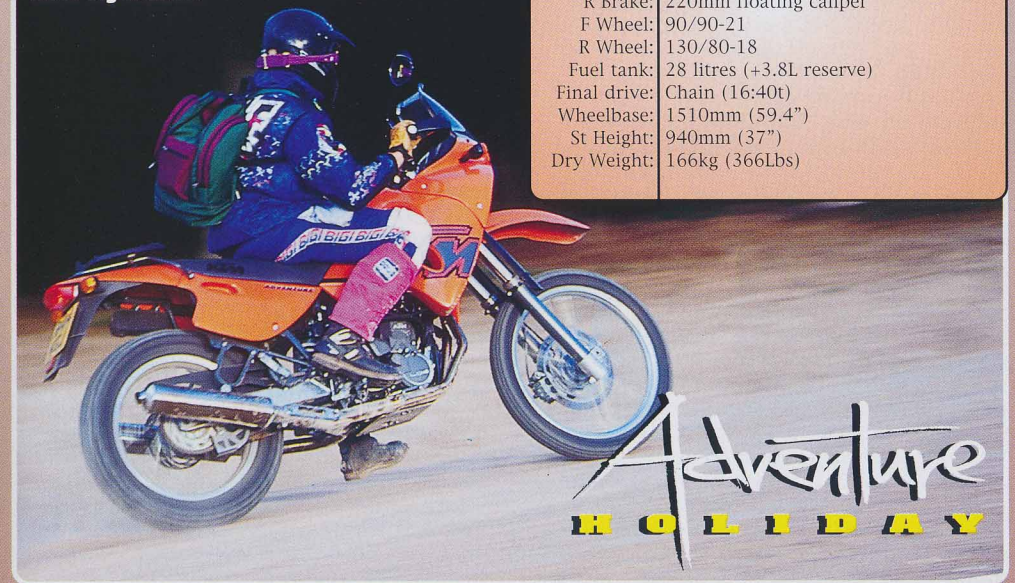
I headed back up the A38 and the A303 in the gathering gloom and this time the dip beam had gone on strike completely and the computer-like speedometer screen had mysteriously gone blank (I later discovered this was because I'd inadvertently turned down the contrast on the electronic display - oops). In less than an hour and a half I was at a friend's place near Warminster where I was staying the night. Once more I awoke to the pitter patter of rain but as I set off towards Petersfield it started absolutely hissing down. Within ten minutes I could feel the water coming through the arms of my 'waterproof' jacket, but there was light relief to be had even in those conditions.

Cruising at about 85-90mph I was passing virtually all the four-wheeled traffic and quite a few bikes on the road. I shot past two 916s and a Triumph T595 that were creeping along at about 65mph, their riders hunched over their tank bags looking absolutely miserable. I had to smile. I also

KTM 620 EGS-E Adventure

Price:	£7000 + road tax
Engine:	609cc liquid-cooled single
Chassis:	Chrome-moly steel
Forks:	WP-Extreme 50mm (11.8" travel)
Shock:	WP IBS Pro-Lever (12.6" travel)
F Brake:	300mm floating caliper
R Brake:	220mm floating caliper
F Wheel:	90/90-21
R Wheel:	130/80-18
Fuel tank:	28 litres (+3.8L reserve)
Final drive:	Chain (16:40t)
Wheelbase:	1510mm (59.4")
St Height:	940mm (37")
Dry Weight:	166kg (366Lbs)

Faster off-road than most big trailies!



£1000 more than an EGS620, but for that you get a massive tank, fairing, and pannier-friendly exhausts, and it's still £3000 cheaper than a pukka rally bike

Adventure HOLIDAY



caught and passed a BMW R1100RT, a bike whose fairing provides more protection from the elements than just about anything else on two wheels, but which weighs in at more than 200lbs heavier than the KTM and by now I was chucking the Adventure about with alacrity. The last stretch of my journey, from Winchester to Petersfield down the switchback A272 was brilliant. It had finally stopped raining, the sun was out and I had the road to myself and was loving it.

The brakes had initially felt rather unbalanced, with the front lever feeling spongy and coming a long way back as the front disc squealed like a stuck pig, while the back brake was ridiculously fierce and locked at the merest touch of the pedal. I couldn't do anything about the squealing but before I left London I reduced the free-play on the front lever and increased it on the foot pedal which improved things all round. One up and empty, the brakes were powerful enough to enjoy myself, but I think if I was using the Adventure's full 350kg payload I'd like a second front disc.

After watching an excellent day's racing at Langrish I had another great thrash back along the A272, catching and passing another pair of sports bikes on the way. And as I motored back up the M3 I reflected on the KTM's good and bad points. For all its little annoyances - the stand, the speedo, the rock

hard seat, this was a bike that I could definitely get attached to. A bike that would take you through hell and high water - and come out the other side unscathed. Yeah, it would be nice if it were smoother and more comfortable and had even more poke, but I can think of no other machine that combines such mile-munching open road cruise-ability with such awesome ability to soak up whatever rough terrain you care to throw at it. Besides, you can forgive a lot of a bike that can make you feel like Stephane Peterhansel on the dirt!

Conclusion

KTM UK don't expect to sell a lot of Adventures, not because the asking price of £7000 (+ road tax) is particularly steep for a bike so equipped (it may be £1000 more than an EGS trailbike, but for that you get a massive tank, fairing, pannier-friendly exhausts, Rally Brush Guards and that nifty electronic computer). No, the Adventure will only sell in small numbers because only a few are coming into the country, and demand is very likely to outstrip supply. My advice to you is don't even think about buying one if it's just for posing around town on because apart from being disappointed - you're entirely missing the point. Instead, buy one to have some serious adventures on. That's what it was designed for, and in truth, that's what it does best.

THE ITALIAN JOB

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Kawa KLR600/650 85+		£1400 - 1800
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Yam XT550 from		£1450+
Yam TT350/600 (Disc)		£1700 - 2500
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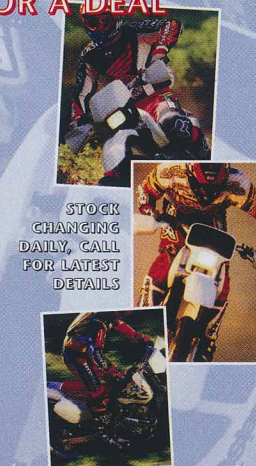
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R XT350	£3,295
N XR250 T	£3,150
N KDX200	£3,150
N XR250 L	£2,895
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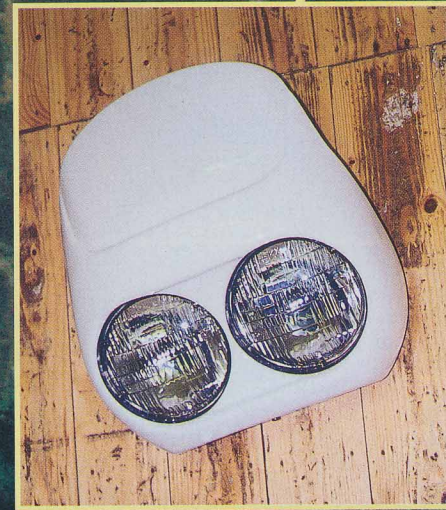
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LIGHTING UP

TIME

Paul Blezard Went to Sussex to try out an unusual 'special'



Neil Simpson's patented lighting unit weighs in at around 2kg with the twin headlights. The mounts isolate the lights from the frame, which saves the bulbs from a battering. His supermotrail concept, left, aims to get the best of all possible worlds.

LIGHTING UP

TIME

Neil Simpson has converted both two-stroke (right) and four-stroke machines



Neil Simpson's prototype KTM 620 special is an interesting hybrid. It started life as a standard KTM 620 motocrosser but has been turned into a very smart lightweight road-special which is somewhere between a road bike and a trailie. Much less extreme and much cheaper to build than a full-on supermoto since it lacks the expensive 17 inch rims, dinner plate discs and over-the-top six-pot calipers. And whereas most converted competition bikes usually have minimal lighting, take a look at the searchlights on this baby! Serious or what? Those twin beams are part of the raison d'être of this whole machine.

This bike has been built as a rolling test bed and advertisement for Simpson's company Detour, who reckon it's high time that we got a bit more realistic about our needs from a motorcycle. Let's focus on those lights for a minute or rather, the system for mounting them on the bike, which is different enough from anything currently available to have been patented. There's more to it than you might think at first glance but like all the best ideas, it's also very simple.

Apart from the lights themselves, there

are three main components: the ABS fairing, the dashboard, and the rubber mounted shroud which holds the lights or 'compression system', which is the part that the patent applies to. It effectively isolates the lights themselves from the rest of the bike, with obvious benefits for bulb longevity. In principle, it reminded me of the rubber mounts built into the mirror stalks on a Honda Transalp which are very effective in preventing mirror blur.

The whole assembly is very light - under 2kg including the lights, and only 300g without them. This is partly because of the beautifully minimalist method of fixing the plot onto the bike - there's no sub-frame or anything - the dashboard just slots into the handlebar clamps and a lightweight bracket underneath clamps to the bottom yoke. In this way both the weight of the package and its leverage effect on the steering is kept to an absolute minimum and it all feels really solid. Unimpeded access to the bulbs is available in seconds by the removal of two bolts, and the fairing is designed to accept a variety of lights: 6 or 12 volt, standard or halogen, sealed beam or bulb-removable. The basic price for the whole thing,

including two standard headlights, is £100.

There was no rev counter or speedo fitted to the test bike, but Simpson says the dash is easily strong enough to support the heaviest units available though he's currently working on a digital unit as used on mountain bikes and rally machines since they avoid the need for a speedo drive. Future planned refinements also include more adjustment on the bottom clamp for a greater range of beam angling and a choice of perspex screens for greater wind protection.

As for the rest of the bike, hours of elbow grease have gone into polishing the rims, levers, kick-start, swinging arm, sub-frame, and so on and the footpegs, pipes, engine mounting plates and numerous bolts and springs have all been chromed. A 19 inch front wheel was chosen to quicken up the steering and allows the fitment

of grippy dual-purpose rubber, while the rear's a 17 incher (stock was 19") and both are wider than standard. The stock front mudguard has also been subtly trimmed to make it more in keeping with the new styling.

With the photographs out of the way it was time to give the beast a quick blast around the Sussex countryside in a varied loop which included everything from flat out straights to several miles of easy off roading along the South Downs Way. The balancer-free KTM enduro bike that we tested back in March had given me some idea of what to expect from the converted crosser, but the vibration still came as a shock after riding down on an F650. It's difficult to put into words the sensation of riding an unbalanced KTM 620 on full chat on the roads, but I'll try. The way it molests your genitals would be enough to constitute a serious sexual assault if it were perpetrated against your will by a fellow human being.

Before the test ride began I'd been really looking forward to cracking the KTM along the A286. This stretch of tarmac is one of the great biking roads of the South of



The man and his machine



The KTM still retains all of its pulling power

LIGHTING UP TIME

Not surprisingly, despite wearing a 19 inch front wheel, the Detour bike still works well on the trail



England, full of lovely swooping bends, but it was still way too fast to be able to enjoy riding the undergeared, vibrating Detour. Although the gearing's been raised from standard, it's still far too low for road use and I was looking for another gear by the time I got to 45mph in top, just to save any further damage to me love-plums.

It's only about five miles from West Dean to Cocking, but I was glad to turn off onto the South Downs way by the time I got there. The next five miles to the Royal Oak at Hooksway were thoroughly enjoyable. While the 19 inch front wheel makes the KTM a bit twitchier than it would be with the standard 21 incher it was still effortless to ride down the easy trail with the rather roty exhaust burbling away beneath me.

The slightly more demanding trail to

Treyford was no bother either with the White Power suspension soaking up the bumps superbly. When we emerged onto the twisting lanes around Elsted and Harting, the Detour was in its element. The bike had only been put on the road for the first time to coincide with my visit, and to Neil's chagrin the rear brake had stopped functioning almost immediately due to an air lock. It says a lot for the bike that the complete absence of a rear stopper was not in the slightest bit worrying - the engine braking is absolutely stupendous and is enough on its own, to slow you down for most situations. And even without the rear to back it up, the standard M/X front disc seemed perfectly adequate.

The bike could have been designed for the tight climb up Tower Hill on the B2141,



Big KTM 620 is nice and lively

and I swept through the bends in best competition rally style sliding my bum effortlessly to the front of the seat and sticking my leg out with boot skimming the tarmac. I revelled in the way the front wheel came off the ground on rises in the road and started to have a ball. I finally crested the top of the hill with a big smile on my face, but as the road straightened out and dropped down towards Chichester the smile became a grimace, as my

speed climbed rapidly towards the ton I had to cling like grim death to the handlebars and struggled to focus on the road ahead as the vibration threatened to shake my eyeballs out of their sockets.

Turning back onto the A286 and accelerating through the gears the front wheel pawed the air in first, second and third, I shot past a line of cars as if they were standing still and by the time I got back to West Dean I felt thoroughly invigorated. Overall I'd thoroughly enjoyed my quick spin, but for anyone other than a complete masochist, more than a few miles on open roads would be absolute torture.

However, as a rolling test-bed for Neil Simpson's new lighting system, the KTM is ideal because by the end of my 20 miles both the bolts which hold the tailpiece onto

the rear mudguard had vibrated loose whereas the headlights (and mounting system) were still functioning perfectly. Although I didn't have chance to ride the bike at night, the twin headlights certainly illuminated the gloom down the disused railway tunnel at the back of the Detour premises, and anyway the whole point about this system is that you can make it as good as you like by specifying which lights you want fitted.

Actually, thinking about it, what Neil Simpson has built without even realising it, is a budget road competition rally bike, ideal for French events like the Francilien and the late lamented Monte Carlo rally. This is where competitors compete day and night on closed public roads sections which are often strewn with mud and gravel and are almost invariably tight and twisty. Converted enduro bikes and single cylinder trailies are the mounts of choice but competitors ordinarily have to bolt on massive, car-style rally headlights for the night time sections. The Detour is ready to race in one of those events exactly as it stands!

For those with no desire to take part in such esoteric foreign competitions, Neil Simpson's special could provide the inspiration and the wherewithal to create a stylish and more road-oriented makeover for just about any dirt bike, from full motocrosser to accident-damaged trailie. And what's more you don't have to stop riding when the sun goes down.

Simpson Detour: 01243-781162

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The Rough Guide to Britain



What could be nicer than a
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OS maps 125 & 126

It's generally accepted that some of the best trail riding to be found anywhere in Britain is in Wales. But to many trailriders, Wales seems too far to go for a day out. But wait, you don't have to go all the way to Wales to be at the beginning of some fine trails. Oswestry might still be in England but it is on the border with Wales and is the perfect starting place from which to begin a day's trail riding in Wales. In other words, if you live within a couple of hours drive of Oswestry, you live within a couple of hours of Welsh trails. Get your OS map out and have a look! The A5 goes right past the place. Less than 120 miles from Northampton, for example. Less still from Leeds. For this day you will need OS sheets 125 and 126 and as usual please be advised to mark this route on your maps before attempting the ride.

Getting through Oswestry is easy enough. If you are approaching from the south east, stay on the B4579 from the traffic island at (319,286) (sheet 126), and follow it through the town, turning left with the one-way system at the junction and right soon after onto the B4580, signed to Llansilin. Drive about two miles along that road and left at the crossroads, to park at (258,306), a public car park on your right. Approaching from the north is easier, turn right just after the railway station and again follow the signs for Llansilin. There are no facilities other than parking spaces at the car park but parking is free.

Leaving the car park turn left and left again at the crossroads, follow the road down the hill and turn right immediately after you have gone over the bridge. Turn right at the next tarmac junction and go straight on. This road eventually runs out of tarmac and you're away, just follow the track and soon after the first of many gates it swings a bit to the left, (228,324), and takes you into a wood. Bear left slightly and ride on until you reach a well made track through the wood. At this T-junction turn right and continue to follow the track until it leaves the wood through a gate, goes swooping up to your left, and then bears right. Soon you come to yet another gate and another field before you are faced with two more gates. This bit can be a bit tricky so take the one to the right, which will allow you to follow the line of small trees (keeping them just to your left), and again go straight on.

As you are riding along this track you'll see a valley and some small trees to the left and a wire fence to your right, you will soon come to fork in the track where what appears to be the main track drops down to the left and a slightly lesser track goes straight on. You go straight on. At the next T junction, on sheet 125, (190,335) go right for a few metres and then hairpin to the left to drop down into the valley towards Tregeiriog and the picturesque bridge at (176,335). Remember this spot, if you see it again after another ten miles or so of riding





you'll know you are more or less on the right route.

Turn left and go up the hill to the junction at Pensarn, then turn right and stay on the tarmac until you are just about to take the first of the multiple bends (warned by the Z-sign). Don't. Instead, pull up and take your bike through the gate by the bush on your left at (178,327) and head south-west for three miles along the ridge of Cefn Hirfynydd towards Llidiart-cae-hir. In snow this track can become a bit vague after about a mile, so when in doubt just keep going a little bit to your right, making sure you are always overlooking the valley to your right. After a load more gates you emerge once more on tarmac at (146,309).

Turn left and left again on the tarmac and head south-east for a mile until you reach the track that goes to the left towards Pant-y-maen. As you ride through the farmyard you will see a track that continues straight on, ignore that and instead turn sharp right, through the rickety gate and the deep, smooth, mud like substance that always covers this lane (presumably the farmer keeps his cattle waiting at this gate). Follow this track to the junction turn left and follow out onto the tarmac, eventually arriving at a crossroads at (178,298).

Turn left yet again and then again onto

the track just around the corner, past Tygwyn and follow on another half mile until you are faced with a gate, a little splash and another gate. With Hen Graig to your right and a very nice rocky climb in front you, take the right fork and enjoy this super bit of track, in wet weather this bit is like riding up a steep river and enormous fun. When the going levels out a bit, around (174,314), go through the gateway to your left, riding the track north, across your earlier route, going across the tarmac and down again to the bridge at Tregeiriog. This time turn left, and go across the B4500 and straight up the other side. This lane eventually leads to high level open country once more.

When the walls finish and there is nothing shown on the map, keep going in the general direction you have so far been following and you will approach the track, at (162,356), that runs South west towards Llanarmon. There you will see a gate to your left, once you are through this you are on a well defined route that takes you through some usually very splashy watery bits and on down into the picturesque aforementioned Llanarmon.

How much effort you have so far expended and how long you have taken to reach this point will to a certain extent depend upon the time of year you have



chosen to undertake this ride, but on very lazy days I usually like to stop for a sandwich and a glass of beer at the pub facing us as we approach the centre of the village. There's always a warm welcome and the food is excellent. The more serious riders will, of course, not want a break so soon and will therefore turn right in the village, following the 'Swch-caerhiw' (no through road) sign and head towards the Wayfarers Pass across the Berwyn Mountains.

Although never a particular challenge to any trailbike, this ten mile stretch of track is absolutely irresistible to anyone who loves trailriding for the sheer pleasure of being out there on a bike. No navigating is required until you are dropping off the hill on the western side and arrive at a fork in the track at (084,366). Take the right handed option and stay on it until another right turn at Rhos-y-maerdy two miles on.

Travel another mile and again take the right fork at (058,398) eventually dropping down into Cynwyd, by the River Dee.

Cross the river and stay on tarmac to Four Crosses at (034,430), turning left here and going down the A494 to the petrol station/cafe on your right. Even if you did stop for a sarnie in Llanarmon you would be depriving yourself not to sample this cafe, it's a large, clean place with more than enough space to accommodate mucky trailriders. The proprietors are extremely hospitable and there are very large portions of typical cafe grub - what more could you ask for?

Turn right out of the cafe and go half a mile down the road to the left junction at (019,421). A few yards up there is a gate that is usually closed and sometimes has a lock on it. The lock is not fastened to anything so please check before you start lifting the gate from its hinges! Follow this track for a few hundred yards as it heads south to the farm and then turn sharp left up the rocky/muddy climb to the next gate, turn left here heading south again towards

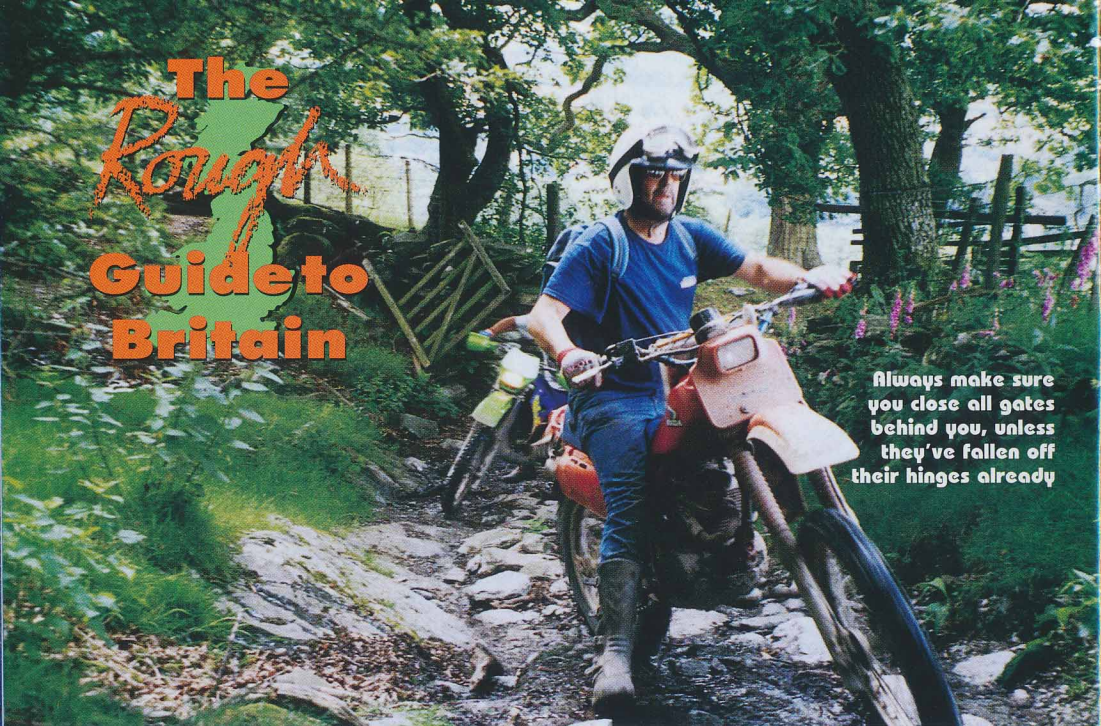
Gaerwen. After clearing the trees, there is a little water splash and the track goes either straight on, south west, or sharp left, to the east. Go through the gate to the east. Stay on this track, through the forest for about a mile and a half until you emerge on tarmac at Tyfos, by the River Dee again. Turn right and then left just over a mile down the road.

After crossing the Dee turn left towards Llandrillo. On the other side of the village where the road veers to the left at (037,372), go straight on, heading east. After a third of a mile you are faced with a steep, slippery climb with a small gate a few yards up from the tarmac. Most of the year this climb can be a bit of a challenge and anyone not competent at making slippery hill starts should leave the gate for someone who is and take a run at this one from the tarmac! Keep going to the crossroads at (051,376). In extreme snowy conditions the most difficult section of the next bit can be damn near impossible and is perhaps not for the faint hearted during wet and windy conditions at most times of the year. If forced to turn back, retreat to this crossroads and head east to re-cross via the Wayfarers Pass. Otherwise, turn South east and follow this wonderful route as it works its way up and round the edges almost to the highest point in the area at over 2000 feet above sea level at (081,337).

Just before this high spot is a treacherous steep crossing where the wind always sweeps down the hillside and can easily catch one unawares and make life that bit more interesting. To add a little more spice to equation the going is a bit boggy halfway across and there is a super, steep slate climb



The Rough Guide to Britain



Always make sure you close all gates behind you, unless they've fallen off their hinges already

for the final push - usually fun, this one! Take a breather here, there's still an exiting boggy descent to catch out the unwary - I know!

Back on tarmac, the best is now behind us but we still have a few pleasant lanes to take us back to our starting point. At the first tarmac junction take the left fork just past Tyn-y-ffridd and then right a half mile on. After the hairpin at (128,302) go through the gate to your left and follow the track due south for a mile and a half and then South east to the tarmac at (137,274). Turn left here and follow the road round to the T-junction at Llety where you turn left and after a quarter of a mile turn right into the track opposite the building on your left. From that nice little track turn right onto the tarmac and follow the road to the junction with the B4580, where you will need to turn left. Less than a half mile on, just on the far side of the first house on your right is the next lane. Drop onto it and go slightly to your left before dropping down over the river and up the other side. Follow the track up and round to your left and reaching a fork where the track starts to level out, take the left option which drops back down to the tarmac again.

Due to various circumstances, this is as far as I have ever managed in a day following this particular route, but anyone who

has been going a bit quick up to now may well want to take in a few more lanes. My guidance from here is based mostly on the information I have rather than actual experience, but you do like to find things out for yourselves sometimes, don't you?

So, turn right from the end of the last lane and then left in the direction of Wenault. The track shown on your map at (187,255) goes north east for almost a mile to emerge on tarmac again at (198,260). From here turn right and back onto OS map sheet 126. Take a left at the crossroads to Tynewydd at (208,270), go south for about a quarter of a mile and then north-east to Fron. Once again on tarmac go east for a mile and then turn left to take you up the beginning of a RUPP (Road used as public path) at (224,280). This goes east for almost half a mile before turning north east by a building on your right and south east just past Pentregaer, almost a mile further on. Eventually bringing you back onto tarmac only a couple of miles from where you started the day. Turn left, go north to Rhydycroesau, right onto the B4580 and towards Oswestry and your starting point.

Whatever time of year you have chosen to ride this route, if you've enjoyed it do come back and try it again at other times. It's always a joy to ride and certainly one of my favourites. **Phil Sadler**

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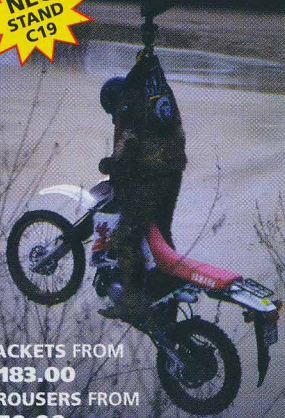
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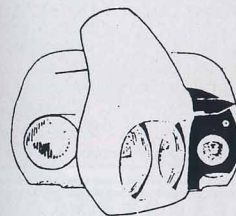
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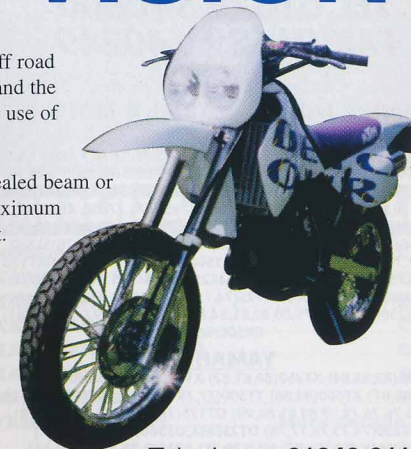


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Suzuki DR350, J-reg, 8600m, one owner, road use only, MOT, nearly new Michelin Siracs, exc throughout, £2200. Tel 0374 819988 (London)

Suzuki DR600, T&T, 86, new clutch, good cond, £1200 ono. Tel 01452 330927 (Glos)

Honda XL125S, 1978, t/shock, classic trailbike, MOT, vgc, 90% orig, 14,000m, new shocks, Micron exhaust, good learner bike for road or trail, £550. Tel David on 01244 549859 (N Wales)

Kawasaki KMX200, 1989, MOT, exc cond. Tel 0113 2946587 (Leeds)

Honda XR250, 1990, T&T, mint cond, enduro tyres, fast & reliable, low mileage, £1700 ono. Tel Mark on 0161 427 3533 (Cheshire)

Honda XR600R, 1996, N-reg, tax, v little use, 3400k, vgc, £3350 ono. Tel 0118 9692503 (Berks)

Yamaha YZ/WR250, 1991, road reg, T&T, good tidy bike, eng needs welding, hence bargain price £1000 ono. Tel day 01395 513269 or eve 01404 814512 (Devon)

Aprilia Pegaso 125, N-reg, 1995, 155cc big bore kit recently fitted, 17,000k, road use only, v quick, £1995. Tel 0181 864 1400 (Middx)

Honda XR400RV, April 97, 2000km, alloy bash plate, Renthals, h/guards, owner gone 'soft', £3950. Tel 01207 272228 (Newcastle)

Honda XR400, 200km on clock, £4,400. Tel

FREE CLASSIFIEDS

01639 771549 (W Glam)

Honda XR350, 1983, rebuilt eng, powder coated frame, new wheel bearings, c/s, clutch, brakes, Renthals, Brush Guards, MT21s, excel cond, fast & reliable, £1250. Tel after 6pm 01438 318267 (Herts)

Honda XR250 Baja, 1995, 2600k, e/start, superb cond, ideal t/bike, fully road legal, £2500 ono; also wanted size 11 M/X boots. Tel 01538 300343 (Staffs)

Kawasaki KMX200, 1994, exc cond, T&T, 3400m, green lane use only, CRM forces sale, £1650 ono. Tel 01743 246612 (Shropshire)

KTM 620EGS, 96/N tax, vgc, Datatagged, £3900. Tel 01773 604558 or 0976 760083 (Derbys)

Yamaha YZ250 89/90 USD, excellent starter & v reliable, poss p/x 4-stroke t/bike or enduro. Tel 01905 429130 (Worcs)

Suzuki RMX250T, 1996, hardly used, not off roaded, in superb cond, lots of extras, must be seen, job abroad forces sale, £3250 ono. Tel 01276 479537 or 0374 756952 (Surrey)

Yamaha XT350, 1994, under 1700 miles, one owner from new, careful run in, never dropped, looks new, lack of use forces sale, £2750 no offers; also Suzuki TS185ER, W-reg, yellow, good cond, 15,500m, T&T, one owner since Jan 92, £400 ono. Tel 01822 616222 (Devon)

Kawasaki KLX250, 96/N 1500m, very clean bike, lots of extras, must sell, £2750. Tel 01757 638549 or 0850 304806 (N Yorks)

Honda CRM250R-2, 1991, T&T, white, rack, 1800m, road use only, USD forks, exc cond, £2500. Tel 01903 246164 (Sussex)

Honda XL600R, 1983, T&T, 5000m, excel orig bike, must be seen, red, £1500 ono. Tel 01525 383920 or 0378 271351 (Beds)

WANTED

Wanted spares for KLR650, clocks, front light & cover (blue), must be in good cond, other parts considered. Tel Tony on 01254 233389 (Lancs)

Wanted late model KTM or Husqvarna 620 or 610 enduro in exchange for 1993 Gilera Northwest, 3500 miles, exc cond, T&T, just serviced, value £3100. Tel Andy 01270 589935 (Cheshire)

Wanted for 1985 Yamaha DT175MX, rear wheel in good cond. Tel Rupert on 01252 792672 (Surrey)

Wanted for Honda XRV750P, centre stand & screen, anything considered. Tel Peter on (day) 01538 383780 or 0976 359148 (Cheshire)

Wanted Honda XL250S, Suzuki TS250ER, Yamaha DT250MX, IT250J, IT465J must be in good cond, willing to travel for right bike. Tel Dave on 01904 490764 (York)

Wanted trailbike 600cc or over, must be road regd, possibly swap for my Gas Gas trials, up to £2000 considered. Tel Bob on 0131 661 3477 (Edinburgh)

Wanted trail bike, 200-600cc, p/x for Yamaha

RD350LC, orig spec, T&T, vgc, only 22,000 miles. Tel 0831 726416 (Cumbria)

Wanted Cobra, Supertrapp race can for DR350SET, also mid & front section stainless pipe, new or s/h, top money paid. Tel Joe on 01689 848921 (Croydon)

Wanted Africa Twin, any year considered or cheap BMW 1100GS, have DR350 e/start for poss p/x. Tel Steveat work on 01256 742991 (Surrey)

Wanted Honda XL350K1 bashplate urgently, also sales brochure red/black tank model, good price paid; also wanted Rickman Zundapp ISDE, most parts to form rolling chassis esp tank/seat unit, has anyone ever fitted an XL250K or motorsport eng into Rickman Frame? Tel 01803 529958 (Devon)

Wanted DT125R lights, clocks, wire-loom, switches, side-stand, front brake caliper & m/cylinder, chain guard, white l/h rad shroud, other spares considered. Tel Andy on 01206 826540 (Colchester)

Wanted help to start regularly Yamaha IT490 1984, bought and rode home, since then zilch, electric check-out, starting techniques, all suggestions gratefully received. Tel 01203 615963 after 6pm (Coventry)

Wanted Acerbis tank to suit XT600 Tenere 1985, also Clymer manual. Tel Ross on 0131 441 5971 (Edinburgh)

Wanted air cooled 50cc m/x engine, not auto, will consider complete bike if price right. Tel 01384 822074 (W Mids)

Wanted speedo drive for yamaha IT250 or IT465. Tel Mick on 0181 979 3497 (Surrey)

Wanted Honda XR250 rear shock, must be good working cond. Tel Andy on 01706 620723 (Lancs)

Wanted Montesa Cota 348 parts (1979), stator rotor, cxases or whole engine, any cond considered. Tel 01803 529958 (Devon)

Wanted Fantic-Motor Caballero 50cc Super 6M or Caballero 50/75/80 RC, must be cheap for project. Tel 01189 670791 (Berks)

Wanted Armstrong Rotax 500cc ex-army t/bike, low mileage pref. Tel 01568 611659 or 0976 441136 (Mids)

Wanted seat for DR350, 1992, prefer blue. Tel John after 7pm on 0181 693 2478 (SE London)

Wanted carb manifold and airbox for 1983 Yamaha TT600. Tel 01293 410534 (Sussex)

Wanted Yamaha XT550, 1981-83, would prefer nice orig cond with no dents, and orig paintwork, doesn't need to be immac, anything considered. Tel 01764 683426 (Scotland)

Wanted Honda XL350 1973-76 good cond preferred, any area. Tel 01603 503772 (Norfolk)

Wanted 1983 Honda CR80 stator plate, fly-wheel, cdi, wiring loom, f/wheel, or bike with shot eng. Tel 01786 815131 (Stirling)

Wanted KLR600 Acerbis tank in black, f/r wheels, clocks, other bits considered. Tel Ian on 01565 873148 (Cheshire)

Wanted alloy rim 36 hole 2.15 18" vgc or complete KDX200 91 r/wheel vgc, also manual for same. Tel 0191 536 5179 (Tyne + Wear)

Wanted XT500 clutch case and timing gears for points, also points plate and ATU. Tel Jake on 01705 838907 (Portsmouth)

Wanted parts for KLR650, 1990, clocks, f/light and fittings for both, other parts considered, must be cheap to help repair stolen bike. Tel Tony on 01254 233389 (Lancs)

Wanted Acerbis fuel tank for KLX650, must be green and as new, cash waiting. Tel 01505 502441 (Ayrshire)

Wanted person or group to go trail riding in Fife and surrounds. Tel Andy on 01334 653811 (Fife)

Wanted cylinder head for KLR250 1989 must be a good one. Tel 01984 640105 (Somerset)

PARTS

Corbin Dual-sport seat, for Cagiva Elefant, hardly used, in new cond, cost £200 new, will accept £110 ono. Tel 0131 661 3477 (Edinburgh)

BMW R80GS Para, bodywork. Tel Christopher on 01452 862023 (Gloucs)

XT350 manual, £20. Tel Rob on 0191 551 4762 (Tyne & Wear)

Supertrapp exhaust to fit Honda XR600RV, cost £210, accept £125. Tel Bryan on 0181 252 9648 or 0402 556042 (Essex)

Avon Gripsters f&r, 120/80-18 & 90/90-21, nearly new, £50 the pair. Tel 01733 64368 (Peterborough)

XR400 1996 clutch upgrade parts to 1997 spec, new & unused, also Barnett clutch springs, K+N air filter (also fits XR600), offers. Tel 0378 580142 eves (Perthshire)

Scott Summers fork brace inc Acerbis fork slider protectors (white), still in box, cost £200, will accept £120, will post. Tel 01463 794539 (Inverness)

Yamaha IT175, 1982, breaking, all parts available except eng. Tel/fax 01302 702766 (Yorks)

Acerbis h/lamp, green with h/bar switch, £20 or swap for yellow or white one; also Pirelli M/X tyres, brand new road legal 3.5x19 (x2), £10 each, also some part worn £7.50 each. Tel 0121 743 5720 (W Mids)

Honda XR 18" rear wheel with new tyre & sprock, £90; also Yamaha YZ250 1991 w/shop manual, £20 ono. Tel 01752 772671 (Plymouth)

Yamaha XT600 m/shock linkage, good bearings, £25; also DT125R parts, complet g/box £25, com-

plete clutch £25, crank, £15, assorted other eng parts. Tel Martin 01364 642204 (Devon)

Brand new unused exhaust for Suzuki TS185 Model A may suit other models, £50 ono, can deliver most areas, also I need rear brake lever for TS185C. Tel 0831 476839 (Lancs)

Honda XL600LM Fournales shock boxed £200, Tenere exhaust (tatty) £10, clutch cable £4, pair Michelin T66/X £40. Tel Mart on 01543 375317 (W Mids)

Kawasaki KMX125 exhaust like new, £25; also Metzeler enduro tyres f/r, & Pirelli MT17 enduro f/r, £10 each. Tel 01432 277837 (Hereford)

Yamaha XT rear wheel, gold rim, 17", h/d spoke rebuild, brake, spindle, snails, spock, fits all mono XTs, £40. Tel 01633 484093 (S Wales)

Suzuki DR400 eng with receipt from breakers inc carb, £100 ono; also SP370 frames, forks, wheels, various spares, £125 ono for lot. Tel day 0117 9077756, eve 0117 9775902 (Bristol)

Yamaha DT125R alloy Fresco tail-pipe, vgc, £25 plus P+P if necessary. Tel 01237 477794 after 6pm (N Devon)

Honda XR600 Pro Circuit polished silencer, new £130, Acerbis h/light unused £30, used f/rear fenders, s/panels, h/light cowl, rear wheel rim, £65 the lot. Tel 01279 815930 (Essex)

BMW GS low front m/guard with fittings £30, belly pan with fittings £40, h/bars £10, 12V clock £25, R80 tank decals £15, small bashplate £5. Tel 01702 206576 (Essex)

Petrol tank for KLX250 18 litre cap, £120 ono; also KLX250 DEP tail-pipe £80 ono. Tel 01639 771549 (Glamorgan)

Sidi Top Action boots size 45 (Euro), 10/11 (UK), worn once, too small, grey black, still boxed bargain £50. Tel Richard on 01634 713712 (Kent)

Kawasaki KLX650 Acerbis 17 Litre tank black, Deil stainless exhaust, £75 each can deliver. Tel Paul on 01704 574852 (Merseyside)

STOLEN

Stolen XR600, Super Motard, purple, registration No: M669 RUJ, Talon hubs, Acront rims, Pirelli Corsas, twin Acerbis halogens, purple seat, Engine No: PEO4E5953359, Frame No: PEO45950587, stolen in London on 9 August 1997. Reward if found. Tel R Ogilvie on 0181 969 5262

CJ TRADING

HONDA XR400R 1998 model European spec..... £3950 or Supermoto spec £4300

YAMAHA TT600 Belgarda electric start..... £3700 or Supermoto spec £4050

Tel: 01737 644805 (Surrey)

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